

## Researching Legislative History: Background Documents

In our previous column, we looked at how to find information on US legislative bills that have become law. In this issue, we will look at the many, many volumes of background material that can support the development of these laws, or proposals that never became law. Even if they are not directly connected with the development of binding legislation, they can offer fantastic information and insights. In the next column, we'll look at how one can keep track of legislation that is currently under consideration.

Government reports can be an incredibly valuable tool for learning more about a subject. Immigration, for example, has always been an issue in American political life. From 1907 to 1911, a joint Congressional committee called the **Dillingham Commission** pursued a study of immigration to America. While it operated with a partisan intent at limiting immigration, the 42 (!) volumes of this report brought together an enormous amount of valuable information about that era's immigration experience. The Commission collected reams of statistics and data about who was coming, how much they earned and sent home, what languages they spoke, and where they eventually settled. As part of the research process, several Commission staff members who had emigrated to the United States returned to their native countries, and emigrated again, to create a record of the experience. They traveled in 1908, a year of limited emigration, so the experience in steerage, as depicted in Volume 37, "was seen practically at its best," and readers were reminded "that not extreme but comparatively favorable conditions are here depicted." Nevertheless, it was a harrowing experience for all involved. The Dillingham Commission report can be found through a search for "immigration commission" at <https://archive.org>, or at the **Wikipedia** entry for the United States Congress Joint Immigration Commission.

As with the Dillingham Commission, most significant legislative works have Wikipedia entries that can provide useful information about, and links to, online resources regarding the legislation in question. Publications by the US Government

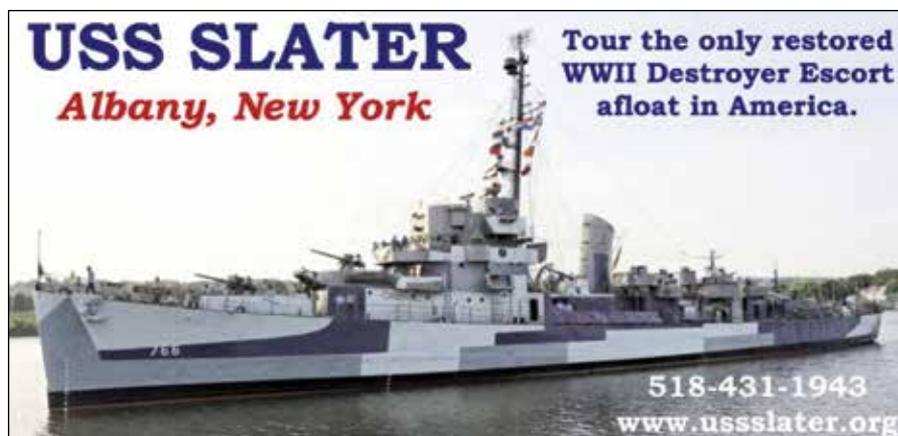
are automatically without copyright, so they are easily shared and found online.

The **Congressional Record** (<https://www.congress.gov/congressional-record>) provides transcriptions of congressional discussion and debate, as well as extensive additional content added later by members of Congress. The **Library of Congress's American Memory** site, at <http://memory.loc.gov/ammem/amlaw/lawhome.html>, includes the first three years of the Congressional Record, along with an enormous collection of founding legislative documents up to 1875. Click on "Search: All Titles" to search this data set; from that page you can limit a search to a specific set of documents or a specific session of Congress, or search the full collection. In some collections, you are searching the full text; in others, you're searching just titles and headings. Contents from 1875–76 to the present are available through <https://www.govinfo.gov>, a **US Government Printing Office** site that provides access to most of the published work of the US government.

As with similar retrospective digitization projects, the analysis of the printed pages can return many unexpected errors; one might be surprised how often the word "modem" appears in the Congressional Record in the 1870s until you realize it is a computerized misreading of "modern" rather than reference to a recent communications device.

The **govinfo** site also allows one to search by committee, which is particularly useful for exploring hearings presented in Congress on subjects covered by the relevant committee. Since 1997, most committees provide hearings, documents, reports, and more. Each entry offers a PDF of the printed report, a text-only version of the report, and metadata about the report. All of the full-text content is also searchable from this site.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See [www.seahistory.org/maritime-history-on-the-internet](http://www.seahistory.org/maritime-history-on-the-internet) for all of Peter McCracken's previous "Maritime History on the Internet" columns, plus a link to <http://shipindex.org>, a free compilation of more than 150,000 ship names from indexes to dozens of books and journals. ⚓



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## Researching Legislative History: Bills That Became Law

Much of American maritime history is bound up in federal legislation. The Jones Act (officially, The Merchant Marine Act of 1920), which aims to promote American merchant maritime trade by requiring—among other things—that seaborne trade between American ports be carried by American-built and -flagged ships, is perhaps the best known. The Act has had immeasurable impact on American maritime history in the past century, and its impacts remain a constant issue. Members of Congress continue to argue for amendment or repeal.

Tracking legislative information can be a real challenge. Though everything that the US Government publishes is available in the public domain, not all of that content is yet available online. And because tracking the ways in which a bill becomes law can be incredibly confusing, subscription databases that bring some form of order to this complexity can be quite valuable. Nevertheless, there are ways of finding relevant information online, and we'll explore a few of these over the next few columns.

This column will focus on how one can conduct (mostly free) online research regarding bills that have become laws. The next column will look at the background information that's available to support those laws—that is, the reports, the documents, and the hearings that provide the support for eventual legislation. Finally, the third column will investigate how we can track and research actively considered legislation.

The best source for online information about past laws is Congress itself, at <https://www.congress.gov>. (**Congress.gov** replaces **THOMAS.gov**, the original Congressional information database that provided content from the mid-1990s to 2016.) The site provides information about legislation from 1973 to present, though its full-text content doesn't start until 1989; for laws passed before that, the database contains just descriptions and citations about bills and legislation.

To find the text of specific public laws, you can start at <https://www.congress.gov/public-laws/>, where laws are listed by the Congress in which they were initially enacted. Usually, about 600 bills become

law per year, though partisanship in the past few years has seen that number nearly cut in half. Many of those are just a paragraph or two, and focus on naming a Post Office, a mountain peak, or another site, after someone. The **Law Library of Congress** provides a valuable overview—especially of more meaningful legislation—at <https://www.loc.gov/law/help/statutes.php>. The country's laws, known as **Statutes at Large**, are available at the **Government Printing Office** site; search "**statutes at large gpo**" to avoid its cumbersome URL. This site holds PDFs of statutes going back to 1951, though they are not full-text searchable. The full current **US Code** can be found at <http://uscode.house.gov/>.

The **Library of Congress** offers digitized versions of many early documents on their pages about the first century of the country, covering US Congressional Documents and Debates from 1774 to 1875, at <http://memory.loc.gov/ammem/amlaw/lawhome.html>. This project was completed by 2003, and its age shows. Alas, some documents only have indexes and no full text.

Unfortunately, the space between 1875 and 1973 is not well represented in free online resources. Online databases like **Lexis**, **Westlaw**, and **ProQuest Congressional** do provide excellent access to these resources, however, and you likely have access to at least one of these through a local public, academic, or state library. In ProQuest Congressional, a search for "life saving service," narrowed to just "Statutes at Large" Document Type, found numerous laws relating to the Life Saving Service through its history. (Also, see [http://proquest.libguides.com/pq\\_congressional/](http://proquest.libguides.com/pq_congressional/) for a useful guide to using the ProQuest Congressional database.)

This is a necessarily brief overview of an incredibly complex topic. In our next column, we'll look at researching the documents that describe the development of specific laws.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 150,000 ship names from indexes to dozens of books and journals. ⚓



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## Researching the Poles

This winter's recent "bomb cyclone," which froze much of the continental United States, makes this seem as good a time as any to look at sources for doing polar research. Polar research could, of course, include a wide range of topics—all of which would likely have some maritime connection—but here we'll look at a few that seem more emphatically maritime, such as scientific research and exploration.

Given the manner in which polar regions bring nations' borders together in often-confusing ways, it's not surprising that many different countries sponsor polar research programs. The Norwegian Polar Institute, at <http://www.npolar.no/en/>, for instance, focuses on both poles; this is not a surprise, given the proximity of the North Pole, and their history of exploration of the South Pole by Roald Amundsen and others. Norwegian polar exploration continues today, with a brand-new purpose-built icebreaker and research ship, RV *Kronprins Haakon*, that will serve as a valuable tool for continued access and research in the Antarctic and Arctic.

Like the Norwegians, the British have spent a good deal of time exploring both poles. The UK's **National Maritime Museum** has actively collected records and artifacts from many polar explorers, and most are recorded at <http://www.rmg.co.uk/discover/explore/exploration-endeavour/polar-exploration>. Cambridge University's **Scott Polar Research Institute** (<https://www.spri.cam.ac.uk/library/>), part of the university's Department of Geography, contains extensive collections on polar research, from artifacts to manuscripts to online resources. Finally, the British government maintains two sites about polar discovery: **Discovering the Arctic** (<http://www.discoveringthearctic.org.uk/>) and **Discovering Antarctica** (<http://discoveringantarctica.org.uk/>), each with interesting public-facing information about the very different—but equally harsh—environments.

The National Maritime Museum recently hosted an impressive exhibit titled "Death in the Ice" about Sir John Franklin's explorations of the Arctic in the 1840s, and the loss of his two ships, HMS *Erebus* and HMS *Terror*. Both were rediscovered in the

last several years, in Canadian waters. That exhibit is now at the **Canadian Museum of History** through September 2018 (<http://www.historymuseum.ca/event/the-franklin-expedition/>), and then will be at **Mystic Seaport** after November 2018.

A fairly basic site at <http://www.south-pole.com/> describes many aspects of Antarctic exploration, with a particular focus on letters, telegrams, documents, and especially stamps, to tell these stories. Russell Potter maintains an overview of many Arctic expeditions and explorers at <http://visionsnorth.blogspot.com/p/arctic-exploration-brief-history-of.html>, and has a variety of interesting additional content about Arctic exploration and literature.

Myriad pages honor the memory of Sir Ernest Shackleton, particularly surrounding the epic struggle and eventual rescue of the crew of his ship *Endurance*. The Scott Polar Research Institute (mentioned above), has a set of pages called "Virtual Shackleton" at <https://www.spri.cam.ac.uk/archives/shackleton/> that highlight each of his voyages. The same department also hosts a collection of nearly 25,000 polar images at <https://www.spri.cam.ac.uk/picturelibrary/>, in several different formats and interfaces. The Dundee-built **Royal Research Ship *Discovery***, now on display in Dundee, Scotland, carried both Robert Scott and Shackleton to the Antarctic, and the website at <https://www.rrsdiscovery.com/> records a bit about them and the ship itself.

Most of the people who travel to the poles today do so for scientific research. The **Arctic Institute of North America**, based at the University of Calgary (<http://arctic.ucalgary.ca/>), publishes the **Arctic Science and Technology Information System** database (<http://www.aina.ucalgary.ca/astis/>), containing extensive research on Arctic science.

The **Scientific Committee on Antarctic Research** coordinates numerous scientific research projects taking place in Antarctica at <https://www.scar.org>. The **American Geosciences Institute** continues to make two bibliographic databases about polar regions available at <http://www.coldregions.org/>. The databases cover 1950 to 2011, so while you will not



find the most recent literature, they do have earlier content and they are still available online. The databases are bibliographies, so they just provide citations to existing articles; the articles and books are generally not available through this interface.

A major challenge in these regions is law and jurisdiction. Iceland's University of Akureyri offers a masters and law degree in the subject, and has been sponsoring the **Polar Law Symposia** for the last decade (<http://www.polarlaw.is/en/previous-symposiums>). Jurisdiction has been a concern since a 1970 case ("the T-3 case") in which an American citizen killed another American on a large iceberg that was floating in the Arctic—if the victim or perpetrator had been of another nationality, determining appropriate jurisdiction would have been a very difficult question. In the Antarctic, the situation is a bit different, since there's actual ground under the pole. The **Antarctic Treaty Secretariat** provides extensive information about the legal aspects of the continent, at [http://www.ats.aq/index\\_e.htm](http://www.ats.aq/index_e.htm), including a database of information about the Antarctic Treaty, a database of protected and historic sites, and plenty of other information about how the land is managed.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <https://www.shipindex.org> for a free compilation of over 150,000 ship names from indexes to dozens of books and journals. ⚓

## Locating New Books, Using RSS Feeds

Nearly a million new books appear online and on the shelves of booksellers each year. Many of these are self-published titles, but even limiting to mainstream publishers, it's nearly impossible to keep track of what appears in any person's areas of interest. Here are a few things you can do to get a handle on what's new. RSS, short for "Rich Site Summary," can help you collect and narrow the data you seek. RSS consists of an "aggregator" and multiple "feeds." The aggregator is a website that compiles the feeds that interest you, and presents that information in a way you can process. RSS is not as common as it once was, and it wasn't all that popular back then either, though I did write about it here four years ago. It can be tricky to use, but can also serve as a very useful tool to keep one informed of changes and updates.

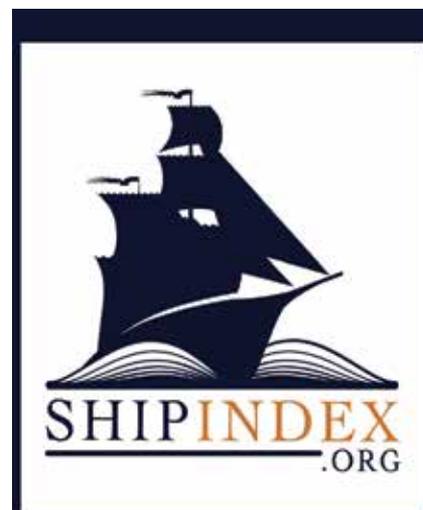
To use RSS, create an account with a free aggregator service, such as **Feedly** (<https://feedly.com>), **Feeder** (<https://feeder.co/>), or **Feedreader** (<https://feedreader.com>). Each one is slightly different, and some have tools for web browsers, iOS devices, Android devices, or some combination thereof. Once you have an account, you can add "feeds." These feeds can be anything: newspaper articles, weather reports, currency exchange rates, traffic reports, sports scores, website updates, or, if we want, lists of new books.

My current employer, **Cornell University Library**, offers a site where anyone can keep track of the new books that it receives, at <http://newbooks.mannlib.cornell.edu/>. A few other libraries offer similar feeds, as do companies, newspapers, and more. **Northeastern University Libraries'** service is at <http://library.northeastern.edu/new-acquisitions-list>, and **UCLA Library** offers an impressively customizable solution at <http://www.library.ucla.edu/search/new-books/customized-feed-wizard>. Each of these services is based on **Library of Congress** (LC) classification, the academic alternative to the Dewey Decimal system.

Why limit a search by LC classification? Even though these feeds only include books acquired by the various universities (which perhaps provides a useful filter on its own), that still leaves a lot of books. By limiting by classification, we can see just the books that are of particular interest. In some fields, this can be very easy: to see all the new books about sculpture, just choose the "NB" section. ("N" is Fine Arts in general, "NA" is Architecture, and "ND" is Painting. "K" is Law, "L" is Education, "M" is Music, etc.; each site displays these categories, so you don't have to memorize the list.) Alas, because maritime history is so interdisciplinary, it can be difficult to figure out just what to follow. "V," for instance, is "Naval Science"—the Library of Congress annoyingly lumps all "maritime" works under the term "naval," for some reason. "American history" is spread out between both "E" and "F," without easily defined divisions. Though you can see the complete breakdown on the Library of Congress pages at <https://www.loc.gov/catdir/cpsol/lcco/>, these new tools do not allow you to limit to a numbered range, such as E746 for "Twentieth Century—Naval History." But there's another solution: if you enter a single term, such as "maritime," or "schooner," on the Cornell site, you can create an RSS feed based just on that term, regardless of where the book is assigned. In September 2017, Cornell acquired 52 books with "maritime" somewhere in the title or description, and only five of them were in the "V" classification.

Some online company options exist, as well. **Any New Books?** (<https://anynewbooks.com>) provides free RSS feeds and weekly email updates about new books in broad subject categories. Searching on the site does not seem to do much, and all the books are selected by the site's editors. That's not quite what I'm searching for; I'm trying to find more automated ways of processing larger amounts of information, but this service might be useful to you. If you purchase a book (either in print or electronic) after clicking to it from their website, they will earn a small commission. As the world's largest bookseller, and perhaps the ultimate data management company, **Amazon.com** offers constantly updated information about new and popular books in RSS feeds, as well. For example, if you navigate to **Books** → **New Releases** (to the right of "Books," below the search box) → **History** → **Military** → **Naval**, you'll see the newest titles in that subject area. At the bottom of the page, you'll see "RSS Feeds," next to the orange box that represents "RSS," with a note that reads "**Subscribe to New Releases** → **Naval Military History**." Copy the URL behind that link, then paste it into your Feedly/Feeder/Feedreader search box, and you'll add that RSS feed to your profile.

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## Using Browser Extensions to Enhance Your Online Research

Your web browser is your primary window to everything the internet has to offer. Many small and free tools exist that can expand how you use this window, and they can help you with the research you do. The most common browsers today are **Google Chrome**, **Firefox**, **Safari** (only for the Mac), and **Internet Explorer** (and its recent replacement, **Microsoft Edge**), but many other browsers exist. Browsers can be modified using tools called *extensions*. Extensions are browser-specific, so each browser creator has a website that displays extensions and offers them for download. Search for, say, “Chrome extensions” or “Firefox extensions” to find the appropriate collections. After installing any extension, you’ll see a small square icon for it, usually to the right of the URL address bar at the top of your browser.

“**Library Extension**” is one such example. This extension will tell you which libraries near you have a given book when you search for it on Amazon and a few other book-focused sites. You define which public libraries you want it to search (no academic libraries are searched with this extension), and then a new box appears on the Amazon page that shows search results. “Library Extension” does not require that you create an account, and is completely free. (Search for “library” in the extensions store, or visit <https://www.libraryextension.com>.) Click on “Add to Chrome” and it will install itself. At present, Library Extension only has a Chrome extension, but Firefox is supposed to release a Firefox extension in the near future.

**Zotero** is a common and popular bibliographic management tool; it also has a Chrome extension that simplifies adding an entry to your bibliography when looking at a listing of an article, book, website, dissertation, or other resource. Zotero is free, and requires a download of the main program from <https://www.zotero.org>. It offers extensions for all the major browsers.

Many people swear by **Evernote**, the very popular note-storing application (<https://evernote.com>). It offers several extensions, including **Evernote Web Clipper** (all major browsers), which collects web pages and screen shots of web pages to your Evernote account. Several extensions will use **Google Translate**’s program to quickly provide translations of web page text. If you do a lot of legal research, **Jureeka** (<http://jureeka.blogspot.com/>, available for Firefox and Chrome) may be useful. This extension identifies legal citations in text and generates links to online versions of the cited statutes or court cases.

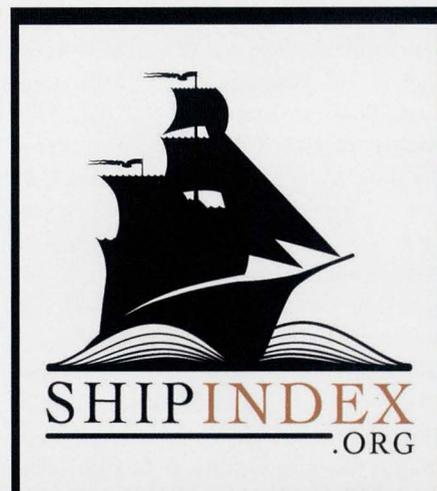
**Pocket** (<https://getpocket.com/>) stores web pages for easy reading later. It’s free, and can be used without an account, but if you are logged in, you can save articles across devices—after you save certain web pages on your desktop, you can read them later on your laptop or phone.

Generally, extensions will not cause problems, but be careful and read reviews about specific extensions before installing them. Each extension inserts itself into the browsing process, so it has access to a lot of data and can be a legitimate security risk. Some may insert ads unexpectedly.

Less intentional problems can also appear. I found a useful extension for Chrome that highlights text and is helpful when creating a screen shot with certain text emphasized. Later, all research databases from a specific vendor failed to return any results at all. I contacted the database vendor, and they told me everything was working properly. When I tried a different device, the database worked fine. I tried using Firefox, found it worked OK as well, and realized there was a problem with the Chrome installation on my desktop. I then disabled the highlighter extension and found the database worked fine. Eventually, I deleted the extension completely. In this case, I think the two programs just didn’t agree with each other.

Generally speaking, however, extensions can be useful tools to improve how you and your browser explore the internet.

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## Searching Museum Collections Online

In the 21st century, most museums track their artifacts through electronic inventory management tools that are similar to electronic library catalogs. More and more museums are taking advantage of these tools to make their collection inventories, either in part or in their entirety, accessible online. Quite a bit of interesting information can be gleaned about artifacts in a museum's collection; nearly every museum has many times more artifacts in storage than on display, and it can be useful to discover what items are in those collections, how one can access them, and what information the museum has about them. At **Mystic Seaport**, for example, one can start at [www.mysticseaport.org/research/](http://www.mysticseaport.org/research/), then click on "Explore the Collections" to search the museum's inventory. Most records are quite brief, but if you seek information about a specific person or vessel, you may discover something useful and find it's worth a trip to the seaport for an on-site research visit. Other museums have similar portals, such as the UK's **National Maritime Museum's** beautiful site of themed research paths at [www.rmg.co.uk/discover](http://www.rmg.co.uk/discover), or different paths to discovery in the **San Francisco Maritime National Historic Park's** collection at [www.nps.gov/safr/learn/historyculture/catalogs.htm](http://www.nps.gov/safr/learn/historyculture/catalogs.htm).

Several major museums take a very active approach to making these resources available online; the **British Museum** has over 2.3 million records available online at [www.britishmuseum.org/research/collection\\_online/search.aspx](http://www.britishmuseum.org/research/collection_online/search.aspx), and more than one million of those entries feature artifact images. The **National Museum of American History** has a similar search tool at [www.americanhistory.si.edu/collections](http://www.americanhistory.si.edu/collections), as do most of the other Smithsonian Institution museums at their respective websites.

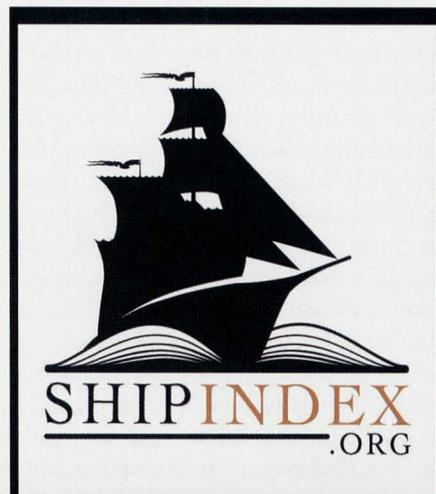
When you're seeking an inventory system on a specific museum's webpage, try following links for "research," "explore," "discovery," or "collection," to locate its artifact collection. From the **New Bedford Whaling Museum** home page at [www.whalingmuseum.org](http://www.whalingmuseum.org), for instance, put your mouse over "Explore," then "Collections," then "Search Collections," and you'll end up at a search interface that will allow you to explore many of the museum's artifacts. Remember, however, that this database will almost certainly be a different database from the institution's library collection: The quality, interface, available information, and other data will vary greatly, and the library database itself for a specific institution may not be accessible online at all.

If you don't know where to start to do a search, one interesting source is [www.pastperfect-online.com](http://www.pastperfect-online.com), published by a company that creates and sells one of

these collection management tools. Nearly six million records from nearly 800 collections are accessible here. Of course, it only includes collections that use the **Past Perfect** software, but it is a great way to discover collections that might be new to you. Through Past Perfect, I discovered the **Deltaville Maritime Museum**, in Deltaville, Virginia, for instance; its collection of artifacts is accessible at [www.deltaville.pastperfectonline.com](http://www.deltaville.pastperfectonline.com).

**NovaMuse** ([www.novamuse.ca](http://www.novamuse.ca)) brings together several hundred thousand objects from about 55 museums throughout Nova Scotia, Canada, making selected portions of their holdings available online.

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## Using Google Books, HathiTrust, and other Online Book Sites

Google's goal to digitize the world's libraries is one of its typical "shoot-for-the-moon" projects, which seem nearly impossible until they turn out to be well on their way to reaching the goal. Its impact is already immeasurable, and will continue to grow. Nevertheless, the project is not without its challenges, and there is much one should know about the process and alternatives.

Begun in secret in 2002 and launched publically in 2004, the concept was something that Google's cofounders always planned to pursue. The project had both altruistic and commercial aims: it has always had a goal of making out-of-print resources available to anyone, but also has involved direct work with publishers to earn revenue when making publishers' content findable, if not accessible. The addition of library partners has greatly expanded the number of out-of-copyright or out-of-print books (and magazines!) findable in **Google Books**.

Results from Google Books will appear in a standard Google search, and you can separate them out by clicking on "Books," between the search box and the results. (Sometimes, "Books" appears on the dropdown "More" menu.) You can also start your search at <https://books.google.com> to limit the initial search to books. There are two types of results: snippet view and full view. In the latter case, you can see the full page of the book in question, with your search results highlighted on the page. The entire book may be visible, or a few pages here and there will be missing. This is for copyright reasons, not because Google skipped some pages. In snippet view, Google has scanned the entire book but can only show small portions of the text because copyright owners have required that they not share the complete text, or even large portions of it.

Google Books is not without problems. The OCR (Optical Character Recognition) text conversion has been problematic, at times. Try searching for "modem" in 19<sup>th</sup>-century titles, for instance—these will nearly always be a poorly interpreted version of the word "modern." In addition, the metadata—the information describing each title—is sometimes incorrect, making it hard to find some items, particularly volumes in a series, like the Navy Records Society volumes. Google uses high-volume, large-scale workflows, and correcting errors here and there is generally not worth their time. Occasionally, the scans will show pages in the process of being turned, like this example I found last year.

Other digitization projects certainly exist. **Project Gutenberg** (<https://www.gutenberg.org>) was started in 1971 (really!); text was manually keyed in until 1989, when scanners began being used. Each title is available in multiple formats, and nearly all

of their 53,000 titles are out of copyright. **HathiTrust** (<https://www.hathitrust.org>) is a very large compiler of digital titles from many sources, including Google Books, the Internet Archive, and Microsoft. HathiTrust has a number of particularly valuable features: you can choose to either search the full text of the books available, or search the catalog that describes the books. If you want to look for a broad topic, like "Australian schooners," you might try searching the catalog to locate books on the subject. If you want to look something more specific, then searching the full text for, say, "Wollongong schooners" might be better. You can use AND and OR terms when searching, and \* as a wildcard (a search for "sail\*" will return "sail," "sails," "sailors," "sailing," etc.), but there are few other advanced search functions. Most importantly, if you can log in to HathiTrust as a member of a partner institution, you can then download PDFs of most titles, or create collections of specific books, across which you can then search within that collection.

In fact, HathiTrust is often a better option than Google Books. Google makes blanket decisions about book access, while HathiTrust has a collection of librarian volunteers working to investigate and determine copyright whenever possible. For example, Google Books will only show snippets of *Naval Documents Related to the Quasi-War*, a multi-volume set of primary documents published by the US Government in the 1930s. Google does not recognize that since the set was published by the US Government, it is thus not protected by copyright. It just sees a date later than 1922, and assumes it's in copyright. HathiTrust, on the other hand, will allow you to view the title, and if you're at one of the more than 100 partner libraries, you can download every volume. (In this case, you can also download these titles from the nascent **American Naval Records Society**, at <http://www.ibiblio.org/ansrs/quasi.html>.)

Sometimes, there's nothing like having a print copy of a title. Used booksellers, such as ABE Books (<https://www.abebooks.com>), are often your best bet. **Amazon.com** is a frustrating option, because most options come from vendors who will simply pass on the order to a print-on-demand publisher, who will print a copy of the Google Books version, errors and all. When looking at purchasing options on

used-book websites, be careful what you select. Some sellers will include images of the actual copy you're buying, so you'll know it's original, but if the listed publisher is a university or a library, that's metadata taken straight from Google, and you'll almost certainly receive a print-on-demand copy of the Google scan.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See [www.shipindex.org](http://www.shipindex.org) for a free compilation of over 150,000 ship names from indexes to dozens of books and journals. †

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## A Primer to Being Safe Online

Discussion of research strategies rarely includes information about online security, but it's a topic worth learning about. The following suggestions are helpful when exploring the internet, regardless of what you're doing.

At **ShipIndex.org**, we receive payments for access to the premium database. We use **PayPal** for this process, so that we won't ever see customers' credit card information, but on rare occasions, people will send me a credit card number in an email, rather than go through PayPal. It's important to know that **an email has about as much security as a postcard**. Given the billions of emails that are sent every day, it's unlikely that someone will read yours—but on the other hand, if those with ill intent have a computer and get access to the nearly-infinite stream of emails flying around, they can easily write a program to search for sets of 15- or 16-digit numbers, which are most likely credit card numbers. By collecting that number and the information around it, they have a good chance at compiling valid credit card information. They can use it, or sell it to someone else. **Remember that it's always best to not send credit card information, or other personal financial information, in unencrypted email.**

Most email today is unencrypted. Encrypting email, both on the server (where it's sitting, waiting for you to read it) and as it travels to its recipient, is pretty hard to implement globally. Some of the largest email senders, such as Gmail and Yahoo!, provide encryption in transport, but both sides must use encryption for the system to work reliably. Without using an email encryption service, which can get complicated, it's pretty hard to ensure or expect that your email is secure while in transit.

If you want to avoid sending information by email, how do you know if websites or their online forms are safe? Many forms basically send information in an email itself, so just putting the information in a form is definitely not a guarantee of online safety. One important item to look for is when the URL (the web address) starts with **https://**, rather than **http://**. What does the 's' do? Does it really make a difference?

In fact, it does. The 's' is short for "secure" and defines a safer way of transferring data between your computer and the one that has generated the website you are viewing. The 's' denotes that both the sending computer and the receiving computer are using a technology called "secure sockets layer" and are sharing a special code that allows the information to be transferred in an encrypted manner. People or com-

puters can still intercept the messages, but without the SSL key, the text is indecipherable.

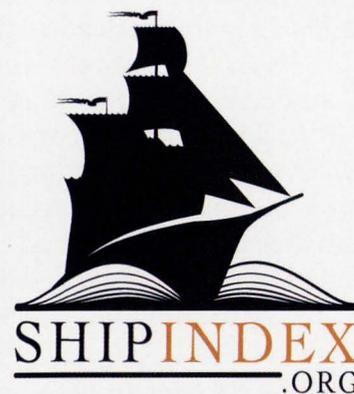
Modern web browsers will show if you are using **https://**, usually by showing a green padlock icon in the URL bar. Note that a site that uses just **http://** isn't inherently bad, especially if it is just displaying information. The secure connection is most important when you are sending or receiving financial or private information through cyberspace.

Nevertheless, you may come across a URL in an email that looks ok, but isn't. Email software allows the sender to make text or URLs clickable. So the email might say, for example, "https://www.ebay.com/payments," but the people who created the email made the underlying link go somewhere else, where they'll then try to collect your payment information. (And they would probably do so securely, with SSL!) These are called "phishing" attempts; they try to trick you to go to a harmful site that might try to collect personal information or passwords, charge you fees, or download damaging software to your computer.

When you hold your mouse pointer over hot-linked data (*without clicking*), the email browser will show where that link would take you. It's important to be careful about such links, particularly in unexpected emails. Often the senders will pretend to be sending an invoice or a shared document; their real goal is to get you to click on the link or download the file that they've sent. A website called PhishTank, at [https://www.phishtank.com/what\\_is\\_phishing.php](https://www.phishtank.com/what_is_phishing.php), provides nice examples of phishing emails and webpages. These projects are not limited to online instances: scammers will sometimes call you on the phone, claiming to be the IRS about a supposed audit, or Microsoft offering to fix your computer. I know from experience that when the IRS audits you, they'll mail you a notification via the US Postal Service, and in no universe will Microsoft contact you to help you get your computer working faster.

The internet is filled with truly amazing resources and information, but it is also a resource targeted by people who try to take advantage of others, by stealing or misusing personal and financial information. Use the web, but be aware of what you see, and especially what you click on.

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> ShipIndex.org puts nearly  
3 million references at  
your fingertips.

> With ShipIndex.org, you  
can find vessel images, ship  
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much more. Search over  
300 sources, including  
books, magazines,  
databases, and websites,  
all at once.

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also available

## Wikis: Wikipedia and Beyond

Most people who have done any kind of online research are familiar with **Wikipedia**, the online encyclopedia. But many may not exactly understand what Wikipedia is, or how it truly operates. We know that Wikipedia is “the free encyclopedia that anyone can edit,” but what does that mean? And is it the only wiki out there? And what is a “wiki,” anyway?

The term “wiki” refers to a website in which any community member can edit the site’s pages. The first generation of webpages were one-way pages: a person, a company, or an organization created webpages, which others read and used as they saw fit. Individuals could not make changes to those pages; they could only read or view them. “Web 2.0” referred to the ability of individuals to start contributing content to pages that they had not created, and had no role in building. One example is reviews of products, where someone who has no responsibility for management of the website can still contribute content that will be visible to all other visitors to that site. Wikis are a great example of this Web 2.0 structure, and Wikipedia ([www.en.wikipedia.org](http://www.en.wikipedia.org)) is certainly the most successful and well-known wiki.

The first wiki, or user-editable site, was launched in 1995 in Hawaii and took its name from the Hawaiian word “wiki,” meaning “quick.” Anyone could quickly add content to the page, and it became a valuable way for people to collaborate, and to contribute information to a webpage accessible to all. Wikipedia was launched in 2001, and promptly became one of the largest and most-visited sites on the internet. While some complain about inaccuracies in Wikipedia’s content, it can be a valuable tool for learning a basic amount of information regarding a subject. Some entries can provide much more extensive information, and you can quickly lose hours exploring random pages.

Wikipedia takes a “no original research” approach, in which they aim to have nearly every statement supported by a citation to some source in some form. For researchers, the citations that appear at the end of a Wikipedia article can prove more valuable than the article itself, and can represent many hours’ worth of in-depth research.

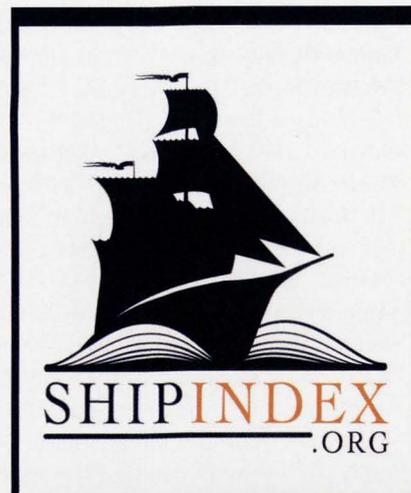
Many people have written about the errors they find in Wikipedia, and others enjoy providing a litany of reasons why Wikipedia is not reliable. If you find something that you believe to be inaccurate, you can simply create an account, and change the entry. It is likely, however, that others are watching that page and

may respond very quickly to revert the changes you made. Entries for some controversial subjects, in fact, are “frozen” and can only be changed by those with certain high-level permissions, but for less-popular topics you can contribute your knowledge by editing and expanding existing articles, or by creating completely new ones.

Wikipedia is certainly the largest wiki in the world—there are over 5 million articles in English, and ten other languages have more than a million articles in each. (Though, interestingly, for several of these—Swedish, Cebuano, and Waray-Waray—the vast majority of the articles have been written by a computer program, primarily as one-sentence “stub” articles.) But Wikipedia is not the only wiki out there. **Citizendium** ([www.citizendium.org](http://www.citizendium.org)), for instance, is a direct response to those uncomfortable with the anonymity of Wikipedia contributions and edits. In Citizendium, each article and edit must be signed with the author’s real name. They aim to create longer, “citable” articles of interest. Its founder was a co-founder of Wikipedia, but Citizendium has not met with the same success and currently has fewer than 17,000 articles, of which 160 have been deemed “expert-approved citable versions.”

Several sites serve as wiki hosting services; **Wikia.com** is the largest, and offers fans a place to build free wikis about movies, TV shows, video games, and other fan-based projects. It now hosts **Memory Alpha** ([www.memory-alpha.wikia.com/](http://www.memory-alpha.wikia.com/)); about the Star Trek universe) and **Wookieepedia** ([www.starwars.wikia.com/](http://www.starwars.wikia.com/)); about the Star Wars universe), along with hundreds of others. Wikia hosts a few maritime-related wikis, including **Ships and Things** ([www.shipsandthings.wikia.com](http://www.shipsandthings.wikia.com)), which has just over 1,300 pages, many of which would benefit from additional contributions and edits. The **Duluth Ships wiki** ([www.duluth-ships.wikia.com](http://www.duluth-ships.wikia.com)) only has 78 pages about the ships of Duluth, but it has hundreds of pictures of those ships. **Ferry Wiki** ([www.theferry.wikia.com](http://www.theferry.wikia.com)) has more than 300 pages about ferry boats from around the world. Off of Wikia, the **World Cruising Wiki** ([www.cruiserswiki.org/wiki/World\\_Cruising\\_and\\_Sailing\\_Wiki](http://www.cruiserswiki.org/wiki/World_Cruising_and_Sailing_Wiki)) has, not surprisingly, information about cruising and sailing.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See [www.shipindex.org](http://www.shipindex.org) for a free compilation of over 150,000 ship names from indexes to dozens of books and journals. †



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300 sources, including  
books, magazines,  
databases, and websites,  
all at once.

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also available

## Tracking Your Ancient Mariners

Genealogy is big business these days, and genealogy databases can be great tools for maritime history research, too. **Ancestry** ([www.ancestry.com](http://www.ancestry.com)) is a large company that indexes and digitizes data for genealogists. **FamilySearch** ([www.familysearch.org](http://www.familysearch.org)) is the public-facing genealogy side of the Church of Jesus Christ of Latter-day Saints, which invests enormous amounts of time and money in their own work in genealogy, to the benefit of all. **FindMyPast** ([www.findmypast.com](http://www.findmypast.com)) and **MyHeritage** ([www.myheritage.com](http://www.myheritage.com)) round out the largest genealogy companies; together they provide a lot of great resources for folks who want to learn more about their ancestors—including those who went to sea.

If you'd like to find information about ancestors who emigrated to America by sea, these databases are often the best places to look. **Ancestry** offers individual subscriptions, but most public libraries also offer access to their patrons. (You'll need to use this database inside a library; Ancestry does not allow public library patrons to access the database from their homes because it would cut into their profitable individual subscription business.) Ancestry offers millions of indexed names in passenger lists from ships arriving from across the Atlantic, going back as far as 1820, when the US Government first required ships to track arriving passengers. Crew lists are available for several areas, and Ancestry has digitized many Seaman's Protection Certificate applications.

Throughout the nineteenth century, many people traveled back and forth across the ocean, coming to America to work for a period of time, then returning home to Europe to be with their families. It is not unusual to find that an individual, or even complete families, traveled back and forth across the ocean multiple times before finally settling down in the United States.

**FamilySearch** provides a similar set of content, but offers nearly all of that information for free. While you'll almost always have more success searching for information about a person than about a specific ship, you can find some information by ship in several collections. Passenger lists are more easily found by searching for an individual, but one can search by ship name. All sorts of information can be found in these databases; for example, FamilySearch has digitized and indexed rosters of US soldiers and sailors from the Revolutionary War. If you know an ancestor was a sailor in the war, you may be able to find other information about that person through these sources.

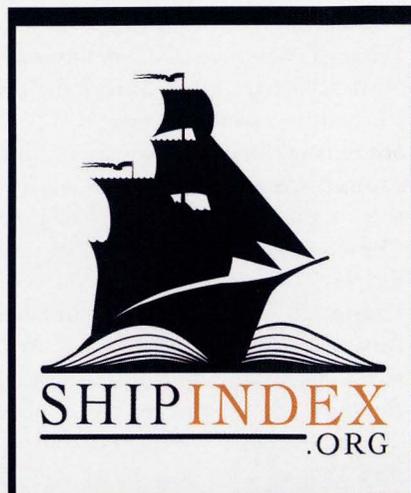
While **FindMyPast** is making inroads in the US market, it is a British company at heart, and has mostly British resources in its databases. It offers records for over a million British merchant seamen from between the two World Wars, in addition to numerous immigration records.

In the United States, we leave most of this to private enterprise (and the Mormons), but in other countries the government underwrites much of this work. The result is that much of their data is freely accessible to all. In Australia, for instance, the state and federal governments have digitized and transcribed many passenger lists. The **State Records Authority of New South Wales** hosts a site that displays many thousands of passenger lists for arrival into Australia, at [www.mariners.records.nsw.gov.au](http://www.mariners.records.nsw.gov.au). Note that many of these government-created lists are also available in the big genealogy databases. In addition, all of the genealogy companies offer resources focusing on countries around the world, and some offer sites that are especially focused on services for residents of individual countries, such as [www.ancestry.se](http://www.ancestry.se) for content related to Swedish genealogy (and also presented in Swedish).

Some unique maritime resources that may not be found in the big genealogy databases include the **National Maritime Digital Library** ([www.nmdl.org](http://www.nmdl.org)), which has crew lists from San Francisco, whaling voyages out of New Bedford, and crew lists from Fall River, MA. **Mystic Seaport** offers crew lists from New London, CT, and Salem, MA, at [www.library.mysticseaport.org/initiative/CrIndex.cfm](http://www.library.mysticseaport.org/initiative/CrIndex.cfm). The **Maritime History Archive**, at **Memorial University** in Newfoundland, has digitized and indexed several hundred crew lists for Newfoundland and Labrador, available at [www.mun.ca/mha/nlcrews/nlcrews.php](http://www.mun.ca/mha/nlcrews/nlcrews.php).

If you'll be headed out to visit your local library to access Ancestry or other online databases, also consider stopping at a nearby **Family History Center**, which is essentially a local branch of the Family History Library in Salt Lake City. (They can be located via [www.familysearch.org/locations/](http://www.familysearch.org/locations/).) These facilities offer access to a range of databases that can be useful in researching ancestors, whether they were sailors or not.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See [www.shipindex.org](http://www.shipindex.org) for a free compilation of over 150,000 ship names from indexes to dozens of books and journals. ↓



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300 sources, including  
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databases, and websites,  
all at once.

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also available

## Finding Manuscript Collections with *ArchiveGrid*

Manuscript collections are fantastic places to do advanced, in-depth research on nearly any subject, maritime history certainly included. Oftentimes, the information you seek is available, but remains hidden in a manuscript collection or archive because that aspect of the collection wasn't relevant to the work of those who have written about it. Analyzing and extracting relevant information from these collections is tough. But just *finding* the data you want to analyze can also present a big challenge.

The main database that most seek out is **WorldCat**, the enormous library holdings catalog, but it can be frustrating to use because, in most cases, the results will not show you what institution holds the collection that interests you. The reasons for this are arcane; solutions exist, but they're difficult to put into action.

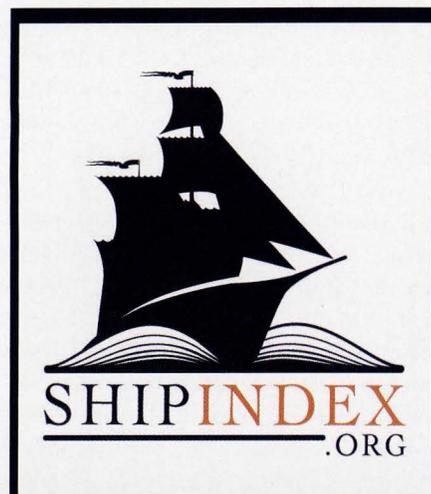
There is a better way of searching, however. **ArchiveGrid** ([www.beta.worldcat.org/archivegrid](http://www.beta.worldcat.org/archivegrid)) is a research project by a unit of **Online Computer Library Center (OCLC)**, the huge library cooperative, and its goal is to make the content in manuscript collections visible and findable. It does this by identifying everything that might be a "manuscript" item in WorldCat, then combines that with data from "finding aids" that are accessible online. A finding aid is a document, usually written by an archivist or a special collections librarian, that describes the contents of a particular manuscript collection. Writing finding aids takes a long time, and the process is detailed and tedious. The final documents summarize, rather than analyze, what is held in a particular collection. Their goal, of course, is to make the collection more accessible to researchers.

ArchiveGrid contains more than 4 million records, with content from over a thousand different institutions. Much of the content is based on algorithmic searches of WorldCat, so you might find a single cassette recording of a lecture, or you might find content that appears twice: once from WorldCat's bibliographic record for the collection, and once from the finding aid that was created by the collection's archivists and then harvested by the ArchiveGrid computers. You can use keywords to search the entire collection, or you can limit your search to a specific collection. A search for "Benjamin Packard," for instance, will return a link to a photograph of the famous ship in a scrapbook held and digitized by the State Library of Western Australia, found by way of its record in WorldCat. The search will also find a record of a crew list from an 1897 voyage, mentioned in a finding aid for a collection at the San Francisco Maritime National Historic Park.

While most users of ArchiveGrid arrive there via an online search engine, there's a lot to find if you start directly on the ArchiveGrid homepage. You can locate archive collections near you, and then search just within those collections. To do this, find an institution using the map or drop-down menu, then find its collection number (it's the number after "contributor:" in the URL). For example, Mystic Seaport's contributor number is "46." A search for "contributor:46" plus your search term, for this example, "contributor:46 schooner" will find records at Mystic Seaport with "schooner" in them. Of course, to search without limiting to a single location, just type in "schooner," or another term of interest. If you search for "parachute ship," you'll find logbooks for the whaler *Parachute* held at half a dozen different locations. In this example, you'll see that many of the results after the first page refer to the closing of a rope and twine factory in California; you could narrow your search to "(parachute AND ship) NOT twine" to exclude those irrelevant entries.

The fact that ArchiveGrid displays which collection owns a particular resource is enough to make it the best place to start for manuscript research. The absence of published books and journals is also a great benefit, as is the combination of both WorldCat holdings and finding aids. Institutions can request that ArchiveGrid include their finding aids in its regular searches; this is particularly useful if a small organization does not contribute its holdings to WorldCat. ArchiveGrid has a developer and a project manager assigned to it, though of course they have many other responsibilities, as well. Right now, there's not a lot of new development going into ArchiveGrid, but, even as it currently stands, it's a useful tool for locating relevant manuscript collections.

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databases, and websites,  
all at once.

.....

institutional subscriptions  
also available

## Tugboating Around the Web

It seems that tugboats rarely get respect, even online. The internet has surprisingly little content about tugboats, despite the critical role they play in the modern maritime environment. Nevertheless, as with any area of interest, some extended looking can yield a variety of websites worth checking out.

For information about current US-registered tugs, check out [www.tugboatinformation.com](http://www.tugboatinformation.com). Content is organized by tugboat company, but if you click on “Search” you can seek out information about each boat in the database. The **Tugboat Enthusiasts Society of the Americas**, at [www.tugboatenthusiastsociety.org](http://www.tugboatenthusiastsociety.org), is compiled by member Carl Wayne. The site hasn’t been updated in a while, but it does have a section covering more than 7,000 historical tugs. The **Retired Tugboat Association**, at [www.retiredtugs.org](http://www.retiredtugs.org), is a new group that focuses primarily on retired and semi-retired tugs of the Pacific Northwest. Its members organize gatherings and tugboat races there, but it also has members from across the United States. You can check out its small database of historic tugs under the website’s “Boat Roster” link.

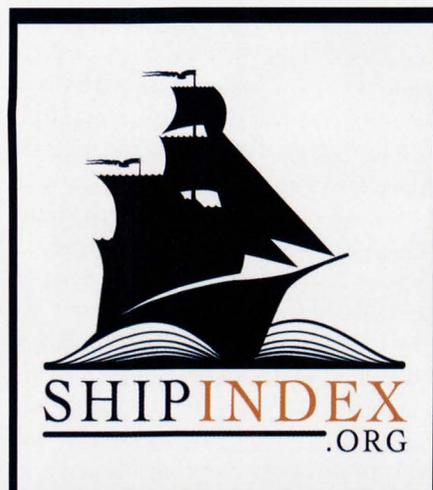
Of course, every modern tug and barge company has a web presence, mainly for providing information and support to clients and to prospective customers, but often these sites will have great images of tugs and barges at work in difficult or interesting situations, shot by professional photographers. **Crowley Maritime**, for instance, a large marine logistics company founded in 1892, has a lot of historical and current information on their website at [www.crowley.com](http://www.crowley.com), including descriptions of their tugs and technology. **McAllister Towing**, founded in 1864, operates more than 75 tugs up and down the US seaboard. McAllister’s photo gallery at [www.mcallistertowing.com](http://www.mcallistertowing.com) highlights their tugs in action.

Private citizens have created lots of tug-related websites as well, where people compile images of tugs and ships they’ve spotted. One nice example is **Towingline.com**, created by Hans van der Ster, who has years of experience at sea in European tugs. He is now at work compiling images, stories, fleet lists, and more on his personal site. **River Ramblings** ([www.wvtowboats.com/ramblings/](http://www.wvtowboats.com/ramblings/)) shares images shot by a tugboat/pushboat operator on American rivers. The number of photos is limited, but those posted on the website are very nice, and show the boats and barges in operation. The photos showing tugs operating in ice are particularly compelling images. **Pelican Passage** ([www.pelicanpassage.com](http://www.pelicanpassage.com)), compiled by Pat Folan, has uploaded hundreds of images of tugs and towboats from the 2000s, and the “Tugnet” section of the website has the largest collection of tug-related links anywhere.

**TugandOSV.com** (OSV refers to “off-shore vessels”), in addition to having a cleverly designed home page on which a tugboat delivers the “.com”, has back issues of its publication, *International Tug and OSV*, available in full text, along with a collection of books they publish and sell. **Lekko International**, at [www.lekko.org](http://www.lekko.org), publishes two magazines about tugs and towing—one in Dutch, and one in English. Only a handful of back issues are available online, unfortunately. Towingline.com, mentioned above, has a free annual newsletter focusing on European tug work available through its website. The folks behind the TugandOSV.com site also sponsor two biennial conferences: Tugnology, and their international ITS Convention, which will take place in Boston in May 2016.

Another tug-related event is the **Tugboat Roundup**, an annual festival and gathering of tugboats in Waterford, NY, “gateway to the Erie Canal System,” every September ([www.tugboatroundup.com](http://www.tugboatroundup.com)).

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## Webcams: Viewing the Maritime World Online—*LIVE*

Ever since the first webcam was aimed at a coffeepot in 1991, people have used video cameras connected to the internet to see what's happening outside their field of vision. From bird's nest webcams to traffic webcams—there's lots to see. Maritime activities are no different, except that a camera focusing on a single location isn't much help once the ship moves out of camera range. That said, a webcam from a ship's bridge or mast can be a great way of seeing some other part of the world (and a big chunk of the ocean) without leaving your easy chair.

A handful of maritime museums offer webcams that show you their campuses regardless of the weather. The Maritime Museum of the Atlantic offers a view of its wharves at [www.novascotiawebcams.com/en/webcams/museum-wharves](http://www.novascotiawebcams.com/en/webcams/museum-wharves). The Lake Superior Maritime Museum Association has a pair of webcams focused on the canal at the entrance to St Louis Bay, in Duluth, at [www.lsmma.com/webcam/webcam.html](http://www.lsmma.com/webcam/webcam.html). Through the local TV station, the Columbia River Maritime Museum, in Astoria, Oregon, has a nice view outdoors at [www.koin.com/weather/webcams](http://www.koin.com/weather/webcams).

Many ports and canals offer webcams. The Gatun Locks webcam in the Panama Canal ([www.panacanal.com/eng/photo/camera-java.html](http://www.panacanal.com/eng/photo/camera-java.html)) provides a great view of the action, though like some others, they post an image every 10-20 seconds, rather than sharing an actual live feed. Massachusetts Maritime Academy in Buzzards Bay offers a great view of the Cape Cod Canal at [www.maritime.edu/live/canal.html](http://www.maritime.edu/live/canal.html). PTZtv.com runs webcams at many harbors in Florida and the Caribbean. You might need to turn off ad-blocking software before you use them, but many of these sites offer audio, including marine radio feeds in some ports, and constantly updated maps showing vessels in port.

In addition to links to nearly 500 webcams in cruising ports at [www.cruisin.me/cruise-port-webcams](http://www.cruisin.me/cruise-port-webcams), this site offers links

to 250 onboard cruise ship cameras. From this site, I viewed the bridge camera from the Cunard ships *Queen Mary 2* and *Queen Victoria*. Unfortunately, the *Queen Elizabeth* was out of range at the time. Greenpeace's *Rainbow Warrior* offers an image from its mast camera.

A few sites bring together many different webcams, though the ephemeral nature of the feeds can make aggregation sites a challenge to use. **EarthCam** ([www.earthcam.com](http://www.earthcam.com)) offers a wide range of feeds and has a nice map-based search function at [www.earthcam.com/mapsearch](http://www.earthcam.com/mapsearch). **Webcams.travel** ([www.webcams.travel](http://www.webcams.travel)) lists webcams around the world, though the database appears to be fairly out of date. Using their mapping feature is much more effective. A volunteer-run site at [www.liveworldwebcam.net](http://www.liveworldwebcam.net) might be useful if the bugs are ever worked out. Following the "Harbor" or "Harbors" links can identify the existence of an interesting webcam; the link won't take you there, but you can then use



Webcam shot of the Miraflores Locks, Panama Canal.

Google (for instance, "brest harbor webcam") to find the actual site.

Webcams come and go with remarkable speed. Technical glitches, of course, are distressingly common, and you may need a strong internet connection to get some to play on your computer or device. To search on your own, you can use a geographic term plus "+webcam" to find a lot of interesting links via Google. Do note, however, that there are a lot of webcams that are *not appropriate for family viewing*. I aim to highlight ones of maritime interest, but you can accidentally see a lot more than you intended if you're not careful about which links you click.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See [www.shipindex.org](http://www.shipindex.org) for a free compilation of over 150,000 ship names from indexes to dozens of books and journals. ⚓



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## "Discovery Layers"—The Library's Google

In the last issue of *Sea History*, I discussed ways of finding electronic journals, once you have an article citation. But finding those citations can be tough, especially if you are not affiliated with a large academic institution that subscribes to many electronic databases. Here, I will describe a great tool for searching large sets of data without actually having access to the journals themselves. You generally won't end up with the full text, but at least you'll know that the article exists, which I believe is more than half the battle.

As I have mentioned previously, I started a company in 2000 with my brothers and a high school friend, which helps librarians manage their electronic resources; it started with lists of journals available in full-text databases, but expanded to an expensive tool called a "discovery layer." That tool can be useful, even if you don't have access to the full discovery layer database. To be clear, I have no connection with the company anymore, and there are competing products that do the same thing. And as with the e-journal lists, the institution you are using is more important than the underlying discovery layer.

Essentially every academic library, and almost every public library, offers a list of the e-journals they can access through the databases to which they subscribe. Discovery layers are less common, however, and are also sometimes hard to identify. Generally speaking, they are presented as a large, single search box on the library's home page, which searches for books, articles, and much more. The existing discovery layers come from four companies, but libraries can and do rename them.

First, some background. Google's speed in producing results comes from its work in indexing all the data it can find. When you click "search," Google does not go out and search the Web for you. Instead, it searches its own pre-built index. Paid subscription databases generally prevent Google from indexing them, since they don't give away the content for free. The discovery layers, however, index and search the information in those subscription databases. To do so, the companies must negotiate with database vendors to gain the access they need, so they obviously don't have unlimited content. If you're in an academic library that subscribes to one of these services, then you can search the

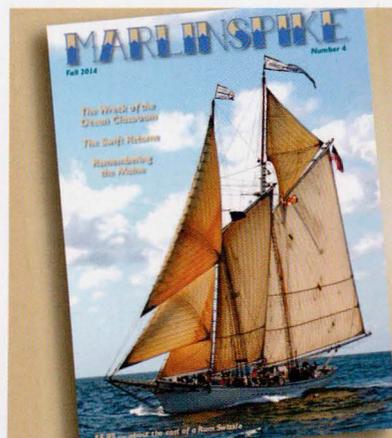
database and access much of the full text very easily. But if you're not on one of those campuses, you can still use the database—you just (usually) can't get to the full text.

As one example, explore "Virgo," the discovery layer in use at the **University of Virginia Library**, at <http://search.lib.virginia.edu>. If you enter "18th century schooner," you'll see results for books on the left. On the right are "Article Results," which is what's really worth exploring. I got 71 "Catalog Results" (for books), and 1079 "Article Results." (The only information about each book is the two dozen or so words that describe it in the online catalog. The discovery layer searches the entire text of the journal articles, however.) In my search, I found an interesting article by Daniel Vickers, from the journal *Social History*. Since I'm not associated with the University of Virginia, I can't access the actual article, but now I know it exists, and I can now check the e-journal list for the library nearest me, as described in my previous column.

At **Arizona State University**, its "Library One Search" (at <http://lib.asu.edu>) will return an enormous amount of content for the search above. You can get the complete citation by hovering over the article or book title; if you click on it, you will be asked to authenticate your affiliation with ASU. You would need to do this to get to the full-text, but you don't need to do that to see just the citation: again, learning that the article exists is hugely valuable. You can extensively customize your search, to narrow the results to just journal articles, or just dissertations, or just monographs, or just newspaper articles, or by publication date, or by language, and much more.

Not all institutions offer discovery layers. Those that do may prevent unaffiliated online visitors from accessing their discovery layer. They may not include much content in the database. The discovery layer is a subscription product, so it could disappear at any time. But if you can find one—either one of the two above, or another that also has extensive access—it can be a great way of uncovering new resources without getting out of your PJs.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 150,000 ship names from indexes to dozens of books and journals. ⚓



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## I've Got a Citation; How Do I Find the Article?

A few weeks ago, my art historian wife needed to use **Ship Index.org** to track a British naval ship. Of course I was excited about the additional revenue, but her next question was somewhat inevitable: "Do you have access to *Mariner's Mirror*?" Finding a specific article after you've found the citation is a tricky thing, especially if you're not affiliated with an academic institution, but there are a few paths to take.

In 2000, my brothers and I and a friend started a company called **Serials Solutions** with the goal of solving the problem described above. Each installation is customized for a specific library, but you can still use the resource as a place to start. (Disclaimer: I left that company in 2009, and have no affiliation with it anymore.) Also, competing products do the same thing, and they'll work for this example, too. In fact, you'll find that the institution you select ends up being more important than the vendor creating its list.

You can start your search at home online but, depending on the resource, your physical presence in a good library may be required in the end. If you have access to a nearby library, it's worth starting at their website. If it's an academic library, then they almost certainly have an **e-journal list**, which you can access from off-campus in most cases. Most—but certainly not all—academic libraries will allow local community members to use the databases to which they subscribe. I live a mile from **Cornell University**; I have no affiliation with them, but I can access their database online and then follow up in the library on campus if need be. To see their list, go to <http://library.cornell.edu>, then click on "E-journal Titles" just under the search box. Most public libraries have a similar list; ask the librarian if you can't locate it on their homepage.

If you don't live near a major research library, or you'd like comprehensive results, you might as well start at the top. **Harvard's** list is at <http://hul.harvard.edu/lib/journals.html>; the **Library of Congress** has a list at <http://eresources.loc.gov/search-S2> (they actually have multiple products that do this; each are linked under "Other E-Journal Tools," and only one actually requires a login); **Cambridge University's** list is at <http://bit.ly/CambEjnl>. These e-journal lists, which generally include current and historic newspapers, magazines, freely accessible journals, some

books, scholarly journals, and other content, will guide you to the databases that you need.

It's often helpful to start searching at a few of the largest research libraries to find out which databases contain the content you need; from there, you can determine if a library near you has any of those databases. Most libraries will have a page where they list all of their databases, and that can be a helpful tool for figuring out where to go.

Or, through the largest collections, you can usually find out which publisher (if any) offers the journal, and whether you can purchase an article directly from the publisher. Be forewarned: this can be an expensive route. Taylor & Francis, current publisher of *Mariner's Mirror*, sells PDF versions of their articles for \$39 per article. The Nautical Research Guild, on the other hand, sells selected articles of their journal, *Nautical Research Journal*, for \$2.50 each at <http://www.thenrg.org>, and a complete run of the journal on CD for the cost of one issue of *Mariner's Mirror*.

There are other options, of course. You can check your local library's online catalog to see if it has the magazine in print, and, if so, which issues it owns. (Some libraries include electronic journal holdings in the online catalog, while some include print journals in the e-journals list—others just have two different places one must look. Its online catalog, however, will accurately show its print journal holdings.) You can also check the journal title in **WorldCat** (<http://worldcat.org>) and then type in your ZIP or postal code to find libraries near you that own the title. Note, however, that WorldCat doesn't include all public library holdings and is less comprehensive outside the US. It also won't indicate the issues or dates that a library holds, and you will still need to check the library's local catalog to see if it has the specific issue you seek. Your local public library will almost always be able to obtain articles for you through its interlibrary loan service; while they usually do not charge for this service, they welcome your financial support so they can continue doing this good work.

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## Researching Patents

**Y**ou might know that Abraham Lincoln is the only US President to hold a patent, but did you know that it's for a maritime application? Patent 6469 is called "Buoying Vessels over Shoals," and describes a system of inflatable bladders that are used to lift a ship out of a difficult situation in shallow waters. Of course, with current US patent numbers now approaching nine million, we have quite a few more inventions than at Lincoln's time. Searching through all of them will take a lot more time than it did in Lincoln's day, but at least you're not required to travel to Washington, DC, to do the searching.

Thanks to a 2010 agreement between the **US Patent and Trademark Office** (USPTO) and **Google**, essentially all of the patents granted in the United States back to 1790 can be easily searched, as well as many recent rejected applications. While USPTO had put some content online before the agreement, Google provided terabytes of space along with valuable functionality to make historical patent information much more easily available.

USPTO offers a search interface at <http://patft.uspto.gov>. Searching for a patent is a good example of the importance of going beyond simple keyword searching. USPTO uses a complex, hierarchical method for categorizing patents, and trying to fit that paper-based system into a simple online search function is not easy. This site allows one to quickly search by patent number, and through other means, including the USPTO classification structure. Patents issued before 1976 are only stored as scanned images, and are not full-text searchable.

As a result of the Google-USPTO agreement, Google created a patent-dedicated site at [www.google.com/patents](http://www.google.com/patents). This site does allow for free-text searching, though it has some known OCR (Optical Character Recognition) problems: one patent provides a method for measuring "Marine Undergurbents" (rather than "UNDERCURRENTS," you can see how the OCR software got confused). I searched for "sail leech" and found new methods of furling sails, along with a way of adding serrated flaps to the trailing edges of sails.

Several websites provide useful guides to searching for patents; two of the most useful are from **Nolo**, publisher of self-help legal guides (search "**nolo patent search**"), and from **How**

**Stuff Works** (search "**how stuff works patent search**"). These can be very helpful for understanding what one is searching, what the different types of patents are, how the patent process operates, and why one might need to search for patents in the first place.

Outside the US, the **European Patent Office** (EPO) has information about searching its database at <http://www.epo.org/searching.html>. Together, the USPTO and the EPO have created a system called **Cooperative Patent Classification**, to simplify searching their separate classification systems. The cooperative classification is available at <http://www.uspto.gov/web/patents/classification/cpc.html>, and organizes all potential inventions into a single structure, much as the Dewey Decimal System does for non-fiction books. The CPC structure assigns letters of the alphabet to the main categories, such as "A" for "Human Necessities" and "D" for "Textiles; Paper."

The USPTO classification, explorable at <http://www.uspto.gov/web/patents/classification/selectnumwithtitle.htm>, assigns numbers to categories, such as 441 for "buoys, rafts, and aquatic devices." From there, one can narrow down to subclass 29, for buoyant items having variable ballast, and, eventually, find patents such as 6,824,289, which states that although some similar devices have previously been granted patents, "A need still exists for novel beverage accessories which have buoyancy control, assist in the drinking process, and provide illumination or mood enhancers all to provide visual pleasure to one's other sensory pleasures while relaxing consuming a beverage; particularly, those novelty items resembling an ice cube for use in a drink." This invention appears to be a floating ice-cube shaped straw that lights up.

The illuminated floating straw may not see the light of day, but neither did President Lincoln's invention, though you can see a model of it, built by the future President, both in person at the Smithsonian, and online, at [http://amhistory.si.edu/onthemove/collection/object\\_1348.html](http://amhistory.si.edu/onthemove/collection/object_1348.html).

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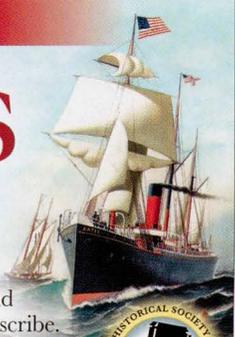
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## Searching and Understanding Institutional Repositories (IRs)

**T**raditional academic publishing has been in upheaval for years over its distribution process, which detractors would describe as scholars' libraries paying large sums to buy back work that was produced for free (or produced at government expense) at that same institution. While serials budgets in libraries have remained static or declined, scholarly journal prices have increased over 7% per year for the past 25 years, according to a 2013 study from Allen Press. Academics and scholars have spent years trying to come up with effective ways of distributing free or low-cost "open access" journals. There are many varieties of open access, and many ways of implementing it. But if you want to share your research for free online, you need a place to put it and you need people to find it. You can put it on your own website, but almost no one will ever know it's there, and it will never be used.

Libraries then built or purchased "institutional repositories," or IRs: organized and curated web servers where the institution's authors and researchers could store and share all kinds of content: data sets that underlie their published work, early versions of the work ("pre-prints"), work they didn't want to distribute through for-profit publishers, or authors' reprints from open access journals that allow redistribution through other channels. Much of this work is peer-reviewed, scholarly, valuable content; when used by others, it will add to the historical or scientific record. But a discovery problem still remains: how do you know which, from among thousands of extant IRs, holds information of interest to you?

Librarians came up with several solutions for that problem. One was a standard for sharing descriptive metadata (the type of information you might find in a library catalogue entry, such as the type of media, author and title, and where the item is located) about the contents in their IRs. Using this standard, called OAI-PMH, information about many IRs can be searched at once. Multiple sites search this metadata; the most common is OAIster, available at <http://oaister.worldcat.org/>. OAIster

searches the metadata provided from thousands of IRs, and numerous types of content: digitized books, images, theses and dissertations, data sets, audio and video files, and much more. One significant benefit of IRs is that they become a place where authors can share their articles outside of the journals in which they were published. This allows readers without access to the journal itself to access and read the author's work. Of course, this only occurs if the journal allows it, and if the author has shared a copy with the IR managers. But it is becoming more common, and can be a good way of very easily getting at content not otherwise available.

While OAIster searches just the metadata, many tools nowadays allow for searching the full text of a collection. **OpenDOAR**, at <http://opendoar.org>, is the **Directory of Open Access Repositories**. It allows one to both search for repositories, and search through repositories. In the first case, one might find repositories that focus on a specific subject, event, person, location, or other topic, via <http://opendoar.org/find.php>. But one can also search through the full contents of these collections, using a specialized Google index of the databases listed, at <http://opendoar.org/search.php>. A sample search for "schooner" there returns great images from Louisiana State University and the Metropolitan Museum of Art, plus a history of the *Amistad* insurrection from UNC-Chapel Hill, part of a 1903 MIT thesis on the strength of the schooner *John B. Prescott*, an 1863 article about the loss of the schooner *Alice Webb* to Confederates off the North Carolina coast, and more.

Searching IRs remains a challenge, and there are many opportunities for improvement in this area. For folks without access to institutionally-provided subscription databases, however, they are a great way to find reliable, useful, and scholarly content.

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## Using Operators For Advanced Googling

Google is obviously a great way to search for information online, but its index has now grown so huge that it's easy to be overwhelmed by the results list. How can you find the most useful links when Google claims to have found 25 million pages for you? If your search terms are exact, then the results you need will probably be on the first page. But what if you feel like your search terms *aren't* exact, or if you think they need to be broad because you're unsure of what you're seeking...but you do think it exists out there somewhere? One solution is to improve your Google search methods. It's worth reviewing (or discovering) some advanced tools, so you can find more relevant information.

A great way to improve your search is to narrow it to a particular web location, using the **site:** operator. A search for **history of whaling** will yield many results, not all of them relevant. If you tried narrowing the search to just the New Bedford Whaling Museum's website, for example, you might get much more useful results. You can limit by searching for **history of whaling site:whalingmuseum.org**. To find maritime topics in the Smithsonian Institution's blogs, search **maritime site:blog.americanhistory.si.edu**; you'll be searching for the keyword **maritime**, and only on the blog section, not the entire Smithsonian site. You could also go the other way, and only search US government sites (**maritime site:gov**) or US educational sites (**maritime site:edu**). If you want to limit by country, don't limit with the top-level domain (i.e. **au** for Australia); instead, use Google's Advanced Search—click the gear in the top right corner, select **Advanced Search**, then **narrow results by region**.

It's often good to limit Google's assistance, such as when it automatically searches for misspellings and synonyms. If you search for a ship named **Artic**, Google will also include a search for **arctic**. But if you use the operator **intext:** and search for **intext:artic**, Google will *only* look for **artic**. You can also exclude synonyms this way. Try limiting your results by document type with the **filetype:** operator, followed by

suffixes, such as **doc** for document, **ppt** for PowerPoint, **xls** for Excel, etc. A **related:** operator shows web pages that are similar to the URL you cite. So, for example, try **related:seahistory.org** to find similar maritime history sites.

You can narrow down results by combining terms within quotes. A search for **captain masterson sydney** returns a lot of unrelated items, though all three terms appear on each page. By searching for **"captain masterson" sydney** (quotes around just the first two terms), you keep the two words **captain** and **masterson** together, ensuring much more specific results.

The term *and* is implied in every Google search, but you can use **OR** to broaden your search somewhat. You could, for example, create a search that read **"captain masterson" sydney brig OR brigantine OR schooner OR yacht**—the expectation (though not always met) is that Google will return pages that have the phrase **captain masterson**, the word **sydney**, and *either* **brig**, **brigantine**, **schooner**, or **yacht**. If you *do not* want results to have a specific term, put a minus sign in front of it, to ensure that term will be excluded. For example, try **cleveland schooner -ohio**.

Google has an undocumented **AROUND(#)** operator, which locates terms that are near each other, with the pound sign indicating proximity. A search for **morgan AROUND (4) whaling** returns pages that have the two terms within 4 words of each other. Like **OR**, **AROUND** *must* be capitalized to work. If it's not, Google considers it a keyword.

There are always more ways to search Google, and as its index grows and grows (it's now estimated to be over 25 billion pages!), it is necessary to find better ways of locating the golden needles in this country-sized haystack.

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## Finding Useful—and Licensable—Maritime Images

Searching for images that one can license to use in books, magazines, websites, and more can often be quite tricky. For commercial works, regardless of the format, one must be careful to ensure that appropriate reproduction rights have been obtained from the correct rights holder. One excellent way of doing that—and one that supports maritime organizations—is to license them from the maritime museums and collections that own the images and the associated rights. Below is a selection of great, but disparate, collections of maritime images that are worth investigating. Licensing costs vary dramatically from institution to institution, and on the intended use.

The **Penobscot Marine Museum**, in Searsport, Maine, has a collection of over 140,000 images, and recently they have made them available online for purchase or licensing (<http://penobscotmarinemuseum.org/museum-collections-database/>). Click on “Search The Database,” then enter a vessel name, a vessel type, or any other sort of keyword. You can limit your results to “Only records with images” on the right-hand side. “Object records” describe items in the museum’s collections but don’t necessarily have images digitized...yet. “Photo records” show images, though each one has a museum watermark on it. Watermark-free images can be licensed for personal or commercial use by contacting the institution.

The UK’s **National Maritime Museum** offers more than 30,000 watermark-free images available for licensing at <http://images.rmc.co.uk>, and includes a useful lightbox tool where one can organize, sort, and manage selected images.

In South Africa, the **John H. March Maritime Research Centre at Iziko Maritime Centre** has over 18,000 images of about 9,200 ships in South Africa, from 1921 to 1953. The images themselves aren’t shown online, but the Centre does list the names of included ships, at <http://rapidtp.co.za/museum/jmmrc.html>.

The **Australian National Maritime Museum** has uploaded 2,800 images from their image collection to **Flickr**, at [http://www.flickr.com/photos/anmm\\_thecommons/](http://www.flickr.com/photos/anmm_thecommons/). Though the

images can be easily downloaded from Flickr, and Flickr indicates “no known copyright restrictions,” the museum does clearly state in the image description that they require that permission be granted before images are used commercially.

The **Great Lakes Maritime Database**, hosted by the University of Michigan at [http://quod.lib.umich.edu/t/tb\\_nmslic](http://quod.lib.umich.edu/t/tb_nmslic) and built by the Alpena County (MI) Library and the Thunder Bay National Marine Sanctuary, has about 22,000 images in it. Not all are pictures of ships; a number are images of enrollment certificates and others are pictures of newspaper mentions, but the watermarked images do allow one to zoom in very closely.

The **Maritime History Archive**, at Memorial University, Newfoundland, has around half of their images available online, at <http://www.mun.ca/mha/publicphotos.php>. A search in the “Title” field for words like “ship” or “schooner” will return many different examples; one can of course also search in the title or keyword field for a ship’s name.

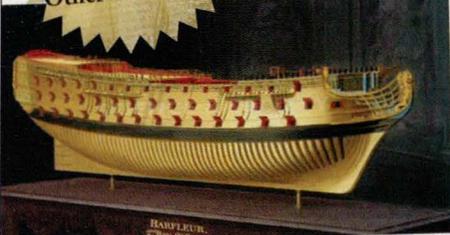
Of course, there are free options out there, as well. The **Wikimedia Commons** at <http://commons.wikimedia.org> (previously mentioned, along with several other general websites, in *Sea History* 137) now contains 20 million files. Each file is marked with its **Creative Commons** license (<http://creativecommons.org>), which is assigned by the file’s uploader. These vary, according to the intent of the image’s owner. Of the six main licenses, “CC BY” licenses allow unlimited reuse of the image, as long as credit is given for the original creation. “CC BY-SA” allows reuse, including in a commercial setting, as long as the new work carries the same license. Remember, individuals have the ability to upload images they do not own and might claim no copyright restrictions exist, though the actual owner has expressed limitations. It makes for a challenging arena, and one where individuals must tread carefully.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓

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## Feedly.com: A Replacement for Google Reader, and a Tool for Curated Content

Over the years, Google has introduced many new products and services to the public. When some didn't work or didn't gain broad acceptance, or cost too much to maintain, Google shut them down. **Google Reader** is one example, though it still had many, many fans when it was discontinued on the 1<sup>st</sup> of July. The functionality that Google Reader provided is still quite valuable; it mitigates the need for any individual to regularly go from blog to blog, or website to website, checking for changes or updates.

Luckily, many replacement options exist, and they're very much worth pursuing. Why would you want to use a news aggregator like Reader, or its replacement? The simplest reason is because it creates a completely customized, unique collection of news, data, and updates that reflects your personal interests from around the web, with very little effort. So if you find a blog of interest to you and you want to be notified when content is added to it, an aggregator will do that for you. Many people use the aggregator as their homepage, so when they open their web browser in the morning, they see a customized page of news and information that's directly relevant to them.

Several products have made dramatic changes in an effort to absorb Google Reader's now-Readerless users. The underlying systems are basically the same: you create an account, identify the blogs, RSS feeds, and other news sources that you want to follow, and then view the end result. When a new blog post or RSS feed is made available, it (or a link to it) appears on your customized results page.

**Feedly** (<http://feedly.com>) leads the post-Google Reader pack. Others are out there as well, but in the interest of space, I'll provide an overview of how to get the most from Feedly. You do

need to have a Google account to use Feedly, and you log in to Feedly using your Google account information. Initially, Feedly was basically a layer on top of Google Reader, making Reader prettier and more effective. In any case, Feedly still relies on the Google account information for account setup.

After logging in at [feedly.com](http://feedly.com), click on "add content," and you can add the URL of a blog you want to follow or type in some terms you'd like to search for. When you do the latter, you'll see a range of results that you might select to add to your Feedly page. Click on the plus sign to the right of any source, and its content will be added to your page. You can tag feeds to keep them organized, if you want. In addition to web pages, you can add news search results, too.

Do a search on **Google News** (<http://news.google.com>; also, see *Sea History* 132 for more on using Google News for maritime history) for the terms you'd like to use, then find the RSS link at the bottom left of the page. Right-click it, paste that URL into Feedly, and new search results for that term will appear on your Feedly page.

You can customize how the page appears, and make many other changes as well. Feedly offers web browser extensions, too, which have tools that make it very easy to add a web page's feed to your Feedly profile. Mobile apps give you access to your Feedly content from anywhere, and there are extensive social-sharing tools built into the service. With just a bit of setup, Feedly can deliver the day's news, selected just for you, right to your computer.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓

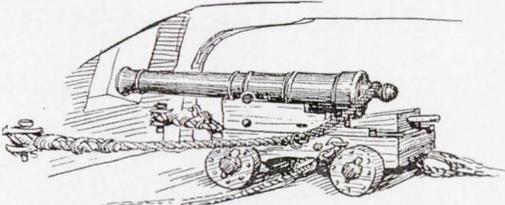


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## Apps for Maritime History

When we think of the Internet, we usually think of web pages. Smart phone apps, however, play a major role in the Internet's present and future; the number available and the portion of internet traffic devoted to mobile applications grows every month. While there are not yet many apps of interest to maritime history, it is an area worth watching.

The biggest difference between apps and web pages is how they can be used. On an iPhone, you can only use iOS apps. With a phone running the Android operating system, you can only use Android apps. Remember, of course, that web pages themselves are viewable on any smart phone; the layout might look quite different—or not work well at all—but the subject here is not “mobile versions of existing web pages” but rather applications [i.e. programs] built specifically for the iOS or Android environment. Access to apps is another big difference—apps are generally only available through their respective gateways (app stores), and in some cases the apps that appear there must be approved for listing by the app store owner. Anyone who has a modicum of skill and a website can share a resource online; you can't distribute an iOS app, however, unless Apple approves it first.

To further complicate matters, some apps are made just for the smart phone version of the operating system (that is, iOS or Android, which are the two most common operating systems), while others are made just for the tablet version (iPad, for example) of an operating system, and still others operate in both.

Providing URLs for the apps themselves is hard because they are available in many different places. On a computer, you need to select the proper store: usually, the iTunes program for your iOS devices, <http://play.google.com> for most Android apps, and Amazon.com for Kindle Fire apps (these are a subset of existing Android apps). You can also obtain apps directly through the app store program on your device. As a result, it's best to simply search by app name in the store.

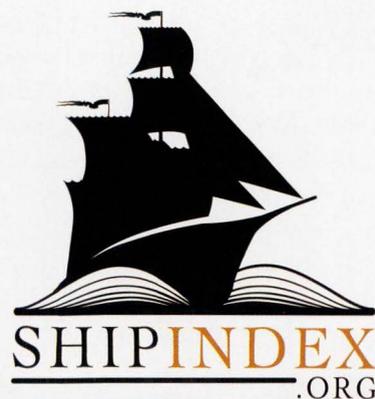
Many of the ship tracking tools mentioned in the past (*Sea History* 136,

Autumn 2011) now have apps. **Fleetmon** offers a free Android app, and is currently updating its iOS app. **Vesseltracker.com** and **Shipping Explorer** also offer apps. In each case, the app provides some access; you need to subscribe to the complete database for full access.

One place where app stores outperform web pages is in music, books, and other media. Books can be purchased for reading in many formats, but be wary—some are poorly edited versions of copyright-free texts, offered for 99 cents. On the other end of the spectrum, you can buy an e-book on sextants in the **National Maritime Museum**, for \$192! Of course, given the iTunes store's original focus on music, lots of sea music is available there, as well. Many relevant podcasts can be found, too, such as the US Naval Academy's “A History of the Navy in 100 Objects” (free, in iTunes, and through Android podcast managers). The **US Naval Institute** offers its *Proceedings* and other publications through a free app; some content is free, but subscribers can access much more for a small fee. Many directories of battleships, submarines, and other ships are available as apps, along with a wide range of weather tools.

More and more museums are offering apps, as well. The **National Naval Aviation Museum** in Pensacola, Florida, for instance, offers an app/guide (iOS & Android) to its museum for 99 cents. I'm not sure why a museum would charge for an app like this, and, given the poor reviews this one has received, it may not be worth the money. The **National Civil War Naval Museum**, in Columbus, Georgia, seems to have a better concept of what an app can do and uses its free iOS app to highlight and interpret its collection. Alas, its Calendar and About Us sections are out of date, emphasizing the need for organizations to not forget about these tools after they have been built, whether on an app or their regular website.

Suggestions for other sites worth mentioning are welcome at [peter@ship-index.org](mailto:peter@ship-index.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓



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## Searching for Ships' Primary Documents

Imagine that you're interested in finding a specific ship's logbook, journal, or plan. Where do you turn? The logbook probably no longer exists. If it does, it's probably not cataloged anywhere. If it is, knowing which catalog to search is impossible. On the chance that you have identified the right catalog and the logbook's repository, you'll probably still have to travel to get a look at it. If you succeed at all that, pick up a lottery ticket on your way home, because this was your lucky day.

Despite these challenges, ships' logs and journals certainly do exist, and sometimes you can indeed find the one you're seeking. This issue's column is just a primer; there are more advanced options, but any path is a challenge in this sort of quest. **WorldCat.org** is a guide to the holdings of libraries around the world. Its primary use is for locating copies of printed resources such as books, journals, CD-ROMs, microfilms, etc., but it does have manuscript resources—including ships' logs.

For example, a search for "Hydaspe" or "Mattakeeset" at <http://worldcat.org> will show records for these two ships. If you're looking for a vessel with a common name, try including the term "logbooks" in your search. Another option is to limit your results to "archival material" using the "Format" menu on the left side of the results page. You can also find these records directly by searching for the ship names at <http://shipindex.org>; holdings for relevant WorldCat records are in the freely accessible collection.

The problem comes when trying to determine who owns the logbook, because WorldCat often does not display that information. Do not despair; the **National Union Catalog of Manuscript Collections**, also known as NUCMC and pronounced "nuck-muck," usually does. Go to <http://www.loc.gov/coll/nucmc/oclcsearch.html> and select the first search option. From there, type in the vessel name (or the resource name shown in WorldCat) and click "submit query." You should find

a record that matches the one you found in WorldCat, though in a more primitive form. Click on "more on this record" and check "Location" at the bottom of the entry. There, you'll find that all the "Hydaspe" journals are held at the New Bedford Whaling Museum Research Library, and the "Mattakeeset" journal is at Eastham Historical Society Archives, in Eastham, Massachusetts.

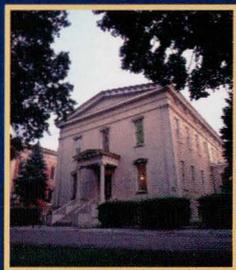
You should call ahead to be sure you can view the document in question and then travel to the library to view it—no one will be offering these items through interlibrary borrowing! Bear in mind that WorldCat is not comprehensive. Thousands of libraries, including many major European libraries, are not included in WorldCat. Many others include their print holdings, but not their manuscripts.

Some institutions have published directories of their logbook collections, but finding these can be difficult. Search in WorldCat for the subject headings "**Logbooks – Bibliography – Catalogs**" and/or "**Ships's papers – Bibliography – Catalogs**." These will guide you to titles such as *Catalog of East India Company Ships' Journals and Logs, 1600–1834*; *Inventory of the Logbooks and Journals in the G. W. Blunt White Library* (at Mystic Seaport); *List of Logbooks of US Navy Ships, Stations, and Miscellaneous Units, 1801–1947*; and *Log of Logs: A Catalogue of Logs, Journals, ... 1788 to 1988, for Australia and New Zealand*. These are *not* reprints of the logbooks, just lists of the logbooks in the institutions' respective collections.

This suggested path is just a start. Searching for such items is tough work, but if you actually find what you're looking for, it is well worth the effort.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓

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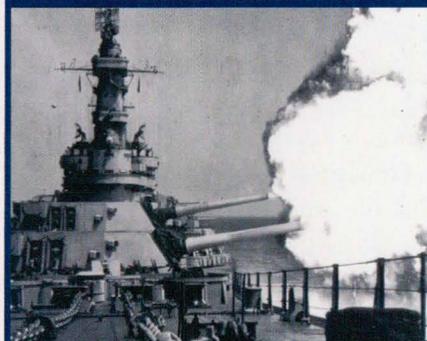
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## Applying Social Networking to Maritime History

Social networks are, perhaps surprisingly, a great place to explore maritime history. Sites like **Facebook**, **Pinterest**, **LinkedIn**, **Tumblr**, and others, all have hidden (and sometimes not-so-hidden) spots where maritime history, in many different forms, hides out. Where that is, and how one finds it, varies a great deal, however.

With more than one billion active users around the globe, nearly everyone is now familiar—at least in passing—with **Facebook** (<http://facebook.com>). Facebook can be a great place to receive a regular feed of occasional maritime information and



news by following feeds from businesses, museums, groups, and individuals—including the **National Maritime Historical Society**. “**Down to the Sea in Ships**” (use Facebook’s search box to locate it; or <http://facebook.com/search.php> if you’re not logged in) is a perfect example of how Facebook can improve your day; the feed provides regular and fascinating vignettes of maritime history, and you can find lots more interesting content just by looking at the pages that similar sites follow. One example is “Sailing Merchant Vessels of Ireland and Britain,” at <http://www.facebook.com/sailingmerchantvessels>. Many businesses offer Facebook pages that provide interesting content beyond just promotional spots: museums, for instance, often have very interesting Facebook feeds that range from what’s going on at their institution to posting images and content from their collections. These pages are accessible whether you have a Facebook account or not.

**LinkedIn** (<http://linkedin.com>) is very similar to Facebook. It is smaller—with about 175 million users—and focuses much more on professional interests than does Facebook. LinkedIn’s discussion pages are unique to LinkedIn but are also only visible to their users. In many cases, any LinkedIn members may view a group discussion, but they cannot participate until they request to join the group and are approved by the group leader. Others, such as the **Naval History & Heritage Command** group, are open groups, and do not require approval for membership.



Like Facebook, **Twitter** (<http://twitter.com>) has received lots of press. With more than half a billion active users, its 140-character “tweets” are famous, if potentially overwhelming (because of their quantity, rather than their brevity). Try searching Twitter by using its search box in the top right corner, rather than trying to follow the never-ending stream of tweets. One can track just a few interesting individuals or businesses, but I find Twitter’s feature

of adding others to my stream to be frustrating and confusing. Museums and organizations, such as the **UK National Maritime Museum** (@NMMGreenwich) and the **US Navy Historical Foundation** (@USNavyHistory), or authors like **Nathaniel Philbrick** (@natphilbrick) and **Julian Stockwin** (@julianstockwin), can provide interesting and informative news and insights for those who enjoy the Twitter experience.



**Pinterest** (<http://pinterest.com>) is a new and fast-growing photo-sharing site where people “pin” images that they like to their own “pinboards,” which are then visible to all. You need an account to pin images, but you don’t need one to view or search the site. Pages like <http://pinterest.com/ezthetic/sh-p/> show many interesting and varied images of, in this case, ships—as curated by the user “ezthetic.” From the home page, use the search box in the top left corner to find images of absolutely anything, often brought together through curious and random themes.



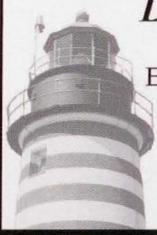
More images are available at **Tumblr** (<http://tumblr.com>), a photoblog site where people mostly post images that are of interest to them personally. These images are nearly always collected from elsewhere, but can occasionally lead to more relevant sources. For instance, a search for “maritime” turned up a good-quality image of Anchor Line’s *Caledonia*, from user “unseensight.” The original source of the image, however, the **Scottish Maritime Museum’s Flickr** page at <http://www.flickr.com/photos/scottishmaritimemuseum/>, provided many more images useful to my research than the feed from “unseensight.”



While navigating these sites looking for maritime topics, be aware that the word “ship” in the online community is also a word used by fans of literature and film franchises to discuss their favorite imagined relationships among fictional characters. Not to worry: I, too, was thoroughly confused when this turned up in my search results, until I researched it to figure out what was going on. When explored with care, the world of social networks can provide one with a new view of maritime history—it can also be strange and overwhelming.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓

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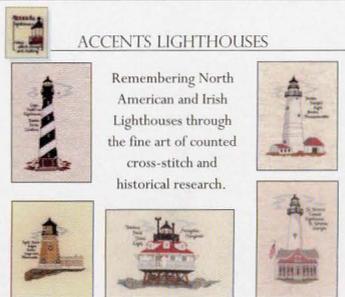
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## Nautical Art Research Online

An important part of maritime heritage is its art, from images of vessels, mariners, and seascapes artists created centuries ago, to modern images of historical events, from new interpretations of maritime history and the marine environment to the many different places and different media in between. Most large maritime museums, such as the National Maritime Museum in the UK (<http://collections.rmg.co.uk>), Mystic Seaport Museum (<http://mysticseaport.org>: “Maritime Art Gallery” for contemporary works for sale, or “Research the Collections” then “The Collections” for artifacts owned by the Seaport), the Australian National Maritime Museum (<http://emuseum.anmm.gov.au/code/emuseum.asp>) and others, have significant online presences where you can view many of the pieces in their collections.

Many art museums and online art resources have maritime aspects to them as well. The Smithsonian, for example, has not only one of the great maritime collections of the world, but also many maritime-related works throughout its many museums. At “On the Water” (<http://americanhistory.si.edu/onthewater/>), the online version of their permanent exhibit by the same name, one can learn about many of their artifacts. At their Collections Search Center page (<http://collections.si.edu/search/>), however, one can search for terms like “marine art,” “nautical,” or “schooner,” to find images of works from across dozens of Smithsonian collections. These searches can include user-added tags, which can be a big benefit when searching for specific terms. Without these online features, tracking down maritime pieces at non-maritime repositories would be exceedingly difficult. Also, one can view many, many more works than are ever on exhibit at a given time. New York’s Metropolitan Museum of Art also offers online searching of their collections at <http://metmuseum.org/collections>. Searches for “schooner,” “ship,” or even “barque” (but not “bark”) return many results from their collections, again including many works not currently on display.

Peabody Essex Museum, in Salem, Massachusetts, has a useful tool called ARTscape (<http://www.pem.org/artscape>); not only can you search their collections database, but you can also create your own collection of works. Their maritime art collection contains only 326 items online at present, but doubtless more will be added over time. An older set of pages

reflecting their collections appears at <http://www.pem.org/sites/archives/maritm1.htm>.

Beyond museums, one can start with “Art History Resources on the Web,” at <http://arthistoryresources.net>. The site has a wide range of links to online resources, though, surprisingly, it shows no results specifically for maritime or marine art. The “Heilbrunn Timeline of Art History,” hosted by the Met at <http://www.metmuseum.org/toah/>, provides an excellent overview of many aspects of art history in relation to world history, with images of many works from the Met’s own collection.

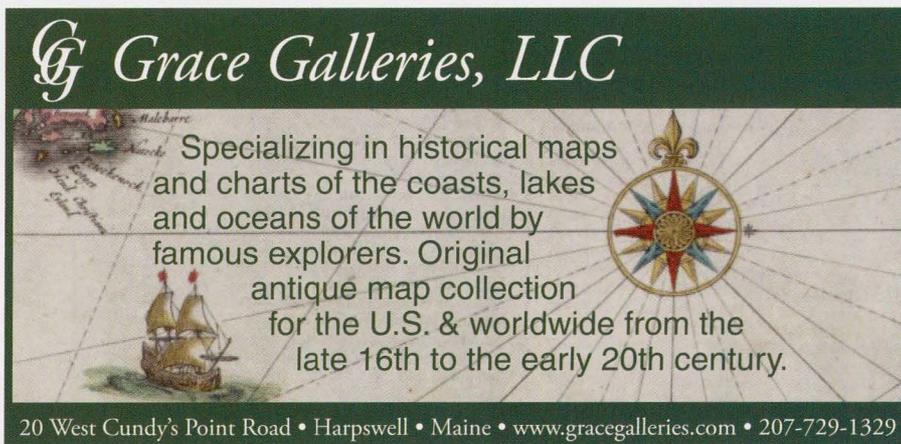
The Getty Research Institute in Los Angeles offers many valuable tools. At their “Getty Research Portal” (<http://portal.getty.edu/portal/landing>), they provide access to digitized art history texts published before 1923. You can locate a particular book in the portal’s online catalog, then go to the contributing institution that has digitized it; there, you can generally search the complete text of the digitized work. You cannot yet search across the full text of all volumes at once, since each participating institution presents its digitized content through a different platform.

Getty also offers access to two important art history indices, BHA and RILA, at <http://library.getty.edu/bha>. These citation databases cover material published between 1975 and 2007. Usually, such subject-specific databases are subscription products, so not accessible for free, but these two resources, however, have been made available online for free.

As always, Google cannot be ignored. The Google Art Project (<http://www.googleartproject.com>) is not large—yet—but over time we can expect it to be expanded to include an untold number of reproductions of works from museums around the world. Many famous works are already at this site, and its ability to display content in very fine detail is quite remarkable.

Finally, Artcyclopedia (<http://www.artcyclopedia.com>) claims to have information on over 9,000 artists. You can find a short listing of its maritime artists at [http://www.artcyclopedia.com/subjects/Maritime\\_Scenes.html](http://www.artcyclopedia.com/subjects/Maritime_Scenes.html).

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓



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## Searching for Geographic Information Online

While maritime history is, in many ways, the history of the space between places, it certainly also has important connections with specific locales. Finding information about such places can sometimes be a real challenge. One of the greatest benefits of the internet is its ability to remove the distance between a researcher and a source. When you seek geographical information about New Zealand, instead of having to locate a research university that comprehensively collects data on Pacific nations, or traveling to New Zealand itself, you can simply visit the online site of the New Zealand Geographical Society at <http://www.nzgs.co.nz> without leaving your home.

Many other resources offer ways to find geographical information about nearly any place in the world, from your computer. Google, as always, is a great place to start. **Google Maps** (<http://maps.google.com>) has maps and satellite images of pretty much the entire terrestrial world. They even show the underwater world as well, with images that show incredible topographical representations of the ocean floor. **Google Earth** (<http://earth.google.com>) provides an even more remarkable way of exploring the world's geography, through Google's free downloadable geographic information program.

For information about a country, **Wikipedia** (<http://www.wikipedia.org>) is an excellent starting point. Entries for major countries can be surprisingly long and complex, and most link to numerous related entries as well. Even more useful, in some cases, are the footnotes Wikipedia contributors provide, which can guide one to excellent primary resources. For a summarized view that focuses more on facts and figures, the **World Factbook**, published by the CIA and available at <https://www.cia.gov/library/publications/the-world-factbook/>, has an entry on every country in the world recognized by the US Government.

Using the appropriate **top-level domains** (TLDs), one can limit searching to information created by a specific country's government. The TLD is the last part of a URL; we're most familiar with ones such as **.com**, **.edu**, or **.gov**, but these are primarily

American uses. Each country has its own TLD, such as **.fr** for France, **.mx** for Mexico, **.qa** for Qatar, or **.bd** for Bangladesh. A web search for **geography site.bd** will return the term "geography" found only in sites with a top-level domain ending in **.bd**.

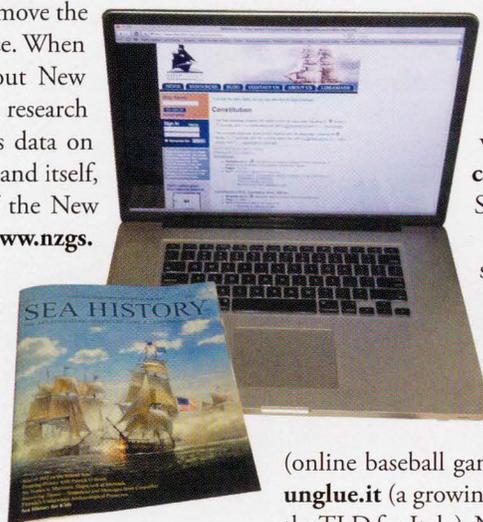
In Google, the use of "site:" limits the search to only sites within that range. This can be applied in many different ways, from **site:umd.edu** for information from just the University of Maryland's website, to **-site:sears.com** for information from everywhere but the Sears pages.

Beware—even when limiting to a country-specific TLD, the sites are not always from the country in question; many companies now use such top-level domains to customize their URLs, creating sites like **http://last.fm** (an online radio service, using the TLD from Micronesia), **http://mlb.tv**

(online baseball games, using the TLD from Tuvalu), or **http://unglue.it** (a growing use, in which action words are created from the TLD for Italy). Nevertheless, it can be a good way of narrowing down results to government-published content.

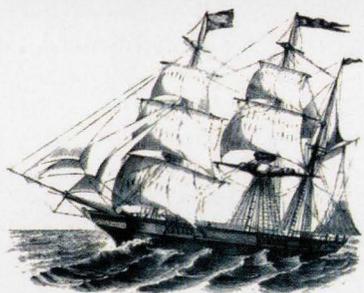
Several online gazetteers provide useful tools for learning more about specific locations. **GeoNames** (<http://www.geonames.org>) has over 8 million place-names from around the world, and you can limit your search to just a single country, as well as use a variety of advanced search options. **The Global Gazetteer** (<http://www.fallingrain.com/world/>) is one of the few sites to include elevation information. It doesn't provide much of a search function; you need to know the country and the region within the country to narrow down to the location you're seeking. Finally, the **National Geospatial-Intelligence Agency's GEONet Names Server** (<http://earth-information.nga.mil/gns/html/>) covers the entire world except the United States and Antarctica. Like many government sites, it's got a clunky interface hiding an enormous amount of information.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. †



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## Searching for Statistics Online

Finding accurate statistics online can be a nerve-wracking and frustrating process. It should be easy—shouldn't it?—to determine the change in the percentage of Americans employed by maritime industries over the past two centuries? As is often the case, much depends on what question is asked, how it is asked, and how one interprets the results found.

Most statistical data is collected and published by governments, which makes sense because the work is time-consuming and often seems to be of little immediate or economic value. Over time, however, this value grows—and most historians can think of data they would wish someone had accurately collected and published through the ages.

In the United States, each federal agency independently collects data and publishes it online. Resources like FedStats (<http://www.fedstats.gov>) provide some insight into what can be found and where. The *CIA World Factbook* (<https://www.cia.gov/library/publications/the-world-factbook/>) has provided public information about nations since 1975. For the past 135 years, the *Statistical Abstract of the United States* (<http://www.census.gov/compendia/statab/>) has brought together many of the most important statistics in a very useful guide. Alas, to save mere pennies, in late 2011 the federal government suspended publication of the *Statistical Abstract*.

To return to the example question about maritime industries employment, a quick search in Google provides some useful information: the top link I found took me to the US Bureau of Labor Statistics's *Occupational Outlook Handbook* (<http://www.bls.gov/oco/>), which listed 2008 employment numbers for "water transportation occupations." Looking down the page, however, I discovered that this number does not include "fishers and fishing vessel operators," who add almost half again as many workers.

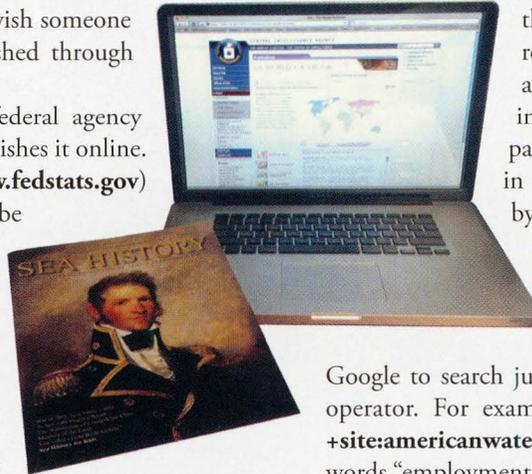
Finding data not collected by government agencies can prove to be a more difficult task. Often, the next best approach is to ask, "Who would be interested enough in this information

to research and generate this data?" Trade organizations can be useful places to turn. After you identify the largest relevant trade organizations, you can check their websites to search for statistics. It's a slightly roundabout approach but can provide good results. Also, it's important to consider who would be willing to share or give away such data for free—a trade organization that wants to promote its industry by emphasizing the number of individuals employed by it is much more likely to offer this information for free online versus a consulting or marketing firm that primarily works for industry insiders. Remember, too, that an organization's goals may impact its results: perhaps the maritime industry trade association counts the cumulative number of individuals employed by the industry over the past year, rather than the number of positions in the industry—some of which might be filled by a dozen different individuals over the course of a single year.

If you feel stymied by the website layout of an appropriate trade organization, you can bypass their web design by using Google to search just within that site by using the "+site:\_\_\_" operator. For example, a search for "**employment statistics +site:americanwaterways.com**" will return any mention of the words "employment," "statistics," or similar terms ("labor," "jobs," "figures," etc.) only from the pages on the **americanwaterways.com** website.

There are many other places to turn, as well. Most academic and large public libraries have access to collections of expensive databases and directories that will guide you to many more statistical sources, and, for particularly challenging searches, they are often worth using for both their vast resources and the expert help available from their professional librarians. When you are at the library, be sure to look at the *American Statistics Index*, a guide to all of the statistical publications produced by the US government; *Statistical Reference Index*, which helps locate non-governmental statistical data; and *Index to International Statistics* for non-US statistics.

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## New Ways of Searching For—and With—Images

Way back in 2007, I wrote a column here about ways of searching for images online. I wrote, “So much information that’s hidden in an image cannot be searched by modern search engines, but that will likely change with time and new technology.” How very true—today, you can use the image itself to search and not have to rely on just using words that describe that image. It is truly an amazing thing.

There is still much to be said for the “old-fashioned” way of searching for images. Go to <http://images.google.com> to start, and simply type in a few words describing what you seek. If you search for “cape hatteras lighthouse,” you’ll see pages and pages of the black-and-white-striped lighthouse. But there’s much more available if you look carefully.

On the left side of the screen, Google presents several options. “Sort by subject,” offered since last May, sorts all of Google’s images into different categories: inside the lighthouse, the lighthouse at night, at sunset, moving the lighthouse away from the eroding beach back in 1999, drawings of the lighthouse, and more. Clicking “more like this” in the top right corner of each of these sections will lead to more similar-looking photos. You can also sort by color—clicking on the *brown* button causes the brown National Park signs near the lighthouse, plus brown timbers, red-brick buildings, and brownish sands to sift to the top. Google offers some searches by time, though the limits reflect when Google found the page in question, not when it was written.

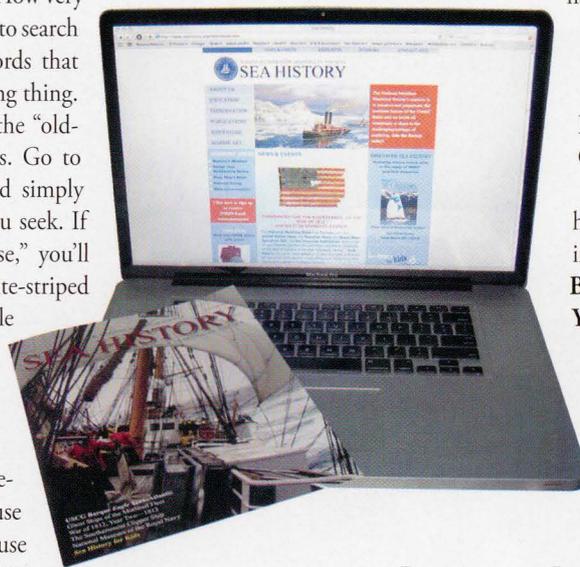
All these features are very interesting and fun to play with. What’s truly remarkable, however, is Google’s new ability (as of June 2011) to accept an image and then tell you what it “sees.” If you find an image online and want to know more about it, you can just drag the image

onto the Google Images search box (it doesn’t currently work on the standard google.com site; you need to be at the “Google Images” site) and put Google to work. You can use your own images, too: if you forgot the name of a lighthouse in a vacation photo you took or the title or artist of a work you photographed, just click on the camera icon in the search box, and select “Upload an image.” Locate the image on your desktop, and let Google do its magic.

Yes, other search engines exist. Yes, they have image searches, too. Yes, if you’re searching with terms it’s probably worth seeing what **Bing** (<http://www.bing.com/images>) or **Yahoo!** (<http://images.yahoo.com>) have to offer, though these two sites try to guess what you want to see before you type anything, and apparently it’s all celebrities. Google, on the other hand, waits to hear what you really want. And, only Google lets you use images to search for text or more images.

Four years ago I noted <http://shipspotting.com>, which now claims over one million images of individual ships. Other ship-specific photography sites have now appeared, including <http://grosstonnage.com>, but this site requires registration, and a subscription after five days. The site at <http://www.shipphotos.co.uk> has photos from around Britain and Europe, and <http://www.photoship.co.uk> has over 100,000 images of older vessels. At <http://fotoflite.com>, you’ll see aerial marine photographs; however, these are for sale and thus have a “FotoFlite” watermark on the website samples.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓



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## Tracking and Following Ships Around the Globe, Using Web 3.0 Technology

The combination and compilation of many disparate silos of data, all mashed together, is already a common sight on the internet but is definitely growing in importance. In fact, this is a tenet of what some people call “Web 3.0”—Web 1.0 was the one-way delivery of information posted on the internet; Web 2.0 was the impact of user-generated content, from reviews of products on Amazon.com to the content contributed to Wikipedia and similar sites; and Web 3.0 is the widespread application of “semantic data,” and particularly information that is derived from the use of that data.

Semantic data (or “linked data”) represents a structured approach to defining data and relationships: to a computer, the statement “John Adams was a US President” is meaningless; it’s simply a collection of text characters that only have meaning to the humans reading it. By defining to a computer that the person named “John Adams” held the position of “US President,” and then doing this many, many times, and with many different pieces of data, one can create an environment in which a computer can collate, repackage, and more importantly, interpret large amounts of data in new ways.

One example is the simple creation of sites that combine data about a vessel’s location, its name, and type of activity, and then apply all that information onto a map of the world or a region, eventually showing in a dynamic fashion which ships are where in the world. Because a lot of this data is available in the form of data feeds, companies gather and use the feeds in different ways.

Vessel tracking sites include <http://www.vesseltracker.com>, <http://www.marinetraffic.com>, and <http://sailwx.info>, among others. Each website presents its information in various ways, and each uses available information differently. For example, **VesselTracker.com** applies its data to **Google Earth**, though one must subscribe to the VesselTracker website to view real-time data in Google Earth. **MarineTraffic.com** uses **Google Maps**, which

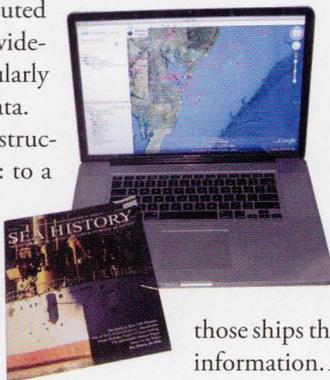
allows it to load much quicker and doesn’t require the user to launch a new program (as Google Earth does) onto his computer. A friend recently described to me how he and his wife follow the vessels they can see entering Baltimore harbor from their condominium using **MarineTraffic.com**. The site offers clear, differently colored icons for different types of ships and shows an impressive amount of information about each ship.

Both of these sites use AIS (Automatic Identification System) data, an automated tracking system for ships in port, which transmits information—including the vessel’s identity, type, position, course, speed, navigational status, and other safety-related information—automatically to shore stations, other ships, and aircraft. Another site, <http://sailwx.info>, tracks vessels in the open ocean, in addition to those near shore. Its data feeds come just from

those ships that include their location when contributing weather information. About 4,000 vessels now participate in this program, managed by the National Oceanic and Atmospheric Administration (NOAA). **Sailwx.info** allows you to narrow the search by ship type as well: tall ships, cruise ships, oceanographic research vessels, etc. To see where the participating tall ship fleet is at any given time, for example, go to <http://sailwx.info/shiptrack/tallships.phtml>.

The collection of this data, to create dynamic tools for graphically displaying textual data feeds, is a great example of what can be done with semantic data. It becomes easy to limit such feeds to only oil tankers, or only ships built in 2004, or ships that left Singapore in the last three months. As more structured data becomes available, researchers and casual users will be able to easily view, manipulate, and uncover new knowledge from data silos.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓



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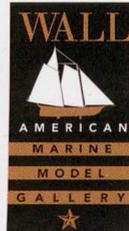
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## Finding Free Books Online

*Author's note: Between the writing and the publication of this column, a federal judge threw out the proposed Google settlement; the future of Google Books is now more uncertain than before.*

Google's book digitization project, called **Google Books**, was first announced in 2004. Many publishers considered it to herald the end of the world and promptly went into extended litigation. Today, some experts feel that if the draft agreement is ever completely approved (now more than a year in the waiting), it will be too late to be useful for either Google or book publishers. Google continues to forge ahead, as do a few other projects, as well—often using Google's own information.

Some book digitization projects have long been available; **Project Gutenberg** (<http://www.gutenberg.org>), for example, has been slowly churning away at transcribing thousands of titles since 1971. But Google, as usual, has completely upended that process, digitizing thousands of books per day. Yes, Google Books is not free from mistakes: a page (or an entire book) might appear upside down; text might be too blurry to read; bibliographic data can range from simply confusing to downright wrong; and more. But overall, it makes an enormous amount of monographic information instantly available to anyone with internet access.

Google Books is the best known, because their content often appears in standard Google searches. But Google's strengths are in finding needles in enormous haystacks, not in effectively organizing either the needles or the hay bales. Which explains why I find *Click, Clack, Moo: Cows That Type* and *Sheep in a Jeep* among the first five listings in the "Technology & Engineering" section. Conducting searches can be difficult because the pile of information is just so huge. But it does also work much of the time: a search for "early submarine history" returned the opening pages to Paul Fontenoy's 2007 book *Submarines: An Illustrated History of their Impact*, which were certainly relevant. Google Books displayed up through page 18; "Pages 19 to 448 are not shown in this preview," the site explains. You can, however, buy an ebook of this title via Google—in this example, it'll cost you \$68, while Amazon offers new and used copies (from other sellers) starting at about \$25, but not a Kindle edition.

Google Books offers several levels of viewing: for books not in copyright, one can usually read the entire work. For books in

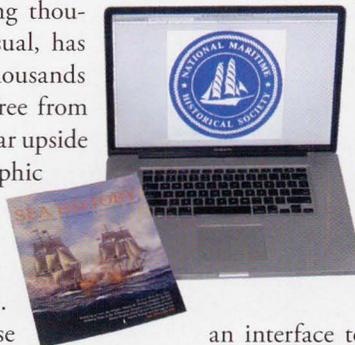
copyright, the amount one can view depends on publisher-set limitations. In some cases, one can see quite a bit; in others, one can only see a "snippet." Finally, some books have absolutely no text available at all. The most problematic appear to be those published 20–40 years ago: they're not out of copyright, but they don't have an identified copyright holder who would allow more content to be displayed.

Hathi Trust (<http://hathitrust.org> "hathi" is Hindi for "elephant") is another major online collection of ebooks, and they take a much more enlightened—and nuanced—view of bibliographic data. For example, Hathi Trust offers a "catalog search" box (for looking *for* books) and a "full-text search" box (for looking *in* books). Working with the library service OCLC (Online Computer Library Center, Inc.), they've created a proper online catalog for the 8.2 million volumes in their collection. Hathi Trust pulls content from many sources, including Google, though they have fewer books overall.

**OpenLibrary** (<http://openlibrary.org>) is an interface to books available through the **Internet Archive** (<http://archive.org>); their concept is "one webpage for every book," with online versions of as many of those as possible. **Open Library** offers links to help people find physical and electronic versions of many of its books, and if you have an account then you can—sort of—"borrow" some of the books.

Many other projects exist, some in other languages. Most major national libraries have book digitization projects, such as France's **Gallica** (<http://gallica.bnf.fr/?&lang=EN> for the English language site); **Europeana** (<http://europeana.eu/portal/>); and **Project Runeberg** (<http://runeberg.org/>), for classic Nordic literature. An extensive list of other projects appears in **Wikipedia** at [http://en.wikipedia.org/wiki/List\\_of\\_digital\\_library\\_projects](http://en.wikipedia.org/wiki/List_of_digital_library_projects).

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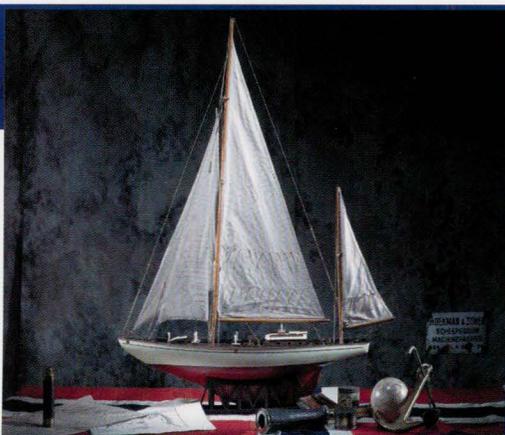


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## Managing Your Bibliographic Data Online

If you have amassed a large collection of books, magazines, and other items related to maritime history (or any other subject), you may be looking for ways to manage all those items. It's now possible to catalogue your own collection, share that catalogue with people around the world, and then find others with similar interests and collections. When these online services first began, many of them were doing very different things, but as each expanded its functionality, they have grown closer and closer to the best aspects of each other's services. The one you'll want to choose will depend on which particular core activity is of greatest interest to you. You'll likely find that each company may be sufficiently good to do the other activities, too—and if not today, then perhaps tomorrow.

For managing a collection of print materials, the granddaddy of them all is a service called **LibraryThing** (<http://librarything.com>); commonly abbreviated as "LT". LT offers a free account for up to 200 books, then it costs just \$10 per year, or \$25 for a lifetime membership. You create a complete catalogue of the titles you own by searching for each book in the LT collection, plus nearly 700 other collections. You can then add any kinds of tags you want to each book, such as "whaling," "schooners," "to sell," "to read," or "shelf 12, left side." The brilliance of LT can be seen through the impressive data wrangling the folks at LT offer; you can compare your library to the rest of the LT universe and discover which users have the most similar collections. (You can also keep your library private, if you don't want others to see what you own.) If you've been rating your books, you can in turn get recommendations of other books you might enjoy, based on the ratings given by folks who liked the books you like. In addition to ratings, LT users can review books, discuss books, receive pre-publication books, look at other users' collections, and much more. Some libraries use LT, including the libraries at the Los Angeles Maritime Museum and the Alexandria Seaport Foundation.

**Mendeley** (<http://mendeley.com>) is a much newer tool; it's similar to LT, but focuses on helping individuals (primarily researchers) manage their collections of scholarly journal articles. It creates a social community that can help people discover others with similar interests. The social networking aspects of Mendeley and LibraryThing make them quite different from citation

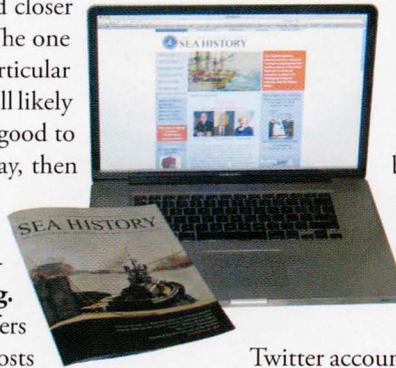
management tools, which include **Zotero** (<http://zotero.com>) and many others. Zotero only works with the Firefox web browser; it is a very effective way of organizing and managing references but without the social aspects.

For those primarily interested in reviewing and discussing books with others, **GoodReads** (<http://goodreads.com>) creates a community in which friends share their "bibliopinions" with each other. Participants note what books they're reading, what they've read, and what they think of those books, and then those comments are shared with their online community. If you rate books as you read them, GoodReads can generate suggestions of other books you might like, though of course the written opinions of people you trust is likely to be more useful than an algorithmic determination based on only the books you've added. GoodReads sends you regular emails with updates from friends, and you can also post your opinions to your Facebook or Twitter accounts. GoodReads is free and supported by advertising, though it's generally book-related.

**Copia** (<http://thecopia.com>) is a brand-new service that tries to bring together all of the above, and much more. Copia offers an online reader community, but also offers downloadable iPad and desktop apps, so you can annotate text as you're reading. Unlike any of the sites mentioned above, you can buy your ebooks through Copia, as well. The desktop readers are free, as is membership, but of course the ebooks are not. In fact, ebooks that are free elsewhere (for example, *Moby-Dick*) cost money when purchased through Copia. Originally, Copia was going to offer portable ebook readers—similar to the familiar Nook and Kindle—as well, but that seems to have been shelved, at least for the time being.

Each service is constantly expanding its offerings, and each service is overlapping others more and more. The strength of social networking is in its size; the "network effect" means that only a handful of sites will likely grow to maturity. But whichever site(s) you choose, you'll find that the act of cataloguing your books can help you discover all kinds of unexpected connections with other readers around the globe.

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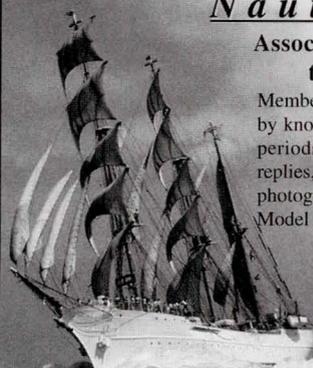
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## Competitive Rowing Online

Competitive rowing, like any pastime, has an online presence these days. Rowing *history*, curiously, is not well represented online, but a 2004 essay titled “**The Dangerously Neglected Legacy of Rowing**” at <http://rowinghistory.net/neglected.htm> provides some considerations as to why this is so. Nevertheless, from rowing history to real-time racing results, there’s a bit of something for any rowing enthusiast. The UK’s **River & Rowing Museum** (<http://rrm.co.uk>) is more interesting than it’s web site, but the site is nonetheless worth noting and exploring. The London-based **Fishmongers’ Company**, founded some time before 1272(!), has a page about the oldest continuous sporting event in the UK, and perhaps the world: **The Doggett’s Wager**, a rowing race in London that was first held in 1715. The Fishmongers have been sponsoring the race since the 1720s, and they describe it online at <http://www.fishhall.org.uk/Heritage/TheDoggettsWager/>.

The **Rowing History** site, at <http://rowinghistory.net> looks quite dated, but its content is not as old as the layout would suggest. It compiles numerous histories on various aspects of rowing and has an extensive collection of historic regatta results, general essays, lists of crews and teams, and more. Its content is definitely worth investigating even if its appearance is not exactly cutting edge. The **National Rowing Foundation’s** site (<http://natrowing.com>) includes images from the National Rowing Hall of Fame, now a permanent installation at Mystic Seaport.

The online presence for today’s rowing scene is quite different. The **row2k.com** site (<http://row2k.com>) offers extensive daily updates on current rowing events, lots of recent results, many rowing-related videos, and much, much more. As always, blogs are often a good place to turn for up-to-date information. Several blogs of note include “**Hear the Boat Sing**” (<http://hear-the-boat-sing.blogspot.com/>), which focuses on rowing history, and the UK-based **Rowing for Pleasure**, at <http://rowingforpleasure.blogspot.com/>. Both are updated regularly.

All of the major regattas of course have their own websites, though few focus on the historical sides of their races with any great emphasis. The **Henley Royal Regatta**, begun in 1839, has a presence online at <http://hrr.co.uk>. The Wikipedia entry at

[http://en.wikipedia.org/wiki/Henley\\_Royal\\_Regatta](http://en.wikipedia.org/wiki/Henley_Royal_Regatta) has much more historical information than the Henley’s own site. **The Boat Race**, the 150-year-old regatta between Oxford and Cambridge universities, is online at <http://theboatrace.org>, and features a BBC Replay of the most recent race. Boston’s famous **Head of the Charles** has an impressive site at <http://hocr.org>, where, like the Boat Race, it highlights its many corporate sponsors.

**Pocock Racing Shells** (<http://pocock.com>) are among the most advanced racing shells available today, and these boats have been manufactured in and near Seattle for nearly a century. In an interesting move in the goal of physical and virtual preservation, when the Pocock company ceased building the wooden singles, the owners transferred their tools, jigs, templates, and other gear for building single cedar shells to the **Northwest Maritime Center** in Port Townsend, Washington. The old web site was transferred to the boatbuilding program as well, and is regularly maintained at <http://pocockclassic.org>.

Though the rowing events in the first modern Olympic games were cancelled due to weather, rowing has been on the Olympic program since the inception of the modern games. Most Olympic rowing teams have online presences; the Americans are at <http://usrowing.com>, the Canadians are at <http://rowingcanada.org>, and the British are at <http://britishrowing.org>. The **London 2012** website offers a smattering of information about the rowing events in the next Olympiad: <http://www.london2012.com/games/venues/eton-dorney.php>. The **World Rowing** site at <http://worldrowing.com> has extensive information about current racing, with a focus on national teams. The site includes thousands of images and many videos from races going back nearly twenty years.

Rowing history is not as strong online as other sports or maritime topics, but there’s no lack of information about current racing. If you’re interested in rowing, there are plenty of ways to spend lots of time online!

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://www.shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. †



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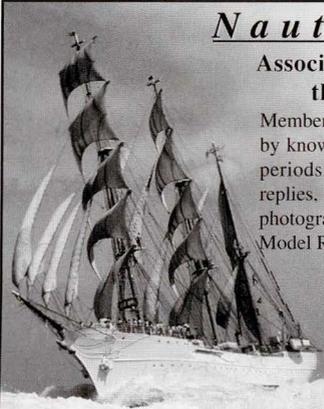
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## Using Google News and Alerts To Follow Topics

**G**oogle News and Google Alerts are two useful tools for tracking information about a specific subject. While it might seem like these are only useful for current issues, they can actually be applied in many different ways and have no specific chronological limitations.

At <http://news.google.com>, one can get an overview of the world's news, drawn from numerous sources. You can easily see what issues are trending in importance in regional, national, and international news. The best part of Google News, however, is customizing results to match your interests.

The Google News page consists of three columns. The right-hand column shows recent news, local news and weather (click "Edit" next to the location name if Google's guess isn't quite correct), and assorted other items. The left-hand column shows the various news categories you have selected; you can click on any of them to see what's current in those areas. The center column first shows the up-to-the-minute top stories, then the "News for you" section. If you haven't customized the page before, you'll see a "Set up progress" indicator here. You'll be asked how often you read news from various broad subjects, such as "Business" or "Science," and you can change the order in which they appear on the page. Use the "Add any news topic" space to type in very specific search terms. For example, you might type "enterprise, aircraft carrier." Be sure to put a comma between each word or phrase. By adding "aircraft carrier," you are ensuring that you will not see stories about the rental car company. Then click "Add," then "Done." When you refresh the page (tap the F5 key), you'll see your search terms in the left-hand column. Click on it, and you'll see results containing those phrases. When new articles appear that match your search

terms, they'll appear on your Google News page. Be sure to select "Sections," rather than "Lists," to group your news by subject and in the order you've selected. Also, you can change your selections at any time by clicking on "Edit personalization."

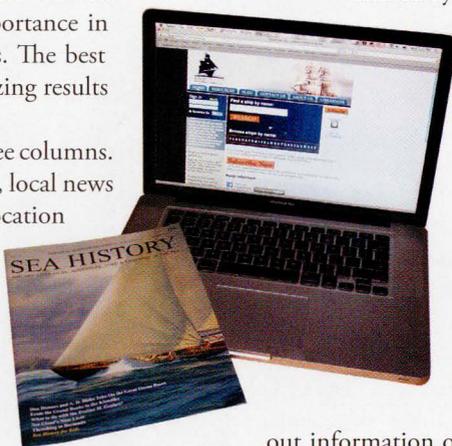
Above the Recent News on the right, select "Add a section" to find other content. You can search for sections and find ones created by other individuals, then add those to your page.

Through the "Settings" link in the top right corner, you can further customize the site, though you first need to be logged into your (free) Google account. Choose "News settings," and you can indicate which news sources you would like to see more—or less—often.

If you prefer to have your news delivered directly to your email account, use Google Alerts, at <http://alerts.google.com/>. Type in a term, select your preferred delivery options, click "Create Alert," and Google will send you regular emails showing what it has found.

Google Alerts is a great tool for seeking out information on obscure topics. (Many people create Google Alerts for their own name; you may be amazed to see how many others share your name—and what they're doing with it.) You can easily have several dozen different Alerts set up and expect that perhaps only a few will find something on each given day. To receive updates about USS *Enterprise*, you could create an Alert that reads "uss enterprise, -starship". The minus-sign in front of "starship" tells Google that you don't want to see results that include the word "starship," thereby not returning news items about *Star Trek* movies and television shows.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://www.shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓





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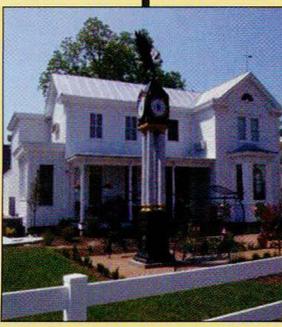
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## Piracy—At Sea and Online

Piracy on the high seas has drawn quite a lot of attention in the past year. The taking of the *Maersk Alabama* in April 2009 was the first successful pirate raid on an American-flagged ship since the early 19th century. Pirates may not look like Johnny Depp in *Pirates of the Caribbean* of fiction (though we'll see him again soon, as a fourth installation of the movie franchise is due in 2011), but his non-fictional brethren are still having a significant impact on trade and security throughout the world. Countless web pages about historical piracy exist, but, unlike most historical subjects, there's a fairly limited amount of intelligent content online. Most pages are of the "Avast, me hearties!" type, rather than educated discussion. Modern piracy, of course, is no laughing matter, and several valuable sites provide meaningful and critical analysis of the problem.

Cindy Vallar provides a welcome balance to the silliness of most historical piracy web sites, at <http://www.cindyvallar.com/bookaneer.html>. Vallar has been writing and reviewing pirate and maritime fiction and non-fiction for many years. Her web site design is decidedly dated, but the content is quite impressive. On her "Pirate Articles" page, she provides an engaging and intelligent new article each month about some aspect of piracy, from pirate lingo and literature to pirate clothing and vessels. She also posts a long list of other pirate-related sites on her "Pirate Links" page.

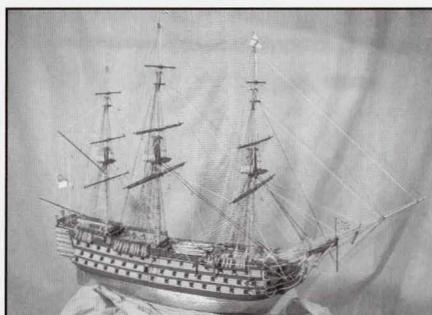
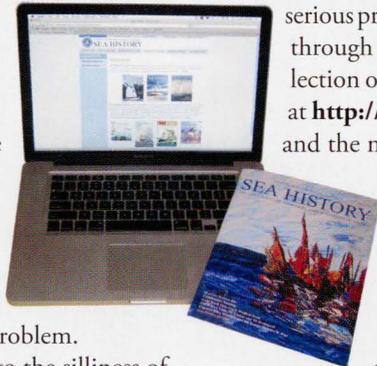
The Pirate Images Archive at <http://bej.us/pirates/> is an older site that features pictures of pirates, their ships, and (presumably) their treasures. Rob Ossian's The Pirate King site <http://www.thepirateking.com> has a lot of background information on historic piracy, compiled by someone who is clearly committed to the retro-pirate lifestyle. For interactive discussion of piracy and related topics, wander over to the Pyrracy Pub <http://pyrracy.com>, which maintains a large and active forum site on piracy, reenactments, and pirate history. This is the type of place where you can carry on a conversation with others interested in historical piracy,

and also find many different tidbits of information and research posted by previous visitors. Warning: posters are, apparently, encouraged to write in "pirate speak."

Modern piracy, of course, is a different matter altogether. Piracy, especially off the coasts of Somalia and Malaysia, presents serious problems for anyone traveling or transporting goods through the region. The *New York Times* provides a collection of articles on its "Times Topics" page about piracy at <http://nyti.ms/nPsYp> (the URL itself is very long; this and the next are abbreviated links but will get you to the right web sites). The International Chamber of Commerce tracks piracy around the world on its Live Piracy Map, at <http://bit.ly/4x82NT>. Its 2010 map pinpoints incidents on Google Maps to show all actual and attempted attacks so far this year. Maps for the past five years are also available, making for a fascinating overview of a very serious modern problem.

On a much sillier note, if you want to increase your exposure to pirate-speak, you can add it to several web sites you use regularly. On Facebook, click on "English (US)" at the bottom of the page, and then select "English (Pirate)" to add pirate-speak throughout the site. On Google, click on "Language Tools" to the right of the search box, and select "Pirate." This is particularly useful when you are tempted to download illegal movies and music. And of course every September 19 is Talk Like a Pirate Day; it is *larrrrrrgely* documented at <http://www.talklikeapirate.com/>. Finally, 826 Valencia, a writing tutor center and "San Francisco's only independent pirate store," offers a range of pirate tools, links, and retail items at their online shop at <http://www.826valencia.org/store/>.

Suggestions for other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). See <http://www.shipindex.org> for a free compilation of over 140,000 ship names from indexes to dozens of books and journals. ⚓



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## SlaveVoyages.org: Bringing Research to Everyone

Occasionally, a site will appear online that contains such a remarkable collection of both raw data and insightful analysis that it's worth a much deeper investigation. "Voyages: The Transatlantic Slave Trade Database" is such a site: it contains not only an incredible collection of data and original documents, but also numerous images, essays, maps, and concepts that condense that information into more manageable units. In addition, individuals can not only do their own studies based on the raw data collected over many years by many different researchers, they can improve and enhance the database with their own original research.

The Voyages database is a great example of how scholarship has developed and evolved over the past decade. Ten years ago, as an academic reference librarian with responsibility for maritime history, I eagerly awaited the publication of the first version of this database, on CD-ROM, for a graduate student doing work on the slave trade. Now, an updated version of that CD-ROM product is available online, free to everyone, at <http://www.slavevoyages.org>. The online version includes recently uncovered data about many voyages to South America, none of which had been included in the initial CD-ROM. The site allows anyone to search the entire data set, and view individual researchers' files, regarding nearly 35,000 slavery voyages. In addition, users can contribute to the database itself, by correcting any errors they find and providing additional information about voyages not otherwise represented.

Because of the complexity of this database and the sheer amount of information within it—a given voyage could have dozens of data points associated with it—it can sometimes be a bit challenging to search. At the same time, an individual can create remarkably efficient and powerful searches, locating, for example, only vessels that sailed between any two dates, and that went from,

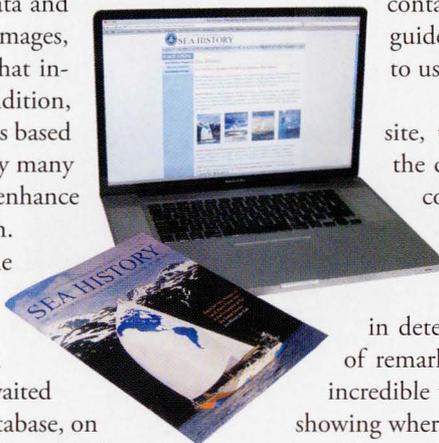
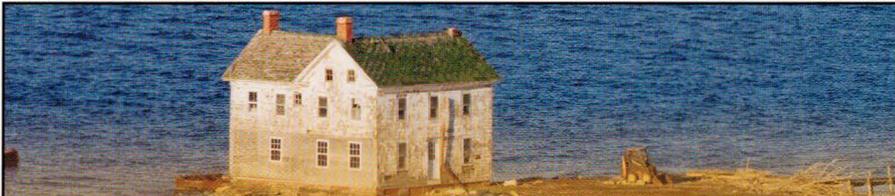
Liverpool to the Caribbean (or any specific port there). Anyone can create a totally unique search of the hundreds of thousands of data points the compilers have collected. One can then highlight any of the resulting voyages and discover everything the database contains regarding a given voyage. An extensive PDF guide helps people understand the database and how to use it, as do demo videos and other tools.

One of the more remarkable aspects of this site, though, is what the authors have done with the data. The "Assessing the Slave Trade" section contains valuable estimates on the true size of the slave trade: records have not survived for most slave voyages, so careful estimates, based on the data presented, are particularly valuable in determining the true size of the trade. A number of remarkable maps provide, in just a few images, an incredible view of the size of the slave trade, particularly showing where most of the slaves came from and were taken to. In addition, the site creators, led by David Eltis and Martin Halbert at Emory University, have built tools that allow users to design customized timelines, graphs, and maps of the portions that interest them.

The site contains the names of over 67,000 slaves carried on these voyages, a remarkable resource in its own right. Another section includes links to a variety of online lesson plans and web resources for educators regarding the transAtlantic slave trade.

Overall, the Voyages site is a fantastic example of how modern academic scholarship can be extended to, and enhanced by, the general public. The web site designers should be commended for not only creating a site from which individuals can view original documents and obtain raw data, but can also easily build complex and meaningful queries that directly address their interests.

Suggestions for column ideas or other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org). —Peter McCracken

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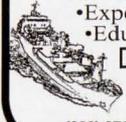


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## ShipIndex.org—A Site for Ship Research

Over the past few years, I have written about a wide range of useful online resources here for *Sea History* readers. At the end of each column has been a mention of my own site, **ShipIndex.org**, which lists over 100,000 ship references from various books, journals, and other resources. For a long time, ShipIndex.org was a site managed in my spare time, but it's just become my full-time project. I thought that, in this column, I would talk more about this site in particular, how you can use it, and how it will evolve in the future.

The idea for this resource came from working in a maritime museum library, where the only way to find information about a specific vessel was to look at the indexes to each book on the library's shelves. This wasn't an effective solution, and of course ignored all the titles the library didn't own or I didn't check. I realized that an online guide to just the vessels mentioned in the indexes to many books and journals would be useful to maritime researchers. I began by collecting indexes to books and creating a set of web pages that listed them. When I started an unrelated company with two brothers and a friend, the technologically-inclined brother, Mike, built a searchable database at <http://shipindex.org>. For six years, the site sat there, with no changes to speak of.

In the past three months, however, Mike and I have completely overhauled the existing site and we have plans to dramatically expand the functionality and the reach of the site. For example, we have already made the site much more findable when people are doing Google searches for specific ship

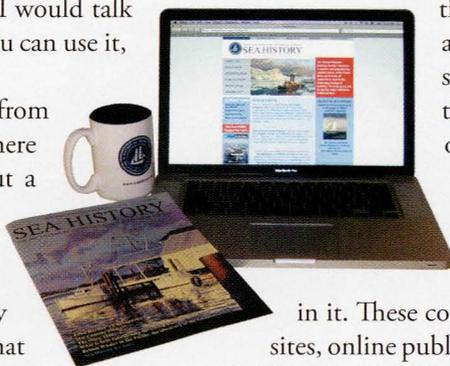
names. We have also added "find in a library" functionality, which allows you to locate the nearest library that holds the book you might be seeking. We have added nearly 40,000 additional entries as well, and these are, in their own way, quite special entries. These entries, generated for us by researchers at the library consortium OCLC, refer to mentions of vessels in OCLC's WorldCat database. All the other entries are mentions of ships in books, essentially, ships that are primary subjects of books. In addition, some of these books are "by" ships—that is, they are journals or logs compiled as official or unofficial records of the vessel.

Over the next few months, we will be dramatically expanding the reach of the database. When the new site is complete, it will have half a million ship references in it. These come from books, journals, CD-ROMs, web sites, online publications, and many other types of resources. The 140,000 references that are currently posted will remain freely available, but we'll offer subscriptions to individuals and institutions for access to the remaining references. While the initial half-million references will be to works in English, over time we'll include many resources in other languages.

My intent is that this site will be very useful for maritime researchers, genealogists, and historians. *Sea History* readers are obvious potential users. As such, I welcome comments and feedback on features or titles to add, or just ideas about how to make the web site better.

Suggestions for column ideas or other sites worth mentioning are welcome at [peter@shipindex.org](mailto:peter@shipindex.org).

—Peter McCracken



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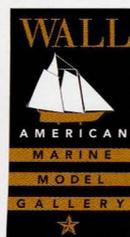
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## Women in Maritime History

by Peter McCracken

*"Is there a place for women in maritime history?"* This question was posed in the title of a 2005 article in the online journal *History in Focus* (<http://www.history.ac.uk/ihr/Focus/Sea/articles/hagmark.html>), which suggested that historians broaden their definition of maritime history to avoid excluding women's roles. Women participated at sea in many areas, from well-known pirates (Anne Bonney, Mary Read) of the 18th century to merchant captains' wives in the 19th century, some of whom served as navigators or played other critical roles aboard ship. Today, women like Linda Greenlaw, swordfishing boat captain and author of *The Hungry Ocean* (<http://www.lindagreenlawbooks.com/>), describe their experiences to better inform society, a society not necessarily clued in to the ways in which women have participated in and been affected by maritime pursuits. These aspects of our history need to be included and studied to get a fuller picture of our maritime heritage.

In the past, only a handful of historians have published works on women in maritime history, but today people can find numerous opportunities online for exploring women's roles in maritime settings. Back in 2001, The Mariners' Museum created an online exhibit titled, "Women & The Sea," which is still available at <http://www.mariner.org/women>. The San Francisco Maritime National Historical Park has a similar online exhibit worth checking out at <http://www.nps.gov/safr/historyculture/maritimewomenhistory.htm>. An archivist at the museum has also created a 45-page document outlining selected resources at <http://www.nps.gov/safr/historyculture/upload/WomeninMarHist.pdf>. Across the pond—but easy to access through cyberspace—The National Maritime Museum, in Greenwich, UK, posted a research guide titled "Women and the Sea: Sources for Research" at <http://www.nmm.ac.uk/researchers/library/research-guides/women-and-the-sea/>. Also in the UK, the Royal Naval Museum in Portsmouth has compiled oral histories from a number of individuals involved in and affected by the Royal Navy's 1990 decision to have all female recruits spend time at sea; these can be heard and read at <http://www.seayourhistory.org.uk/content/view/43/108/>.



Joan Druett, author of a number of books about women at sea, has worthwhile information on her web site at <http://members.authorsguild.net/druettjo/> and on her blog at <http://www.joan-druett.blogspot.com/>. The International Institute of Social History, based in Amsterdam, maintains "ViVa Women's History," a database of citations about women's history, available at <http://www.iisg.nl/womhist/vivahome.php>. A search of their database yields some useful citations, but full-text articles are not included. Because the citations are translated into multiple languages and entries do not have abstracts, one needs to search for words that

appear in an article's title, and it can take some time to figure out the most effective search terms.

"H-Net" is a broad collection of discussion lists focused on specific history topics. Two relevant lists for this subject are "H-Women" and "H-Maritime." Past messages posted to the lists are searchable and can be a great resource for finding all kinds of information. All H-Net

discussion lists can be searched at <http://www.h-net.org/logsearch/>; you can limit your search to a specific one or search several at a time. All H-Net lists can be found at <http://www.h-net.org/lists/>, and H-Women is at <http://www.h-net.org/~women/>.

Not surprisingly, many online resources focus on issues that affect women currently working in maritime industries, both at sea and on shore. One example is the Minerva Center, at <http://www.minervacenter.com>, a non-profit organization that supports the study of women in the military and women at war. Conferences addressing women currently working at sea include the Women's International Shipping and Trading Association at <http://www.wistaconference.org/> (September 2009, London, UK) and The US Maritime Administration's "Women on the Water" conference at <http://tinyurl.com/nm6vg7> (October 2009, Castine, Maine). The Women's Maritime Association (<http://www.womensmaritimeassoc.com/>) provides a central spot for those interested in issues affecting women at sea today.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals.

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## Preserving Historic Vessels

by Peter McCracken

The recent loss of Seattle's 1897 lumber schooner *Wawona* (*Sea History* 106:18), current concern for preservation of the 1936 Nantucket Lightship *LV-112* (*Sea History* 126:12), the risk of an impending sale of *SS United States* (see pages 10-11 of this issue and also *Sea History* 108:33), and the continuing "Historic Ships on a Lee Shore" (nearly every *Sea History* issue), show the challenges facing preservation for historic vessels. The internet is obviously an excellent way of sharing information about threatened vessels and for finding support from across the country and around the world, but it also contains a wealth of resources about such vessels themselves. Governments and historical societies have collected, and are now disseminating, much of this information.

In the US, the Historic American Buildings Survey and Historic American Engineering Record (known collectively as "HABS/HAER"), have been recording information about important buildings, vessels, architecture, and engineering technologies since the early 1930s. While definitely not limited to historic ships, the project has included many vessels and maritime technologies. The HABS/HAER collection, administered jointly by the National Park Service, the Library of Congress, and private sector members, now comprises more than half a million drawings, photographs, and written histories, for nearly 40,000 sites from across the country. More are added every year. While some of these historic sites have been lost since they were documented, the records have not, and many of them are now available online through the Library of Congress's American Memory site under the name "Built in America," at [http://memory.loc.gov/ammem/collections/habs\\_haer/](http://memory.loc.gov/ammem/collections/habs_haer/).

If you browse the collection by "subject" ("place" is another option), you will find many maritime options, from "row-boats" or "yawl boats" to "lightships" or "sailing ships" or even "gantry cranes" or "sea walls." Items may have technical drawings, photographs, data pages, or more. Some have incredibly

detailed drawings (see the collection for the *C. A. Thayer*), and others have fascinating photographs, such as those from the Percy & Small Shipyard in Bath, Maine (now the core of the Maine Maritime Museum).

At [http://en.wikipedia.org/wiki/List\\_of\\_museum\\_ships](http://en.wikipedia.org/wiki/List_of_museum_ships) one can find Wikipedia's "list of museum ships," which identifies museum ships around the world and includes their location, nationality, and other information. Most have a link to a Wikipedia entry with at least some additional information.

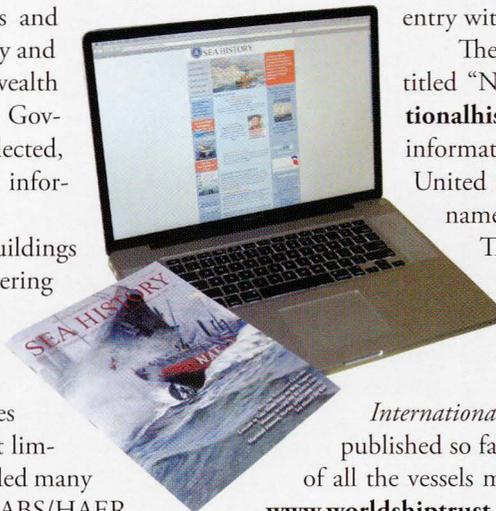
The UK has an impressive online database titled "National Historic Ships" at <http://www.nationalhistoricships.org.uk>. This database contains information on over 1,200 extant vessels in the United Kingdom, with photos, histories, previous names, builders' information, and dimensions.

The amount of information varies from vessel to vessel, of course, but it's a useful place for identifying existing historic vessels, including those for sale!

The World Ship Trust publishes the *International Register of Historic Ships*, with three editions published so far. The most recent came out in 1999. A list of all the vessels mentioned in the *Register* appears at <http://www.worldshiptrust.org/register.html>.

*Sea History* and the National Maritime Historical Society maintains a site about ship preservation at <http://www.seahistory.org/html/aboutpreservation.htm>, but I have found few other web sites with comprehensive information on the status of specific vessels and preservation projects. Nevertheless, using a search engine to look for a ship name and the word "preservation" will return many results for any particular vessel currently at risk. The internet is an excellent way of sharing information about preservation projects and undoubtedly will continue to play this role for the foreseeable future.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ⚓

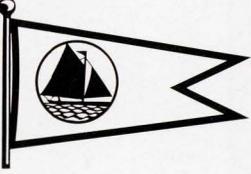


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## Online Resources at the National Maritime Museum

As Britain's National Maritime Museum (NMM) prepares to build a new library and will be having to limit access to many of their print resources during renovation, it's a good time to take a look at the electronic resources they offer to anyone, anywhere, and without a visit to Greenwich. The site for the Museum, Observatory, and Queen's House is <http://www.nmm.ac.uk>, and the web site for researchers begins at <http://www.nmm.ac.uk/researchers/>. Together, the collections and library sites offer a great deal of information about what is available at the NMM. The NMM site—or at least sections of it—is available in an impressive eleven languages, from major European languages to Welsh, Japanese, Hindi, and others.

For maritime researchers, the most valuable parts of the NMM's web site are their research guides, at <http://www.nmm.ac.uk/researchers/library/research-guides/>. The NMM library offers more than 70 guides, covering topics from uniforms, medals, music, or animals at sea, to the *Titanic* and the Spithead and Nore Mutinies. They give instructions on how to access charts, maps, ship's plans, photographs, and illustrations within the library's and the museum's collections. The guides provide brief information on the topic in question, then follow with an overview of the sources available at the NMM or at other institutions. Other guides offer directions on searching for information about ancestors, shipping companies, using Lloyd's Lists, and much more.

In addition to the traditional library services, the NMM library is exploring a variety of new technologies. One interesting new project is the addition of more than 150 images to Flickr (<http://www.flickr.com/photos/nationalmaritimemuseum/>), where anyone can view and annotate them. Many illustrations are added as sub-sets of the entire NMM set and in connection with related exhibits. Individuals can add comments, tags, links, and other media to these images. In several examples, including an 1854 image of a church in Greenland, a contributor named "art\_traveller" has

added a contemporary photo of the same location. This contributor, who also works at NMM but contributes to Flickr as a personal project, referenced the NMM images before taking the photos; the results make valuable contributions to the presentation of the historical images.

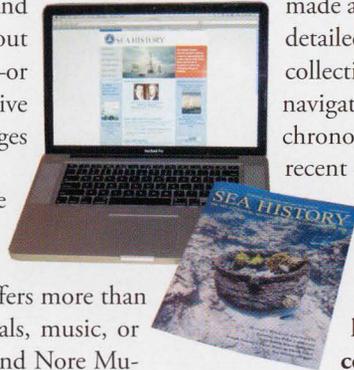
On the museum side, the "Collections Online" site at <http://www.nmm.ac.uk/collections/> describes features that the staff have made available online. For example, the museum has posted detailed images of more than 200 ship models from their collection, as well as photographs of numerous other items: navigational instruments, globes, coins, medals, clocks, chronometers, uniforms, and much, much more. Several recent exhibitions have online components. After the exhibition closes, there's no need to take down the web site related to it, so these often remain long after the exhibition is over.

The museum has a particularly interesting "Collections Blog" at <http://www.nmm.ac.uk/blogs/collections/>, where curators, exhibitors, and others within the institution describe recent acquisitions, research they are pursuing, items they discover in the collection, NMM-related trips they take, and other topics. The blog is authored by many different individuals, and it's a nice way of highlighting a varied collection of events and topics that the museum staff are pursuing.

The library's blog at <http://www.nmm.ac.uk/library/> shares information about conferences that staff have attended, and particularly information about changes to their delivery plans while the library is being renovated. Closure of any library for any amount of time is bound to cause concern among the institution's patrons. The NMM is no exception, as one will see from comments added to various posts regarding changes in access hours.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals.

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## Buying Used Books Online: Some Thoughts From a New Seller

**A** [amazon.com](http://amazon.com) is now one of the biggest players in the commercial web; they sell everything under the sun—from computers to sunglasses to shoes to groceries. In my opinion, their biggest moves in the past few years have been in ‘infrastructure as commodity.’ Today, Amazon supports, not just established vendors, but also anyone with a book to offload and a willingness to pay their hefty—but completely deserved—cut.

Having made the decision that I was never going to write the bibliographies I’ve had in mind, and having moved many of my books far too many times, I decided to start culling them. Amazon provides a remarkable structure for doing this, and along the way I’ve learned a lot about how it works and what it means for those who are buying used books online. I’d like to share some of those insights; I hope they’ll be useful.

First, it seems to me that since anyone can try to sell a book online, almost anyone does. As a result, the time for individual selling has almost passed. For example, many popular titles can be bought for a penny, plus shipping, from big online stores. (This isn’t necessarily the best deal, though, as I’ll explain.) For most books, one can find available copies from sellers with hundreds or thousands of positive feedback ratings, so where does that leave the low-volume individual seller?

I see three different types of sellers online: mega-sellers, such as **Better World Books** (<http://www.betterworld.com>), an online site for libraries to resell their discards and their ‘book sale’ books, or **Powell’s Books** (<http://www.powells.com>); well-known maritime bookstores, such as **Columbia Trading Company** (<http://www.columbiatrading.com>) and **Sea Ocean Book Berth** (<http://www.seaoceanbooks.com>); and individual sellers, like me or your cousin Ned. Each approaches selling differently, and your buying experience will differ at each as a result.

For the largest sellers, profit comes through volume. They use software to ensure they’re selling at the lowest price (including just a penny), then earn their profit on the shipping credit. Amazon

collects \$3.99 for shipping and passes most—but not all—to the seller. With large shipping contracts, companies can mail books for much, much less. In fact, you’ll find the same title offered for a penny plus shipping at Amazon, while Better World Books sells it, perhaps, for \$2 with free shipping. If you’re just searching for a ‘reading copy’ of something, the mega-sellers may be the way to go.

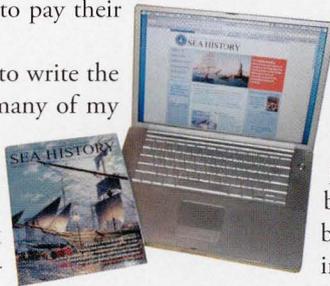
The biggest problem with the large sellers is that they generally offer only generic book descriptions because they don’t have the time/personnel to write about each book. Maritime bookstores should be your preferred choice for the best quality because they’re very familiar with their inventory, have a reputation to uphold, and want your future business.

Then there are the little guys, like me. I’m trying to provide clear, accurate descriptions of my books, since I can’t offer the positive feedback history that the others have built up over time and through high-volume sales. I don’t aim to offer the cheapest books, though most of the ones I’ve sold were the cheapest when the sale was made. It adds up to an interesting balancing act.

When you’re looking to buy a used book at Amazon, the first thing to consider is how nice a book you want. If you just want a reading copy of a very popular title, see what the cheapest offer is, then check if that mega-seller sells it on their own site for less—include shipping costs in your calculations. For a higher quality copy, I recommend looking at individual descriptions. Note that Amazon’s condition reports are frustrating—individual sellers often list lousy ex-library copies or heavily marked books as “Collectible.” Most times, you can find an as-good or better copy for less in the “Used” section than you’ll find in “Collectible.”

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals.

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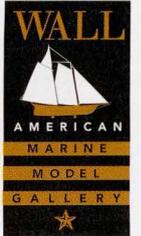
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## Google Earth and Google SketchUp: Exploring the Globe

In this issue, I will highlight two fascinating Google tools: **Google Earth** and **Google SketchUp**. Google Earth ("GE," <http://earth.google.com>, currently version 4.3) is, in essence, a geographic representation of Google's search results, along with an incredible amount of user-generated content. To use GE, download the program to your computer and run it from there.

One of Google's strengths has been its ability to create simple and powerful frameworks into which anyone can place data. Much of the content mentioned below has been created by someone other than Google; they've used Google's tools and their own data to create a "mashup," a customized site that highlights their content within Google's structure. A nice example of this is the **Western Australian Shipwrecks Database**. In GE 4.2 or greater, click on "Add Content," then search for "shipwrecks" in the resulting search box. Then click on "Open in Google Earth" to see shipwreck sites along the Australian coast.

At <http://bbs.keyhole.com> you can search postings from people who have created data sets with GE. Examples include an overlay of the Battle of Midway and images of National Defense Reserve Fleet vessels.

You can also search GE directly. Under the "Find Businesses" tab, I typed "maritime museums" in the 'What' box, and "Europe" in the 'Where' box. GE displayed the location of maritime museums and related sites across the continent. Clicking on the link for the Merseyside Maritime Museum, for instance, returned links to sites where people have posted images of the museum and described it in their travels, along with a link to the museum's web site itself. When you go to London and zoom in toward Nelson's Column, GE returns photos people have added, a link to Wikipedia about the column, and much more. By modifying the "layers" that appear on the image, from the list on the left, you can remove all of the photographs, add links to galleries, DVD stores, and ATMs, and all sorts of other things. In the United States, Google has roving vans with cameras taking photos for their "Street Level" layer, so you can zoom in and see street-level images of many large cities.

A correspondent has described to me how he uses GE to view sites he's reading about. You can, for instance, search for

"Diamond Head, Hawaii," then zoom to the surface of the water and view the cliffs as they would appear if you were sailing by.

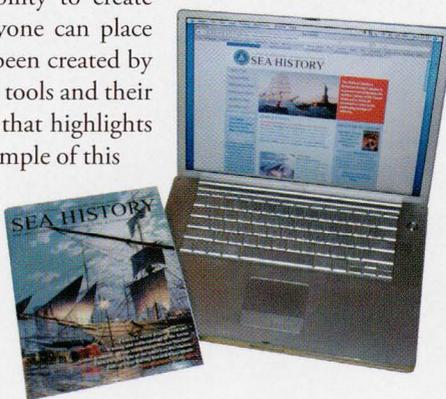
One of the most incredible mashups in GE is **David Rumsey's historical map collection**. Rumsey, a prolific map collector, started digitizing some of his thousands of maps about ten years ago. He currently has over 17,000 maps online at <http://www.davidrumsey.com> and about 120 are also in GE. The ones in GE can be found by selecting the "Rumsey Historical Maps" layer under "Gallery," then looking—primarily in Europe—for the compass roses. Older maps, which don't exactly match the true topography, are stretched to fit, which makes for an interesting view. Of course, the original map is available for viewing at a very high resolution at Rumsey's site.

Another enhancement to this already-incredible tool is **Google SketchUp**. SketchUp is a fairly simple Computer-Aided Design program for the masses and allows one to build 3D designs of all kinds of objects. While building a model is complex and requires downloading another program, you can still benefit from the work of others by looking through the **SketchUp Warehouse** at <http://sketchup.google.com/3dwarehouse/>. The designer "Gacek" has built a set of incredibly complex ship models in SketchUp. If you search for, say, "HMS Victory," you'll see remarkable 3D models of the ship. Then select "View in Google Earth," and GE will take you to Portsmouth. As you look around the docks there, you'll discover that many of the building images are models built by individuals and added to the GE database.

Google Earth and Google SketchUp are amazing examples of what can be done online when a company offers an immensely powerful and simple framework and everyone else contributes the content that interests them.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals.

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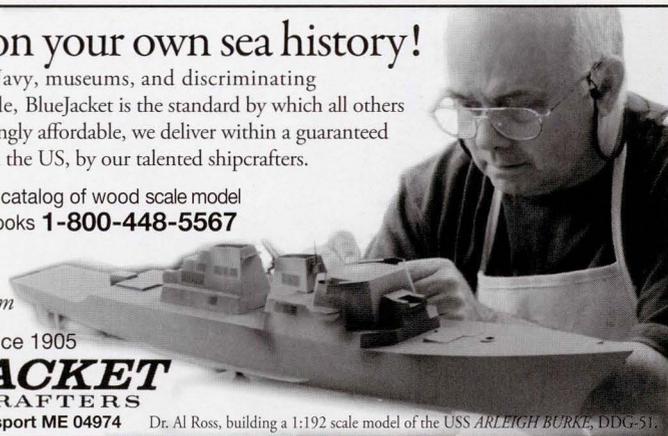
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## Finding Information About Individuals Online

My goal this issue is not to present ways of finding out your neighbors' credit score; I want to describe ways of locating information about historical individuals. Depending on the importance of the individual being researched, there are lots of paths to take. If your subjects are not well-known, then the best way to go is probably to pretend that you're related to them (which might be the case!) and approach it as a piece of genealogy. Genealogy must be one of the biggest beneficiaries of the internet: it has become so easy to find and share obscure information that is relevant to just a few people around the world. There are many different genealogy web sites that can help you find information about ancestors, whether they are related to you or not. Examples include: [www.genealogy.com](http://www.genealogy.com), [www.familysearch.org](http://www.familysearch.org), [www.ancestry.com](http://www.ancestry.com), and [www.worldvitalrecords.com](http://www.worldvitalrecords.com).

Several sites post immigrant passenger lists, though it's hard to identify which have the most complete data and which duplicate others. The Immigrant Ships Transcribers Guild ([www.immigrant-ships.net](http://www.immigrant-ships.net)) has many ship lists available online; their databases are also available through [www.worldvitalrecords.com](http://www.worldvitalrecords.com). **The Ships List** (<http://www.theshipslist.com>) also offers free passenger lists.

Most of the major genealogy sites are subscription-based, though fees are very reasonable. Every day, more and more data is added to these sites. It's a fantastic way of making otherwise-inaccessible information, such as census data, widely available. Free sites of note include the Mormon Church's [www.familysearch.org](http://www.familysearch.org), plus the **Social Security Death Index**, which is available at multiple locations, including <http://ssdi.rootsweb.ancestry.com/>. This index provides useful information about Americans who have passed away since the creation of the Social Security system.

Several of the paid services are also available through public libraries. The most notable are **HeritageQuest Online** and **Ancestry Library Edition**. (Disclaimer—both are sold to libraries by my employer, ProQuest.) These databases are sometimes accessible to library card holders from home or may only be accessible inside the

library. Either way, they're excellent places to start a search and may preclude the need to open individual subscriptions to the other sites mentioned above.

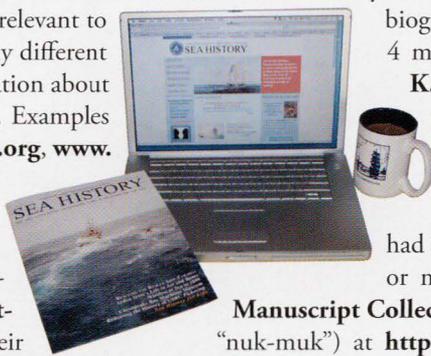
For people who might be somewhat better known—say, might have appeared in a *Who's Who*-type publication (and there are volumes for dozens of subjects and regions; not just *Who's Who in America*)—a resource called **Biography Master Index**, available at many libraries, tells you who is listed in over 4,500 biographical dictionaries. It includes about 4 million people. Research libraries may have **K. G. Saur's World Biographical Index Online**, which is similar to, but about twice the size of, **Biography Master Index** and has a broader geographical focus.

Finally, for individuals who may have had their papers collected and stored in a library or museum, the **National Union Catalog of Manuscript Collections** (also called "NUCMC," pronounced "nuk-muk") at <http://www.loc.gov/coll/nucmc> provides limited access to information about these collections. It can be difficult to search and even more difficult to determine where a given set of papers is actually located, but if you're looking for primary documents surrounding a specific individual or family, it's a useful place to look. Once you find an interesting collection, try using **WorldCat** (<http://www.worldcat.org>) to learn more: search in WorldCat for the NUCMC "control number" at the bottom of the NUCMC record (but ignore the "ocm" before the number).

The impact of the internet on genealogical research cannot be underestimated and it will continue to expand. Using genealogical research tools can be a great way for finding information about specific individuals in American history, whether they are related to you or not.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ⚓

—Peter McCracken



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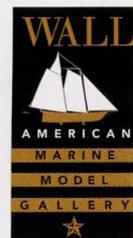
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## Searching the Web in Languages You Don't Speak

Sometimes, surfing the *world* wide web, it's easy to forget that some people speak languages you don't know, considering that the majority of hits you'll get on any given search will, most times, be in English. In fact, of course, there are millions of internet sites in foreign languages. Researchers in maritime history, or any other subject, will find accessing these sites useful, but locating them can be difficult. If English is your native tongue, how do you go about searching and reading pages in other languages? Not surprisingly, the web offers some extraordinary tools for doing just that.

One first step for finding foreign-language resources, particularly when you're familiar with the country and its language, is to search Google's 'local' version. Start at <http://www.google.fr> (France), <http://www.google.vn> (Vietnam), <http://www.google.lv> (Latvia), or any of about 170 locations. All of the locations are listed towards the bottom of Google's **Language Tools** page at [http://www.google.com/language\\_tools](http://www.google.com/language_tools).

Often, the default search will still come back in English. You may see a link that reads: "Google.de offered in: Deutsch" (or as appropriate; for example, Switzerland's site, <http://www.google.ch>, offers a range of language options). When you click on that link, you'll automatically change the default search language.

Many other top-level domains exist, including **.name** (for individuals), **.pro** (for professionals), **.travel**, **.aero** (for the airline industry), and **.museum**. See, for example, <http://aimm.museum>, the Arkansas Inland Maritime Museum. In addition, there are sub-levels based on the type of museum, such as **garden.museum** or **maritime.museum**. Only about a dozen maritime museums have registered these names (for example, <http://wgmather.maritime.museum>) and most actually don't work properly. Perhaps, over time, more and more maritime museums will identify themselves in this manner.

When you do find a potentially interesting piece of foreign text, the web offers many impressive automatic translation services. Of course, none will convince anyone you're a native speaker, but they are effective at conveying the intent of text in a different language. Try **Babel Fish** (<http://babelfish.altavista.com>), which offers dozens of language options—and not just translations into—or from—English. You can also put in a URL and Babel Fish will translate the results, as well as the results of each link on that page.

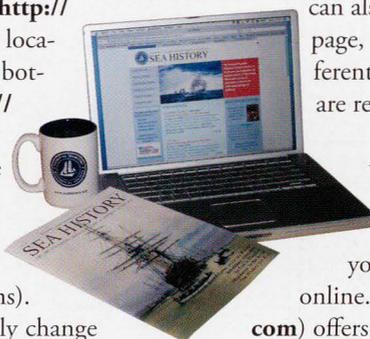
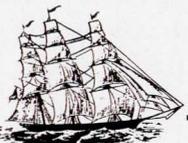
Google, not surprisingly, has an impressive set of tools at the Language Tools page, mentioned above. Like Babel Fish, it can translate text between languages or do translations on the fly. You can also search in more than a dozen languages from this page, defining both the language you speak and the different language in which you want to search. As results are returned, Google translates them for you.

For more language help, say, some assistance with a language that you haven't used in a while—try <http://www.freelang.net/>, a site that offers 115 different foreign language dictionaries that you can download to your computer or use directly online. **YourDictionary** (<http://www.yourdictionary.com>) offers standard- and translation dictionaries in hundreds of languages. **WorldLingo** (<http://www.worldlingo.com>) offers free *human* translations of small bits of text, in addition to many specialized, industry-specific translation services.

If all of these language- and translation-related sites have piqued your interest in the the topic of language itself, it is worth a look to visit **Omniglot** (<http://www.omniglot.com>), a fascinating site that describes writing systems and languages of the world.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals.

—Peter McCracken

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## Locating Maritime Images

by Peter McCracken

Over the past few years, high-speed internet connections have made images a vital part of the online experience. Unlike text, which a search engine can index word-by-word, finding images online can be tricky work. Search engines can't (yet) interpret the content of an image—they can only read its description. Nonetheless, there are a number of web sites where you can find great images of ships and pieces of maritime history.

Saving images from one site to your computer is very easy, but you should at least be aware of issues associated with digital piracy—especially if the intent is to use the image in some published form. A number of the sites listed here offer images that can be licensed for use or images that allow use through the “Creative Commons” licensing structure. You'll discover, however, most images on the web have no information about copyright or how they may be used. If you are planning on using an image for anything but your own personal use on your computer, tread carefully and always inquire about rights and reproductions.

Every day, the **National Archives and Records Administration**, the **Library of Congress**, and other government agencies, from museums to NOAA to the military, are putting more and more images from their collections online and most of these are in the public domain.

Many companies online offer use of licensed images for a fee. **Corbis** ([www.corbis.com](http://www.corbis.com)) and **Getty Images** ([www.gettyimages.com](http://www.gettyimages.com)) both have enormous collections that can be viewed online and then licensed for specified use. Many, many terms are used to describe any given image; they also use large thesauri to link synonyms for search terms. Other sites, such as [www.istockphoto.com](http://www.istockphoto.com) or [www.snapvillage.com](http://www.snapvillage.com) (operated by Corbis), offer royalty-free images.

While Corbis, Getty, and others are professionally

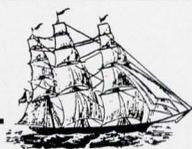
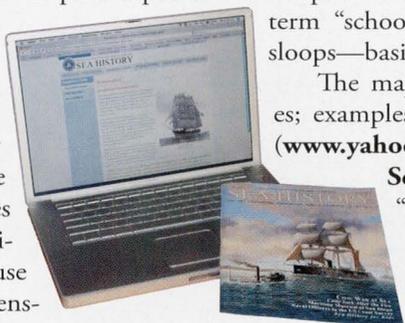
managed, a growing number of sites allow individuals to post and share their photos online, and anyone can search these collections. Examples include **Picasa** ([www.picasa-web.com](http://www.picasa-web.com)), **flickr** ([www.flickr.com](http://www.flickr.com)), **Fotki** ([www.fotki.com](http://www.fotki.com)), **PhotoBucket** ([www.photobucket.com](http://www.photobucket.com)), and more. Your search relies on the tags assigned by those uploading the photos in the first place, and a lot of them will use the term “schooner” for barques, brigantines, yawls, ketches, sloops—basically anything with sails.

The major search engines have image-specific searches; examples include **Google** ([www.google.com](http://www.google.com)), **Yahoo!** ([www.yahoo.com](http://www.yahoo.com)), **Ask.com** ([www.ask.com](http://www.ask.com)), and **Live Search** ([www.live.com](http://www.live.com)). In each case, click on “images” to limit your search to that medium.

The **Wikimedia Commons** at [www.commons.wikimedia.com](http://www.commons.wikimedia.com) offers a large collection of user-contributed images with information about their copyright status. **Creative Commons** ([creativecommons.org/image/](http://creativecommons.org/image/)) offers a single site for locating images licensed under the Creative Commons license, which allows some reuse. A site called **stock.xchng** ([www.sxc.hu](http://www.sxc.hu)) offers over 300,000 freely-available images.

A few maritime-specific image collections exist; one is the well-named **Pirate Image** archive at [www.beej.us/pirates](http://www.beej.us/pirates). Another, at [www.shipspotting.com](http://www.shipspotting.com), contains thousands of images of ships, searchable by name. The **US Naval Historical Center** posts images from their collections online at <http://www.history.navy.mil/branches/org11-2.htm>.

Finding topic-specific images online is certainly not as easy as finding text-based resources. So much information that's encapsulated in an image cannot be searched by modern search engines, but that will likely change with time and new technology. Until then, the resources listed above should help some folks find useful and relevant images, not to mention provide a great time surfing those sites for lots of images you weren't looking for. ⚓



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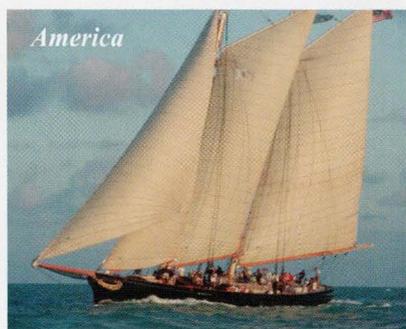


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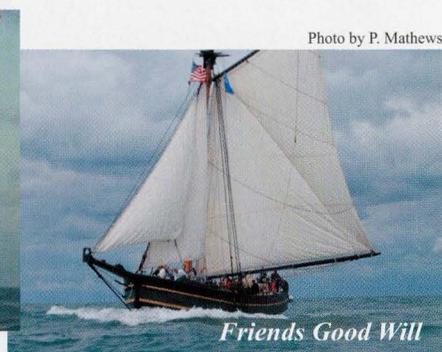


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## The Internet Archive: Finding Lost Things on the Web

by Peter McCracken

While writing the previous column about Web 2.0 and user-generated content (*Sea History* 119), I thought a good balancing column would discuss ways of finding sites that no longer exist. The relevance of this idea became clear to me a few weeks later when the host for web sites I've maintained online for a dozen years suddenly removed all my content. Using the **Internet Archive's "Wayback Machine,"** which I'll describe below, I was able to recover the information I had lost, and I will, eventually, repost it on a site I control, rather than a site managed by someone else.

I also recently used the Wayback Machine to locate the defunct web site of a potential landlord. A search on Google returned information that identified the site, but clicking on the link or typing in the URL repeatedly returned a "site not found" error. Using the Wayback Machine, I could find what his web site looked like several years ago and could thus figure out how this potential landlord had presented himself in the past.

The Internet Archive (<http://www.archive.org>) is a collection of many tools, including the Wayback Machine. Go to <http://www.archive.org>, then type in a URL, such as <http://www.unc.edu>, and the Wayback Machine will show you what the University of North Carolina's web page looked like back in 1997, or in 2000. The Wayback Machine is impressive in that it contains more than eighty-five billion pages, but it does have a number of limitations. It works by taking a regular snapshot of a site, perhaps as often as once a day in some cases. That obviously doesn't work well for sites such as Amazon, YouTube, CNN, Craigs List, and many of the largest and most popular sites, which liter-

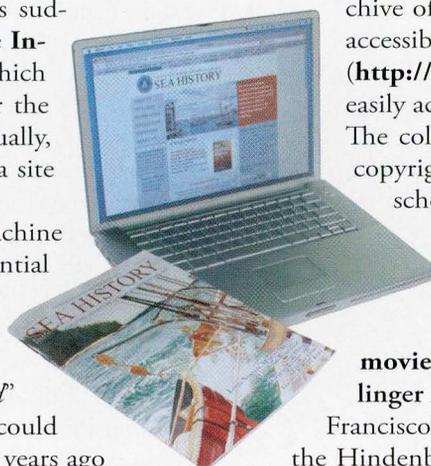
ally change from one moment to the next. Some sites won't show up at all. Also, it may take as long as six months or a year between the time when a site is 'viewed' by the Wayback Machine and when that version is posted online.

In addition to the Wayback Machine, the Internet Archive offers a collection of over 200,000 freely-accessible digitized books in its **Text Archive** (<http://www.archive.org/details/texts>; it's also easily accessed from the archive.org home page). The collection primarily includes books out of copyright, so one may not find a lot of current scholarship, but it can be fun to view some works here—especially images of unique editions of famous works.

**The Moving Images collection** (<http://www.archive.org/details/movies>) contains old film clips from the **Prelinger Archives**, including news reels from San Francisco's 1934 general strike, the explosion of the Hindenburg, the bombing of Pearl Harbor, and other major events caught on film. There is also a collection of very short drive-in movie ads, designed to get folks hungry for items sold at the concessions stand.

Other parts of the collection contain old software (including old video games!), live concert recordings and other audio content, and a variety of open educational resources. The Internet Archive is run by a small group of individuals in San Francisco as a non-profit organization. It's an interesting example of what can be done to preserve historical content and promote free access to information online.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ⚓



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## “Web 2.0”: The New Internet

by Peter McCracken

One of the biggest buzzwords on the internet today is “Web 2.0” and associated terms, such as “Library 2.0.” What do they mean exactly? In a nutshell, Web 2.0 focuses on user-generated content and user interaction with a web site. In most cases, the web site simply serves as a platform and structure to hold the content; all of the actual content is written by someone other than the web site creator. One example of this type of content is the “reviews” feature at Amazon.com. A simple list of the books you could buy is Web 1.0; letting users write reviews that others can see is Web 2.0.

In maritime history, we can find many examples of user-generated content. To start, visit **YouTube** (<http://www.youtube.com>) and type in “maritime history” in the search box. You won’t get the same results I just got—who knows what will be added or removed between when I write this and when you read it—but I found videos about master planning at Seattle’s Center for Wooden Boats, an introduction to the Fisheries Museum of the Atlantic, a piece about a huge maritime drug seizure, the QM2 and QE2 meeting in Sydney harbor, how archaeologists draw pictures and maps underwater, and much, much more.

Another hallmark of Web 2.0 is “tagging,” meaning that users describe content with whatever terms they think best fit. **Flickr** (<http://www.flickr.com>), which hosts individuals’ photos, is one of the premier “tagging” sites. Anyone can post images on the site for anyone else to see. Because different people use different terms for the same thing, you need to try a variety of synonyms when searching such sites: one person might use “aircraft carrier” when describing his photo of USS *Yorktown*, while others might use “naval vessel,” “*Yorktown*,” or even just “CV-10,” “CVA-10,” “CVS-10.” Flickr will provide you with some fantastic images—and lots of pedestrian ones—from all corners of the globe.

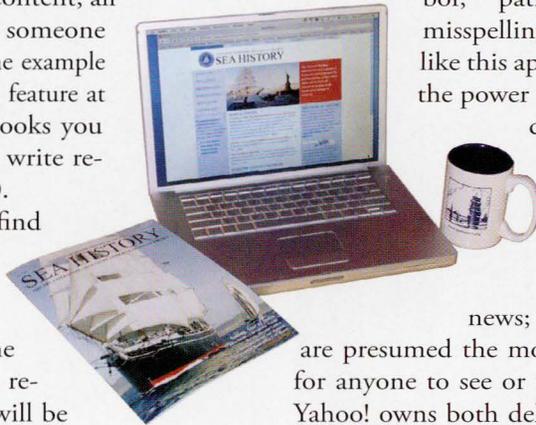
Tagging is where libraries and Web 2.0 differ widely:

libraries developed standard subject headings, so books about World War II naval operations have standardized headings like “Pearl Harbor (Hawaii), Attack on, 1941.” Someone posting photos of their visit to the memorial site in Pearl Harbor might use tags like “Hawaii,” “Pearl Harbor,” “patriotic,” “disaster,” “Arizona,” or even misspellings like “Misourri.” While some dislike this approach (and it does have its problems), the power of a huge crowd is usually effective in describing any particular image.

Other Web 2.0 sites worth noting include **Digg** (<http://www.digg.com>) and **reddit** (<http://www.reddit.com>), which are sites where people vote on stories in the news; those with the highest popularity are presumed the most valuable, and they rise to the top for anyone to see or read. **Del.icio.us** (<http://del.icio.us>; Yahoo! owns both del.icio.us and Flickr) is a very popular site where people store *bookmarks* of the sites that interest them. The more people bookmark a given web site, the more interesting it (presumably) is. A search for “maritime history” here will show the most popular bookmarked web sites among del.icio.us users. At each site, you can create a free account and store information about the items most relevant to you. Those collective opinions then inform the overall knowledge of the entire community.

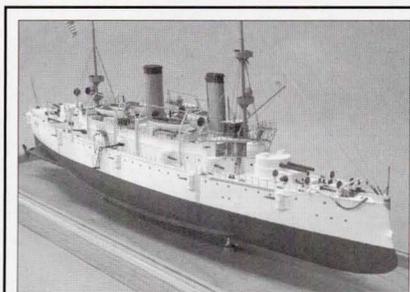
Finally, **Wikipedia** (<http://en.wikipedia.org>, for the English version), which has been mentioned here before, is a perfect example of user-generated content. Anyone can write or edit nearly any entry in the online encyclopedia, and the community of users will further edit and expand the entry (or even delete it if someone deems it self-serving or inappropriate). While Wikipedia gets a lot of grief, it’s an amazing and useful way to learn a little bit about nearly everything.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ↕



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## Digital Resources at Mystic Seaport

by Peter McCracken

In the next few columns, I'll present work done by various maritime museums to digitize and make accessible some of the most remarkable parts of their collections. The folks at **Mystic Seaport's G. W. Blunt White Library** have been pursuing digitization projects for many years now.

Kelly Drake, Associate Director for Collections Access and Research at the Seaport, explained that their Ship Registers Database has been by far the most popular resource. (All resources mentioned in this column can be accessed from <http://www.mysticseaport.org/library/catfind/re-findex.cfm>.) One can not only follow the history of a specific ship, but also follow the history of an individual. The latter is an example of the incredible information released through digitization projects: originally, the only effective access point was a ship's name. By digitizing the data, and more particularly by creating a separate and searchable field for shipmasters' names, one can now find all vessels captained by a "McCracken" with a bare minimum of effort. Previously, finding the other vessels an individual might have captained, through nearly 50 years of registers, would be impossible. Now it takes a half a second, and anyone can access it from anywhere, at any time.

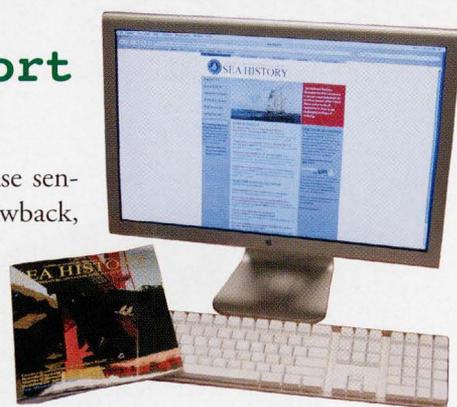
Other great resources made available by the Blunt White Library include the New London and Salem crew lists. These lists, showing information about the crews of over 2,500 different voyages, and including over 37,400 names, are another treasure trove of information. Researchers interested in the racial makeup of ships' crews, for instance, can learn a great deal by analyzing this data. When a crew list is located, researchers can order a copy of the list.

These searches are case sensitive, which is a drawback, but one that hopefully will be corrected in the near future.

The Connecticut Ship Database provides extensive information on approximately 15,000 vessels, including rig type, size, when and where built, owners, masters, and more. The library has also scanned in and transcribed numerous manuscript items from their collection. Logbooks from the *Kearsarge's* Civil War cruise "In serch of Rebel Privateers" exemplify this remarkable collection. The guides to house flags and funnels are invaluable to those researching ship portraits. Many more digital collections exist than can be described here.

Mystic Seaport is to be commended for investing in these digital projects. They are expensive and time-consuming, but these projects demonstrate the value of maritime history in innumerable fields, and they make these parts of the Seaport's unique collection accessible to all. By selecting the most popular and fragile items to digitize, the library staff protect these documents by limiting their future handling, and extend the library's services far beyond their physical confines.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals.



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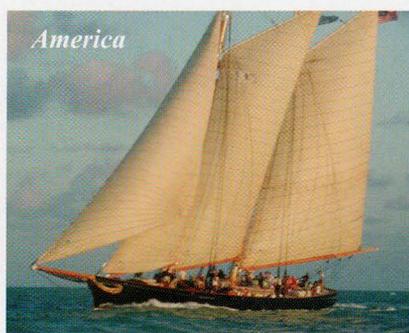


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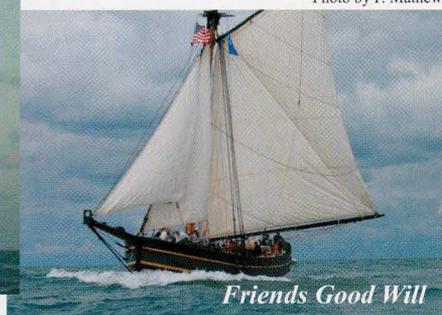


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## Sources for Maritime E-books—Both Free and Paid



In the last year, Google has made headlines in the library community through their project of digitizing much of the collections of several major research libraries. Initially, people thought that the digitized works would then be available—and searchable—for free, by anyone with an internet connection. In fact, because of the United States’ arcane and unnecessarily restrictive copyright laws, only a small portion of what Google digitizes can actually be made freely accessible. In addition, the release of the contracts Google signed with these institutions shows that, in fact, even the institutions loaning the books will have somewhat limited access to the digitized versions of the works they actually own.

Despite this disappointing news, we can enjoy, for free, the many volumes that are available electronically, from old texts in the public domain to recently published works and even online-only books. Accessing books online offers some great benefits. The first is certainly searchability: now you can instantly search entire texts for mentions of specific locations, vessels, individuals, or concepts.

The originator in offering online books is **Project Gutenberg** (<http://www.gutenberg.org>), which has been putting electronic texts online since 1971—yes, for 35 years. Gutenberg’s volunteer contributors scan texts with expired copyrights, proof-read them, and post the results for anyone to download. Gutenberg now has over 19,000 texts available for download—all for free. While searching by subject can be tedious, one can quickly and easily locate specific texts, such as *Two Years before the Mast*, by Richard Henry Dana, or *The Influence of Sea Power upon History*, by A.T. Mahan. Works in Project Gutenberg are generally *plain text*, meaning that they can be viewed with almost any computer system, but they are not very enjoyable to read on the screen. Nevertheless, they can be easily copied and pasted into a word processing program for easier reading or even printing. More recent works can be viewed in *HTML* (HyperText Markup Language) or can be downloaded to handheld readers. The site

includes essentially all the classics of English literature not under copyright—including several editions of *Moby-Dick*.

The **Electronic Text Center** at the University of Virginia (<http://etext.lib.virginia.edu/>) contains over 2,100 free e-books, as well as resources for searching many additional collections they maintain, though not all offer unlimited access. The **Online Books Page**, hosted by the University of Pennsylvania (<http://onlinebooks.library.upenn.edu/>) contains links to over 21,000 e-books. **Bartleby.com** (<http://www.bartleby.com>), named after Melville’s scrivener, also hosts classic texts online, plus many useful reference sources.

**Google**, of course, offers book searching at <http://books.google.com>, though there is a huge difference between what they have digitized and what one can actually view. **Amazon’s** “**Search Inside the Book**” feature also offers a means to look for terms within a book. In many cases, the features from Google and Amazon are good ways of identifying useful titles, which you’ll likely then need to purchase (from Amazon, they hope) or borrow from a brick-and-mortar library.

Many sites offer access to recently published works via subscription, usually through a library, but occasionally to individuals as well. **NetLibrary** (<http://www.netlibrary.com>), **ebrary** (<http://www.ebrary.com>), **History E-Book Project** (<http://www.historyebook.org>), and **World eBook Library** (<http://www.worldlibrary.net>) each offer access to many thousands of texts. Check to see if your local library offers a subscription.

While hunting for specific e-books can occasionally be taxing, once they’re found, they can be valuable resources for research, analysis, or the occasional fact-checking—but rarely for curling up with in bed.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals.

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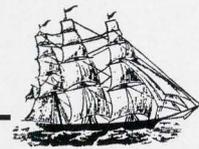
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## Discussion Lists—Yet Another Way of Connecting People Around the World

As this column has mentioned in the past, one of the best parts of using the internet for research is the ability to tap into a truly remarkable community of individuals—brought together, not by geography, but by knowledge of and interest in a particular subject. One of the oldest parts of the online community is the discussion list, which allows easy distribution of messages among a collection of interested individuals.

Discussion lists certainly predate web pages, since lists are completely text and e-mail based. Their use does require some care and attention, however. After joining a discussion list, remember that whatever e-mails you send will go to everyone on the list, which can easily number in the hundreds or even thousands of individuals. I always recommend waiting at least a week, if not more, before posting to a new list: it's important to understand the culture of a list before making a fool of yourself in front of so many people whose opinions you value. Luckily, in many cases, it's possible to search the archives of lists without bothering anyone, and these archives often contain untold riches. Be sure to read and follow the rules/directions of a given list to be a good list member. Make sure you read how to unsubscribe too.

Discussion lists have several basic structures. There's a machine that manages the list, and one or more people who manage the machine. When you "subscribe" to a list, your name is added to the roster of all individuals who receive each message. When you post a question, response, or comment to the list, the message is sent to every e-mail address on the roster. You can receive each message individually or receive a single "digest" message containing everything posted that day.

The largest and oldest maritime discussion list is **MARHST-L**, which began in 1994, sponsored by the Marine Museum of the Great Lakes at Kingston. Subscription information can be found at <http://www.marmuseum.ca/marhst.html>. This discussion list is pretty busy—expect at least two dozen e-mails per day. That said, the list contains an impressive group of experts—names you

probably will recognize from your maritime library's most notable works—and searching the last decade of messages will yield all kinds of great information.

**The Gunroom** is a list loosely devoted to the works of Patrick O'Brian, but includes much general maritime content. It can be accessed at <http://www.hmssurprise.org/>, and additional archives are available at <http://mat.gsia.cmu.edu/POB/>.

**Google Groups** (<http://groups.google.com>) allows you to search through thousands of discussion lists hosted by Google, plus the **Usenet** 'bulletin board' archives. Usenet was a precursor to discussion lists and was acquired by Google in 2001. There are some one billion searchable messages here.

One of the newest relevant discussion lists is **H-Maritime**, begun at the end of 2005, at <http://www.h-net.org/~maritime/>. H-Maritime is a member of the H-Net network, a collection of about 175 discussion lists in the humanities and social sciences hosted by Michigan State University. Most of these lists are by and for scholars and faculty members, and at times may limit membership to those groups. They often include valuable book reviews, announcements of relevant conferences, and academic job postings. The H-Maritime archives are searchable through the URL above.

Discussion lists can be hit-and-miss for research. You may find mentions of resources you'd never known of before, or you may join a community where you can post questions and answers that interest you. Conversely, you may find your inbox filled to overflowing with poorly written, irrelevant, or incendiary messages. Like much of the rest of the net, you just won't know until you start exploring.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals.

—Peter McCracken





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## Hear, Take My Database: Finding Resources on Sea Music

by Peter McCracken



Searching for information about sea shanties (or chanteys) is an interesting experience, because several of the largest databases are available for the taking, literally: if you want to have your own copy of the database, you can download it and install it on your own machine. Other sites include impressive bibliographies. On the whole, while there are not a lot of web pages about sea music, some of the ones out there do have a lot of information, and it's yours for the taking.

When starting a search for information about sea music, a great source is The Mudcat Café, at <http://www.mudcat.org>. Mudcat has been online for at least a decade, and its Digital Tradition Database contains around 9,000 songs, including lots of sea shanties. Unfortunately, it hasn't been updated in a few years, but you can actually download your own copy of the entire database as it stood in Spring 2002. The folks at Mudcat classified each set of lyrics, so you can do limited searching by genres or subjects. You'll find many different versions of a lot of songs, and simple recordings of the tune for some selections.

The "Forum" section of Mudcat is even more valuable: it provides a continually expanding wealth of resources, as lots of folk song aficionados post comments, lyrics, and responses to questions there. Searching either the Digital Tradition database or the Forum isn't easy—it can be slow, can time out, and isn't all that intuitive. One good way to search the Mudcat is actually through Google—just add "site:mudcat.org" to your search terms in a Google search. The results aren't as extensive as if you use the Mudcat search interface, but they will get you to the information you probably want much more quickly.

A site at <http://www.8notes.com> has taken works from the Mudcat collection and has presented many of the songs as recordings and in sheet music format. So, if you're looking for the tune to "Leaving of Liverpool," you can go to 8notes.com, scroll down and select "Folk Songs," then select the "L" list. From there, you'll

find an image of the sheet music, and a downloadable midi file of the tune.

The Traditional Ballad Index is an impressive ballad bibliography, including shanties. For any given title it lists a description of the song, references, recordings, and other interesting data. It's accessible at <http://www.csufresno.edu/folklore/BalladSearch.html>, and like Mudcat, you can download your own copy of the database. The site at <http://www.songtext.net> offers lyrics, as well, but you need to register to view the lyrics and the site is completely in German. Registration is free. You can find which albums contain various songs without registering, but its focus is more on popular music than folk music.

Of course, there are other ways to find lyrics. If you're looking for the complete lyrics to a song, often the best thing to do is type in one line to a search engine, and revel in what is returned. As you wander, you'll find web pages for modern-day shanty singers, from well-known ones like Tom Lewis (<http://www.tomlewis.net>) or Lee Murdock (<http://www.leemurdock.com>), to some slightly more comical groups, such as ARRR!!!, the "Pirates of Brown University," at <http://www.rrrr.net>, or The Bilge Pumps, at <http://www.thebilgepumps.com>. Finally, <http://www.shanty.org> is the home of the Dutch-based International Shanty and Seasong Association.

For background on the history of shanties, there's a very nice site at <http://shanty.rendance.org/>, which discusses many aspects of sea shanties. "Songs of the Sea," at <http://www.contemplator.com/sea/> (part of a larger folk music site), has a lot of information on a collection of songs, but consider turning down the volume on your speakers before you visit!

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ⚓

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## Sharing Your Opinion With The World: Weblogs, Photoblogs, & Podcasts

by Peter McCracken

Think you have something to say? The rest of the world apparently does, and the simplicity of ‘blogs’ allows them to share their thoughts with everyone. Blogs—short for “web logs,” or online personal journals—have exploded over the past few years. Some estimates suggest there are now well over three million blogs, but that’s a misleading number: nobody reads the vast majority of them, and only several thousand have significant readership. The ones that do, however, can have a great deal of influence, and in most cases have developed a critical mass of content and readers that assures attention to items reported there.

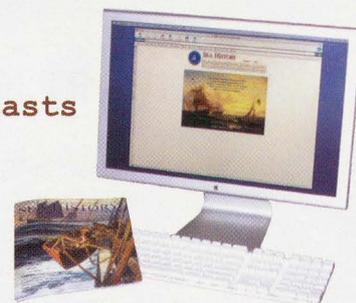
Blogs are as variable as individuals. People write about whatever they want, and they say whatever they want, as well—occasionally getting themselves fired as a result. Blogs are probably most prominent in politics and technology, but they appear in nearly every field. In the watery world, however, there are surprisingly few blogs. Kelly Drake, a librarian at Mystic Seaport, recently started a nice blog on maritime heritage issues called “Maritime Compass,” at <http://maritimecompass.blogspot.com>. Anyone can submit items to post; everyone who reads her blog will then be able to read what she has included. Lincoln Paine, a Maine-based maritime historian (and a former editor of *Sea History*), has a maritime history blog at <http://maritimehistory.blogspot.com>, but like many blogs it’s short on content: its most recent posting was from May 2005. Hopefully, more will be added soon.

A downside of blogs is that you need to go to the site to see each new posting. “Blog readers” solve this problem, however. Several free readers exist, including <http://www.bloglines.com> and <http://www.feedreader.com>. In each case, you create a free account and define which blogs you want the reader to track, using a format called “RSS”. (Just look for the little orange “RSS” or “XML” button on the page you want to track.) You’re then notified, via various methods, when a new posting is added to the blog you’re tracking.

Google recently introduced Google Blog Search, at <http://blogsearch.google.com>. Google owns [blogger.com](http://blogger.com) and [blogspot.com](http://blogspot.com), so it certainly has interest in the area. You can, however, search more than just the sites Google owns. Because it’s a brand-new service, the Google service only searches feeds from about June 2005 or so.

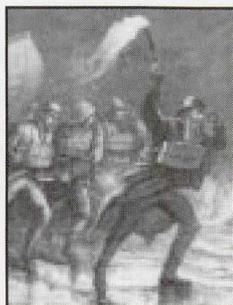
Blogs are not limited to text. Web sites such as [www.flickr.com](http://www.flickr.com) and [www.photoblogs.org](http://www.photoblogs.org) provide space for individuals to post their photos. At flickr.com, disparate images are grouped together through the terms people use when describing their photos. RealTravel, at <http://www.realtravel.com>, hosts travelers’ photos and trip journals. Another site, <http://www.panoviews.com>, shows a variety of 360° QuickTime images of classic yachts, cargo ships, and cruise ships, usually in Genoa, Italy, harbor. Podcasts are audio postings; they’re sort of like an individual’s personal radio show, posted to the internet for anyone to download and enjoy. Podcasts can be found at <http://www.podcastalley.com>, <http://audio.weblogs.com>, and <http://www.ipodder.org>.

There’s no limit to what can be posted on these sites, and over time, we can expect to see more and more maritime content, providing many more voices. These resources dramatically simplify the process for folks who want to post their opinions online, and as long as they can be found, they’ll be worth exploring. ⚓



*Peter McCracken is the director of electronic content management and co-founder of Serials Solutions Inc. (www.serialsolutions.com) out of Seattle, Washington. He holds a Masters of Library Science from the University of North Carolina at Chapel Hill and a Masters in Maritime History from East Carolina University. He created and maintains two web sites: Maritime History on the Internet at [www.ils.unc.edu/maritime/home](http://www.ils.unc.edu/maritime/home) and Index to Ships in Books at [www.shipindex.org](http://www.shipindex.org).*

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## Beyond Google—Exploring other Search Engines and Directories

by Peter McCracken

This fall marks the bicentennial of Nelson's victory over the French at the Battle of Trafalgar and Nelson's death, as well. In this issue, rather than just exploring sites that discuss Nelson and his life, I'd like to explore ways of finding more information about Nelson online: that is, ways of searching beyond Google.

Search engines like Google, Yahoo!, AltaVista, and others all use computers to "crawl" web pages and compile data about each page. The results can be spotty, at best: a Google search for "paris hilton," for example, will return information about the fine hotel in that great city, but also much that you didn't bargain for, unless you were searching for Paris Hilton, the ... whatever she is. Nonetheless, other systems do exist. Real people, looking at real web pages, place web sites into structures and assign organization. One such site is Directory MOZilla at [www.dmoz.org](http://www.dmoz.org), "the largest human-edited directory of the web." Anyone can sign up to be an editor and assign sites to the existing directory or expand it as needed.

Like all web directories, dmoz has a search box in addition to its structure; so you can type in "horatio nelson" and find Society: History: By Time Period: Nineteenth Century: Wars and Conflicts: Napoleonic Wars: Personalities: Nelson, Horatio. About a dozen entries are included on Nelson, the top being the Nelson Society at <http://www.nelson-society.org.uk/>.

Similar projects include the Librarians' Index to the Internet at <http://www.lii.org>, which provides a link to a biographical site created by the BBC. The Internet Public Library at <http://www.ipl.org> was created by the University of Michigan's School of Information and does similar work but does not have as many entries; a search for "horatio nelson" returned results for Nelson Mandela and Willie Nelson, but no Horatio Nelson.

Yahoo! maintains a directory at <http://dir.yahoo.com>, but it is primarily designed for businesses that want to advertise on the web. A search of that site turned up just 10 sites about Nelson, while a Yahoo! search found well over 100,000. Google also has

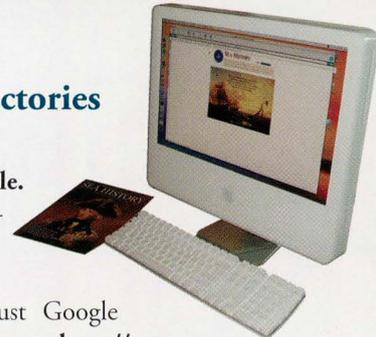
a directory, at <http://www.google.com/dirhp>, and a search there returned nearly 100 useful sites.

There are, of course, many different search engines—not just Google and Yahoo! Looksmart, for instance, at <http://www.looksmart.com>, searches millions of articles in addition to their human-maintained directory. You might find, for example, an article from the June 2005 *Greater Baton Rouge Business Report* about the "Lord Nelson Pub," in a Baton Rouge couple's home.

Because different search engines return different results, some folks like to search the search engines. Sites like <http://www.metacrawler.com>, <http://www.ixquick.com>, and <http://www.ithaki.com> take your search, send it to a collection of major search engines (such as Google, Yahoo!, Looksmart, and others), and then compile and return the results. Most results pages have a nice "Are you looking for?" box, which can help you narrow your results to find the most relevant ones.

My favorite resource, though, is Wikipedia, at <http://www.wikipedia.org>. It's a fascinating attempt at creating the largest encyclopedia anywhere. Anyone can create or edit any entry in Wikipedia, so some feel it does not have the accuracy or imprimatur of something like *Encyclopedia Britannica*. But with over 600,000 entries in English (and tens of thousands in dozens of other languages), the project dwarfs any print encyclopedia, and the quality is remarkably high. Entries on a handful of controversial topics are frozen, so only a few editors can change them, but on the whole, the system works quite well. Reading each daily featured article is a great way to learn a bit about many random topics.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ⚓



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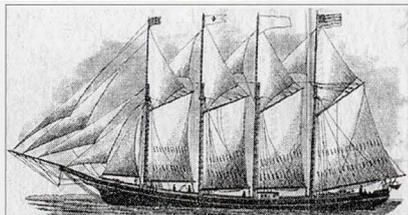
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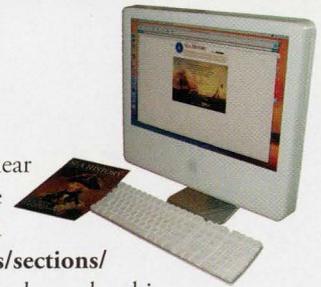
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# Pirates Off the Port Bow

by Peter McCracken



As a topic for research on the Web, piracy offers an abundance of useless information among a few deposits of reliable sources. Do a search for “piracy” or “pirates” and you’ll find thousands of sites, the vast majority of which are completely irrelevant. A search for something more specific, such as “piracy maritime history,” will produce a better set of results, but you’ll still have a lot of wading to do. Let’s explore some ways of searching for relevant information, along with a sampling of the better sites out there.

“Webrings” are an interesting approach to online communities. People with similar interests link all their sites together in a single, subject-specific “ring.” One can surf from one site in the ring to the next, see all the sites in the ring, or jump randomly from one spot to another. Any site can be added to a webring; there’s generally no vetting process for these communities. Nevertheless, they do offer a good way of linking together sites sharing at least some similarities. Webrings never gained the popularity that was expected for them, but if you find a ring that matches your interests, it’s certainly worth investigating. One pirate ring is situated at <http://www.ringsurf.com/netring?action=info&ring=pirate>; it contains over 80 related sites.

“Pirates and Privateers,” maintained by Cindy Vallar at <http://www.cindyvallar.com/piratelinks.html>, provides a nice overview of piracy-related links. The “Pirate Image Archive” at <http://www.piratehaven.org/~beej/pirates/> has a great collection of, well, images of pirates. “American Journeys,” created by the Wisconsin Historical Society and posted at <http://www.americanjourneys.org>, contains nearly 200 documents—and over 18,000 pages—of eyewitness accounts of early American exploration, many of which relate to piracy. This is an impressive site that has many primary resources available to all for free.

The North Carolina Maritime Museum offers lots of information about Blackbeard, whose ship, *Queen Anne’s Revenge*,

was likely discovered off Beaufort near the museum several years ago. The museum has a page about Blackbeard at <http://www.ah.dcr.state.nc.us/sections/maritime/Blackbeard/> and another about the ship and its excavation at <http://www.ah.dcr.state.nc.us/qar/>.

The weekly piracy report at <http://www.icc-ccs.org/prc/piracyreport.php> reminds us that piracy is not relegated to history books; modern sailors, especially in Asia, are dealing with pirates on a daily basis. With much larger ships and smaller crews, modern sailors have their work cut out for them when dealing with pirates and shouldn’t be forgotten.

Finally, don’t forget the silly side. “Talk Like a Pirate Day” occurs annually on September 19. This is a great example of an internet-created community: two guys in Oregon started talking like pirates one day each year, then e-mailed Dave Barry about it. He wrote a column in September 2002—the rest is a very impressive history, indeed. Learn more than you wanted to know at <http://www.talklikeapirate.com>. Other virtual pirate communities, where you can *type* like a pirate, are at <http://www.pyracy.com>, <http://www.noquartergiven.net>, <http://piratesinparadise.com>, and many more than I imagined possible.

Finally, it was bound to happen eventually, but it happened earlier than I would have liked. In the last issue, I gave incorrect information about how to search for books in libraries using OCLC’s Open WorldCat project. The correct method is to type in some words from the title or the author, and include “[link:worldcatlibraries.org](http://link.worldcatlibraries.org)”. Apologies, matey...

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ⚓

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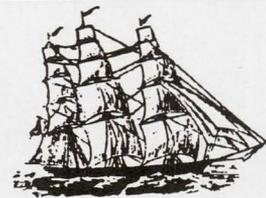
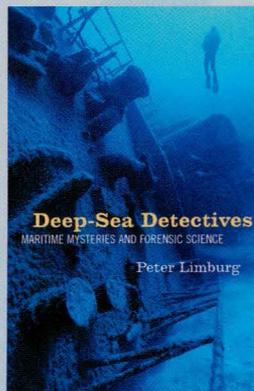
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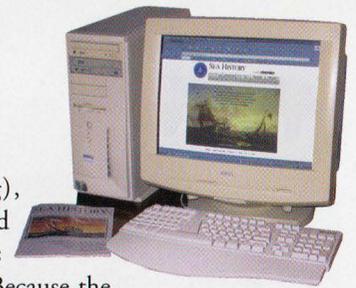
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# Maritime History on the Internet: Locating Library Books, Near and Far

by Peter McCracken



In previous columns, we've explored Web sites related to specific topics. Books, however, remain a critical resource for doing effective research. In this issue, we'll explore ways of doing more effective book searches. Obviously, library catalogs—especially those for large academic institutions—are great for identifying print resources. Nearly every library collects books about local history, so if you live in Nebraska but are interested in the Confederate Navy, try searching catalogs of major libraries located in the South. When you identify a title that looks useful, turn next to your local library (an academic library, if not too far, will prove your best bet) to see if they offer it. Nearly every library has a catalog you can access over the Internet, so it's very easy to find out if a local library has the book you need—before you get in the car. Remember that, even if you don't have borrowing privileges at a particular library, most libraries will allow you to read and photocopy to your heart's content. Be sure to check their web site carefully: membership in the library's Friends group may give you borrowing privileges. You probably don't want to visit an academic library during their break, when library hours are dramatically reduced.

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Google has received lots of attention recently for its latest huge project—scanning in millions of titles from five major libraries. Until it's completed, though, try Project Gutenberg

(<http://www.gutenberg.org>), which has been scanning in—and actually proofreading—the texts of thousands of titles for years. Because the titles are individually selected, most important copyright-free works are already accessible online. Other projects, specifically Google Print and Google Scholar, will provide most researchers with more useful information, though both are still in beta testing. Google Print (<http://print.google.com>) allows one to search the full text of many recent works, with the publishers' approval. Google has many limits on the ability to page through or print these works, but this can be a good way to identify a useful title. Google Scholar (<http://scholar.google.com>) is better and different—it offers freely-accessible, full-text, scholarly articles. Results can include relevant books (with links to OCLC's Open WorldCat, through the "Library Search" link), references, and full-text articles, in pdf or html formats. This qualifies as a *super-cool* service and should not be ignored! Note that results from a basic Google search (<http://www.google.com>) won't include content from journals indexed through Google Scholar.

Another valuable free tool, "Library Lookup," allows you to jump from a book's Web page on Amazon.com to the library of your choice to see if that library owns the book. (You can start at any page that includes an ISBN in the description.) Do a web search for "library lookup" and follow the instructions; it's not difficult but a bit too complicated to explain in limited space here.

Finally, don't forget the old standby: interlibrary loan. Libraries *want* to get you the resources you need. If they don't own it, they'll generally borrow it from a library that does. When they do, don't forget to thank them with praise and financial support!

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ⚓

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# Maritime History on the Internet: Navigating Navigation Online

by Peter McCracken

In this issue, we explore navigation online—not how to navigate from one web site to another, but rather exploring sites about navigation. The most remarkable resource this month is certainly NOAA's "Historical Map & Chart Project," but many other exciting resources are available on the internet. Here's a look:

## Celestial Navigation

"Celestial Navigation," at <http://www.celestialnavigation.net/>, provides an overview of celestial navigation, with pages on theory, practice, historical instruments, and more.

"A Short Guide to Celestial Navigation," at <http://home.t-online.de/home/h.umland/>, is a more recently updated page that includes a great collection of information, including an entire book that one can download and read at one's leisure. The handbook serves as an introduction to celestial navigation and has been continually updated since its initial publication in 1997. In addition, the site includes downloadable programs, data sets, and links to other sites of use to celestial navigators.

## Traditional Navigation

Traditional navigation sites offer a remarkable contrast to the celestial variety. Traditional navigation consists of navigating without the use of tools, records, books, or any written information. "Traditional Navigation in the Western Pacific" at <http://www.museum.upenn.edu/navigation/Intro.html>, hosted by the University of Pennsylvania Museum of Archaeology and Anthropology, presents the methods used by traditional navigators in the Central Caroline islands. This presentation of a 1987 article was posted in 1997 and is not the most technically impressive web site one might see. It has stood the test of time, however, and provides an excellent overview of traditional navigation in Micronesia by a Westerner who learned directly from islanders.

The Polynesian Voyaging Society, at <http://leahi.kcc.hawaii.edu/org/pvs/> (mentioned in a previous column—*Sea History* 106, page 35), is a longstanding source of information on traditional navigation.

## Modern Navigation

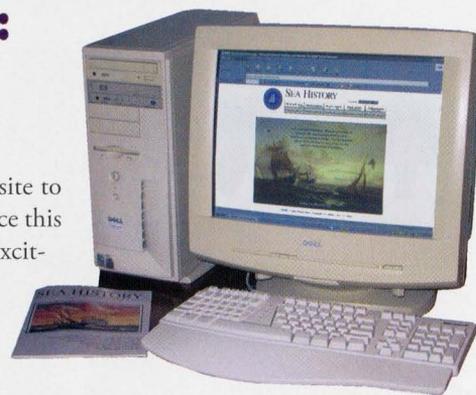
Nathaniel Bowditch's *American Practical Navigator* is the standard work on navigation, and he is memorialized on the web pages of the Bowditch Society, with a brief biography at <http://www.nathanielbowditch.org/nathaniel/>. Text of the *American Practical Navigator* is available online; its introduction and early chapters provide a solid overview of navigation methods and history. The 2002 edition is available via a link from <http://pollux.nss.nima.mil/pubs/>, provided by the National Geospatial-Intelligence Agency.

The USCG Navigation Center, at <http://www.navcen.uscg.gov/>, offers information about all forms of modern navigation, from GPS and LORAN to Local Notices to Mariners.

NOAA provides an equally impressive collection of resources at its site at <http://www.noaa.gov/charts.html>, with emphasis on current nautical charts and tide tables. NOAA also maintains the "Historical Map & Chart Project," at <http://historicals.ncd.noaa.gov/historicals/histmap.asp>. While quite difficult to use (you need to click "submit," rather than use the "enter" key, for instance), the collection is absolutely astounding. The web site states that it contains digitized versions of some 20,000 maps and charts dating from the late eighteenth to the late twentieth centuries. Once a chart is located, you can zoom in on amazing details. For anyone interested in charts or cartography, this site is worth several hours of exploration. In addition to nautical charts, contents include city plans, Civil War battle maps, and more: by chance I found and explored an 1884 bird's eye view of the Mississippi river. Given its interface, it's hard to imagine that anyone will find everything that they might want on a particular topic, but it's definitely worth trying.

Of course, many more sites on navigation exist on the world wide web—this is just a highlight. Many of these sites provide links to many other equally worthy sites, so start exploring—there's lots to find out there!

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ⚓



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# Maritime History on the Internet: USS *Monitor* and The Civil War

by Peter McCracken

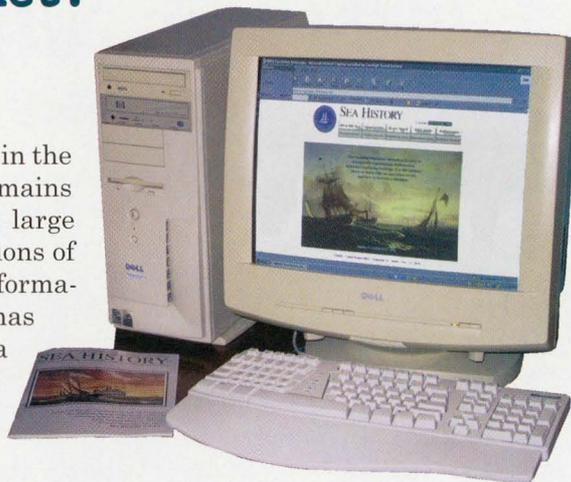
As other features in this issue of *Sea History* attest, interest in the Civil War in general, and in *USS Monitor* in particular, remains high. Web sites can leverage this interest by providing large amounts of historical information without the traditional limitations of print publishing: there's essentially no limit to the amount of information that one can put online, and each megabyte of information has essentially no impact on the incremental cost of publishing it—a process very different from that involved in printing a book. Below is a list of sites that provide introductions to *Monitor* and its restoration, followed by several other sites that provide significant amounts of information regarding the Civil War in general.

The National Oceanographic and Atmospheric Administration (NOAA) maintains their *Monitor* National Marine Sanctuary site at <http://monitor.nos.noaa.gov/>. NOAA's other site, "Ocean Explorer," provides nice overviews of the 2001 and 2002 dive seasons on *Monitor*, including logs and many photos at <http://www.oceanexplorer.noaa.gov/explorations/monitor01/monitor01.html> and <http://oceanexplorer.noaa.gov/explorations/02monitor/monitor.html>. The Mariners' Museum's *Monitor* Center, at <http://www.monitorcenter.org/>, provides much more background information on the history and conservation of the vessel. A 'memorial' site for *CSS Virginia* appears at <http://www.cssvirginia.org/>, and contains historical information about the *Monitor*'s opponent.

Particularly impressive Civil War sites include the "Civil War Soldiers & Sailors System," created by the National Park Service, at <http://www.itd.nps.gov/cwss/>. This site compiles multiple searchable sources: five million soldiers' names reflecting Union and Confederate muster rolls, 18,000 African-American sailors in the "Black Sailors Research Project," plus information regarding regiments, prisoners, cemeteries, battles, medals, and more. Note that the "Sailors" section focuses just on black sailors and is not limited only to those who enlisted, while the "Soldiers" section lists those whose names appeared on muster rolls. The US Civil War Center, at <http://www.cwc.lsu.edu/>, includes a lengthy list of Civil War cemeteries at <http://www.cwc.lsu.edu/cwc/links/hist.htm#Cemeteries>, though unfortunately there is no central compilation of this information. The Library of Congress has digitized many impressive Civil War maps at <http://lcweb2.loc.gov/ammem/gm-dhtml/cwmhtml/>, and the Smithsonian highlights its Civil War resources at <http://civilwar.si.edu/>.

One of the neatest online resources, though, is the complete text of *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies*, the 128-volume work published from 1880 to 1901. The fantastic Making of America (MOA) project, currently containing a total of over 4 million pages of early American history, has scanned and digitized almost the complete Official Records. (MOA is a joint project of Cornell University [<http://cdl.library.cornell.edu/moa/>] and the University of Michigan [<http://www.hti.umich.edu/m/moagrpf/>]; each site has different contents.) The MOA version of the Official Records is at <http://cdl.library.cornell.edu/moa/browse.monographs/war.html>; another version is available at <http://www.ehistory.com/uscw/library/or/index.cfm>. This highlights the best the Internet has to offer: digitized versions of primary sources, available for free to anyone, from anywhere.

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. ↴



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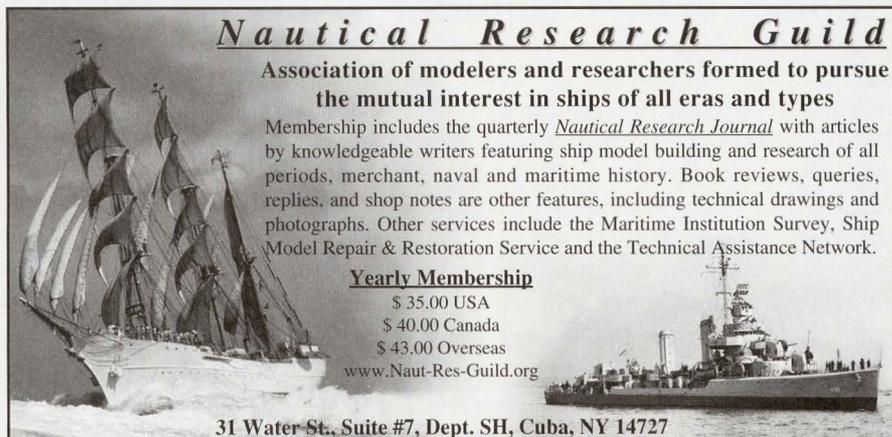
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# Maritime History on the Internet: Whaling Extracts

by Peter McCracken



This issue's column will focus on whaling before the 20th century. Many sides of current whaling controversies can be found at sites like Greenpeace (<http://www.greenpeace.org>), the International Whaling Commission (<http://www.iwcoffice.org/>), or the World Council of Whalers (<http://www.worldcouncilofwhalers.com/>), but I'll review free resources that explore issues surrounding 18th- and 19th-century whaling, primarily from the United States.

Several museums in the US have strong web sites devoted to whaling; the most comprehensive is likely The Kendall Institute, at [http://www.whalingmuseum.org/kendall/index\\_KI.html](http://www.whalingmuseum.org/kendall/index_KI.html). The Kendall Institute is now a part of the New Bedford Whaling Museum (<http://www.whalingmuseum.org>), and together with the New Bedford Whaling National Historical Park, at <http://www.nps.org/nebe/>, they provide a valuable collection of resources. Kendall's "Overview of American Whaling," at [http://www.whalingmuseum.org/kendall/amwhale/am\\_index.html](http://www.whalingmuseum.org/kendall/amwhale/am_index.html), and their "Whaling—An Introductory Bibliography" at [http://www.whalingmuseum.org/kendall/amwhale/am\\_index.html](http://www.whalingmuseum.org/kendall/amwhale/am_index.html), are especially useful. A personal site at <http://www.whalecraft.net/Links.html> links many other whaling-related museums. Another interesting personal site is Amy Stimac's "America's Whaling History" at <http://web.simmons.edu/~stimac/project/>; this graduate school project focuses on American whaling before 1925.

When doing research on specific aspects of whaling, consider the Whaling Collection Archives at the New Bedford Free Public Library, at [www.ci.new-bedford.ma.us/SERVICES/LIBRARY/library2.htm](http://www.ci.new-bedford.ma.us/SERVICES/LIBRARY/library2.htm), click "Whaling Voyages Crewlist" which contains a searchable database of crews, vessels, ports, and more. The Whalers' Heritage Project at <http://www.explorenorth.com/>

whalers/ is a growing site with crew and ships lists, plus a forum for discussing and researching issues. (Note: you need to register and provide personal data in order to post messages.)

For southern Pacific whaling, Tasmania's Natural Resources Management Commission posts information about shore-based whaling from Tasmania at [www.parks.tas.gov.au/historic/swhaling/index.html](http://www.parks.tas.gov.au/historic/swhaling/index.html), while the site at <http://www.hawkesbay.com/places/mahia/whaling> describes off-shore whaling by Maori and Europeans in New Zealand.

The State Library of Tasmania has a fantastic collection of images at <http://images.statelibrary.tas.gov.au/>. Use the "Search" box to search by various terms, or click on "Explore by Subject," then 'W', to get to their many whaling-related images.

Of course, the best way to learn about 19th-century whaling is to read *Moby-Dick*. If you don't have a copy lying around, or want to search the full text of the book online, you can find it and many other free titles at Project Gutenberg, <http://www.gutenberg.net>. The Melville Society, at <http://www.melville.org>, provides a central point for Melville studies online.

Finally, as an example of what the Internet can offer from people who deeply care about an esoteric subject, take a look at <http://www.netstrider.com/documents/ambergris/>, for all you could want to know—and more—about ambergris, "the fragrant raw material for perfumery produced in the gut of the sperm whale."

Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). See <http://www.shipindex.org> for a compilation of over 100,000 ship names from indexes to dozens of books and journals. †††

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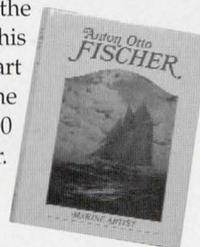
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HC: \$25.00



# Maritime History on the Internet, A Research Guide

by Peter McCracken



There can be no question that the internet has revolutionized nearly every field of research and interest for human knowledge. Maritime history is no different. Harnessing the power of networked computers makes it possible to access and process incredible amounts of information not previously available, opening exciting new avenues for research and discovery.

At the same time, anyone using the internet for research must keep several caveats in mind: though sites may appear current, many outdated sites—long forgotten by their creators—litter cyberspace. Always look for a date that indicates when the site was last updated, and then take that with a grain of salt. Especially when a site is not affiliated with a reputable organization, consider what motives the creator might have: it's easy to see a web author judiciously editing and emending the history of his brutal sea captain ancestor.

The following is a collection of sites offering reliable places to start exploring sea history on the web and provides examples of free resources available to researchers.

A 'portal' is a site that brings together links to multiple sites on a general subject. Several maritime museums provide excellent portals, which are often good places to begin doing research. One of the most notable sites is the National Maritime Museum's "maritime information gateway," called PORT, at <http://www.port.nmm.ac.uk/>. The dozens of Research Guides at PORT, at <http://www.port.nmm.ac.uk/research/guides.html>, are particularly valuable in guiding one's research, as is the Australian National Maritime Museum's subject guide site at <http://www.anmm.gov.au/LIB/SUBJECT.HTM>. Mystic Seaport's research page at <http://www.mysticseaport.org/research/nf-index.cfm> provides information about highlights from their collections such as their photography and ships' plans collections.

For lists of individual maritime museums (not just those with an online presence) see <http://www.maritimemuseums.net/>, or <http://www.bb62museum.org/usnavmus.html> for US museums, and <http://www.bb62museum.org/wrldnmus.html> for museums outside the US.

The US Naval Historical Center provides a useful overview of US naval resources at <http://www.history.navy.mil/>. One reliable individual webpage is John Kohnen's list of thousands of sites at <http://www.boat-links.com/boatlink.html>.

The internet allows organizations to spread the word about their resources much further than would otherwise be the case. For example, the Polynesian Voyaging Society, at <http://www.pvs-hawaii.com>, was one of the first maritime-related groups on the web, and they continue to maintain an extensive site.

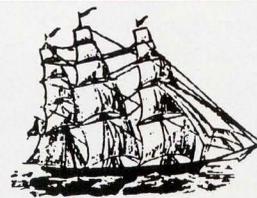
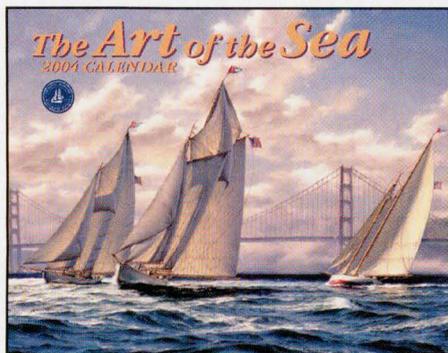
The internet is particularly good at processing and distributing lots of data very quickly. My own site, <http://www.shipindex.org>, compiles over 100,000 ship names from indexes to dozens of books and journals, and indicates where one can learn more about them.

One fascinating site, <http://www.shiplogmapper.org/>, allows individuals to enter location information for a voyage and share the travels of that voyage with anyone on the web. As researchers add data, it will become a compendium of data about numerous otherwise unknown voyages. This free site is one of the best examples of what the web can do for amateur and professional historians alike.

Many, many more sites in maritime history exist. Suggestions for other sites worth mentioning are welcome at [shipindex@yahoo.com](mailto:shipindex@yahoo.com). ⚓

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