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The Fabulous Interiors of the Great Ocean Liners in Historic Photographs

The Book of Luck

Secrets of the Great Ocean Liners

Vera

Ocean Liners

The 100 Greatest Advertisements 1852-1958

You Can't Win

Six Great Dialogues

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Doomed Ships

*Doomed Ships Great  
Ocean Liner Disasters  
Dover Mar*

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## **URIEL SAGE**

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*The Fabulous Interiors of the Great  
Ocean Liners in Historic Photographs*  
Penguin

Middle school student Ryan Coolidge finds himself in trouble with the law and turns to a mysterious and magical old lawyer named Hezekiah, who uses leapholes to travel through time and law history in search of an answer to Ryan's legal troubles.

*The Book of Luck* Courier Corporation  
Before the advent of commercial transatlantic flights in the early 1950s, the only way to travel between continents was by sea. In the golden age of ocean liners, between the late nineteenth century and the Second World War, shipping companies ensured their vessels were a home away from home, providing entertainment, dining, sleeping quarters and smoking lounges to accommodate passengers of all ages and budgets, for voyages that could last as long as three months. Secrets of the

Great Ocean Liners leads the reader through each of the stages - and secrets - of ocean liner travel, from booking a ticket and choosing a cabin to shore excursions, dining, on-board games, social events, romances, and disembarking on arrival. Additional chapters disclose wartime voyages and disasters at sea. The shipping companies produced glamorous brochures, sailing schedules, voyage logs, passenger lists, postcards and menus, all of which help us to savour the challenges, etiquette and luxury of ocean liner travel. Diaries, letters and journals written on board also reveal a host of behind-the-scenes secrets and fascinating insights into the experience of travelling by sea. This book dives into a vast, unique collection to reveal the scandals, glamour,

challenges and tragedies of ocean liner travel.

*Secrets of the Great Ocean Liners*

Russell Kightley

“A fascinating historical account...A snapshot of the American Dream culminating with this country’s mid-century greatness” (The Wall Street Journal) as a man endeavors to build the finest, fastest, most beautiful ocean liner in history. The story of a great American Builder at the peak of his power, in the 1940s and 1950s, William Francis Gibbs was considered America’s best naval architect. His quest to build the finest, fastest, most beautiful ocean liner of his time, the SS United States, was a topic of national fascination. When completed in 1952, the ship was hailed as a technological masterpiece at a time

when “made in America” meant the best. Gibbs was an American original, on par with John Roebling of the Brooklyn Bridge and Frank Lloyd Wright of Fallingwater. Forced to drop out of Harvard following his family’s sudden financial ruin, he overcame debilitating shyness and lack of formal training to become the visionary creator of some of the finest ships in history. He spent forty years dreaming of the ship that became the SS United States. William Francis Gibbs was driven, relentless, and committed to excellence. He loved his ship, the idea of it, and the realization of it, and he devoted himself to making it the epitome of luxury travel during the triumphant post-World War II era. Biographer Steven Ujifusa brilliantly describes the way Gibbs worked and

how his vision transformed an industry. *A Man and His Ship* is a tale of ingenuity and enterprise, a truly remarkable journey on land and sea.

**Vera** Courier Corporation

*Dangerous Shallows* tells the story of a quest to solve maritime cold-cases. The odyssey takes the reader along for a moment-by-moment look at the events surrounding the loss of more than twenty different ships, and includes the stories of discovering their wrecks and learning about the final hours of each of these ships.

*Ocean Liners* Courier Corporation

DIVNoted critic’s 25 art-related essays explore relationships between ancient and modern art and between art and life. Also includes Fry’s “Essay in Aesthetics.” 13 b/w illus. /div

The 100 Greatest Advertisements

1852-1958 Bloomsbury Publishing

An anecdotal, highly personal course through America's nautical history features nearly 140 images of ships from the 18th through 20th centuries: quoddy boats, fishing schooners, clippers, packet ships, frigates, and other vessels.

**You Can't Win** Hachette UK

This 1893 survey ranks among the most important books about the impact of frontier life on U.S. society. It examines the frontier's role in promoting self-reliance, independence, democracy, immigration, and westward expansion.

*Six Great Dialogues* Courier Corporation

The SS Portland was a solid and luxurious ship, and its loss in 1898 in a violent storm with some 200 people aboard was later remembered as “New

England’s Titanic.” The Portland was one of New England's largest and most luxurious paddle steamers, and after nine years' solid performance, she had earned a reputation as a safe and dependable vessel. In November 1898, a perfect storm formed off the New England coast. Conditions would produce a blizzard with 100 miles per hour winds and 60-foot waves that pummeled the coast. At the time there was no radio communication between ships and shore, no sonar to navigate by, and no vastly sophisticated weather forecasting capacity. The luxurious SS Portland, a sidewheel steamer furnished with chandeliers, red velvet carpets and fine china, was carrying more than 200 passengers from Boston to Portland, Maine, over Thanksgiving weekend when

it ran headlong into a monstrous, violent gale off Cade Cod. It was never seen again. All passengers and crew were lost at sea. More than half the crew on board were African Americans from Portland. Their deaths decimated the Maine African American community. Before the storm abated it became one of the worst ever recorded in New England waters. The storm, now known as "The Portland Gale," killed 400 people along the coast and sent more than 200 ships to the bottom, including the doomed Portland. To this day it is not known exactly how many passengers were aboard or even who many of them were. The only passenger list was aboard the vessel. As a result of this tragedy, ships would thereafter leave a passenger manifest ashore. The disaster has been blamed on

the hubris of the captain of the Portland, Hollis Blanchard, who decided to leave the safety of Boston Harbor despite knowing that a severe storm was hurtling up the coast. Blanchard, a long-time mariner, had been passed over for a promotion for a younger captain. He decided he wanted to show the steamship company that they had made a mistake by getting the Portland safely into port ahead of the imminent storm. Author J. North Conway has created here a personal, visceral account of the sinking and the times and the people involved, with stories to bring readers onto the Portland that day: Here is Eben Heuston, the chief steward onboard the ill-fated ship. More than half of the crew of the ship were African Americans. Hueston was an African American who

lived in the Portland community of Munjoy Hill and was a member of the Abyssinian Church. After the sinking of the Portland the African American community disappeared and the church closed. And Emily Cobba nineteen year old singer from Portland's First Parish Church who was scheduled to give her first recital at the church on that Sunday. And Hope Thomas who came to Boston to shop for Christmas and because she decided to exchange some shoes she purchased missed taking the ill-fated Portland. Because of the lack of communications from Maine to Cape Cod, it was days before anyone was able to get word about the fate of the ship or survivors. Author J. North Conway has painstakingly recreated the events, using first-hand sources and testimonies

to weave a dramatic, can't-put-it down narrative in the tradition of Erik Larson's Isaac's Storm and Walter Lord's enduring classic, A Night to Remember. He brings the tragedy to life with contemporaneous accounts the Coast Guard, from Boston newspapers such as the Globe, Herald, and Journal, and from The New York Times and the Brooklyn DailyEagle.

The 1912 and 1915 Gustav Stickley Craftsman Furniture Catalogs Rowman & Littlefield

"Much of this book is about loneliness. Yet its pages are bracingly companionable. It is one of the friendliest books ever written. It is a superb piece of autobiography, testimony that cannot be impeached. While it is a statement of an American



tragedy, it has laughter, brevity, style; as a book to pass the time away with, it is in a class with the best fiction." — Carl Sandburg, *New York World* "Nothing half as rewarding has come down the highway of books about thieves, tramps, murderers, bootleggers and crooks in years " — *New Republic* "I believe Jack Black has written a remarkable book; it is vivid and picturesque; it is not fiction; it is a book that was needed and it should be widely read." — Clarence Darrow, *New York Herald Tribune* A major influence on William S. Burroughs and other Beat writers, this lost classic was written by Jack Black, a drifter and small-time criminal. Born in 1872, Black hit the road at the age of 16 and spent most of his life as a vagabond. In this plainspoken but colorful memoir, he

recaptures a hobo underworld of the early twentieth century, a time when it was possible to pass anonymously from town to town. Black's firsthand accounts of hopping trains, burglaries, prison, and drug addiction offer a compelling portrait of life outside the law and honor among thieves.

**Celestial Harvest** Casemate Publishers  
Nearly 200 photographs, many from private collections, highlight tales of some of the vessels whose pleasure cruises ended in catastrophe: the *Morro Castle*, *Normandie*, *Andrea Doria*, *Europa*, and many others.

**A Man and His Ship** Courier Corporation

With over 200 detailed illustrations and descriptions, these two catalogs are essential reading and reference

materials and identification guides for Stickley furniture. Captions cite materials, dimensions, and prices. Fantômas Courier Dover Publications Invaluable guide offers detailed descriptions, drawings of masting, rigging, and major fittings of American clippers and packets. Also includes wealth of details on deck furniture. 279 line drawings.

*The Nazi Titanic* Courier Corporation Three eyewitness accounts of a lethal attack by a sperm whale against a whaling ship in the Pacific in 1819, the incident that inspired Melville's *Moby-Dick* — as well as the 2015 movie *In the Heart of the Sea*. Illustrated with 12 wood engravings.

Vision and Design Simon and Schuster “A truly comprehensive publication,

running the gamut from the first Atlantic sail-enhanced steamers to today’s remaining handful of combi-liners.”

—Maritime Matters Before the advent of the jet age, ocean liners were the principal means of transport around the globe, and carried migrants and business people, soldiers and administrators, families, and lone travelers to every corner of the world. Though the ocean liner was born on the North Atlantic it soon spread to all the other oceans and in this new book the author addresses this huge global story. The account begins with Brunel’s Great Eastern and the early Cunarders, but with the rise in nationalism and the growth in empires in the latter part of the 19th century, and the opening of the Suez Canal in 1869, the colonial powers

of Spain, France, and Germany soon established shipping lines of their own, and transpacific routes were opened up by Japanese and American lines. The golden age between the two world wars witnessed huge growth in liner traffic to Africa, Australia and New Zealand, India, and the Far East, the French colonies, and the Dutch East and West Indies, but then, though there was a postwar revival, the breakup of empires and the arrival of mass air travel brought about the swan song of the liner. Employing more than 250 stunning photographs, the author describes not just the ships and routes, but interweaves the technical and design developments, covering engines, electric light, navigation and safety, and accommodation. A truly unique and

evocative book for merchant ship enthusiasts and historians.

*My Best Puzzles in Logic and Reasoning*  
Courier Dover Publications


Published shortly before the author's death in 1919, this remarkable memoir addresses struggles with poverty and illness yet teems with uplifting eloquence and passion. Includes posthumous successor, *A Last Diary*. [Dangerous Shallows](#) Simon and Schuster Paxton wants vengeance, and his time ship—which he barely understands—can give it to him. And all without the paradoxes. But there's less to Paxton's world than he realises—much less. Pierce is Paxton's mentor. Pierce is smart and charismatic and highly evolved, but he can't help Paxton. And Pierce has bigger fish to fry. A creative

act—a weird collaboration between a woman and a machine—underpins everything. But everything has a cost... Multi-layered time travel to undermine your reality...

**The Ship of Doom** Courier Corporation  
Quaint volume from 1900 offers tips on palmistry, handwriting analysis, astrology, using a deck of cards to forecast the future, lucky and unlucky omens, interpretation of dreams, and much more.

*The Journal of a Disappointed Man*

Courier Dover Publications

Some 200 superb photographs -- in long shots and close-ups -- capture exquisite interiors of world's great "floating palaces" -- 1890s to 1980s: Titanic, le de France, Queen Elizabeth, United States, Europa, more. Informative

captions provide key details.

Transatlantic Liners Courier Corporation  
The priceless ingredient; His master's voice; 9944/100% pure; over 100 others. How they were written, their impact, and much more. Remarkable record. 130 illustrations.

**Queen Mary 2** Courier Corporation  
This book describes over 300 celestial wonders that can be viewed with common binoculars and low-power "backyard" telescopes incorporating refractors and reflectors. In addition to such showpieces as the Andromeda Galaxy, the largest and brightest of all galaxies after the Milky Way, and the Blue Snowball, one of the autumn sky's outstanding planetary nebulas, over 20 other special objects are listed and characterized, many of which are visible

to the unaided eye on a dark, clear night. The sun, moon, Venus, Mars, Jupiter, Saturn, and other members of the earth's solar system are also described, as are such bright asteroids as Ceres, Juno, and Vesta; open star clusters, diffuse nebulas, supernova

remnants, spiral galaxies, elliptical galaxies, and a host of other astronomical phenomena. An abbreviated descriptive format is used to accommodate as much information on observation as possible for both field and armchair use.