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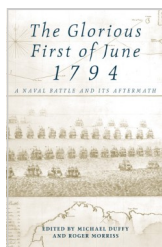
# MARITIME STUDIES 2012

## THE GLORIOUS FIRST OF JUNE 1794

**A Naval Battle and its Aftermath**  
*edited by Michael Duffy and Roger Morriss*  
2001 192pp.  
illustrated paperback  
978 0 85989 689 4  
£15.99/US\$29.95

The Glorious First of June 1794 was the first great naval engagement of the Great War with France (1793-1815).

Participants on both sides considered it the hardest-fought battle between them in the eighteenth century and both sides felt they attained their objectives: the British captured or sank seven French battleships, the French saved their big convoy of ships carrying grain from America. In this book experts explore the naval campaign from both British and French perspectives, setting it in its wider context of the war strategy of the rival powers.



**THE MARITIME HISTORY OF CORNWALL**  
*edited by Helen Doe, Alston Kennerley, Philip Payton*

**NEW!**

2011 400pp.  
hardback 978 0 85989 714 3 £60.00/  
US\$110.00

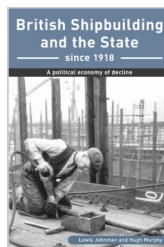
The first study of its kind, this book explains the rich, complex maritime inheritance of Cornwall and will be a significant addition to the literature of international maritime history. The book contains contributions from an international team of over 20 distinguished historians, including some of maritime history's leading scholars.

## BRITISH SHIPBUILDING AND THE STATE SINCE 1918

**A Political Economy of Decline**  
*Lewis Johnman and Hugh Murphy*  
2002 320pp. XCUSA  
illustrated paperback  
978 0 85989 607 8 £18.99  
hardback  
978 0 85989 606 1 £55.00

On the eve of the First World War, British shipbuilding produced more than the rest of the world put together. But by the 1980's, the industry which had dominated world markets and underpinned British maritime power accounted for less than one per cent of the world output.

This book is the first to provide an analysis of twentieth-century shipbuilding at national level. It is based on the full breadth of primary and secondary sources available as well as making use of a range of records from individual yards, technical societies and the trade press.



## EXPLOITING THE SEA Aspects of Britain's Maritime Economy since 1870

*edited by David J. Starkey and Alan G. Jamieson*  
1998 208pp. paperback  
978 0 85989 533 0  
£16.99/US\$31.95

Britain exploited the sea to a remarkable extent in the late nineteenth century. Her ports were the foci of international trade, her mercantile, naval and fishing fleets were the largest and most efficient in the world and her shipyards supplied over eighty per cent of the globe's tonnage.

Bringing together contributions from experts writing in their own specialist fields, *Exploiting the Sea* offers new perspectives on this important facet of British economic and social life.

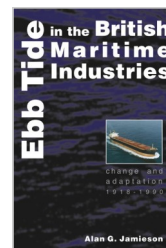
## EBB TIDE IN THE BRITISH MARITIME INDUSTRIES Change and Adaption, 1918-1990

*Alan G. Jamieson*  
2003 320pp.  
illustrated hardback  
978 0 85989 728 0  
£55.00/US\$100.00

This book examines how the principal British maritime industries—shipping, shipbuilding and ports—adapted, or failed to adapt, to a changing world in the period 1918 to 1990, and discusses their reactions to the great opportunities seemingly offered by offshore oil and gas from the mid-1960's.

At the outbreak of the First World War, Britain's maritime industries dominated the world. The British shipbuilding output eclipsed all rivals, and ports were busy and expanding.

By 1990, British shipping was a shadow of its former self, seeming on the verge of total collapse. For almost four centuries, these industries had been of vital importance to Britain's wealth and power, but by 1990, politicians scarcely gave them a second thought.



## PARAMETERS OF BRITISH NAVAL POWER, 1650-1850

*edited by Michael Duffy*  
1992 170pp.  
paperback  
978 0 85989 385 5  
£16.99/US\$31.95

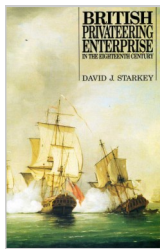
In this volume five established writers in the field examine the constraints on British naval power in its heyday during the sailing era, looking at the problems which limited its freedom of action and how some, but not all, of these were overcome.

**BRITISH PRIVATEERING  
ENTERPRISE IN THE EIGHTEENTH  
CENTURY**

**David J. Starkey**  
1990 344pp.  
illustrated hardback  
978 0 85989 312 1  
£55.00/US\$100.00

An important part of eighteenth-century maritime conflict involved the destruction of enemy commerce and the protection of home trade. In performing these tasks, state navies were augmented by privateers, vessels owned, equipped and manned by private individuals authorised by their governments to attack and seize the enemy's seaborne property.

Privateering represented a business opportunity, a chance to acquire instant wealth at the enemy's expense; at the same time, it appeared as a cheap, convenient means by which the state might supplement its naval strength.



**MAN AND THE MARITIME  
ENVIRONMENT**

**edited by Stephen Fisher**  
1994 243pp.  
illustrated paperback  
978 0 85989 393 0  
£16.99/US\$31.95

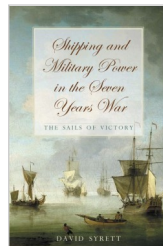
The nine original papers in this volume, all by established scholars, consist of a cross-disciplinary set of essays which explore aspects of man's involvement with the sea as an environment. They deal with the development of British and United States marine science, including the effects of changing climate on marine life; with nineteenth-century sailing-ship seafarers and their essentially non-predatory relationship with the sea creatures they encountered; and with the relationship of man with the coastal marine environment and the apparently inevitable spoliation of that environment by the success of the seaside tourist industry. The concluding two contributions touch on wider aspects of man and the maritime environment in their concern with man's occupation as seaman.

**SHIPPING AND MILITARY POWER  
IN THE SEVEN YEARS WAR**

**The Sails of Victory**  
**David Syrett**  
2008 192pp.  
illustrated hardback  
978 0 85989 786 0  
£39.95/US\$69.95

The Seven Years War was the most successful in British History, with naval supremacy triumphantly asserted over France and Spain, and a vast new overseas empire conquered.

This book, solidly based on primary sources, tells the story of the British shipping which carried, supplied and sustained the British expeditions that shattered French and Spanish imperial power in America and describes the British amphibious war machine in its first major display of strength. It shows that the tide of victories would have been impossible without a sophisticated and highly effective logistical support operation which got the troops, provisions and munitions to where they were needed and then maintained British armed forces in and off the coasts of Europe and throughout the world.



**POWER AND POLITICS AT THE  
SEASIDE**

**The Development of Devon's  
Resorts in the Twentieth Century**  
**Nigel J. Morgan and Annette Pritchard**  
2000 256pp.  
illustrated hardback  
978 0 85989 571 2  
£60.00/US\$110.00

The seaside is the twentieth century's pre-eminent global tourist site and this is the first book of its kind to examine political and power relations in modern seaside resort development.

Focusing on a historical study of seaside tourism in Devon, it explores the complex interplay between ideology, class and power and the development of seaside resorts.

**RECREATION AND THE SEA**

**edited by Stephen Fisher**  
1997 192pp.  
illustrated paperback  
978 0 85989 540 8  
£16.99/US\$31.95

The six original papers in the volume, all by established historians, focus on the theme of the sea and leisure activities in England and Continental Europe.

They deal with continuity and change in English sea-bathing between 1730 and 1900; the rise of the seaside resorts of Western Europe between 1750 and 1939; coastal tourism in Cornwall since 1900; and the resort strategies adopted by Torquay in the inter-war years of the twentieth century.

**TRAWLING**

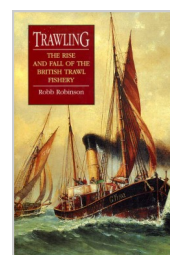
**The Rise and Fall of the British  
Trawl Fishery**

**Robb Robinson**  
1996 288pp. illustrated  
paperback  
978 0 85989 628 3  
£18.00/US\$34.00  
hardback  
978 0 85989 480 7  
£55.00/US\$100.00

*Trawling: The Rise and Fall of the British Trawl Fishery* vividly charts the history of the British trawl fishery, once the largest and most sophisticated fishing industry in the world.

Until recently, the development of the modern fishing industry had been relatively neglected by national historians. This book helps to redress the balance by drawing on a considerable range of original material to outline the history of the British distant water trawling trade, and the people who worked in it.

The book recounts the rise and fall of a unique way of life and portrays the harsh realities of life associated with trawling in distant waters. As well as an authoritative academic account, this is a story packed with incident and drama and will appeal to the specialist historian and general reader alike.



**SHIPPING MOVEMENTS IN THE PORTS OF THE UNITED KINGDOM, 1871-1913**

*edited by David J. Starkey*  
1999 396pp.  
hardback  
978 0 85989 616 0  
£65.00/US\$125.00

This volume provides quantitative data pertaining to shipping movements in each of the Customs Ports of the United Kingdom from 1871 to 1913. Drawn from the annual statistical accounts published by central government, these data offer indices of the nation's sea-borne trade and shipping traffic, disaggregated by port.

The provision of this range of information offers researchers an accessible supply of statistics with which to analyse factors such as the direction and distribution of the UK's foreign trade, the rate at which the steam supplanted sail, local and regional patterns of trade and shipping, and the fortunes, in an era of expansion and change, of the different ports and regions.

**COCKBURN AND THE BRITISH NAVY IN TRANSITION  
Admiral Sir George Cockburn 1772-1853**

*Roger Morriss*  
1997 352pp. XCUSA  
illustrated hardback  
978 0 85989 526 2  
£55.00

This book documents the experience of service under Nelson during the French Revolutionary War, diplomacy and combined operations during the Napoleonic War and the War of 1812 with the United States. It also covers administrative, political and technological change during the first half of the nineteenth century. It focuses on Sir George Cockburn who, while maintaining the interests and professionalism of the officer corps, presided over much of the British navy's transition from sail to steam.

This book examines Cockburn's attitude to the development of more seaworthy sailing warships and his key role in the introduction of the screw propeller, placing these developments alongside the decline of flogging, impressments and personal patronage in the management of the navy.

**MANILA RANSOMED  
The British Assault on Manila in the Seven Years War**

*Nicolas Tracy*  
1995 176pp.  
illustrated paperback  
978 0 859 426 5  
£16.99/US\$31.95

In the Seven Years War British forces developed a proficiency in combined operations which made possible the expansion of the British commercial empire around the world.

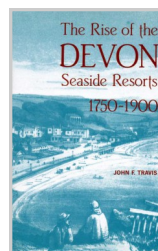
In 1762 a small but technically proficient force of British Army regulars and East India Company soldiers supported by the ships and men of the East Indies Squadron of the Royal Navy, sailed from Madras to capture Manila. Commanded by General William Draper and Vice-Admiral Samuel Cornish, they captured the greatest

**THE RISE OF THE DEVON SEASIDE RESORTS, 1750-1900**

*John Travis*  
1993 256pp.  
illustrated hardback  
978 0 85989 392 3  
£60.00/US\$110.00

This is the first comprehensive study of the emergence and early growth of Devon's seaside resorts. In this fascinating book, John Travis explains why early tourists set off on the difficult journey to the Devon coast and shows how remote fishing villages were transformed into fashionable watering places.

This is a work of original scholarship which draws on a wealth of historical sources and presents an informed interpretation, relating the development of the resorts to the wider processes of social and economic change. Yet it is also an extremely entertaining book which recaptures the flavour of life at these resorts. Historians have already provided a number of case studies of individual English watering places, but this is the first full examination of the development of the seaside resorts within Devon.



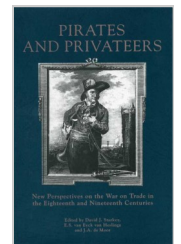
**PIRATES AND PRIVATEERS  
New Perspectives on the War on Trade in the Eighteenth and Nineteenth Centuries**

*edited by David J. Starkey, E.S. van Eyck van Heslinga, J.A. de Moor*  
1997 280pp.  
illustrated hardback  
978 0 85989 481 4  
£55.00/US\$100.00

Those travelling on the seas have always been vulnerable to the attacks of predators acting within or without the law. In the eighteenth and nineteenth centuries such assaults reached new heights as the development of trans-oceanic empires increased massively the wealth and extent of sea-borne trade, and with it the potential for prize-taking.

This was the great age of piracy, when sea travellers were subject to the legendary violence of Blackbeard, Bartholomew Roberts and Stede Bonnet in the Atlantic, to the depredations of the Barbary corsairs in the Mediterranean, and to the predatory attentions of the coastal populations of the Malary archipelago and the famed Pirate Confederation of the China Seas.

This volume offers new perspectives on piracy and privateering. It examines the factors that conditioned privateering enterprise in Britain, France, the Netherlands, North America and the Mediterranean region and it focuses on an important, often neglected, aspect of commerce raiding at sea, the profitable opportunities that it presented to neutral shippers in wartime.



**COASTAL AND RIVER TRADE IN PRE-INDUSTRIAL ENGLAND  
Bristol and its Region, 1680-1730**

*David Hussey*  
2000 300pp. XCUSA  
illustrated hardback  
978 0 85989 617 7  
£50.00

This book provides full case studies and fresh, critical analysis of the principal voyage patterns, commodities, traders and shipping of Bristol and its region in the seventeenth and eighteenth centuries, widely acknowledged 'Golden Age' of the port.

