

Klipperschepen Jagen Naar Londen

Zoek-licht encyclopedie 1956

Vergeten avontuur: overzicht van de vertaalde 19e eeuwse avonturenromans

Frederik Christiaan Roest

Boekblad 1982

Klipperschepen jagen naar Londen John

Edward Masefield 1949

Fleeing Hitler Hanna Diamond 2007 As Hitler's victorious armies approached Paris, panic gripped the city and the roads heading south filled with millions of French citizens, fleeing for their lives, with scant supplies and often no destination in mind. All hoped, as famed author Simone de Beauvoir wrote in her diary, "not to be taken like a rat in Occupied Paris." In *Fleeing Hitler*, historian Hanna Diamond paints a gripping picture of the harrowing escape from

Paris, highlighting the hardships people suffered in their desperate flight, and underscoring the impact this exodus had on life under Vichy rule. Using eyewitness accounts, memoirs, and diaries, Diamond shows how this ordeal became for civilians and soldiers alike the defining experience of the war. She tells how, in the Paris region alone, close to four million people left their homes and fled south, swelling the numbers of refugees until it was impossible to direct the flow of humanity. The result was total chaos with an enormous price to pay in terms of human misery and suffering. Many lost their lives as this vast caravan of predominantly women, children, and the elderly faced truly harsh conditions, and even starvation. Then, after the German offer of peace, as the traumatized population returned home,

preoccupied by the desire for safety and bewildered by the unexpected turn of events, they put their faith in Marshall Petain who was able to establish his collaborative Vichy regime largely unopposed, while the Germans consolidated their occupation. The first time this important story has been told in English, *Fleeing Hitler* captures in moving detail the devastating flight and early days of occupation after the fall of France.

26 Holzstiche zu Klipperschepen jagen naar Londen door John Masefield, veraald door H. Cappellen Leon Elias Holmann 1936

Atlantic History Jack P. Greene 2008-12-31 Atlantic history, with its emphasis on inter-regional developments that transcend national borders, has risen to prominence as a fruitful perspective through which to study the interconnections among Europe, North America, Latin America, and Africa. These original essays present a comprehensive and incisive look at how Atlantic history has been interpreted across

time and through a variety of lenses from the fifteenth through the early nineteenth century. Editors Jack P. Greene and Philip D. Morgan have assembled a stellar cast of thirteen international scholars to discuss key areas of Atlantic history, including the British, Spanish, Portuguese, Dutch, French, African, and indigenous worlds, as well as the movement of ideas, peoples, and goods. Other contributors assess contemporary understandings of the ocean and present alternatives to the concept itself, juxtaposing Atlantic history with global, hemispheric, and Continental history.

From the Earth to the Moon Illustrated Jules Verne 2021-08-31 *From the Earth to the Moon: A Direct Route in 97 Hours, 20 Minutes* is an 1865 novel by Jules Verne. It tells the story of the Baltimore Gun Club, a post-American Civil War society of weapons enthusiasts *Brinkman's alphabetische catalogus van boeken ...* 1963

Through the French Canals David Jefferson

2014-04-24 Through the French Canals has probably tempted more people to explore the beautiful waterways of France than any other book. A bestseller for many years and now in its 13th edition, it is the essential planning guide for anyone wanting to cruise through the stunning scenery of the French waterways, or take their boat from the English Channel down to the Mediterranean via the inland route. - Over 50 routes described and illustrated, with positions of locks, towns and villages - Through routes from the English Channel and Atlantic to the Mediterranean, plus distances - Suitable boats for the canals, and dimensions of locks and operating times - Bridge heights, canal depths, fuelling points, waterway signals - Cost of living, shopping and stores - Weather information, haltes and portes de plaisance - Port plans for Paris, Dunkerque and Strasbourg Packed with appealing photographs and updated information on local facilities, distances, bridge heights and depths, tunnel lengths, costs of cruising and

shopping, it also discusses the local wines of the region.

Schrijvers van Vergeten Avontuur Frederik Christiaan Roest 2008

Folk sounds 1965

Index translationum 1950

De Stem; maanblad 1936

Robert Whyte's 1847 Famine Ship Diary

Robert Whyte 1994 A truly amazing story of courage born of desperation, starvation, poverty and the will to survive.

Repertorium op Brinkman's Catalogus 1946

The Bunker Hill Story Irv Udoff 1994

De Kampioen 1953-04 De Kampioen is the magazine of The Royal Dutch Touring Club ANWB in The Netherlands. It's published 10 times a year with a circulation of approximately 3,5 million copies.

Klipperschepen jagen naar Londen John Edward Masefield 1936 In de tweede helft van de 19e eeuw krijgt een groot zeilschip een aanvaring op volle zee.

The General Grant's Gold Madelene Fergusson Allen 2009-04 The wreck in 1866 of the General Grant in the desolate sub-Antarctic Auckland Islands is one of the world's great nautical mysteries, a story that still tantalises and thrills. When the ship was crushed in a cave beneath a sheer cliff face, a few crew members and a handful of passengers managed to escape in a lifeboat. For more than two years they lived a hand-to-mouth existence on a nearby island before they were rescued. This story is extraordinary in itself, but soon compelling legends spread that the ship had sunk with a fabulous hoard of gold from the Victorian goldfields. For 140 years, expeditions and bounty hunters have searched for the ship and her elusive cargo. In the relentless seas of the Auckland Islands, it has been a soul-destroying endeavour. Locating the vessel has been difficult enough; finding the gold has proved impossible – unless one of those early expeditions really did find it ... In this book Madelene Ferguson Allen

and Ken Scadden tell the full story of the voyage from Melbourne, the shipwreck, the plight of the castaways and the search for the gold. At this distance in time, separating the facts from the legends is difficult, but they have scrupulously researched the events of the shipwreck and examined every subsequent search for the gold. The story is more remarkable than fiction, a tale of heroes and cads, heartbreak and loss, hope and despair, hunger and greed. As it has bewitched so many in the past, so it will haunt readers long after the last page is turned.

[Lezerstypen in de openbare](#)

[Gemeentebibliotheek van Schoten](#) Jos Torfs 1943 *Combined Fleet Decoded* John Prados 2001 The most authoritative and revealing examination yet of the way intelligence--of all kinds--was instrumental in defeating Japan. Prados gives a new picture of the war in the Pacific, one which will challenge many previous conceptions about that conflict, and one which will be irresistible to those readers who find histories of that period

fascinating. 16 pages of photos.

Het Nederlandse boek in vertaling 1950

Critisch bulletin P. J. Verkruijsse 1975

The Log of the Cutty Sark Basil Lubbock 1924

The book is compiled from her log books, her captain's abstracts and information received from those who served aboard her, and from those who served aboard her rivals, or were connected with her in some way or other.

Brinkman's Catalogus van boeken, plaat-en kaartwerken 1946

Blauwe wimpel, onze marine 1951

De Stem Dirk Coster 1936

Dick Sands the Boy Captain Jules Verne

2023-07-15 For several years the command of the "Pilgrim" had been entrusted to Captain Hull, an experienced seaman, and one of the most dexterous harpooners in Weldon's service. The crew consisted of five sailors and an apprentice. This number, of course, was quite insufficient for the process of whale-fishing, which requires a large contingent both for

manning the whale-boats and for cutting up the whales after they are captured; but Weldon, following the example of other owners, found it more economical to embark at San Francisco only just enough men to work the ship to New Zealand, where, from the promiscuous gathering of seamen of well-nigh every nationality, and of needy emigrants, the captain had no difficulty in engaging as many whalers as he wanted for the season. This method of hiring men who could be at once discharged when their services were no longer required had proved altogether to be the most profitable and convenient...FROM THE BOOKS.

Master of Seapower Thomas B Buell

2012-09-15 A comprehensive biography of the most powerful naval officer in the history of the United States who was the controversial architect of the American victory in the Pacific. Someone once asked Admiral Ernest J. King if it was he who said, ""When they get in trouble they send for the sonsabitches."" He replied that he

was not --but that he would have said it if he had thought of it. Although never accused of having a warm personality, Ernest J. King commanded the respect of everyone familiar with his work. His is one of the great American naval careers, his place in history forever secured by a remarkable contribution to the Allied victory in the Second World War. "Lord how I need him," wrote Navy Secretary Frank Knox on December 23, 1941, the day he summoned King to take control of the Navy at its lowest point, the aftermath of Pearl Harbor. Raised in a stern Calvinist home in Lorain, Ohio, Ernest King grew interested in a naval career after reading an article in a boys' magazine. After graduating from Annapolis fourth in his class (1901), King's early career was "rather ordinary" according to biographer Robert W. Love. But in 1909, at the end of a stint as a drillmaster at the Naval Academy, King distinguished himself by writing an influential essay entitled, "Organization on Board Ship."

King performed well in a number of commands between 1914 and 1923, when he began a three-year stint as commander of the submarine base at New London, Connecticut. In 1926 his career took an important turn: he completed the shortened flight course at Pensacola, and from that point on, he would see aviation as the decisive element in naval warfare. This conviction deepened when he served as assistant bureau chief under Rear Admiral William Moffett, widely considered the father of American naval aviation. King's career received another boost when he ably commanded his first aircraft carrier, the Lexington, in the early 1930s. But as his prospects for advancement increased, so did his reputation as a difficult character. "He was meaner than hell," commented one junior officer, reflecting the general opinion that King was as much despised as he was respected. This didn't seem to bother him, though. Love observed that he "seemed almost to pride himself on the fact that he had

earned his rank solely on his merits as a professional naval officer, rather than as a result of the friendship of others." In the spring of 1939, the sixty-year-old King coveted the job of Chief of Naval Operations. But his personality and decided lack of political skill or tact led President Roosevelt to pass him over in favor of Admiral Harold Stark. Seemingly banished to duty on the General Board in Washington, King's career was resurrected by the war that soon started in Europe. When Stark grew dissatisfied with the commander of his Atlantic Squadron, he looked to King, who took over in December, 1940. With his slogan "'do all that we can with what we have,'" King ably managed the undeclared war with Germany's U-boats. Although his command was limited to the Atlantic, it brought him to Washington frequently and he stayed abreast of developments in the Pacific. The morning after the Japanese attack on Pearl Harbor, Stark called him to Washington; soon after he was

running the Navy —first as Commander in Chief of the U.S. Fleet, soon adding the title Chief of Naval Operations, making him the first man to combine both jobs. In the early months of 1942, King's strategic brilliance earned him the complete confidence of President Roosevelt. When none of the British or American war planners even dared to think of going on the offensive in the Pacific in 1942-43, King successfully lobbied to do just that. "No fighter ever won his fight by covering up —merely fending off the other fellow's blows," he wrote. "The winner hits and keeps on hitting even though he has to be able to take some stiff blows in order to keep on hitting." It's easy to see why even those who despised Ernest King were glad he was on their side.

De Bibliotheekgids 1937

Slavery and the British Empire Kenneth Morgan
2007 This is an introduction to the entire history of British involvement with slavery and the slave trade, which especially focuses on the two

centuries from 1650, and covers the Atlantic world, especially North America and the West Indies, as well as the Cape Colony, Mauritius, and India. -;Slavery and the British Empire provides a clear overview of the entire history of British involvement with slavery and the slave trade, from the Cape Colony to the Caribbean. The book combines economic, social, political, cultural, and demographic history, with a particular focus on the Atlantic world and the plantations of North America and the West Indies from the mid-seventeenth century onwards. Kenneth Morgan analyses the distribution of slaves within the empire and how this changed over time; the world of merchants and planters; the organization and impact of the triangular slave trade; the work and culture of the enslaved; slave demography; health and family life; resistance and rebellions; the impact of the anti-slavery movement; and the abolition of the British slave trade in 1807 and of slavery itself in most of the British empire in 1834. As

well as providing the ideal introduction to the history of British involvement in the slave trade, this book also shows just how deeply embedded slavery was in British domestic and imperial history - and just how long it took for British involvement in slavery to die, even after emancipation. -;...a clear overview of the entire history of British involvement with slavery and the slave trade - Spartacus Review

De Ingenieur 1913

Brinkman's cumulatieve catalogus van boeken 1960

Brinkman's catalogus van boeken en tijdschriften 1982 With 1901/1910-1956/1960 Repertorium is bound: Brinkman's Titel-catalogus van de gedurende 1901/1910-1956/1960 (Title varies slightly).

If Mahan Ran the Great Pacific War John A. Adams 2008-07-15 Alfred Thayer Mahan's *The Influence of Sea Power upon History* (1660-1783) was one of the most influential books on military strategy in the first half of the 20th

century. A core text in the naval war colleges of the United States, Britain, and Japan, Mahan's book shaped doctrine for the conduct of war at sea. Adams uses Mahan's ideas to discuss the great Pacific sea battles of World War II and to consider how well they withstood the test of actual combat. Reexamining the conduct of war in the Pacific from a single analytic viewpoint leads to some surprising conclusions about the Japanese attack on Pearl Harbor, the Doolittle Raid, the Battle of the Coral Sea, the recapture of the Philippines, and the submarine war. Naval historians and armchair strategists alike will find much food for thought in these engrossing pages.

Joan Blaeu and His Grand Atlas Cornelis Koeman 1970

Fatal Journey Peter C. Mancall 2009-06-09 The English explorer Henry Hudson devoted his life to the search for a water route through America, becoming the first European to navigate the Hudson River in the process. In *Fatal Journey*,

acclaimed historian and biographer Peter C. Mancall narrates Hudson's final expedition. In the winter of 1610, after navigating dangerous fields of icebergs near the northern tip of Labrador, Hudson's small ship became trapped in winter ice. Provisions grew scarce and tensions mounted amongst the crew. Within months, the men mutinied, forcing Hudson, his teenage son, and seven other men into a skiff, which they left floating in the Hudson Bay. A story of exploration, desperation, and icebound tragedy, *Fatal Journey* vividly chronicles the undoing of the great explorer, not by an angry ocean, but at the hands of his own men.

Critisch bulletin 1936

Into Wind Hugh Popham 1969 Beretning om britisk maritim flyvning og maritime luftoperationer

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