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Crusader By Horse to Jerusalem, Tim Severin, Jun 1, 2001, , 338 pages. Nearly 900 years after Duke Godfrey de Bouillon set out on the First Crusade, Tim Severin set out with one woman and two horses to retrace his steps. Starting out from Chateau

The Ulysses voyage sea search for the Odyssey, Timothy Severin, Sep 1, 1987, Literary Criticism, 253 pages. Attempts to recreate the voyage of Ulysses and identify the likely position of places mentioned in Homer's account of his adventures.

The last corner of Arabia , Michael Darlow, Richard Fawkes, 1976, History, 128 pages. .

The Way of the Bull , Leo F. Buscaglia, Jan 1, 1985, Religion, 175 pages. tory of Leo Buscaglia's travels from Japan and Hong Kong to Cambodia and Calcutta on his personal quest for discovery, searching for the bull--the Chinese symbol of life--in

The eastern lands Asia except the U.S.S.R., Andrew Thomas Amos Learmonth, Agnes Moffat Learmonth, 1964, Travel, 128 pages. .

Men of Salt Crossing the Sahara on the Caravan of White Gold, Michael Benanav, Jan 1, 2006, Travel, 220 pages. Provides a narrative of the Islamic culture's centuries-old trek between Timbuktu and the notorious salt mines of Taoudenni, describing how camel drivers march for eighteen

Sultan in Oman , Jan Morris, 1957, , 165 pages. .

In the Footsteps of Marco Polo , Denis Belliveau, Francis O'Donnell, 2008, History, 280 pages. Discusses the authors' two-year expedition to trace the paths of Marco Polo and determine if he had reached China as he had claimed seven hundred years ago..

The sky above, the kingdom below in the footsteps of Thomas Coryate, Daniel Allen, 2008, Travel, 259 pages. The wellspring of this book is the remarkable 17th century figure, Thomas Coryate, unofficial jester to the court of King James I, associate of John Donne, Ben Jonson and Inigo

Tim Severin (born 1940) is a British explorer, historian and writer. Severin is noted for his work in retracing the legendary journeys of historical figures. Severin was awarded both the Gold Medal of the Royal Geographical Society and the Livingstone Medal of the Royal Scottish Geographical Society. He received the Thomas Cook Travel Book Award for his 1982 book *The Sindbad Voyage*.

While he was an undergraduate at Oxford University, Severin, Stanley Johnson and Michael de Larrabeiti retraced Marco Polo's thirteenth-century journey through Asia on motorcycles, using Polo's *The Description of the World* as a guide. They traveled from Venice through Turkey, Persia, and Afghanistan, surviving sandstorms, floods, motorcycle accidents, and time spent in jail. Severin and his guides rode camels through Deh Bakri pass to identify the Persian "apples of Paradise" and the hidden hot springs described by Polo. They were unable to complete the voyage due to visa problems at the border of China and returned to England by sea from Bombay.

Latin texts of *Navigatio Sancti Brendani Abbatis* (*The Voyage of St. Brendan the Abbot*) dating back to at least 800 AD tell the story of Brendan's (c. 489-583) seven-year voyage across the Atlantic Ocean to a new land and his return. Convinced that the legend was based in historical truth, in 1976 Severin built a replica of Brendan's currach. Handcrafted using traditional tools, the 36-foot (11 m), two masted boat was built of Irish ash and oak, hand-lashed together with nearly two miles (3 km) of leather thong, wrapped with 49 traditionally tanned ox hides, and sealed with wool grease. Between May 1976 and June 1977, Severin and his crew sailed the Brendan 4,500 miles (7,200 km) from Ireland to Peckford Island, Newfoundland, stopping at the Hebrides and Iceland en route. He considered that his recreation of the voyage helped to identify the bases for many of the legendary elements of the story: the "Island of Sheep", the "Paradise of Birds", "pillars of crystal", "mountains that hurled rocks at voyagers", and the "Promised Land". Severin's account of the expedition, *The Brendan Voyage*, became an international best seller, translated into 16 languages.

The famous adventures of the medieval sailor Sindbad, as recorded in *One Thousand and One Nights*, became the inspiration for Severin's next voyage. After three years of researching the legend and early Arab and Persian sketches of medieval ships, he brought the project to Sur, Oman in 1980. Sponsored by His Majesty Qaboos bin Said al Said, Sultan of Oman, he guided Omani shipwrights in the construction of the "Sohar", an 87 foot (26.5 m) replica of a ninth-century, lateen-rigged, cotton-sailed Arab dhow. The ship was constructed in seven months of hand-sawn wooden planks sewn together with nearly 400 miles (640 km) of hand-rolled, coconut-husk rope.

Sohar left Oman on 21 November 1980. Navigating by the stars, Severin and his crew of 25 traveled nearly 6,000 miles (9,600 km) in eight months. From Sur they sailed east across the Arabian Sea, south down India's Malabar Coast to Lakshadweep and on to Kozhikode, India. The next phase of their voyage took them down the coast of India to Sri Lanka. They were becalmed in the doldrums for nearly a month, suffered broken spars, and were nearly run down by freighters, but arrived in Canton, China on 6 July.

The epic poem *Argonautica*, first written down by Apollonius of Rhodes in Alexandria in the late 3rd

century BC, became the basis for Severin's next expedition. He began his research into ancient Greek ships and the details of the text in 1981. Master shipwright Vasilis Delimitros of Spetses hand built a 54-foot (16.5 m) replica of a Bronze Age galley based on a detailed scale model of the Argo. In 1984, with twenty volunteer oarsmen, Severin rowed and sailed from northern Greece through the Dardanelles, crossed the Marmara Sea, and passed through the Straits of Bosphorus to the Black Sea—a voyage of 1,500 miles (2,400 km). Along the way they identified many of the landmarks visited by Jason and his Argonauts, and found a likely explanation for the legend of the Golden Fleece. Severin recounted the expedition in *The Jason Voyage* (1985).

Once again making use of the Argo from *The Jason Voyage*, in 1985 Severin followed the route of Ulysses' voyage home in *The Odyssey*, from Troy to Ithaca in the Ionian islands. Along the way, Severin made tentative or conclusive identifications of The land of the Lotus-eaters, King Nestor's palace, the Halls of Hades, the Roving Rocks, and the Sirens Scylla and Charybdis. The *Ulysses Voyage*, published in 1987, tells the story of the expedition, the historical research that went into it, and the discoveries Severin and his crew made along the way.

While still a student at the University of Oxford, Severin wrote his thesis on the first European travelers in Central Asia during the thirteenth and fourteenth centuries. With this background, to commemorate the 800th birthday of Genghis Khan he rode with Mongol herdsmen along the route once used by couriers of the Mongolian empire, mingled with camel herders in the Gobi Desert, and ate with Kazakhs in their yurts. In addition to finding evidence that the bubonic plague had been introduced into Europe by Mongolian traders, Severin gave the world a rare view into this little-known country. His story, part travelogue, part research paper, was published in 1993 under the title *In Search of Genghis Khan*.

Severin set out to prove that such a voyage really could have been made. On the beach at Sam Son, Vietnam, he oversaw the construction of a 60 foot (18.3 m) long, 15 foot (4.6 m) wide raft built of 220 bamboos and rattan cording, and driven by an 800 square foot (74 square metre), junk-rigged sail. After leaving Asia in May 1993, Severin and his crew faced monsoons, pirates, and typhoons before the rattan began rotting and the raft began falling apart in the mid-Pacific. After traveling 5,500 miles (8,850 km) in 105 days, they were forced to abandon the raft about 1,000 miles (1,600 km) short of their destination.

Although the Hsu Fu, as the craft was named, did not complete the trip, Severin believed the voyage had accomplished its purpose. In *The China Voyage*, published in 1994, he wrote that the expedition had proved that a bamboo raft of the second century BC could, indeed, have made a voyage across the Pacific, just as Hsu Fu's account recorded.

Following the path of the Pequot, Severin sets out to find a living, white sperm whale. His quest takes him to the remotest parts of the South Pacific: the Philippine island of Pamilacan, whose people hunt whale sharks with their hands and grappling hooks and the Indonesian island of Lamalera, whose people hunt sperm whales with harpoons from open boats. Throughout his expedition, Severin is able to compare Melville's account with the reality he discovers, and to show that much of Melville's material was either borrowed or fabricated.

..I bought this a long time ago, along with the other early travel reconstruction books by Thor Heyerdal. Since then I have become a fan of Mr. Severin's work - he is a dedicated enthusiast, and that comes over loud and clear in his books. He sometimes gets carried away on the tide of his enthusiasm and repeats himself several times, but you can forgive that, as his eagerness and will to learn drag you along with him on his wild dreams.

The boat is a hand-made, no-metal reconstruction using traditional Arab boat-building techniques, which have only recently fallen out of favour in preference to iron nails and steel bolts. Oman was used as the base for the boat-building and, given its long history of trading with Africa and India, was deemed to be the best place to start the voyage from - the boat's name 'Sohar' comes from one of the major towns on the northern Omani coast.

Extensive research went into finding the best materials, techniques and above all, locating artisans who still knew something of sewn boats, and people who could still handle sails. The description of that quest and the actual building is a pleasure to read - Mr. Severin's infectious enthusiasm communicates itself through the pages to the reader.

The voyage itself is a tale of acclimation to strange food, cultures, and heat, the camaraderie that grows between vastly different cultures, and relief that the boat survives all that the weather can throw at it, with an ease that a more rigid construction would have complained at. [Read more](#)

I read a lot of travel books as well as novels, have travelled widely, and am familiar with some of the South East Asian locations in the latter part of this book. The book leaps off the page, and is a wonderful account of a sea voyage in a medieval ship recreated for the voyage. But perhaps the more inspirational aspect is that of the interaction between the crew of European scientists and Arab sailors and the Indian and Asian people they meet at their landfalls. In the internet age it is truly wonderful to read of the human warmth, curiosity and hospitality that can happen when technology is deliberately discarded, and it reminds us of real human qualities. A marvellous book.

I have read quite a few of Tim Severin's books. He recreates a journey of historical (or fictional) past and from the keel up presents a wonderfully written account of the venture. I first read Severin's "The Brendan Voyage" in its re-creation of St. Brendan's North Atlantic crossing in the 8th century by oxen leather boat. Here again, the author re-creates an authentic ancient Arabian sailing boat for a journey from Oman to China (across the Indian Ocean and through the Malacca Strait). If you enjoy adventure stories of men, seamanship, a voyage against the elements...this is a book for you.

Right from the outset it is clear that Tim Severin has researched the Sindbad journey extensively. Although the detail can seem a bit excessive or repetitive in parts, it is necessary to relay the hard-work and time that took place when recreating the voyage. The best parts for me were the interactions between the crew: it was lovely to read about men from all over the world, bonding throughout the journey and sharing their emotions and experiences. It reminds me of good old-fashioned tales of seamanship, hardwork and a challenging voyage battling against the elements. Well worth a read.

In 1976 Tim Severin captured the attention and imagination of the world with his historic Brendan Voyage. Then, in 1980, with a crew including eight Omani seamen, in a ship made from Malabar timbers held together with coconut rope and painted with fish oil and sugar, he once more decided to take on a legend. To recreate the Seven Voyages of Sindbad, from Oman to China, and...more In 1976 Tim Severin captured the attention and imagination of the world with his historic Brendan Voyage. Then, in 1980, with a crew including eight Omani seamen, in a ship made from Malabar timbers held together with coconut rope and painted with fish oil and sugar, he once more decided to take on a legend. To recreate the Seven Voyages of Sindbad, from Oman to China, and test whatever truth there may have been in the magical, mythical tales of the Arabian Nights. (less)

Um die Erzählungen über Sindbad den Seefahrer nachzuerleben, plante Tim Severin den Nachbau einer arabischen Dhau aus jener Zeit für eine Reise von Oman nach China. Die früheste Erwähnung dieses Schiffstyps auf Chinareise findet sich bereits in chinesischen Urkunden des 8. Jahrhunderts. Die China-Route wurde von arabischen Kapitänen geführt - und Severins Mannschaft wird am eigenen Leib die Gründe dafür erfahren. Wie in den Zeiten von Sindbads Seemansgarn soll das Boot ohne einen einzigen Nagel...more Um die Erzählungen über Sindbad den Seefahrer nachzuerleben, plante Tim Severin den Nachbau einer arabischen Dhau aus jener Zeit für eine Reise von Oman nach China. Die früheste Erwähnung dieses Schiffstyps auf Chinareise findet sich bereits in chinesischen Urkunden des 8. Jahrhunderts. Die China-Route wurde von arabischen Kapitänen geführt - und Severins Mannschaft wird am eigenen Leib die Gründe dafür erfahren. Wie in den Zeiten von Sindbads Seemansgarn soll das Boot ohne einen einzigen Nagel aus indischem Aini-Holz gebaut werden, zusammengehalten allein von Schnüren aus Kokosfasern. Der Schiffsbug wird nicht etwas gestrichen oder geölt, sondern mit erstaunlichem Erfolg durch eine Mischung aus Hammeltalg und Kalk vor Wurmern

geschätzt. Die Sohar wird auf dieser Strecke wahrscheinlich das letzte Boot ihrer Art sein.

Als der Staat Oman das Projekt zur nationalen Aufgabe erklärt, nimmt Severins Plan ein Eigenleben an. Neben der finanziellen und logistischen Unterstützung durch den Sultan von Oman kann Sverin nun auch aus freiwilligen einheimischen Helfern mit exquisiten Kenntnissen im Bootsbau und in der Seefahrt auswählen. Der Bau des Segelschiffs wird an die begabtesten Bootsbauer der kleinen indischen Insel Minicoy vergeben, die alle schon Boote bauen, seit sie laufen und ein Werkzeug halten können. Severin kämpft gegen den indischen Schlendrian und wird so manches Mal beim Materialkauf über Ohr gehauen. Später während der Reise durch die "Sieben Meere" wird sich Tim Severins Einschätzung Indiens relativieren, als es der Crew gelingt mit der Hilfe indischer Fischer in einer konkurrenzlosen Gewaltaktion während weniger Tage eine komplette Ersatz-Besegelung für die Sohar zu nähen. Überall sonst auf der Welt hätte dieser Auftrag vier Monate gedauert.

Während sich gläubige Omani mit Turban mit den Europäern an Bord zu einer Mannschaft zusammenraufen, rätselt man, wie die Araber damals wohl navigierten. Einzelne Etappen der Reise werden von Forschern begleitet, die z. B. die Dugongs in den Gewässern Ostasiens zählen wollen. Der Fotograf ist der einzige an Bord ohne jegliche Erfahrung im Segeln. Sein Talent wegen seiner abenteuerlichen Seilkonstruktionen für besondere Aufnahmestandorte mehrmals nur knapp dem Ertrinken zu entgehen, entwickelt sich an Bord zum Running Gag. Im Kontrast zu The Brendan Voyage in den sehr ruhigen Gewässern der Nordhalbkugel lauern für die Sohar auf ihrer Fahrt durch die Straße von Malakka Piraten, Taifune und Gefahren durch den starken Schiffsverkehr.

Tim Severin zeigte bei der Vorbereitung der siebeneinhalbmonatigen Fahrt wieder sein besonderes Geschick, eine Mannschaft mit vielseitigen Talenten zusammenzustellen, die jeder Herausforderung gewachsen ist und sich nur durch einen unfähigen Koch aus dem Gleichgewicht bringen lässt. Ein lesenwerter Abenteuerbericht. (less)

I think that the book is significant for at least 2 reasons: (1) It attempts to recreate the shipbuilding process for an Arabian Boom as authentically as possible in contemporary times, and sail it on a historical route in a fashion similar to what might hav...more Review The Sinbad Voyage __ Tim Severin

The expedition as designed was proposed to officials of Oman, who lent 100% support. In 1980 dollars this was a very expensive undertaking. The historical research which represented the foundation bases for performing the expedition were explained as the book progressed. Basically the objective was to recreate a trading voyage from Oman to Canton, China. The ship was to be an authentic type in use in 600 AD, which required a stitched hull using grooves, built hull first, framed secondly, with overlapping frame members. A Boom type vessel was selected as Tim Severin was able to find people who claimed that they had the knowledge to build the boat in the original manner, complete with proper stitching of choir coconut rope with coconut rope caulking. The timbers were selected from a standing forest in India of a type of teak, and in such an immense size that trees of that size form an old growth forest might not exist there today. A narrative of the expedition to choose the timber, which provided the material for both the hull and spars was included, along with problems in the negotiations, such as the bureaucratic red tape, bribery as a way of business, and substitution of material sizes, amounts, and quality as a standard of doing business in India at that time.

Details of the shipbuilding were provided which included the methods, tools, work area, and time frame for completion. The specs of the ship were detailed in its finished form including hull, spar sizes, and sail fabric and sail inventory. The hull protective paint was a type of lard, that was measured against raw wood for its resistance to the teredo worms common to most warm oceans.

The shipbuilding technique was the most interesting aspect of the book for my purposes. Historically, we may know that that type ship existed and was used extensively for trade, but details of the economy required to supply those ships is less certain. Commerce between shipping route

points occurred can be proven, but how difficult the actual route was with a load, and what it cost in manpower and resources is often harder to guess.(less)

Sindbad is really a typical hero different from others, the book is different than the other adventure stories where morality is the first thing to see no sindbad is all about making the toughest decision of life, about the survival instincts and the ability to adapt, about never...more The voyages of sindbad, the story of the man who survived.

It's very much like the Oddyssy, about not giving hope even in toughest of situations when life seems so cruel and death a freind, a time when life is living hell and death is a heaven, when everything else is irrelevant and only thing left is two breathing lungs and a painfull beating heart. But it doesn't matter for you know that after the night dawn will come, for your only hope is that you would survive what no one else did, you will succeed where your predecessors fail and you keep on going and going.....

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