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The Nautical Magazine

The Nautical Magazine first appeared in 1832, published monthly at the price of one shilling. It aimed to advance 'the safety of seamen', with a focus on the merchant marine, and a readership of professional seafarers. The founding editor, A.B. Becher (1796–1876), served for many years under the distinguished hydrographer Sir Francis Beaufort, and the magazine reflected Beaufort's interests by reporting on new charts, research on weather and the oceans, astronomy and navigation, and statistics on wrecks and the Lifeboat Institution. The content regularly included serialised accounts of voyages, descriptions of distant countries, notes on new shipping regulations, and discussion of the latest technologies. There were also reports on current affairs such as (during the Victorian period) the searches for Sir John Franklin's lost Arctic expedition, the Crimean War and the Suez Canal project. Astute editorial decisions ensured that the content mirrored the evolving concerns of readers, enabling 'the Nautical' to remain popular for nearly two centuries. It is a fascinating source of data, news and opinions for maritime, economic and social historians, genealogists, and shipping enthusiasts.

The Nautical Magazine for 1873

The *Nautical Magazine* first appeared in 1832, and was published monthly well into the twenty-first century. It covers a wide range of subjects, including navigation, meteorology, technology and safety. An important resource for maritime historians, it also includes reports on military and scientific expeditions and on current affairs. The volume for 1873 continues the new policy of reporting on learned societies and legal matters. Technical aspects of iron ships, steam engines and lifeboats feature prominently, and scientific discussions cover the polar regions, the transit of Venus, and tsunamis. A series of articles describes 'our great ports', including Liverpool, Newcastle, Dublin and Southampton. However, the volume is dominated by an increasingly scathing editorial response to Samuel Plimsoll's proposed legislation against unseaworthiness and overloading, while Lloyds of London's new rule of freeboard is described as 'a dead imposition on shipowners and of no real benefit to the sailor'.

Cambridge University Press

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