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One marker of the majesty of ancient Rome is its surviving architectural legacy, the stunning remains of which are scattered throughout the circum-Mediterranean landscape. Surprisingly, one truly remarkable aspect of this heritage remains relatively unknown. There exists beneath the waters of the Mediterranean the physical remnants of a vast maritime infrastructure that sustained and connected the western world's first global empire and economy. The key to this incredible accomplishment and to the survival of structures in the hostile environment of the sea for two thousand years was maritime concrete, a building material invented and then employed by Roman builders on a grand scale to construct harbor installations anywhere they were needed, rather than only in locations with advantageous geography or topography. This book explains how the Romans built so successfully in the sea with their new invention. The story is a stimulating mix of archaeological, geological, historical and chemical research, with relevance to both ancient and modern technology. It also breaks new ground in bridging the gap between science and the humanities by integrating analytical materials science, history, and archaeology, along with underwater exploration. The book will be of interest to anyone interested in Roman architecture and engineering, and it will hold special interest for geologists and mineralogists studying the material characteristics of pyroclastic volcanic rocks and their alteration in seawater brines. The demonstrable durability and longevity of Roman maritime concrete structures may be of special interest to engineers working on cementing materials appropriate for the long-term storage of hazardous substances such as radioactive waste. A pioneering methodology was used to bore into maritime structures both on land and in the sea to collect concrete cores for testing in the research laboratories of the CTG Italcementi Group, a leading cement producer in Italy, the University of Berkeley, and elsewhere. The resulting mechanical, chemical and physical analysis of 36 concrete samples taken from 11 sites in Italy and the eastern Mediterranean have helped fill many gaps in our knowledge of how the Romans built in the sea. To gain even more knowledge of the ancient maritime technology, the directors of the Roman Maritime Concrete Study (ROMACONS) engaged in an ambitious and unique experimental archaeological project – the construction underwater of a reproduction of a Roman concrete pier or pila. The same raw materials and tools available to the ancient builders were employed to produce a reproduction concrete structure that appears to be remarkably similar to the ancient one studied during ROMACONS' fieldwork between 2002-2009. This volume reveals a remarkable and unique archaeological project that highlights the synergy that now exists between the humanities and science in our continuing efforts to understand the past. It will quickly become a standard research tool for all interested in Roman building both in the sea and on land, and in the history and chemistry of marine concrete. The authors also hope that the data and observations it presents will stimulate further research by scholars and students into related topics, since we have so much more to learn in the years ahead. Mechanistic models are often employed to simulate processes in coastal environments. However, these predictive tools are highly specialized, involve certain assumptions and limitations, and can be manipulated only by experienced engineers who have a thorough understanding of the underlying principles. This results in significant constraints on their use. This book presents a rich collection of studies on the analysis of sustainable development from a multiple criteria decision-making (MCDM) perspective, written by some of the most prominent authors in the field of MCDM/A. The book constitutes a unique international reference guide to the analysis, measurement, and management of sustainability in a multidimensional decision analysis context. Chiefly intended for academics and policymakers, it reflects some of the latest methodological advances in decision-making, which are illustrated in real-life applications to sustainability-related topics in both the private and public sector. This deluxe volume on Caesarea, climaxing new excavations in 1992-95, discusses comprehensively a famous ancient city's archaeology, history and culture. New discoveries include the amphitheater and royal palace, temple dedicated to Roma and Augustus, and the spectacular artificial harbor explored under water. This is an open access book. This book focuses on the research of advanced structures and anti-seismic in civil engineering. It features the most cutting-edge research directions and achievements related to civil and structural engineering. Subjects in this book include: Engineering Structure and Seismic Resistance Structural Mechanics Analysis Components and Materials Structural Seismic Design 3D Printing Concrete Other Related Topics The works of this book promote development of civil and structural engineering, resource sharing, flexibility, and high efficiency. Thereby, it also promotes scientific information interchange between scholars from the top universities, research centers, and high-tech enterprises working all around the world. In *Eden on the Charles: The Making of Boston*, Michael Rawson examines how the city's relationship with its natural surroundings informed its early growth and development. His compelling, well-researched narrative touches on several milestones on Boston's road to modernity, including the Common's conversion from a place of labor to a place of leisure, the emergence of pastoral suburbs as a respite from an increasingly urbanized landscape, and the long fight over a proposed municipal water system to bring fresh water to those who needed it most... Perhaps the book's most important lesson comes from a frustrated mariner who, upset over the maltreatment of the harbor, laments that "the past seems to be forgotten, the present only is regarded as of importance, and a veil is drawn over the future." *Eden on the Charles* is a valiant effort to combat such shortsightedness, reminding us that the key to building a successful community lies in respecting the natural resources that provide for it and in understanding our responsibility to our fellow citizens. This work has been selected by scholars as being culturally important and is part of the knowledge base of civilization as we know it. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. Scholars believe, and we concur, that this work is important enough to be

preserved, reproduced, and made generally available to the public. To ensure a quality reading experience, this work has been proofread and republished using a format that seamlessly blends the original graphical elements with text in an easy-to-read typeface. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant. This book is based on the author's 49 years of experience as a practicing coastal engineer and 34 years as professor of coastal engineering and management at Queen's University. The book is therefore thoroughly practical in nature, but it also reflects newly relevant issues, such as consequences of failure, impacts of rising sea levels, aging infrastructure, real estate development, and contemporary decision making, design and education. This textbook is useful for undergraduate students, postgraduate students and practicing engineers. It covers waves, structures, sediment movement, coastal management, and contemporary coastal design and decision making. It presents both basic principles and engineering solutions. It discusses the traditional methods of analysis and synthesis (design), but also contemporary design methodologies, such as working with environmental impacts. The second edition expanded greatly on the topics of failure and resilience that surfaced as a result of recent disasters from hurricane surges and tsunamis. It updated the discussion of design and decision making for the 21st century, with many new examples. This third edition develops some of these topics further, but its largest new change is the chapter on climate change. This chapter presents the basics of climate change and then goes on to stress the practical implications of the impacts of climate change, focusing on what is of importance to coastal and fluvial specialists. This book comprises selected proceedings of the Fourth International Conference in Ocean Engineering (ICOE2018), focusing on emerging opportunities and challenges in the field of ocean engineering and offshore structures. It includes state-of-the-art content from leading international experts, making it a valuable resource for researchers and practicing engineers alike.

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This book presents the select proceedings of the International Conference on Civil Engineering Trends and Challenges for Sustainability (CTCS 2021). It discusses emerging and latest research and advances in sustainability in different areas of civil engineering, providing solutions to sustainable development. Various topics covered include sustainable construction technology & building materials; structural engineering, transportation and traffic engineering, geotechnical engineering, environmental engineering, water resources engineering, remote sensing and GIS applications. This book will be of potential interest to researchers and professionals working in sustainable civil engineering and related fields. During the 19th century, the engineering of ports and harbours became a large and specialised branch of the profession. This development began in ports in physically difficult locations and may be particularly identified with the growth of the Port of Liverpool. Stimulated by the arrival of ever-larger steamships and the heavy investment in port facilities that they demanded, it spread around much of the world. The opening papers give examples of what could be achieved in antiquity; the following ones set out the advances in design and technology from 1700 to the start of this century - and note some of the failures and recurrent problems. They also illustrate the critical importance of political and economic factors in determining what the engineers achieved. Accompanying CD-ROM in pocket at the back of book This volume concerns the history of the Australian port of Fremantle, located on the edge of Western Australia and the Indian Ocean, throughout the hundred years of frequent changes to its structure and function between 1897 and 1997. Tull's aim is to use Fremantle as a prime example of the complex network of a Port, as a community and a place of vast and varied maritime business endeavours. He seeks to erase the perception of ports as 'passive links in the international transport chain' in order to draw ports to the attention and further research of maritime historians. The chapters are arranged thematically rather than chronologically, and includes statistical appendices, a bibliography, and an index, for ease of navigation. Vols. for Jan. 1896-Sept. 1930 contain a separately page section of Papers and discussions which are published later in revised form in the society's Transactions. Beginning Oct. 1930, the Proceedings are limited to technical papers and discussions, while Civil engineering contains items relating to society activities, etc. This book comprises the proceedings of the Fifth International Conference in Ocean Engineering (ICOE2019) focusing on emerging opportunities and challenges in the field of ocean engineering and offshore structures. Some of the themes covered in this volume are offshore structures and deepwater technology, ocean optics & acoustics, ocean renewable energy, marine spatial planning, climate change impacts & disaster risk reduction, etc. The essays are written by leading international experts, making it a valuable resource for researchers and practicing engineers alike. This analysis of the historical evolution of Sydney Harbour argues that significant growth has always been preceded by major port and maritime construction about a decade before. It puts forward the proposal that this measurement of port growth could be used as a planning tool for the future. Enabling Technologies for the Internet of Things: Wireless Circuits, Systems and Networks collects slides and notes from the lectures given in the 2017 Seasonal School Enabling Technologies for the Internet-of-Things, supported by IEEE CAS Society and by INTEL funding, and organized by Prof. Sergio Saponara, and Prof. Giuliano Manara. The book discusses new trends in Internet-of-Things (IoT) technologies, considering technological and training aspects, with special focus on electronic and electromagnetic circuits and systems. IoT involves research and design activities both in analog and in digital circuit/signal domains, including focus on sensors interfacing and conditioning, energy harvesting, low-power signal processing, wireless connectivity and networking, functional safety (FuSa). FuSa is one of the emerging key issues in IoT applications in safety critical domain like industry 4.0, autonomous and connected vehicles and e-health. Our world is becoming more and more interconnected. Currently it is estimated that two hundred billion smart objects will be part of the IoT by 2020. This new scenario will pave the way to innovative business models and will bring new experiences in everyday life. The challenge is offering products, services and comprehensive solutions for the IoT, from technology to intelligent and connected objects and devices to connectivity and data centers, enhancing smart home, smart factory, autonomous driving cars and much more, while at the same time ensuring the highest safety standards. In safety-critical contexts, where a fault could jeopardize the human life, safety becomes a key aspect. This WWII history chronicles the remarkable engineering achievement that kept vital supplies flowing to Allied forces after D-Day. In the planning stages of the Normandy invasion, Allied strategists correctly anticipated that the Germans would deny, either by destruction or dogged defense, the vital Channel ports in the aftermath of D-Day. If the invading armies could not be kept resupplied, Operation Overlord would fail. The only solution was to design, build, transport and install two massive artificial harbors. Code Name Mulberry tells the story of this highly ambitious scheme from the initial planning stage to its successful execution on the field of battle. Told in clear, accessible prose, the historical narrative is amply supported with photographs, diagrams and tables, which vividly demonstrate the scale of this great venture. In the last year, the International Space Elevator Consortium assessed that basic technological needs can be met with current capabilities: and, each segment of the Space Elevator Transportation System is ready for engineering validation. Because of the availability of a new material as a potential Space Elevator tether, the community strongly believes that a Space Elevator will be initiated in the near term. Included in the book is a series of appendices that are tremendous references to the status of the space elevator today. Included are a lexicon of space elevator terms, over 750 references in the bibliography, short descriptions of eight ISEC year-long studies and two IAA 4-year studies on space elevators, as well as a summary of over 20 Architectural Notes covering the development of space elevator technologies. This title includes chapters on: general administrative, nautical, and physical data; cost of dock and harbour systems; harbour construction; dock construction; quay and dock walls and wharfs and their equipment; locks, graving docks and floating docks, and their equipment; dredging and subaqueous rock removal; maritime canals, channel rectification and demarcation, and coast defence. This book maintains that container shipping is vital to the actualisation of globalisation, and that without it, globalisation would remain a concept rather than reality. It argues that container shipping has been academically overlooked as a global business sector in favour of more prominent sectors such as oil or arms trade, and aims to provide a complete history of containerisation from the 1950s to the turn of the millennium. This history explores the growth of the container industry due to prominent innovation in vessel design, early adoption of the internet, large international mergers, and significant physical alterations to the global port system. With particular emphasis on the east-west trade, the chapters cover the growth and development of the container industry, to the social changes

experienced by seafaring labour forces, the cultural impact of the container - bringing a domineering land-presence to maritime activity, through to the environmental concerns surrounding the industry. The study is not a quantitative economic analysis of the industry, rather, an updated history that strives to demonstrate the importance of transport infrastructures to any consideration of global business sectors, by providing evidence of the container industry's stimulation of the global economy.

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