

**AMERICA'S MERCHANT MARINE:  
A PRESENTATION OF ITS HISTORY  
AND DEVELOPMENT TO DATE  
WITH CHAPTERS ON RELATED  
SUBJECTS**

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America's Merchant Marine: A Presentation of Its History and Development to Date with  
Chapters on Related Subjects by Various

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## Foreword

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REALIZING the deep interest, both national and international, in the American Merchant Marine, we have prepared this volume for distribution to our customers and friends. It is, as will be seen, an original work, and gives a compact history of our merchant marine, with chapters on related subjects. The greatest possible care has been taken to insure the strictest accuracy of this volume. Every statement has been derived from official reports or from other trustworthy sources. As an additional precaution against possible errors, the proof sheets were submitted to a number of leading maritime men who were requested to give them a critical reading. The judgment of some of these authorities may, with propriety, be here quoted.

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D.S. 17-215, 4.  
Rec'd 1930  
"I have no hesitancy in pronouncing your treatise on this subject as the best and most comprehensive handling of the subject I have yet seen," is an extract from a letter of Captain C. A. McAllister, vice-president of the American Bureau of Shipping and Secretary of the U. S. Shipping Board Navigation Laws Revision Committee. Winthrop L. Marvin, the noted authority on American merchant marine matters, writes: "I have examined the text of 'America's Merchant Marine' which you are publishing, and regard it as an exact, comprehensive and particularly timely work. Its historical review is excellent, and its survey of maritime conditions during and since the great war brings together symmetrically the facts and figures requisite to full present information." George S. Dearborn, president of the American-Hawaiian Steamship Company, who has a long and intimate knowledge of the career of our merchant marine, says of this work: "It

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treats of the development of the merchant marine in a very comprehensive manner, and its chronological presentation of each era is very well covered; it is, in fact, one of the best on the subject I have read in recent years." P. De Ronde, president of the Oriental Navigation Company, comments: "In such works as this there frequently occur glaring inaccuracies in figures and statements, none of which I have been able to find in this." R. A. C. Smith, former Dock Commissioner of New York, says: "I hope that your interesting and valuable pamphlet will be widely read and that it will aid in forming an intelligent public opinion in support of a sound policy for our American Merchant Marine." The opinion of H. Farquharson Kerr, president of the Kerr Steamship Company, is thus expressed: "'America's Merchant Marine' seems to me to cover the subject with great and accurate thoroughness, and will, I think, rank as a work of the first importance with a wide and enduring influence." Alfred Gilbert Smith, president of the New York and Cuba Mail Steamship Company, says: "The book is, on the whole, the best of its kind that I have ever seen." H. H. Raymond, president of the Clyde Steamship Company, declares this work to be "an excellent presentation." A. R. Nicol, president of the Atlantic, Gulf and West Indies Steamship Lines, says: "So far as I know, it is the most comprehensive and up-to-date publication of the kind which has yet been issued, and I think it will be regarded as a standard work."

We hope that "America's Merchant Marine" may prove particularly useful to shipping men, exporters and importers as an authentic and timely reference book.

BANKERS TRUST COMPANY.

New York, February 1, 1920.

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# America's Merchant Marine

## CHAPTER I

### Its Inception

SHIPBUILDING was begun in the colonies early in the seventeenth century. In 1607 the Popham Colony launched a 300 ton ship on the Kennebec. A decked vessel was built in 1614 at New Amsterdam—later New York City. *The Blessing of the Bay*, a bark of 30 tons, owned by Governor Winthrop, was launched in 1631 at Medford, Massachusetts. When, in 1641, Richard Hollingsworth launched a 300 ton ship at Salem it was regarded as a large vessel. It was for that period; the *Mayflower* which brought over the Pilgrims in 1620, was only 180 tons. At Gloucester, which had been a fishing station since 1623, a ship was built in 1643.

The virtual founder of American shipbuilding as a distinct, continued industry was that remarkable character William Phips. An illiterate shepherd youth he went from his native place near Bath, Maine, to Boston, where he learned how to read and write. Later he became a trader, and marriage brought him wealth. With one of his own ships he succeeded, in 1687, in recovering \$1,500,000 in bars of gold and jewels from a Spanish treasure ship which had been sunk near the Bahamas. For this service he was knighted by the British king, and was awarded \$80,000 as his share of the find.

Lord Bellomont, who a little later was Captain-General of New York, Massachusetts Bay and other colonies, enthusiastically reported to the Lords of Trade, at London, that there was timber enough in New York to supply the entire British navy for an indefinite period. The British policy then and for many decades was to discourage shipbuilding and other industries in the colonies. By 1715 many hundreds of ships had been built in the colonies. In 1724 a group of Master Builders of London petitioned the Lords of the Committee on Plantations "not to encourage shipbuilding because workmen were drawn thither."

### *The Schooner Created*

Despite restrictive orders and laws, shipbuilding increased in the colonies. In 1728 a sloop was built at Portland, Maine, and in 1737 a masted ship was constructed in the same harbor. Maine, then a part of Massachusetts, became a considerable producer of ships. Captain William Swanton, in 1762, established at Bath one of the first permanent shipyards in the colonies. It was from his yards that such full-rigged ships as the *Earl of Bute*, the *Rising Sun* and other craft came, and a number of privateers during the Revolution. He died in 1810 at the age of 99 years. One of his contemporaries was Joshua Raynes who, in 1762, built a sloop at Bath. Later his yards turned out a schooner of about 100 tons, costing \$3,000. "This," wrote a local historian, "was a great undertaking for that period, and many people attended the launching of the vessel." The schooner type of craft had been first built at Gloucester in about the year 1713. According to tradition, a boy excited at the speed she made on her trial trip exclaimed "See how she schoons!" "A schooner let her be!" agreed the builder hearing the remark. The word schoon in