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# American Merchant Ships And Sailors

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*American Merchant Ships And Sailors*

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## TRINITY LAMBERT

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### Heroes in Dungarees

Applewood Books

This book recounts the colorful history of the U.S. merchant fleet in times of war and peace, from 1776 to the present. Twice in U.S. history, the American maritime fleet grew to become one of the most powerful in the world, only to decline thereafter. The author includes accounts of little-noted innovations that had long-lasting effects, daring ocean rescues, sea battles, and financial gambles that won or lost fortunes. Privateer Ships and Sailors Legare Street Press

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American Merchant Ships

and Sailors Good Press

Using eyewitness accounts, official documents, and rarely seen photos, *Sailing Into the Abyss* takes a fascinating look at the human drama behind the deadliest sea disaster of the Vietnam War. 8-page photo insert. *Ships and the Ocean* Createspace Independent Publishing Platform This publication is the eighth in the series *The U.S. Navy and the Vietnam War*. The publication focuses on the sealift and logistic operations during the war and includes a number of photographs as well as sidebars detailing specific people and ships involved in the logistic operations. This historical pictorial reference would be of interest to students, historians, members of

the military, specifically the Navy, and military leaders, veterans, Vietnam War veterans, and the U.S. merchant marines.

*The Story of the American Merchant Marine*

McFarland

2017 Reprint of 1926

Edition. Full facsimile of the original edition, not reproduced with Optical Recognition Software. A privateer was a private person or ship that engaged in maritime warfare under a commission of war. The commission, also known as a letter of marque, empowered the person to carry on all forms of hostility permissible at sea by the usages of war, including attacking foreign vessels during wartime and taking them as prizes. Captured ships were subject to

condemnation and sale under prize law, with the proceeds divided between the privateer sponsors, ship owners, captains and crew. A percentage share usually went to the issuer of the commission. Since robbery under arms was common to seaborne trade, all merchant ships were already armed. During war, naval resources were auxiliary to operations on land so privateering was a way of subsidizing state power by mobilizing armed ships and sailors. Chapin's work covers the first century of American colonial privateering, 1625-1725. This includes the not only the American colonies, but the Caribbean colonies as well. A title that is very difficult to find on the second hand market.

#### Fourth Arm of Defense

BoD – Books on Demand  
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#### **Black Sailors** White Lion Publishing

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#### Sailing Into the Abyss

Bloomsbury Publishing  
USA

This is the first book to document thoroughly the lifestyle and collective experience of the many thousands of black sailors during this time period. Numerous illustrations in the form of original charts, tables, crew lists, and customs records

support the text. In a penetrating study, the author unveils the enormous contribution made prior to the Civil War to the nation's economy, prestige, and power by black Americans.

*Privateer Ships and Sailors* Naval Institute Press

The road was a winding, twisting track as it threaded its way through a stretch of old field pines. The land was nearly level at that point, and quite unobstructed, so that there was not the slightest reason that ordinary intelligence could discover for the roadway's devious wanderings. It might just as well have run straight through the pine lands. But in Virginia people were never in a hurry. They had all of leisure that well-settled and perfectly self-satisfied ways of life could bring to a people whose chief concern it was to live uprightly and happily in that state of existence into which it had pleased God to call them. What difference could it make to a people so minded, whether the journey to the Court-house—the centre and seat of county activities of all kinds—were a mile or two longer or shorter by

reason of meaningless curves in the road, or by reason of a lack of them? Why should they bother to straighten out road windings that had the authority of long use for their being? And why should the well-fed negro drivers of family carriages shake themselves out of their customary and comfortable naps in order to drive more directly across the pine land, when the horses, if left to themselves, would placidly follow the traditional track? The crookedness of the road was a fact, and Virginians of that time always accepted and respected facts to which they had been long accustomed. For that sufficient reason Baillie Pegram, the young master of Warlock, was not thinking of the road at all, but accepting it as he did the greenery of the trees and the bursting of the buds, as he jogged along at a dog-trot on that fine April morning in the year of our Lord 1861. He was well mounted upon a mettlesome sorrel mare,—a mare with pronounced ideas of her own. The young man had taught her to bend these somewhat to his will, but her individuality was not yet so far subdued or suppressed as to lose

itself in that of her master. So she suddenly halted and vigorously snorted as she came within sight of the little bridge over Dogwood Branch, where a horse and a young gentlewoman were obviously in trouble. I name the horse and the girl in that ungallant reverse order, because that was the order in which they revealed themselves to the mare and her master. For the girl was on the farther side of the horse, and stooping, so that she could not be seen at a first glance. As she heard approaching hoof-beats she straightened herself into that dignity of demeanour which every young Virginia gentlewoman felt it to be her supreme duty in life to maintain under any and all circumstances. The Old Merchant Marine US Naval Institute Press 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

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**American Merchant Ships and Sailors** Univ. Press of Mississippi  
 A sadistic captain puts his crew on edge. A young officer has a breakdown in a near-collision. A sailor jumps to the bottom of the sea. The Last American Sailors recounts one man's decade in a misunderstood industry--the merchant marine, a fleet with a glorious past and an uncertain future. If On the Road met The Perfect Storm, we would have The Last American Sailors, the definitive travelogue of a merchant seaman and an encompassing look into

the mysterious world of merchant shipping. Ships and Sailors Applicati, LLC  
 When the Twentieth Century opened, the American sailor was almost extinct. The nation which, in its early and struggling days, had given to the world a race of seamen as adventurous as the Norse Vikings had, in the days of its greatness and prosperity turned its eyes away from the sea and yielded to other people the mastery of the deep. One living in the past, reading the newspapers, diaries and record-books of the early days of the Nineteenth Century, can hardly understand how an occupation which played so great a part in American life as seafaring could ever be permitted to decline. The dearest ambition of the American boy of our early national era was to command a clipper ship-but how many years it has been since that ambition entered into the mind of young America! In those days the people of all the young commonwealths from Maryland northward found their interests vitally allied with maritime adventure. Without railroads, and with only the most wretched

excuses for post-roads, the States were linked together by the sea; and coastwise traffic early began to employ a considerable number of craft and men.

**American Merchant Ships and Sailors** New

York : Macmillan Company  
 The story of a critical but relatively unknown branch of the navy involving some 144,000 men who served in the US Naval Armed Guard. There are 150 first-hand accounts from former guardsmen, as well as historical data telling how the US Naval Armed Guard's 6000 merchant ships transported supplies. *Merchant Ship Shapes* iUniverse

During World War II, merchant marine tankers in convoys plied the frozen North Atlantic through the flaming wreckage of torpedoed ships. Working to keep sea lanes open, valiant merchant seamen supplied food, fuel, and goods to the Allies in the last pockets of European resistance to the Nazis. This exciting book acknowledges that the merchant marines, all volunteers, are among the unsung heroes of the war. One of these was Jac Smith, an ordinary seamen on the Cedar

Creek, a new civilian tanker lend-leased to the U.S.S.R. and in the merchantman convoy running from Scotland to Murmansk. Smith's riveting adventures at sea and in the frozen taigas and tundra are a story of valor that underlines the essential role of merchant marines in the war against the Axis powers. This gripping narrative tells of a cruel blow that fate dealt Smith when, after volunteering to serve on the tanker headed for Murmansk, he was arrested and interned in a Soviet work camp near Arkhangelsk. Escape from Archangel recounts how this American happened to be imprisoned in an Allied country and how he planned and managed his escape. In his arduous 900-mile trek to freedom, he encountered the remarkable Laplanders of the far north and brave Norwegian resistance fighters. While telling this astonishing story of Jac Smith and of the awesome dangers merchant seamen endured while keeping commerce alive on the seascape of war, *Escape from Archangel* brings long-deserved attention to the role of the merchant marine and their

sacrifices during wartime. *American Merchant Ships and Sailors ... Illustrated, Etc* Library of Alexandria During World War I, the American Merchant Marine meant dangerous duty. Sailors on cargo ships faced the daily threat of enemy submarines, along with the usual hazards of life at sea, and help was rarely close enough for swift rescues. Pre-war shipping in America depended mainly on foreign vessels, but with the outbreak of war these were no longer available. Construction began quickly on new ships, most of which were not completed until long after the end of the war. Drawing on contemporary newspapers, magazines and trade publications, and Shipping Board, Department of Commerce and Coast Guard records, this book provides the first complete overview of the American Merchant Marine during World War I. Detailed accounts cover the expansion of trans-Atlantic shipping, shipbuilding records 1914-1918, operating companies, ship losses from enemy action, the role of the Naval Overseas Transportation Service and mariner experiences.

### **American Merchant Ships and Sailors**

CreateSpace

This book gives a fascinating history of the American merchant marine. The book contains thrilling stories about brave Americans, their love for the sea, and adventures at sea in the 1600s and 1800s. In this book, the author focuses on American merchantmen, the American navy, privateers, and fishermen, as well as discussing the American revolution and post-revolutionary war dangers to merchantmen and the Federal legislation enacted to promote and protect the American sea trade. The book contains the following: Colonial Adventures in Little Ships - The Privateers of '76 - Out Cutlasses and Board - The Famous Days of Salem Port - Yankee Vikings and New Trade Routes - Free Trade and Sailors' Rights - The Brilliant Era of 1812 - The Packet Ships of the "Roaring Forties" - The Stately Clippers and her Glory - Bound Coastwise. *Sailing on Friday Pen and Sword*

□The Battle of the Atlantic was the dominating factor all through the war. Never for one moment could we forget that everything happening elsewhere, on land, at sea, or in the air,

depended ultimately on its outcome. □ - Winston Churchill Featured in this new volume from Philip Kaplan are images of some of the most iconic and important merchant ships of the latter years of the Second World War, along with intriguing shots of the men who sailed and worked on them. The indomitable HMS Sackville, the only surviving corvette of the Second World War, is afforded particularly prominent coverage, alongside a host of lesser-known but equally formidable ships. The Corvettes (vessels that escorted convoys throughout the war) were amongst the wettest and most uncomfortable of all warships, and their crews were undoubtedly amongst the most heroic. This volume is, in effect, a photo essay on the corvette. Escorting the convoy system of defensive Allied boats in the Atlantic and tasked with preventing merchant ships from being sunk by German submarines and U-boats, the Corvette's job was invaluable. This history, told in words and images, is sure to appeal to all military and maritime enthusiasts, representing an exciting addition to the

established Images of War series.

### **The Old Merchant Marine [microform]**

Government Printing Office

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[American Merchant Ships and Sailors - Scholar's Choice Edition](#) Potomac Books

When the Twentieth Century opened, the American sailor was almost extinct. The nation which, in its early and struggling days, had given to the world a race of seamen as adventurous as the Norse Vikings had, in the days of its greatness and prosperity turned its eyes away from the sea and yielded to other people the mastery of the deep. One living in the past, reading the newspapers, diaries and record-books of the early days of the Nineteenth Century, can hardly understand how an occupation which played so great a part in American life as seafaring could ever be permitted to decline. The dearest ambition of the American boy of our early national era was to command a clipper ship-but how many years it has been since that ambition entered into the mind of young America! In those days the people of all the young commonwealths

from Maryland northward found their interests vitally allied with maritime adventure. Without railroads, and with only the most wretched excuses for post-roads, the States were linked

together by the sea; and coastwise traffic early began to employ a considerable number of craft and men.

**The Last American Sailors** Citadel Press

The ships and men of the

Allied merchant navies. Without the British Merchant Navy, the American Merchant Marine and the Canadian Merchant Navy, Britain could not have survived even a few weeks of war.