

Maritime History Of The Merrimac Shipbuilding

Maritime History of the Merrimac Report on the Ship-building Industry of the United States History of Shipbuilding on North River History of Shipbuilding on North River, Plymouth County, Massachusetts Nautical Newburyport A Treatise on Naval Architecture and Ship-building Shipbuilding on the Merrimac River Shipbuilding & Shipping Record Tenth Census of the United States, 1880: Newspapers, periodicals. Alaska ship building Colonial Shipwrights and Their World Portrait of a Port The Maritime History of Massachusetts the new england Merchant Sail Merchant Sail: Early days of exploration and the influence of shipbuilding in development of the American colonies; the merchant marine during the Revolution; the challenging period between the wars with Britain; raids of the Barbary states on the commerce of the young republic and the establishment of the U.S. Navy Historical Sketch of Ship Building on the Merrimac River The New England Historical and Genealogical Register Notices of recent publications, ed. by J.W. Dean International Marine Engineering The Sailing Ships of New England Robert K. Cheney Henry Hall Lloyd Vernon Briggs Lloyd Vernon Briggs Dyke Hendrickson Richard Worsam Meade John J. Currier United States. Census Office. 10th census, 1880 Joseph F. Cullon W. H. Bunting Samuel Eliot Morison David Clapp William Armstrong Fairburn William Armstrong Fairburn John James Currier New England historic genealogical society George Francis Dow

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newburyport was once the most dangerous harbor on the east coast and one of its most prosperous local captains and sailors led the nation to battle during the american revolution and founded the u s coast guard they sent vessels to bombay the gold rush and the farthest reaches of the world author dyke hendrickson explores the perfection of the clipper ship the city s famous federalist mansions and the bold adventures from the age of sail follow the men and women of newburyport into battle into gales and into fortune or ruin

reprint of the original first published in 1869

two thousand trees one ton of iron miles of rope yards of canvas and gallons of naval stores combined to create a new england built merchant vessel of one hundred tons artisans sawed and shaped heated and hammered spun and stretched sheared and sewed these materials into a sea worthy ship in the estimation of many historians colonial ships were emblematic of early capitalism but attention to the construction of these vessels in colonial new england reveals a much more complex history shipwrights participated in primitive and highly personalized markets in timber iron and labor not with cash but through simple barter bills of exchange and book debt apprentices journeymen slaves and servants traded on their familiar connections received payment in kind and followed the irregular clocks and calendars of the early modern world these varied practices persisted well into the eighteenth century and defined new england s economic culture active participants in the dynamic atlantic world shipwrights responded as much to the particularities of local economies a scarcity of cash immature financial institutions and the prevalence of small transactions in place of wholesale opportunities as to the dictates of global commodity chains at the same time however shipwrights participated in the increasing quantification and rationalization of the environment and of business they surveyed and divided the land they kept accounts and they supported various market regulations through these efforts to gain greater control over their trade shipwrights reshaped the region s economic culture and lent credence to ideas that would later be identified with market liberalism and capitalism the seductive power of these ideas bestowed a semblance of order upon a chaotic economy and helped to obscure competing actors relationships and values at play in their marketplaces the colonial shipwright s world was simultaneously one of mixed realities and market dreams

portrait of a port is a classic portrayal of boston s glorious maritime past opens a window onto the history of american port cities

here is no catalogue of ships reader nor naval chronicle but a story of maritime enterprise of the shipping seaborne commerce whaling and fishing belonging to one american commonwealth writes s e morison i have chosen to catch the story at half flood when massachusetts vessels first sought far eastern waters and to stay with it only so long as wind and sail would serve for to one who has sailed a clipper ship even in fancy all later modes of ocean carriage must seem decadent this classic work includes the following chapters i coast and sea ii the colonial background 1602 1760 iii revolution and reconstruction 1760 1788 iv pioneers of the pacific 1784 1792 v the northwest fur trade 1788 1812 vi the canton market 1784 1812 vii the salem east indies 1790 1812 viii ships and seamen 1790 1812 ix merchants and mansions 1782 1812 x the sacred codfish 1784

1812 xi newburyport and nantucket 1790 1812 xii federalism and neutral trade 1789 1807 xiii embargo and war 1807 1815 xiv the passing of salem 1815 1845 xv the hub of the universe 1830 1845 xvi ships and seamen in southern seas 1820 1848 xvii china and the east indies 1820 1850 xviii mediterranean and baltic 1820 1850 xix cape cod and cape ann 1820 1860 xx the whalers 1815 1860 xxi oh california 1844 1850 xxii the clipper ship 1850 1854 xxiii conclusion 1857 1860

beginning in 1924 proceedings are incorporated into the apr number

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