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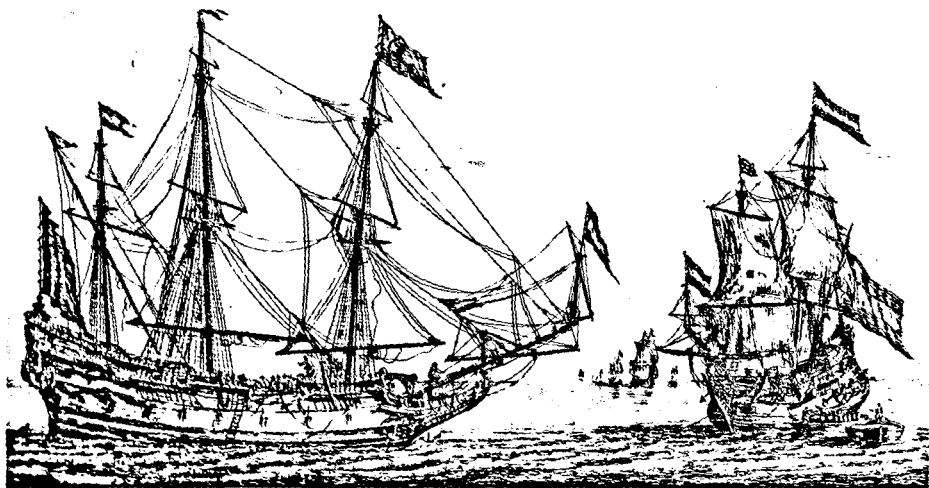


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**A SHORT HISTORY OF THE WORLD'S
SHIPPING INDUSTRY**

By the same Author

SEABORNE TRADE
Official History of the Great War
THE WAR AND THE SHIPPING INDUSTRY
With Charles Wright
A HISTORY OF LLOYD'S



De Vergulde Dolphyn een Straets-Vaerder.

De Kat een Frans-Vaender.

SEVENTEENTH CENTURY DUTCH MERCHANTMEN

Westerbosch Collection

Renier Nooms ('Zeeman')

A SHORT HISTORY OF THE
WORLD'S SHIPPING INDUSTRY

by

C. ERNEST FAYLE

With a Foreword by

SIR ALAN G. ANDERSON, K.B.E.

*Past-President of the Chamber of Shipping
of the U.K.*

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To My Wife
My helper in this Book
as in all things

FOREWORD

THERE may be a few neutrals but most of us either hate or love the sea. In these days of steadier and well-ventilated ships the number of sea lovers grows from year to year, and I am one of them.

In work and play, at sea and ashore, seamen and ships big and little, have made up much of my life, and just because I love the sea, and seamen, and ships, I open sea books with a qualm. Some authors, when they put to sea, wear yachting caps, hitch up their slacks, cut a hornpipe caper, and generally indulge in what R. L. S. calls "tushery."

If any prospective reader shares my dislike for grimaces I assure him he will find none in this book. The author ranges through time and space and tells his tale with the dignity that his great subject deserves.

Moreover, although he compresses much into this book, he gives a surprising amount of the detail which is the sauce of any story, and in homely facts and plain figures he lights up those old rough voyages so that we can almost smell and suffer them; how rough they were; and how hard and brave the men; and, between ourselves, how business-like and matter of fact.

These mariners and shipowners and merchants of all nations and all ages would feel at home in the Baltic or the Chamber of Shipping to-day, and they knew just as well as we do who serve the sea to-day that to voyage safely and to succeed one must face facts: ships are always in fierce competition with waves and rocks and fogs and with other ships. No make-believe was good enough for those old mariners, no subsidies could command success then—nor can to-day.

ALAN G. ANDERSON

PREFACE

THE idea of this book arose in conversation with some very good friends of the British merchant seaman who were regretting their inability to put into his hands any comprehensive one-volume history of the shipping industry. What they wanted was something which would give him a picture of the way in which the business of carrying goods and passengers by sea had been carried on, from the earliest times to the present day, and of what it had stood for in the life of the world. Others besides seamen and those directly interested in shipping must have felt the lack of such a book. There are a great number of books, many of them very good, describing the development of the ship itself, from coracle to Cunarder, or telling the story of particular phases or particular periods of sea-trading; but the reader who wants to form a broad general picture of the development of the shipping industry and its contribution to human progress, must either fall back on the four ponderous volumes of Lindsay's *History of Merchant Shipping*, published more than half a century ago, or go to a large number of different authors and combine their information.

This volume is an attempt to fill the gap. Its object is to tell, in very broad outline, the story of shipping as a business; to describe the way in which, at each period of the world's history, merchant ships were owned and operated; to say something of the routes they followed and the cargoes they carried, the relations between shipowners and governments, and the conditions of life and work afloat. Above all, it attempts to bring out, as clearly as possible, the contribution which this greatest of key industries has made in each period to the development of the world's resources, the peopling of its open spaces, and the gradual building up of the civilization we see around us to-day.

Preface

In order to bring the story within the compass of a single volume, it has been necessary to leave out much on which it would have been pleasant to dwell. Improvements in ship design and construction have been referred to only when they arose from or brought about some fundamental change in the scope and methods of the shipowner's business, and the voyages of great explorers and navigators, with all their wealth of adventure, have been compressed into a sentence, to make room for a fuller account of the more prosaic commercial developments which those voyages made possible. The growth of the shipping industry itself is illustrated, at each stage, mainly from the history of those peoples who were then predominant at sea, and whose methods and achievements could be taken as most typical of the period.

Even within these limitations, nothing more than an outline picture could be given, and those who are specially interested in some particular aspect of the industry—social or economic—may sometimes feel that it has received too little attention. I can only plead that in striving to tell, as a continuous story, the history of the shipping industry as a whole, it has been necessary to jettison much that might properly be required in a separate treatment of any of its phases.

To those who wish to go a little further into the matter, the notes on books at the end of each chapter may afford some assistance. It need hardly be said that these notes do not pretend to form anything like a bibliography of the subject. They have been confined to books which I have found specially helpful, and as far as possible, to books which are fairly easily accessible.

I am indebted, as always, to the London Library and its staff, especially my friend, Mr. G. E. Mainwaring, for assistance and advice in the collection of material.

C. E. F.

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