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UNITED STATES MARITIME SERVICE



INFORMATION BOOKLET

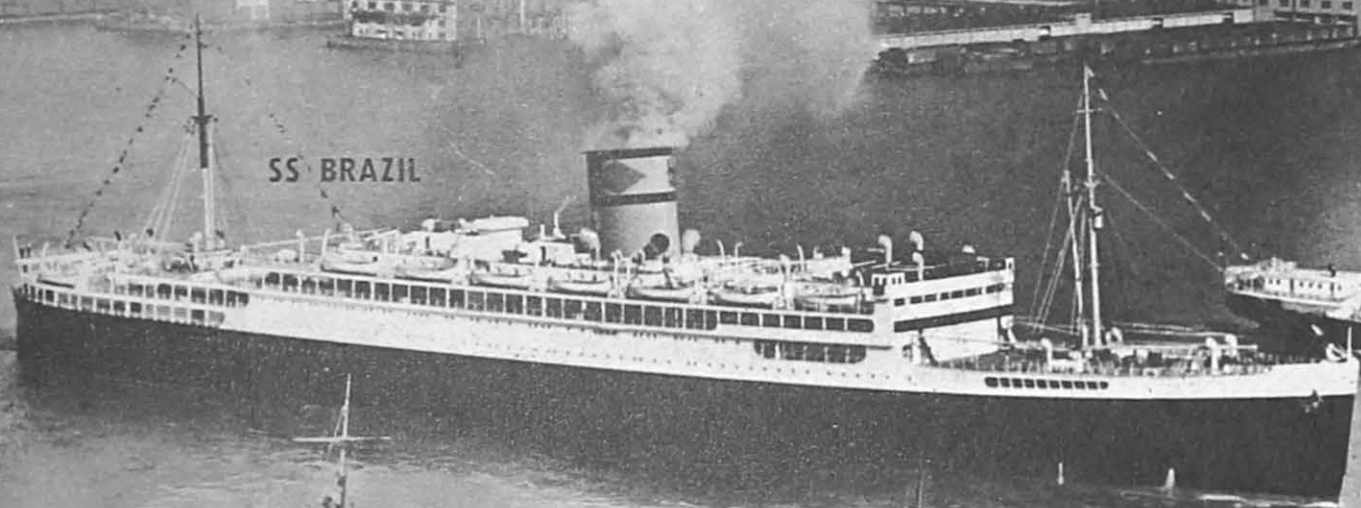


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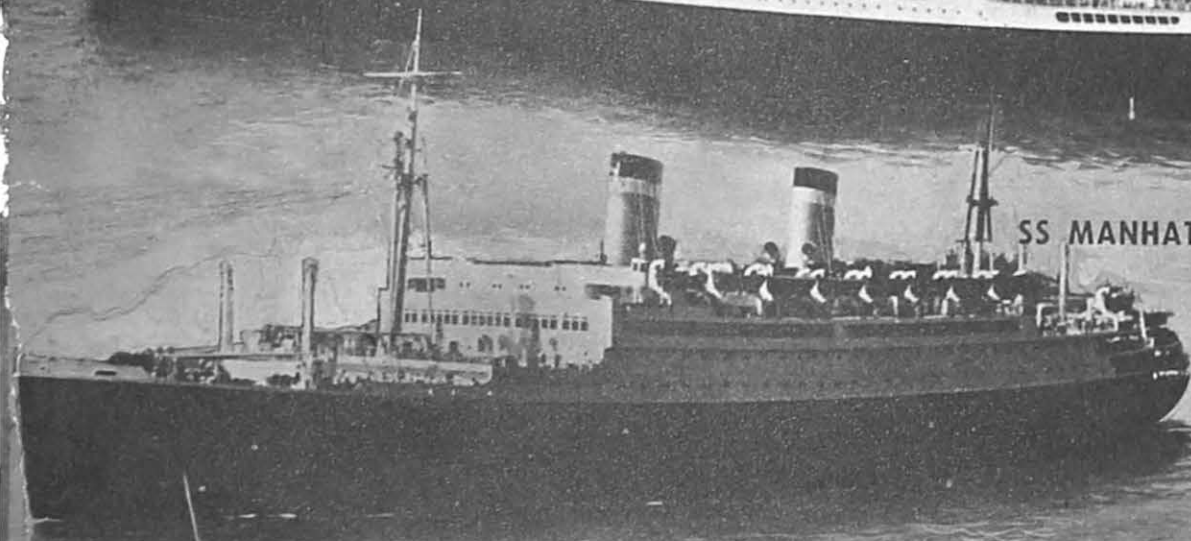
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WAR SHIPPING ADMINISTRATION TRAINING ORGANIZATION

**NOTED PREWAR
UNITED STATES
PASSENGER VESSELS**



SS BRAZIL



SS MANHATTAN

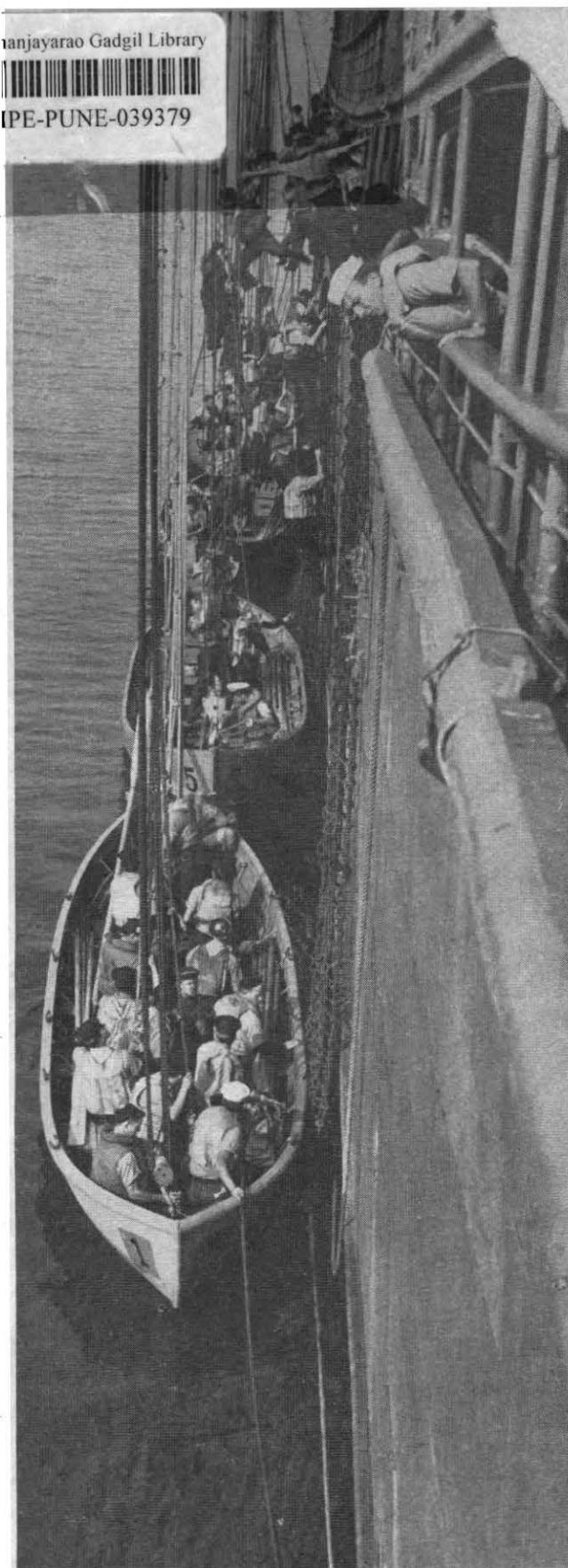


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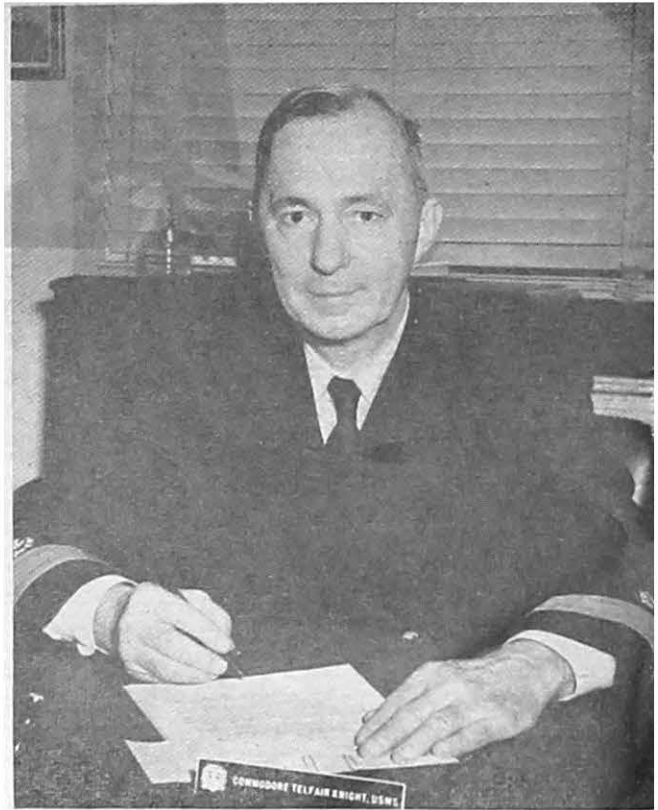
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FRONTISPIECE	
The <i>American Mariner</i> training vessel of the United States Maritime Service, stationed in New York Harbor. It is a Liberty ship, converted for training purposes; 440 feet long, 62 feet beam and 10,800 gross tons.	
REAR COVER	
The <i>Joseph Conrad</i> , full-rigged United States Maritime Service training vessel, stationed at St. Petersburg, Fla. This famous ship, subject of adventure stories and novels is more than 100 years of age.	



"Abandon-ship" drill



Capt. EDWARD MACAULEY, USN (Ret'd), Deputy Administrator, War Shipping Administration, and Commissioner, United States Maritime Commission, has supervision, among other functions, of the Training Organization of War Shipping Administration. Captain Macauley was commanding officer of the USS *George Washington* in World War I, and was awarded the Navy Cross. He is an officer of the Legion of Honor (France), the Order of Leopold (Belgium), and holds Spanish-American, West Indian, and Philippine campaign medals



Commodore TELFAIR KNIGHT, USMS, Assistant Deputy Administrator for Training, War Shipping Administration, has been connected with the program for training personnel for the Merchant Marine and United States Maritime Service since its inception in 1938. Previously, he served as secretary, United States Maritime Commission. In April 1937 he was appointed assistant to Rear Admiral H. A. Wiley, USN (Ret'd), Member of the U. S. Maritime Commission. In August 1940 he became Acting Director and then Director, Division of Training, U. S. Maritime Commission. In 1942 he was assigned to his present post as the Assistant Deputy Administrator for Training

A night view, typical of the activity in our Nation's shipyards building vessels to smash the Axis





A FOREWORD

By Vice-Admiral Emory S. Land, USN (Ret'd); Chairman,
United States Maritime Commission and Administrator,
War Shipping Administration

Today, America is operating the greatest merchant fleet in the history of the World. Soon, 4,000 ships will be at sea; 3,000 are now transporting to every part of the world the vital necessities to carry on a global war, just as in time of peace, they are the transports of the Nation's commerce.

The modern ships are vast complicated affairs with intricate machinery installed within to propel them through the oceans of the world. Unless fully manned, they are huge useless captives, idle hulks tied to a dock or anchored in the still waters of a harbor.

There is an urgent need for experienced and inexperienced men to become ships' officers and seamen. Every day, five desperately needed ships are sliding down the ways of American shipyards to carry the cargoes needed by our fighting men and our fighting allies.

In 1944, 80,000 men will be needed to man these newly built vessels. Half of them must be men with former sea experience who left the sea for positions ashore. These men are needed now on ships. Courses established by the Government will assist them to regain their former skill. The other half will consist of men without previous sea experience who will be trained at government expense to fill out the crew complements aboard these new vessels.

The purpose of this information booklet is to inform Americans, especially young Americans, of the many opportunities which have been made available to them through the establishment of training stations, upgrade schools, and specialist schools by the United States Maritime Service.

The United States Maritime Service is an organization of volunteers. Every man enrolled for training in the U. S. Maritime Service can be proud of the uniform he wears. It has been worn at every important overseas undertaking—at Guadalcanal, Tarawa, Casablanca, Salerno, and at Cherbourg.

The American seaman's contribution to ultimate victory cannot be measured by words. When the victory is won, many of the men who read this booklet and join the Maritime Service will continue to sail in time of peace. No career is more honorable than that offered in our Merchant Marine.

E. S. LAND
*Chairman, U. S. Maritime Commission
Administrator, War Shipping Administration.*



JOHN BARRY, "Father of the American Navy" began his sea career at the age of 11. He commanded the *Lexington* and was so successful in destroying enemy shipping that he was offered 20,000 pounds and a command to desert the Colonies. He refused. In 1777, he was appointed delegate to the Philadelphia Convention assembled to review the Articles of Confederation



NATHANIEL BOWDITCH, mathematician, astronomer and navigator. His writings formed the basis upon which modern navigation is practiced as an exact science. While commanding the *Astrea*, he taught every member of his crew, including the colored cook, the principles of navigation. His *American Practical Navigator*, first published in 1802, is used today as a standard authority



DONALD MCKAY, naval architect and shipbuilder. His plans revolutionized the sailing vessels and method of handling in his generation. His creation, extreme clippers, included the *Flying Cloud*, *Challenge*, *Red Jacket*, *Sovereign of the Seas* and *Great Republic*, largest clipper ever built. His genius for designing sailing ships of speed and beauty has never been surpassed



ELIAS HASKET DERBY, illustrious member of a famous American seafaring family. Foreseeing the advantages of the China trade, Captain Derby fitted out vessels and risked his fortune in the enterprises. His sons were educated abroad with instructions to study the China and India trades. He was responsible for the present system of using bonded warehouses and paying taxes as goods are withdrawn



ROBERT FULTON, architect, portrait painter, and inventor. At the age of 10, he invented successful paddle wheels for a fishing boat. Thirty years later, his *Clermont* doomed the sailing vessel and revolutionized the maritime industry. Other inventions included submarines, machines for spinning flax, cast-iron aqueducts, torpedoes and inclined planes for raising and lowering boats



JOHN CLARK JAMISON, master mariner, was a protégé of Capt. Samuel Samuels, under whom he served aboard the packet *Dreadnought*. In 1893, Captain Jamison was given command of the newly purchased luxury liner *New York*. Other noted vessels he commanded were the *St. Paul*, the *St. Louis*, and later, the *Vaterland*, the interned German vessel which this Government seized in World War I. Like Captain Samuels, he helped many men in their sea careers