

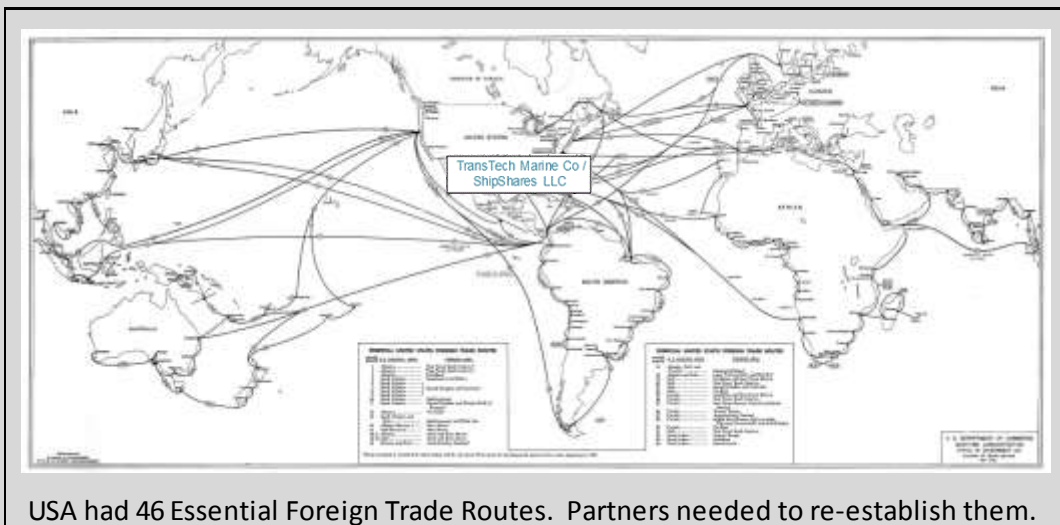


Every nation that is economically strong and independent does so by carrying a meaningful part of its foreign trade in its own bottoms. Those who leave it to others remain dependent and weak. A seat at the table where terms of trade decide national economic well-being is won by the nation's merchant fleet. Nations that know their merchant maritime history also know it is vital to protect and renew it constantly.

US Commercial Marine Shipping Leadership

- 1819 *Savannah* 1st Steam-assisted ship to cross Atlantic Ocean
- 1840s 1st True Clipper Ships built for California Gold Rush
- 1902 *Thomas W. Lawson* ... largest sailing vessel / ranker ever built
- 1930s Seatrains ... rail cars move more economically by ship
- 1953 US builds world's fastest passenger ship, *SS United States*
- 1954 National Bulk Carriers, builds first supertanker (in Japan)
- 1956 Malcom Mclean converts *SS Ideal X* to 1st containership
- 1958 US builds 1st LNG ship in Louisiana for export to UK
- 1961 US builds 1st nuclear-powered merchant ship, *NS Savannah*
- 1969 US converts *TS Manhattan*, first tanker to transit NW Passage
- 1972 US invents LASH and SEABEE ships
- 1973 US invents Roloc Box, trailerships extend highways to seaways
- 1976 Boeing invents world's fastest, most comfortable hydrofoil
- 1978 NASA is first to transport LH₂ by sea

??? New heroes are needed,



USA had 46 Essential Foreign Trade Routes. Partners needed to re-establish them.