

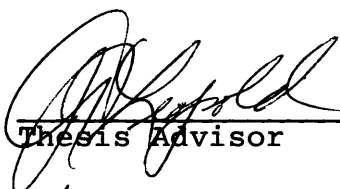
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ABSTRACT OF
THE HERBERT FULLER AND NEW YORK CITY'S
SHIPPING INDUSTRY FROM 1890 - 1910

by

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The Herbert Fuller was a commercial sailing ship, newly constructed in 1890. The purpose of this thesis is to demonstrate how a group of family related investors used the shipping technology prior to the Industrial Revolution at a time when steam powered steel ships were gaining steadily in popularity and managed to earn a profit. The Herbert Fuller used a small crew and was powered by sails. The Port of New York, long established as a fine seaport in a city that was one of the great mercantile centers of the world, was the Herbert Fuller's main port of call.

There were many facets to operating an American ship in order to insure its economic success. Cabotage laws restricted coastal trade to only American ships, easing out any foreign competition in this area of sea trade. To reduce the risks of ownership of marine vessels, the Herbert Fuller and its freight were insured against such unforeseen catastrophes that were considered "Dangers of the Sea."

Once a ship was registered and insured it was ready to transport goods and earn its keep. The Charter Party, a legal device drawn up by shipping agents, allowed a merchant to hire a ship to transport goods to another

area. It set fees, described cargo, delegated the duties of the captain and crew and gave dates of departure.

As soon as the ship was loaded with goods it was towed out to sea. During the sea voyage the ship was kept clean, painted and repaired, when necessary. Arriving at its destination, tow boats brought the ships into port. This was a dangerous time and most tow companies refused to take any responsibility for damages to the ship.

When safely in port, the captain presented the Customs Officer with bills of health for his crew. A ship could be quarantined if anyone on board had any diseases. The captain also paid freight rates, based on the weight of the cargo, to the Custom House. No one was allowed to leave the ship, until the captain proved, with notarized statements, that the crew had been paid.

As soon as all the cargo was inspected for damage and the goods were unloaded, the captain assessed any major repairs the ship might need and brought it to the shipwright, making sure the ship was brought to an area where many shipping services could be obtained.

The Herbert Fuller moved about its business in this fashion until 1896, when the second mate murdered its captain, Charles T. Nash, his wife, Laura, and first mate. Eventually, Nash's brother, Alonzo, took over the management of the Herbert Fuller for the next fourteen

years until it caught fire while in a lumber yard. It was sold in 1916 and renamed the "Rousse." Shortly after the United States entered World War I, a German U-Boat sunk the ship off the coast of France on May 27, 1917.

Although the Herbert Fuller earned money for its owners, its span of operation was limited as steel and steam powered vessels developed speed and a large carrying capacity. The last commercial sail ship entered New York harbor in 1941.