When to bring the American Merchant Marine up to what was considered an appropriate level, existing steel yards were fully committed, attention was naturally given to the possibility of using the capacity of those yards which could build wooden ships. Three factors influenced this decision— the availability of labour on the North Atlantic Coast, the unlimited wood resources of the South Atlantic, Gulf, and North Pacific Coasts, and the shipbuilding tradition of Maine. It is said that the latter weighed very heavily with the U.S. President of the day, whose love for the wooden ships of this area was well known.

In considering the types of ships to be built, as well as the yards to which contracts should be allocated, attention was naturally paid to existing plans of old-established yards. The first design approved by the Emergency Fleet Corporation was known as the Hough type, based on two vessels, C.A. Smith and Johanna Smith, built by Kruse and Banks for the C.A. Smith Lumber Co., to replace two steel hulls requisitioned by the E.F.C. (Incidentally, this yard completed the first wooden ship for the E.F.C. — the North Bend, in 1918.) The plans were altered somewhat by the E.F.C. and following discussions on the suitability of the type, Theodore Ferris, a well known naval architect, was commissioned to design what ultimately became the main type, known as the Ferris type.

As the programme developed, it became necessary to authorise shipyards to build vessels of a type for which they were particularly suited. Thus by the end of the programme, some 12 or 13 types were authorised, apart from the barge types which were later included.

The programme ran into many difficulties. The first was that there were a number of yards which could provide adequate timber for hulls, but had no contacts with suppliers of machinery. In fact, this difficulty was the rock on which the programme ultimately foundered. After initial delays, it was found, as a complication, that yards would have, for example, a surplus of timber sizes for beams, keelsons and so on, and no timber suitable for planking. In the early stages, availability of timber influenced the allocation of contracts.

By January 1918, the E.F.C. had been able to arrange 65 contracts for complete ships, and 298 contracts for hulls for which the E.F.C. undertook to find the engines. (Perhaps the foregoing would have been clearer had I written 'contracts for 65 complete ships and for 298 hulls.' The provision of engines proved a greater difficulty than was anticipated and in the long run, a number of hulls originally intended to be engines were completed as barges, either for the E.F.C. or for private owners who purchased the unfinished hulls from the E.F.C. In the meantime, however, the position had been made even more difficult by the allocation of still further contracts so that at the time of its maximum optimism, the E.F.C. planned to get in the vicinity of a thousand ships under this programme. (See below under 'Statistics' for some note on the difficulty of ascertaining exact figures.)

When the Armistice was signed, it had already become apparent that the wooden ships would not play the important part which had been envisaged for them in earlier planning. There followed much renegotiation of contracts, and widespread cancellations. The extent of such cancellations will become apparent as the output of each yard is considered.

As steel ships became available in the immediate post-war period, the wooden ships were gradually placed in lay-up sites and the E.F.C. concentrated its efforts to dispose of them. A number were sold to American owners and continued to ply under the U.S. flag for varying periods. However, in September 1922 a bulk deal was made with G.D. Perry, of San Francisco, for the sale of 226 ships to the Western Marine & Salvage Co., for scrap, with the option of using a limited number in the coastal trades for short term contracts. (The abbreviation WM&S for Western Marine & Salvage Co., is very frequently used in the listing which follows.) Of the 226 ships in this deal, 214 were laid up at Claremont, Va., 13 at Orange, Texas, and 2 at
Beaumont, Texas-most of them were scrapped in 1923, but some were not dealt with until 1924/5 and a few lasted even longer. Where the year of scrapping is definitely known, it is shown in the listing. With the exception of some which lasted as barges, and a few under foreign flags, all the wood and composite ships were gone by the beginning of World War II.

Other bulk deals of interest which were made by the E.F.C. included the sale of 28 barges to the Southern Transportation Co. in 2/1920, 25 completed ships to Brooks S.S. in 1920 (though they were repossessed in 6/1920 when the company defaulted on its mortgage payments), and 75 incomplete hulls to R. J. McGahie of San Francisco in 3/1922. A deal with the Ship Construction and Trading Co. in 8/1921 for the sale of 201 ships at $2100 each fell through, but is interesting as an indication of the then current market value of these ships.

It is to be noted that many of the vessels sold for scrap were not broken up in the usual way. After being stripped of engines and movable items, together with valuable metals, the hulls were burnt for the recovery of remaining metals at low tide. Even this became unprofitable in the end, and a great many were merely abandoned on mud flats in various harbours, or in backwaters of navigable rivers. The 'shabby sisterhood of the sea' gained an enormous number of members at this period. John Lyman of Washington has told me of an extreme case of this nature—a vessel which wound up on the banks of the Potomac River and was finally destroyed by fire in 1949.

STATISTICS. In dealing with the various Governmental building programmes of the First War, I have tried to make the starting point the actual statistics of ships built. Unfortunately I have been able to get reliable statistics in only a very few instances. The U.S. wooden ship programme is a good example of the difficulties encountered. One would like to start off by saying that such and such a number of ships was built, and then go on to account for all the vessels in the total. The impossibility of doing this is apparent when one consults what was termed 'accurate.' One would expect that the figures issued by the Emergency Fleet Corporation would be accurate, yet even the famous report by Charles Piem contradicts itself in many ways. This report was issued as at 30th April 1919. In it, we find, at page 49, a list of the total contracts, the figure being quoted as 917. A table on pages 119-121 of the same report gives a detailed breakdown of these figures, but puts the total at 593. Again, page 49 shows cancellations at the figure of 260, while the table on pages 119-121 says it is 362. As against the totals of 917 and 993 mentioned, the report of the U.S. Shipping Board, which was the parent body of the E.F.C., quotes, in its 1921/22 issue a total figure (wood, composite, barges and tugs) of 1057.

In the light of the foregoing, I have used as a basis the detailed figures shown on pages 119-121 of the Piem Report, and have amended the figures where it has been definitely ascertained that the output of any yard differed from the contract figures.

In a few cases, it will be seen that I express doubt as to whether a vessel was or was not actually completed. This is because I have been unable to get evidence of completion. In some cases, more especially in those yards which contracted to build hulls only (without engines), it often happened that the hull was completed and laid aside. Many such hulls were taken up by McGahie as described above. On the other hand, I have come across several instances in which a vessel was documented without having been completed, and a few cases where names were changed between completion and documentation.

Anyone who can show definitely that there should be any reassessment of my conclusions in this matter is cordially invited to get in touch with me.

SCOPE OF THE LIST. The list which follows attempts to reconcile the output of each yard with the contracts undertaken, and to show the actual output of each yard. Where a vessel has been completed other than as a fully powered steamship (or motorship), no attempt has been made to trace her subsequent history. Members interested in sailing vessels can undoubtedly contribute much in this manner—I'm a steamship man myself, and schooners and barquentimes are not in
my territory. Where a vessel was completed as a barge, I have merely noted the fact, again because barges are outside my sphere. Where a vessel has been renamed before completion, I have recorded the fact where known. Vessels built under the barge contracts have been included for two reasons. The first is that it is important to distinguish between those vessels DESIGNED as barges, and those vessels which were designed as steamships and merely completed as barges. The second reason is that, no doubt due to wartime pressures, and the immediate post-war confusion, Lloyds Register in the period 1919-1922 contain many misleading items. A vessel may be described as a steamer in one Register, as a barge in another next, and may be omitted entirely from the next issue without any reason being given. As with the sailing ships, I have made no attempt to follow through the histories of the barges, either those designed as such or those which were finished as such. It is usually accepted that these barges were 'non-sea-going'.

I have included Official Numbers where known, because there are some quaint habits of duplication of names in the U.S. programme. Where anyone can let me have official numbers I lack, I would be glad to hear. For my own purposes, I have recorded the engine suppliers for the steamships, but if anyone has access to American Bureau 'RECORD's for this period, I would very much like some help in finding many missing engine details.

This list is not in the standard BNRS form because it is an attempt to cover the whole of one section of a nation's war effort. The ships included very rarely require an 'outline career' as is usual in BNRS lists.

Finally, may I say that I realise that this list is not 100% complete, but I think it is the first time anyone has tried to get all these vessels into order for publication. It would never have progressed so far had it not been for the help of a few fellow-workers. Among these I would like to mention John Lyman, of Washington D.C., whose searches in official archives have been long and frustrating, though invaluable; Span Ashdown, of New Orleans, who has put his own records at my disposal and has sent me countless photostats of documents not available outside the U.S.A.; Vic West, of North Bend, Ore, whose local knowledge of Pacific Coast matters has helped greatly, and last but by no means least, Fredland, the stalwart in charge of the World Ship Society's Central Record, who can be relied on to fill the gaps and on whom I have leaned heavily.

May I appeal to any member who can improve this list in any way to get in touch with me so that by our joint efforts we can really make it complete for all time.

Now to get onto the listing of the outputs of the yards.

**ALABAMA - NEW ORLEANS TPN CO** - see NATIONAL S.B.CO, VIOLET, La.


216887 BANGOR, compl. 1918, and 217979 ALTA, compl. 1919.

Both sold to WM&S for scrap 9/1922, BU 1924/5

**ALLEN S.B.CO., SEATTLE, Wash.** Two ways for E.F.C. building. Contract No. 193 for two hulls only, numbers 1228/9, and contract No. 430 for two hulls only, numbers 2188/9. One of latter contract cancelled.

217951 BOSWORTH, compl. 1919. To WM&S for scrap 9/1922, BU 1924/5.

ALLENHURST and AHMID - completed as barges, not documented.

**AMERICAN LUMBER CO., MILLVILLE, Fla.** 4 ways for E.F.C. Contract for 6 barges, of which 7 cancelled.

218755 MILLVILLE - barge.
AMERICAN S.B.CO., BRUNSWICK, Ga.  6 ways for E.F.C. Contract 10 Ferris hulls without engines. 5 cancelled.
217227 ALABAT - compl. 1918. To WM&S 9/1922, BU 1923
217530 CASMALLA - compl. 1918. To WM&S 9/1922, BU 1925
218834 TENAS completed as barge 1919.
ALCOY and BRIDGEWATER were completed as hulls, not engines, and never documented.
Cancelled hulls included BRITELLE, ERINNON & ERINKHAVEN.

BARBARE BROS., TACOMA, Wash.  2 ways for E.F.C. Contract 5 Ferris hulls without engines. 1 cancelled.
241673 MAHASKA compl. 1918. To WM&S 9/1922, BU 1924
247233 BOTTINEAU - compl. 1918. To WM&S 9/1922, BU 1925
? BOUGHTON - compl. as barge
- IMUKPA - abandoned on stocks.

BEAUMONT S.B.CO., BEAUMONT, Tex.  4 ways for E.F.C. Contract 12 Ferris hulls complete (7 cancelled.) Contract 411B for 2 barges, EFC hulls 2127 and 2128.
217000 SWAMPSCOTT - compl. 1918. To WM&S 9/1922, BU 1925
217417 QUIRMAKING - compl. 1918, B.U. 1924
218064 ANEXELIA - compl. 1919. To WM&S 9/1922 - BU 1925
? AWASH - believed completed as barge & not documented.
- AWOUNEE - cancelled. Apparently no other names had been allotted to hulls later cancelled.

BARGES: =SHELLEBANK, SHELBY. Official numbers unknown.

218061 KINITA - compl. 1919. To WM&S 9/1922 - BU.
220274 KOOSWIN - compl. 1920 as barquentine MONITOR. Later converted to fish reduction plant.
? CRABTO - compl. as barge - apparently not documented.

216072 BELLOTA - compl. 1918, BU 1924
217077 BLYTHEDALE - compl. 1918. To WM&S 9/1922, BU 1924/5.
217479 BUCKHORN - compl. 1919. To WM&S 9/1922, BU 1924/5
217873 RRD LANDS - compl. 1919. To WM&S 9/1922, BU 1924
220128 NAKONI - compl. 1919 as barquentine KATHERINE MACKALL
? MASSAUIT - compl. as barge.

COAST S.B.CO., PORTLAND, Ore.  4 ways for E.F.C. Contract 8 Ferris hulls without engines and 4 Ferris hulls with engines. Latter 4 covered by Contract No. 6, EFC hulls 59-62.
216966 BARADOS - compl 1918, BU 1924
217025 BARRINGTON - compl. 1918. BU 1924
217262 CABEZA - compl. 1918. To WM&S 9/1922, BU 1925
217364 CABURA - compl. 1918. To WM&S 9/1922, BU 1924/5
217795 BOXFUTTE - compl. 1919. Sold for scrap 2/1922 but finally abandoned on mud at Baltimore.
217796 BOYKIN - compl. 1919. To WM&S 9/1922, BU 1924/5
217798 ASPENHILL - compl. 1918. To WM&S 9/1922, BU 1924/5.
219687 BOYNTON - compl. as barge.

COASTWISE S.B.CO., LOCUST POINT, Md.  5 ways for E.F.C. Contract 5 barges - 2 cancelled.

BARGES:
219152 CATONSVILLE
218751 SHERWOOD
219485 CARROLL.
Cobb, F. & Co., Rockland, Me. 2 ways for E.F.C. Contract 2 barges, 1 cancelled.
Page: 219059 Whithead.

Continental S.B. Co., Yonkers, N.Y. 3 ways for E.F.C. Contract 55, 584 for 1 hull or own design (Type 1084 - see notes at end), EFC hull number 2049.
219245 Hastnai - compl. as barge.

72 for 4 rough hulls; EFC numbers 451, 454, without engines, and
6 Ferris hulls without engines. No cancellations.

Hough Type.
216380 Cobb Bay - compl. 1918. Foundered 10/9/1918 in 22.7N, 110.45W
217024 Ballint - compl. 1918. Sold F.D. Underwood 10/1921 but re-
possessed. To W&M's 9/1922.
217357 Marshfield - compl. 1918. To W&M's 9/1922.

MBA - compl. as barge, apparently not documented.

Ferry Type.
218246 Burnside - compl. 1919. Abandoned on fire 18/10/1920 off
Lands End, bound Philadelphia - Rouen. Towed in to a
British port (?) Falmouth and BU 3/1921.

Samantha and Samoa both completed as barges, and may
not have been documented.

Burnwood, Pamunkey & Peshewah were launched but never com-
pleted.

Crock (H.E.) & Co., Baltimore, Md. 3 ways for E.F.C. Contract
3 barges, less one cancelled.
Barge:
219172 Druid Hill.
Name of other barge still sought.

Crosby N.V. Co., Richmond, Me. 2 ways for E.F.C. Contract 2 bar-
ges - no cancellations.

Barges:
219172 Hallowell
218501 Richmond.

Cumberland S.B. Co., South Portland, Me. 4 ways for E.F.C. Contract
9 Ferris hulls with engines, less 2 cancelled. Contract #4 barges,
all cancelled.
217080 Cumberland - compl. 1918. To W&M's 9/1922, BU 1924.
217081 Fallmouth - compl. 1918. do do 1924
217178 Belgrade - compl. 1918 do do 1923
217195 Lewiston - compl. 1918 do do 1924/5
221657 Carolina - compl. as barge.

Wacoulem & Orum both believed sold incomplete for conversion

Cleveland, N. B. & R. - compl. as barge Northern No. 41, O/N 221160

M. B. & R. - compl. as barge Frederick, O/N 221593

Dantzler S.B. Co., Moss Point, Miss. 4 ways for E.F.C. Contract 6
Ferris hulls without engines. 2 cancelled.
217527 Buck - compl. 1918. To W&M's 9/1922, BU 1924
217565 Moss Point - compl. 1918. To W&M's 9/1922 - BU about 1924
220835 AERFOIL - compl. as barge (AERFOIL)

ESCATAWPA - compl. as barge - apparently not documented.

CANCELED: Anadyar, Ashston.

Diebel, B. & Co., Biloxi, Miss. 4 ways for E.F.C. Con-
tract 6 Daugherty type, later replaced by 6 Ferris type, complete
with engines. One cancelled.
216991 PASCAGOULA - compl. 1918. To WM&S 9/1922
217062 BELLIR - compl. 1918. do - BU 1925
217279 CAVKIER - compl. 1918. Sold for scrap 2/1922, BU 1925
217488 BERELA - compl. 1918. do do BU 1922
217865 PANGA - compl. 1918. To WM&S 9/1922, BU 1924

CANCELL ED - ABILENE.

FAHEY, J.H. - see ST. JOHN'S RIVER S.B.Co.


BEDLOE - launched but never completed or documented.


216221 ACCOMA - compl. 1918. Founder 11/2/1919 in 36.8 N, 62.54 W.

216836 COWETA - compl. 1918. Sold 4/1922 for scrap but 'abandoned'
216888 CONGARRE - compl. 1918. To WM&S 9/1922, BU 1921/5
216889 ALANTHUS - compl. 1918. do do BU 1922
216980 BOLOGAN - compl. 1918. do do BU 1924
217156 BUGAYA - compl. 1918. Sold 4/1922 for scrap but 'abandoned'
217157 FOLOM - compl. 1918. To WM&S 9/1922, BU 1924
217158 TOLO - compl. 1918. Sold for scrap 1922 but 'abandoned'
217356 AUREMA - compl. 1918. To WM&S 9/1922, BU 1924

FREEPORT S.B.Co., FREEPORT, Mo. 3 ways for E.F.C. Contract 4 Ferris hulls without engines. 2 cancelled.

217534 NEMASSA - compl. 1919. To WM&S 9/1922, BU 1925
220939 HARRASEEKET - compl. as 5 m. sch. SINTRA. Lost in collision off Cape Cod 19/11/1921.

CANCELL ED - ALLEGRE.

FULTON S.B.Co., WILMINGTON, Cal. Contract 4 Hough hulls, 8 Ferris hulls, all without engines. 3 Ferris hulls cancelled.

HOUGH TYPE.

216711 YEHAMA - compl. 1918. Burnt 1919, hulk sold to Pideliy Trust Co., Boston, resold - (b) VINLAND (Dansk Amerikanske D/S Copenhagen) 1920. (c) MOKUR (A/S D/S Vestjylland, Esbjerg) 10/1922, BU in Germany 1924

216782 CATAWBA - compl. 1918. To WM&S 9/1922, BU 1924
217052 MONO - compl. 1918. do do 1924
? COCOA - compl as barge.

FERRIS TYPE.

217250 WANGYANDA - compl. 1919. To WM&S 9/1922, BU 1924/5
217774 WAMXER - compl. 1919. do do 1923
? WOYOKA - compl. as barge
? ADEME - do do
? LYNNHAVEN - do do

GILCHRIST (G.E.), THOMASTON, Me. 1 way for E.F.C. Contract 1 Ferris hull without engines.

217543 UTOKA - compl. 1919. To WM&S 9/1922; BU 1923.


217054 BATTARATCHIE - compl. 1918. To WM&S 9/1922, BU 1925.

GILDERSLIEVE - apparently completed as barge ALLEGANY, NY, O/N 221584.
<table>
<thead>
<tr>
<th>Vessel</th>
<th>Type</th>
<th>Completion Year</th>
<th>Fate</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANDA</td>
<td>Do</td>
<td>Do</td>
<td>Do Do</td>
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<tr>
<td>BOXLEY</td>
<td>Do</td>
<td>Do</td>
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<tr>
<td>HANCOFT</td>
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<td>WIHARA</td>
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<td>ITANOA</td>
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<td>MORAINE</td>
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<td>AILEN</td>
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<tr>
<td>ANTHEA</td>
<td>Do</td>
<td>Do</td>
<td>Do Do</td>
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<tr>
<td>FORT SNELLING</td>
<td>1919</td>
<td>Do</td>
<td>Do Do</td>
</tr>
<tr>
<td>FORT BEWARD</td>
<td></td>
<td>Do Sold to Fort SS New York 6/1920. Repossessed by USSE. Then (b) SALVATORE 8 (R. Stavita, Naples) 5/1922, then (c) SALVATORE START. (same owner) 1923, BU 72</td>
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<tr>
<td>ABILLA</td>
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<td>ABNABA</td>
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<tr>
<td>ABURA</td>
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<td></td>
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<tr>
<td>FORT STANWIX</td>
<td>(unknown) launched as EDITH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ABYDOS</td>
<td>Sold after launch, to Grays Harbor M/S Co., compl. by them 1920 as 220354 FOREST KINGS. As completed, was hardly recognizable as a Ferris type - even had engines aft. Owned in succession by Forest King Co., then Traders Transport Co., Seattle, then Todd D.D.Co., Seattle. Then (b) ALICE TEBB (Southland SS) 1937, then Wybar SS 1940. Foundered off Jacksonville, Fla., 28/9/1940.</td>
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<tr>
<td>Hough Type</td>
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<tr>
<td>WASCO</td>
<td>Do</td>
<td>Do</td>
<td>Sold for scrap 1925. Burnt out while being BU at Locust Point, Md 6/1925</td>
</tr>
<tr>
<td>HILOXI</td>
<td>Do</td>
<td>Do</td>
<td>To WM&amp;S 9/1922.</td>
</tr>
<tr>
<td>KASOTA</td>
<td>Do</td>
<td>Do</td>
<td>To WM&amp;S 9/1922.</td>
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<tr>
<td>BLANDON</td>
<td>Do</td>
<td>Do</td>
<td>To WM&amp;S 9/1922.</td>
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<tr>
<td>BOLLSTON</td>
<td>Do</td>
<td>Do</td>
<td>To WM&amp;S 9/1922.</td>
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<tr>
<td>CALUSA</td>
<td>Do</td>
<td>Under name CALLOOH. To WM&amp;S 9/1922, BU 1925</td>
<td></td>
</tr>
<tr>
<td>MORTIZ</td>
<td>Do</td>
<td>To M&amp;J Tracy, New York, resold to J.G.Constatine, NY 7/1925. BU 1930</td>
<td></td>
</tr>
<tr>
<td>DUMARU</td>
<td>Do</td>
<td>Burnt 22 miles off Guan after being struck by lightning 15/10/1918.</td>
<td></td>
</tr>
<tr>
<td>WAXAN</td>
<td>Do</td>
<td>To WM&amp;S 9/1922, BU 1925</td>
<td></td>
</tr>
<tr>
<td>CAPONKA</td>
<td>Do</td>
<td>Sold 3/1922 for BU. Finally beached at Tappahannock. Destroyed by fire 45</td>
<td></td>
</tr>
<tr>
<td>KIWA</td>
<td>Do</td>
<td>To WM&amp;S 9/1922. BU 1926</td>
<td></td>
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<tr>
<td>HOBROOK</td>
<td>Do</td>
<td>To W&amp;M&amp;S 9/1922, BU 1926</td>
<td></td>
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<tr>
<td>Ferris Type</td>
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<tr>
<td>ALSHOTAH</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
</tr>
<tr>
<td>NEEDOLOH</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
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<tr>
<td>NUPOLELA</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
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<tr>
<td>TILLAMOOK</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
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<tr>
<td>LATOKA</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
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<tr>
<td>MEDFORD</td>
<td>Do</td>
<td>Do</td>
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<tr>
<td>KANKAKER</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
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<tr>
<td>KOKOMO</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
</tr>
<tr>
<td>PORT SCOTT</td>
<td>Do</td>
<td>1919 Sold for BU 2/1922 but abandoned on mud flats near Baltimore</td>
<td></td>
</tr>
<tr>
<td>PORT STEVENS</td>
<td>Do</td>
<td>To WM&amp;S 9/1922, BU 1924</td>
<td></td>
</tr>
<tr>
<td>PORT SILL</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
</tr>
<tr>
<td>PORT SMITH</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
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<tr>
<td>AFRANIL</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1925</td>
</tr>
<tr>
<td>AGARISTA</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1926</td>
</tr>
<tr>
<td>AHALA</td>
<td>Do</td>
<td>Do</td>
<td>Do BU 1924</td>
</tr>
</tbody>
</table>
217698 ALCIS compl. 1919, BU 1924
217699 ALEUTIAN do do To W&M&S 9/1922, BU 1924
217700 ACUARIO do do do BU 1924
217701 AGRIFAN do 1921 by G.P. Mathews, Portland, as 5 m. sch
UNDUNTED 221305
ACADEMIA reported as being completed as schooner FOREST
QUEEN but I have been unable to confirm this.
Further details welcomed.
CANCELLED: ABANTIS, ABERTA

GRAYS HARBOR MOTORSHIP Co., ABERDEEN, Wash. 8 ways for E.F.C.
Contract 25 ships of own design, complete with engines. Of these,
4 hulls and 8 engine installations cancelled. Of the 21 hulls, 17
were 'Grays Harbor' type and 4 'Ward' type.

GRAYS HARBOR TYPE
216576 WISKAH compl. 1918. Tow W&M&S 9/1922, BU 1924/5
216553 KASKASHIA do do BU at Baltimore 6/1920 after fire
damage at New York 1/1920
216745 BLACKFORD do do Pounded off Lower California
17/9/1918,
216880 ABRIGADA do do Burnt out at St. Michael’s, Azores,
31/12/1919
216943 BROOKLYN do do To W&M&S 9/1922, BU 1924/5
217027 BROMPTON do do do BU 1924/5
217063 ABERDEEN do do do BU 1924
217201 BRONCHO do do do BU 1924/5
217298 BROOKDALE do do To Crosby Marine Corp., Seattle then
to Brookdale SS, Los Angeles 6/1924 then to
McCormick SS 3/1931 then to Gardinia Packing Co
and converted to fish reduction plant. Abandoned
in Sacramento River 1938, badly burned there
3/1944, remains sold for scrap 1947
While there had fire in kerosene cargo 8/3/21
and became total loss
Burnt out in dock at Calcutta 2/1921 and BU
217817 BROCKLAND compl. 1919. Burnt out after fire in nitrate cargo
at Havana 7/2/1920
218105 BROOKSIDE compl. 1919. To W&M&S 9/1922, BU 1924/5
218223 GRAYLING do do do BU 1924/5
218223 GRAY EAGLE do do do BU 1924/5
218313 MANHATTAN do do do BU 1924/5
218627 GRAY CLOUD do do Sold 6/1920 to Sakhali Karmali,
Calcutta. Wrecked Saugor Flat, Gangas River,
1/2/1921 bound Calcutta-Bombay with coal

WARD TYPE
220087 ADRIA compl. 1919, (b) MACEIO (Pacheco & Co., Rio)
4/1924, BU 1925,
220174 AGRON compl. 1919. Several US owners after 1922. Finally
all converted to barges. BU 1934
220216 AGYLLA compl. 1919, (b) ANTROPOSSTA (Gonzalez, Soffia
& Co., Valparaiso) 10/1921, BU 1931
? AGATHON believed never completed or documented.

BARGE: 218303 NAHANT.

GROTON IRON WORKS, NOANK, Conn. 6 ways for E.F.C., Contract No. 15
For 12 Ferris hulls (E.F.C. numbers 125/136) all without engines.
Four cancelled.

216803 HOKAH compl. 1918, To W&M&S 9/1922, BU 1923
216832 BALISTO do do do BU 1924/5
217508 BERRA do do do BU 1924/5
220836 CUYOS compl as barge WILLIAM B. FANCHER
221605 CASKATA do do NORTHERN No. 44
CONTROLLER, S.LAMIS & BEDFORD compl as barges. These are not
E.F.C. names, but original names unknown, also numbers
HAMMOND LUMBER CO., ROLPH, CAL. (Often shown in Registers as located at Samoa Cal., where head office is situated).
Contract 7 Ferris hulls complete with engines. Three engine installations cancelled.

216835 KROFA compl. 1918. To W.M.S 9/1922, BU 1924/5
216970 BLOOMINGTON do do do BU 1923
217321 COMO do do under name SARIS. To W.M.S 22, BU 24.
217586 DARAH do 1919. To W.M.S 9/1922, BU 1924/5
219602 APAMA do 1919 as barquentine ALICIA HAVISIDE
          AMORA
          AMATA } launched but not completed.

HAMPTON S.S. & MARINE RAILWAY CO., HERBERT'S CREEK, near HAMPTON, Va.
Originally received order for 8 Ferris hulls, but contract cancelled because of lack of progress. (April 1918). Yard ultimately became C.H. Tenney, which see.

HOLDENFELS BROS., ROCKPORT, Tex. 4 ways for E.F.C. Contract for 8 Ferris hulls, without engines. Four cancelled.

          BAYCHESTER
          ZUNIGA
          JASPER
          KLATWA } never engined, never documented.

          sold to Northern Tm. Co. for conversion to barges. I cannot identify later names.


HODGE SHIP CO., MOSS POINT, Miss. 4 ways for E.F.C. Contract for 4 Ferris hulls with engines, and 4 without engines. The latter 4 and 1 complete ship were cancelled, but the yard completed the cancelled ship, as L.K., for its own account as a speculation.

217088 ALPCO compl. 1918. To W.M.S 9/1922, BU 1924
217514 BOONESBOROUGH do do do BU 1924
217680 BANANO compl. do do do BU 1924/5

HOUSTON S.B.CO., STRATFORD, Conn. 6 ways for E.F.C. Contract 10 Ferris hulls without engines. Four cancelled.

217899 FAIRFIELD compl. 1919, BU Boston 1922 after stranding Governor's Island 9/6/1921
219780 GANERI compl. 1919. Fate unknown
22105 ALLESE compl. 1921 as barge TALBOT
222439 ITO compl. 1922 as barge NORTHERN No. 45
          S.H.N.A
          SBRES } launched, never completed, never documented

JIENKE S.S. Co., MADISONVILLE, La. 7 ways for E.F.C. Contract No.
29 for 6 Ferris hulls (E.F.C. numbers 210-215) complete with engines.
Further contract for 6 Ferris hulls without engines, Latter six cancelled, also one of first six, and two further engine installations also had contract for 4 barges, all cancelled.

217320 BAYOU TECHE compl 1918. To W.M.S 9/1922, BU 1925
216386 BALBEC do do do Burnt at Port of Spain, Trinidad 6/3/1926
217850 ABBEVILLE do 1919. To W.M.S 9/1922, BU 1924.
216352 PONGLHRTRAIN do do do BU 1926
          ? TCHERFUNTA do do as barge CANCELLED: AZCON, AREXTS, ARDEA.
JOHNSON S.Y. CORP., MARINE'S HARBOR, N.Y. 3 ways for E.F.C. Contract 4 Ferris hulls without engines. One cancelled. Also contract for 6 barges, of which 5 cancelled.

217018 AOWA compl. 1918. Sold 6/1920 to Anderson O'zeas Corp but repossessed by E.F.C. To WM&S 9/1922, BU 1924.

21948L CHENANGO compl. 1919 as barge
220665 BUSUNGA compl. 1922 as barge CHARLES W. BARD
222347 FORT TOTTEN cancelled, but completed 1922 as barge EASTERN KELLY SPEAR CO., BATH, Me. 6 ways for E.F.C. Contract 1 Ferris hull without engines, also contract for 5 barges, of which 4 cancelled.

217017 COLUMBINE. Compl. 1918. To WM&S 9/1922, BU 1924/5

BARGES:

218673 WINNEBAGOE compl. 1919
218378 NEW MEADOWS do do

KIERAN & KERN, PORTLAND, Ore. 2 ways for E.F.C. Contract 401 for 4 Baltic-type hulls, EFC numbers 2091-2094. I cannot find any record of the cancellation of this contract, but the yard does not appear to have achieved any output.


217469 ESOPUS compl. 1918. To WM&S 9/1922, BU 1925
220543 CATSKILL do do as barge
221676 ISKIM do 1921 as barge NORTHERN NO. 42 CANCELLED - ALPHORETTA

KRUSE & BANKS, NORTH BEND, Ore. 5 ways for E.F.C. Contract No. 64 for 5 Hough hulls. EFC numbers 426-431. Also contract for 6 Ferris hulls. All hulls without engines. Two Ferris hulls cancelled.

HOUGH TYPE.

216317 NORTH BEND compl. 1918. To WM&S 9/1922, BU 1925
216521 QUIDNIC do do do do BU 1924
216702 KICKAPOO do do do do BU 1924
216861 BALIDAN do do do do BU 1925
216983 COCONINO do do do do BU 1924/5 YANUX hull compl. 1918, not engined, not doc.

FERRIS TYPE.

215561 FORT LEAVENWORTH compl. 1918. To WM&S 9/1922, BU 1925
215730 FORT LOGAN do do BU 3/4/1925
220724 FORT LARAMIE compl as barge. Sold to Chas. Nelson & Co and conv to 6 m. schooner. Burnt off Richmond Beach, near Seattle 20/7/1925

FORT LEWIS

LAKE & OCEAN NAV. CO., STURGEON BAY, WIS. (originally REIDOLT & WOLTER & CO.) No ways set aside specifically for EFC work, but was awarded Contract No. 25 for 1 hull of own design (EFC hull number 191) complete with engines.


LONE STAR S.B. CORP., BEAUMONT, Tex. 4 ways for E.F.C. Contract for 9 Ferris hulls complete with engines, also for 12 engines installations in hulls built elsewhere. Nine of these latter were cancelled, as were two hulls complete with engines, and apparently two engine installations on their own hulls.
216643 LONE STAR compl. 1918. To WM&S 9/1922, BU 1924/5
217281 ARADO do do do do do BU 1924/5
217143 ARAMBI do do do BU Baltimore 2/1922
217650 BATANES do 1919 To WM&S 9/1922, BU 1926
† BONAIR compl. as barge
† WESTMINSTER do do
CANCELED: NITWHIT, XUNKAPI.

MACHIAS SHIP CONSTRUCTION CO., MACHIAS, Me. 3 ways for E.F.C.
CONTRACT 4 barges, 1918 and canceled
BARGES:
216817 CUTLER \{ I find it hard to believe that these
216818 JONESPORT \} names were allotted by the E.F.C.
217963 WHALEY \} but I can find no evidence to the
contrary.

MARYLAND S.B.C., SOLLER'S POINT, Md. 4 ways for E.F.C. Contract
No. 12 For 5 Ferris hulls, ESC numbers 100-104, all with engines,
and further contract for 1 Ferris hull without engines. Latter
hull canceled, as well as 1 complete ship and two engine installa-
\v\tion contracts.
217555 CASTFORD compl. 1919. To WM&S 9/1922, BU 1924
217793 ARUNDEL do do do do do ,abandoned 1923
167725 ARMISTEAD compl. as barge
221179 QUINA compl. as barge NORTHERN No. 43
CANCELED: PATHLOS.

MERRIMAC & BARBOCK Co., SEATTLE, 6 ways for E.F.C. Contract
6 Ferris hulls with engines, and 6 Ferris hulls without engi-
\v\nes. Contract later reduced to 11 hulls and 2 engine installa-
tions, but yard actually completed 6 engine installations.
216819 POULTON compl. 1918. To WM&S 9/1922, BU 1924
217005 DAGA do do do do do BU 1924/5
217202 WAYUCAN do do do do do BU 1924/5
217370 TAYA do do do do do BU 1924
217432 ALAMOY do do BU 1924
217620 ARDENA do do To WM&S 9/1922, BU 1923
† CARDIA compl. as barge
† CORUS do do
† CHALCIS do do
† CERNING do do
- CAPRARA launched, not completed, not documented
CANCELED: CHARNIS.

MERRILL- STEVENS S.B.C., SLITELL, La. 4 ways for E.F.C. Contract
No. 1 for 8 McClelland type hulls complete, EFC numbers 1-8.
Two cancellations.
217500 BUCKHANNON compl. 1919. To Robinson S. Co., 1920, then to
Gulf & Southern SS, Jacksonville, 1921. Burnt out at New-Orleans 4/1924. Wreck sold 1924 to
J. A. Aberle, Panama, rebuilt as (b) ELENA VAL-
DEZ. EU 1950
217849 CAMPETTO compl. 1919. To Continental Tpn. & Oil Co, 1920
then to Robinson SS 1920, then to J.R. Fox 10/21. Deliberately burnt (attempted insurance fraud)
in James River 12/4/1922
216298 BOTSFORD compl. 1918. To WM&S 9/1922, BU 1924/5
216815 RED CLOUD compl. 1918. To Red Cloud SS 1920 but repossess-
ed by EFC, then to French American Line, 1920,
again repossessed. Then (c) CORTELL ??? (E. del
Pino Leghorn) 1921 & BU 1923/4
216860 APALACHEE compl. 1918, To WM&S 9/1922, BU 1926
216989 KANABEC compl. 1918. To French American Line 1920. Put into Gibraltar with weather damage 3/1921, sold there 4/1921 to J. Imossi. Still lying there when in 10/22 was severely burnt. Then BU

CANCELLED: BETHPAGA, WANKATO.

MIDLAND BRIDGE S.B.CO., HOUSTON, Tex. 6 ways for E.F.C. Contract 8 Ferris hulls without engines. No cancellations. Also contract for 10 barges, of which 8 cancelled.

217428 KATONAH compl. 1918. To Wabas 9/1922, BU 1923.
217427 KATINO
217654 ELUPPTON
217655 COCHIN
217753 PORT WORTH
218171 WIOASTA
? NICHTOWN compl. as barge
? LANDSDOWNE compl. as barge AUSTIN.

BARGES:
167645 ARANAS
167646 MATTAGORDA

MISSOURI VALLEY BRIDGE & IRON CO., QUANTICO, Va. (original POTO-MAC S.B.CO.) 4 ways for E.F.C. Contract 7 Ferris hulls without engines. 3 lost 5 cancelled.
167793 BANCO and 167794 ABRA both completed as barges.

MOBILE S.B.CO., MOBILE Ala. 6 ways for E.F.C. Contract No. 44 for 6 McClelland type hulls, with engines, E.F.C numbers 310-315. No cancellations.

217137 BALINO compl. 1918. To Wabas 6/1923, BU 1924
217280 MORGANZA do do To Wabas SS Corp 1921. BU 1924
217368 BALOSARO do do BU 1925
217369 DALGADA do do To Wabas 9/1922, BU 1924
217651 OYAKA do 1919 do BU 1925
217652 OBAK do do do BU 1924

MOREY & THOMAS, JACKSONVILLE, Fla. 4 ways for E.F.C. Contract 8 Ferris hulls without engines, 3 lost cancelled.

217004 BERDMINSTER compl. 1918. To Wabas 9/1922, BU 1924
217294 BALOSAK do do do do BU 1924
217417 TYEE do do do do BU 1923
218404 KUSEBRA do do do do BU 1924
168537 CHION compl. as barge

CANCELL: CHILO.

MURDOCK (J.W.) JACKSONVILLE, Fla. 2 ways for E.F.C. Contract 6 Ferris hulls without engines. 2 cancelled

216908 DANCEY compl. 1918. To Wabas 9/1922, BU 1924
217228 BRISH do 1918. Sold for scrap 4/1922, BU 1923
217707 FORT GEORGE 1919 To Wabas 9/1922, BU 1925
? FORT LUDERDALE compl. as barge.

NOTE: DANCEY was first registered as DANCY. It is doubtful whether this was an error in the original registration, or whether there was an actual name change very soon after.

MURNAN S.B.CO., MOBILE. 2 ways for E.F.C. Contract 4 Ferris hulls less two cancelled.

220855 ALCAIR compl. as barge LUTHER B. HOOPER
221079 BACONG do do MARIE HOOPER