The Evolution of Boats and Ships
Ancient Vessels

- From 3000 B.C., the Egyptians, Mesopotamians, and Phoenicians utilized water as a means of transportation.
- These peoples used small sailing vessels to travel rivers and larger vessels to traverse the sea/ocean.
- Most waterway travel was for trade/agriculture.
Phoenician Vessels

- The Phoenicians were the seafaring masters of the ancient world.
- They conquered around 1100 B.C.
- They had two types of vessels:
  1. A squat and short sailing vessel rounded at both ends was used for carrying goods and passengers.
  2. A longer, rounded ship called a galley was used for war. It was propelled by oars, making possible bursts of speed and rapid maneuvers.
The Roman Navy

- The Romans, one of the most powerful empires to ever exist, utilized boats for trade, but mostly war.
- Roman war ships were called quinqueremes, with five banks of oarsmen (three hundred in total) built for ramming other vessels.
Longships

- Designed by Germanic tribes in the 7th Century, Longships gave way to easy raiding due to their swift design and long structure.
- Longships could be up to 80 feet long.
- The ship was popularized by Vikings and the Nordes and helped colonize the New World.
The Chinese Junk

- Chinese Junk Ships are characterized by their sails and their lack of a keel.
- Utilized for cargo transportation between the 12th and 15th Centuries.
- The lack of a keel allows the vessels to traverse into shallow waters.
Carracks, Galleons, and Galleys

- Popularized by the English in the 16th Century, Carracks, Galleons, and Galleys were very large sailing vessels used for war, travel, and cargo.
- They were characterized by their castles and bulky nature that made them difficult to maneuver.
When trade in India and the East Indies grew dramatically in the 17th and 18th Centuries, the various East India trading companies required more cargo space.

These companies designed ships just like the Galleons, just larger.
Ironhulls

- Created by John Wilkinson in 1787, the Ironhull became the standard for war due to its resistance to cannonballs and gunfire.
- It was used for many following conflicts, such as the American Civil War and the War of 1812.
Steamships

- Taking the Ironhull design, John Laird attached a steam engine, and created the steamship.
- It was used for transport in rivers and canals, along with cargo transportation in the early 1800s.
At the dawn of the 20th Century, iron-layered ships started to transfer to a new fuel, diesel oil, for movement. These ships were large, such as the Titanic, and became passenger liners and such.
German U-Boats

- The Anglicized term for Unterseeboot, the U-Boats were created by the Germans for military use in the first and second World Wars.
- The U-Boats pioneered a new field of military prowess and undersea exploration.
The evolution of nuclear power in the 1940s with the help of the Manhattan Project allowed the energy to become a viable fuel for many vessels, from submarines to passenger liners.

Ships like these can voyage for an immense amount of time without the need to refuel, making them invaluable to the military and other organizations.
Tankers and Cargo Ships

• The idea of carrying massive amounts of weight on a single ship came about in the late 19th Century, and evolved in the late 20th Century.

• Supertankers and cargo ships, intended for carrying enormous amounts of weight, have made trade easier and expanded the global economy.
Modern Day Vessels

- Today, there are many different uses for boats and ships.
- These uses are in trade, transportation, militarization, fishing, and recreation.
- The evolution of boats and ships has led to the discovery and exploration of our waters and will provide use in the future for the needs that the vessel fills.
Sources

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