

A further insight why Captain Robert would have presented himself as English on arrival with his ship in NFLD.

## History

Wallace in the "The Great Migration. . ." book states that although they were renown as shipbuilders, the British Navigation Acts prevented the large Loyalist colony of Roseway/Shelburne Settlers from becoming coastal traders in the Maritime Provinces and thus deprived them of that method of expanding their economy and supporting themselves—one reason that this colony eventually collapsed. That legal prohibition would also have applied to Captains Robert Cranton and John Phillips (and their relative Captain David Scranton of Guysborough).

Stricter enforcement of the Navigation Acts by the British Navy may have been a principal reason that Captain John Phillips of Margaree and Captain David Scranton of Guysborough eventually settled ashore and became farmers, despite the seemingly more profitable and less strenuous business of captaining their own ships in profitable commerce. Once the war was over, after the confusion of resettlement was complete and once routine maritime commerce was restored, it seems likely that the British Navy would begin to strictly enforce the Navigation Acts which were greatly to the benefit of England. They would eventually have known which ship-owners were colonials and which were of native English origin.

The Navigation Acts had been in effect for a hundred years and would have been a another good reason (not just fear of Yankee privateers) for Captains Robert Cranton and John Phillips to claim that they, their ships and crew were from England when they arrived in NFLD. By being "English" and not of colonial origin, it was legal for them to henceforth engage in coastal trading and commerce between the Canadian Provinces and also between Canada and other countries.

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## Provisions of the Navigation Act

Under these acts, British colonies in Asia, Africa, and America could import and export goods **only in English vessels, and three-fourths of each crew was to be English.** ...and **English ships had a legal monopoly of all trade between various colonial ports** and between these ports and England. **Even the trade between colonial ports and foreign countries was limited to English vessels.** Thus, foreign vessels were excluded entirely from colonial ports and could trade only at ports in the British Isles.