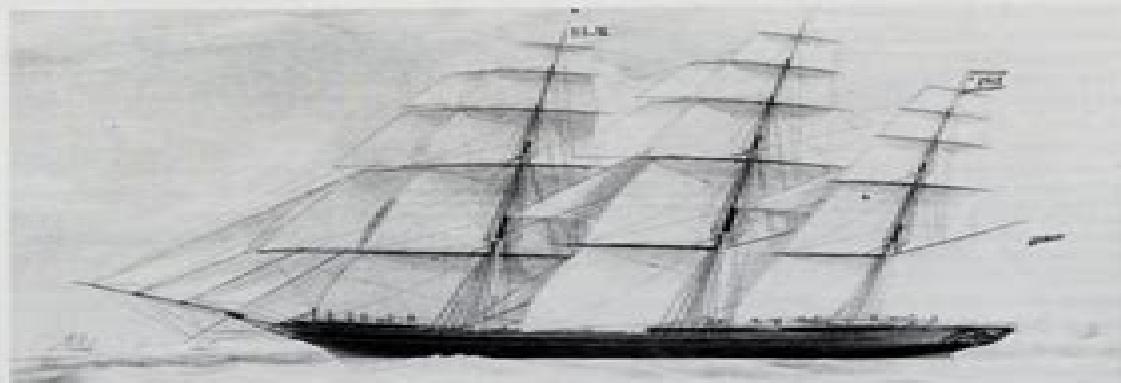


210: *Three Bell*. Sail plan: Redrawn from builder's sail plan at National Maritime Museum.  
Reconstruction: Staysails; lower stunsail booms; foot of courses and lower stunsail; chain plates and deadeyes; almost all the braces. An unusual feature of this plan was that the builder had drawn the stunsails with their booms, yards, sheets and tacks in such detail.

211: In this typical example of a watercolour by the Dutch artist J. Spin, the *Ironside* (1855) is portrayed as a very lofty ship. The sky sails are filled about the royal masts, and the sky sail poles are long enough to carry moon sails. Scheepvaart Museum, Amsterdam.



partments; the foremost and aftermost compartments drained into the adjacent ones with adjustable cocks. Three boats were carried and the upper deck was of wood. The measurements were 171.0ft by 29.0ft by 16.7ft with tonnages of 649 nm and 730 om.

On her first voyage to Australia, an Adelaide paper said that she was 'the first iron vessel to visit this colony' and commented on her 'steamer-like' bow and 'beautifully clean run'. In the 'tween decks there was space for 250 passengers; further aft her 'cabins were fitted up with oak'. Maximum speed was given as 12½ knots and the best day's run was 273 nautical miles.<sup>1</sup> On a load line length of 161ft-6in, the speed-length ratio works out at .98 for 12½ knots, but to attain a high ratio of 1.25 a speed of 15.98 knots would have been required.

The first owners were Glasgow fleshers (butchers to Sassenach): John Bell held 32 shares, and William and Findlay Bell 16 shares apiece, so that the name of *Three Bell's* is entirely appropriate. They also owned shares in the wooden hulk *Three* (1839) in the same proportions. John Bell later held 32 shares in the extreme clipper named after him.

In the early 1850s iron ships were inevitably making history, so that besides the *Three Bell's* claim being the first iron ship to visit Adelaide, there is also a similar one in respect of Montreal, where she went on her maiden passage, returning to Glasgow in 16 days. In November 1850, she sailed for Adelaide and claimed a fast passage of 86 days from Cape Clear, Ireland, to the Adelaide light ship. She returned to Glasgow via Melbourne and Calcutta and on 24 March 1852 sailed from Glasgow for Melbourne, which she reached 96 days later. On a later Atlantic passage she stood by the sinking steamer *San Francisco* for a week and rescued over 200 passengers, a feat which was immortalised by Walt Whitman.<sup>2</sup> The Bell brothers retained ownership until she disappeared from Lloyd's Register after 1851.

The sail plan represented in figure 210 shows a lofty rig with three sky sails. The narrowness of the rig prevents overlap of the

yards, except in a single case, but this is fully compensated by a full suit of stunsails, the fore lower stunsail being unusually square. Reconstruction has been restricted to the following outline of the staysails, which have been accordingly drawn dotted; foot of the fore and main courses (the leeches were already drawn); braces; chain plates and deadeyes; and lower stunsail boom. It is unusual to find a builder's plan on which the stunsails and their gear have been so clearly drawn.

Another clipper launched in 1850 was the *Stormway*, whose design is referred to later in this chapter. With a similar beam to the *Three Bell's*, the *Stormway* was 14 feet shorter in length but one foot deeper, and not quite so sharp in the ends. The *Three Bell's* iron construction permitted a longer, narrower hull and this greater length in turn made a faster speed possible. Most of the iron clippers had a proportion of six beams to length and upwards.

# Fast Sailing Ships Their Design And Construction 1775 1875

**Nigel Watson**



## **Fast Sailing Ships Their Design And Construction 1775 1875:**

Fast Sailing Ships David Roy MacGregor,1973      *Fast Sailing Ships* David Roy MacGregor,Thomas William Ward,James Henderson,1973      Maritime Science and Technology: Changing Our World Nigel Watson,2015-01-01 This book addresses some key questions Did the marine sector drive the developing technologies Or did it just adopt them It would appear that the former is the case as the industry has moved from sail to steam from steam to internal combustion engines from wood to steel and to increasing sizes and types of specialist vessels the pioneers of naval architects and marine engineers have applied the latest technologies and our global society has benefited      *Fast Sailing and Copper-Bottomed* Lucille H. Campey,2002-05-20 The days when Aberdeen s fast sailing and copper bottomed ships carried emigrant Scots to Canada are brought to life in this fascinating account of the northern Scotland exodus during the sailing ship era Taking readers through new and little used documentary sources Lucille H Campey finds convincing evidence of good ships sailed by experienced captains and managed by reputable people thus challenging head on the perceived imagery of abominable sea passages in leaking old tubs And by considering the significance of ship design and size she opens a new window on our understanding of emigrant travel Instead of concentrating on the extreme cases of suffering and mishaps to be found in anecdotal material Campey s approach is to identify all of the emigrant sea crossings to Canada made on Aberdeen sailing ships Observing the ships which collected passengers from the port of Aberdeen as well as those which collected emigrants at Highland ports especially Cromarty and Thurso Campey reveals the processes at work and the people who worked behind the scenes to provide the services Her following of the emigrant Scots on to their New World destinations in New Brunswick Nova Scotia and Upper Canada provides us with an opportunity to see how events in Canada were influencing both the decision to emigrate and choice of location These emigrant Scots succeeded often after difficult beginnings and would endow Canada with their rich traditions and culture which live on to this day      **Practical Design of Ships and Other Floating Structures** Tetsuo Okada,Katsuyuki Suzuki,Yasumi Kawamura,2020-10-05 This book gathers the peer reviewed proceedings of the 14th International Symposium PRADS 2019 held in Yokohama Japan in September 2019 It brings together naval architects engineers academic researchers and professionals who are involved in ships and other floating structures to share the latest research advances in the field The contents cover a broad range of topics including design synthesis for ships and floating systems production hydrodynamics and structures and materials Reflecting the latest advances the book will be of interest to researchers and practitioners alike      *The India-China Opium Trade in the Nineteenth Century* Hunt Janin,1999-01-01 From 1823 to 1860 a fleet of small fast brigs and schooners carried chests of opium from India to China often facing the challenges of pirates and typhoons along the way This shadowy trade conducted by American British and Indian firms thrived despite its moral and legal consequences Drawing largely on primary sources the story of the opium trade comes through in the voices of those who saw it firsthand Appendices describe a favorite shipboard recipe two of the

ships involved in the trade and their crews excerpts from accounts of the Opium War and language equivalents for proper and place names A bibliography is included and maps and photographs help illumine this important and unusual period of history

**The Life and Times of a Merchant Sailor** Jason M. Burns,2012-12-06 Historical archaeologists are in a unique position to analyze both historical documents and archaeological data in order to generate hypotheses and draw conclusions In this work the data not only provided the history of the ship Catharine but also the economic social and political environments in which the ship was built and employed This work focuses not only on the shipwreck and the wrecking event but on the history and archaeology of a single ship With this expanded view the research also delves into International shipbuilding The struggle for dominance in the ship trade in the 19th century This book will be of interest to underwater historical and cultural archaeologists social historians cultural heritage managers and archaeologists working in the southeastern United States

**The Merchant Ship in the British Atlantic, 1600-1800** Phillip Reid,2020-04-14 In The Merchant Ship in the British Atlantic 1600 1800 Phillip Reid refutes the long held assumption that merchant ship technology in the British Atlantic during the two centuries of its development was static for all intents and purposes and that whatever incremental changes took place in it were inconsequential to the development of the British Empire and its offshoots Drawing on a unique combination of evidence from both traditional and unconventional sources Phillip Reid shows how merchants shipwrights and mariners used both proven principles and adaptive innovations in hulls rigs and steering systems to manage high physical and financial risks Listen also to the podcast where the author is interviewed about the book for New Books Network and the podcast with Liz Covart for Ben Franklin s World by clicking here

[Shipbuilding in the United Kingdom in the Nineteenth Century](#) Simon Ville,2017-10-18 This volume tackles the history of Shipbuilding in the United Kingdom in the Nineteenth Century by breaking it down into six regions Northeast England Southeast England Southwest England Northwest England Scotland and Ireland The intent is to determine the different economic social and geographic factors that contribute to the varied rates of rise and decline of Shipbuilding across the United Kingdom rather than view the nation s shipbuilding history as a singular narrative which risks omitting the complexity of each region Each region has been ascribed an author and each author seeks to establish the quantitative and qualitative nature of output in their region assessing individual factors of production the character of the enterprises and the nature of the market

[Fast Sailing Ships : Their Design Andconstruction, 1775-1875](#) D. R. Macgregor,1973

**A Boston Schooner in the Royal Navy, 1768-1772** Phillip Reid,2023 Uses rare surviving records including fully intact logbooks to situate the customs enforcement interceptor Sultana within the wider picture of the British Atlantic in this crucial period HONORABLE MENTION 2023 Lyman Book Award for North American Naval History The small Boston built schooner Sultana served as a customs enforcement interceptor on the North American eastern seaboard in the period leading up to the American Declaration of Independence when British taxation of American trade was a hugely contentious issue As a typical workaday British American merchant ship taken into

naval service Sultana offers a rare opportunity to understand a technology of paramount importance to this world where records for merchant ships are scarce but where in this case a wealth of information from plan drawings to the fully intact logbooks has survived The book provides a detailed narrative of the ship s activities and reveals the nature of life on board and the day to day business of operating a small sailing ship It explores the technology of the ship and her sailing qualities as revealed by the ship s logs and also by the performance of a modern replica In addition the book situates Sultana s role within the wider picture of the British Atlantic in this crucial period It is thereby both naval microhistory and also Atlantic history for all scholars interested in the formation and development of the British Atlantic world **The Mariner's Mirror**

Leonard George Carr Laughton,Roger Charles Anderson,William Gordon Perrin,2008 *East Sails West* Stephen Davies,2013-12-01 In December 1846 the Keying a Chinese junk purchased by British investors set sail from Hong Kong for London Named after the Chinese Imperial Commissioner who had signed away Hong Kong to the British manned by a Chinese and European crew and carrying a travelling exhibition of Chinese items theKeying had a troubled voyage After quarrels on the way and a diversion to New York culminating in a legal dispute over arrears of wages for Chinese members of the crew it finally reached London in 1848 where it went on exhibition on the River Thames until 1853 It was then auctioned off towed to Liverpool and finally broken up In this account of the ship the crew and the voyage Stephen Davies tells a story of missed opportunities with an erratic course overambitious aims and achievements born of lucky breaks a microcosm in fact of early Hong Kong and of the relations between China and the West **Guidelines for Recording Historic Ships**

Richard Kerfoot Anderson,1988 *Cayman's 1794 Wreck of the Ten Sail* Margaret E. Leshikar-Denton,2019-12-17 The greatest shipwreck disaster in the history of the Cayman Islands The story has been passed through generations for more than two centuries Details vary depending on who is doing the telling but all refer to this momentous maritime event as the Wreck of the Ten Sail Sometimes misunderstood as the loss of a single ship it was in fact the wreck of ten vessels at once comprising one of the most dramatic maritime disasters in all of Caribbean naval history Surviving historical documents and the remains of the wrecked ships in the sea confirm that the narrative is more than folklore It is a legend based on a historical event in which HMS Convert formerly L Inconstante a recent prize from the French and 9 of her 58 ship merchant convoy sailing from Jamaica to Britain wrecked on the jagged eastern reefs of Grand Cayman in 1794 The incident has historical significance far beyond the boundaries of the Cayman Islands It is tied to British and French history during the French Revolution when these and other European nations were competing for military and commercial dominance around the globe The Wreck of the Ten Sail attests to the worldwide distribution of European war and trade at the close of the eighteenth century In Cayman s 1794 Wreck of the Ten Sail Peace War and Peril in the Caribbean Margaret E Leshikar Denton focuses on the ships the people and the wreck itself to define their place in Caymanian Caribbean and European history This well researched volume weaves together rich oral folklore accounts invaluable supporting documents found in

archives in the United Kingdom Jamaica and France and tangible evidence of the disaster from archaeological sites on the reefs of the East End **Southwest Cultural Resources Center Professional Papers** ,1983 **Maritime Archaeology** Lawrence E. Babits,Hans Van Tilburg,2013-11-11 This volume initiates a new series of books on maritime or underwater archaeology and as the editor of the series I welcome its appearance with great excitement It is appropriate that the first book of the series is a collection of articles intended for graduate or undergraduate courses in underwater archaeology since the growth in academic opportunities for students is an important sign of the vitality of this subdiscipline The layman will enjoy the book as well Academic and public interest in shipwrecks and other submerged archaeological sites is indicated by a number of factors Every year there are 80 to 90 research papers presented at the Society for Historical Archaeology's Conference on Historical and Underwater Archaeology and the Proceedings are published Public interest is shown by extensive press coverage of shipwreck investigations One of the most important advances in recent years has been the passage of the Abandoned Shipwreck Act of 1987 for the first time providing national level law concerning underwater archaeological sites The legislation has withstood a number of legal challenges by commercial treasure salvors a very hopeful sign for the long term preservation of this nonrenewable type of cultural resource The underwater archaeological discoveries of 1995 were particularly noteworthy The Texas Historical Commission discovered the Belle one of La Salle's ships and the CSS Hunley was found by a joint project of South Carolina and a private nonprofit organization called NUMA

**Extractives, Manufacturing, and Services** David O. Whitten,1997-04-22 The second volume in the Handbook of American Business History series this book offers concise histories of extractive manufacturing and service industries as well as extensive bibliographic essays pointing to the leading sources on each industry and bibliographic checklists Supplementing other bibliographic materials in business history this volume provides researchers with a much needed path through the vast array of material available in the library and on the Internet Indicating which resources to check and which to bypass the book is a guide to a sometimes overwhelming amount of information Each of the book's chapters provides a concise industry history beginning with the industry's rise to importance in the U S and continuing to the present The bibliographic essays provide a narrative outline of the leading sources published or made available in archives libraries or museum collections since 1971 when Lovett's American Economic and Business History Information Sources was published Each discussion concludes with a bibliographic checklist of the titles mentioned in the essay as well as other titles In a rapidly expanding information society researchers teachers and students may be easily overwhelmed by the exhaustive material available in print and electronically What is useful and what can be ignored is a strategic question and few know where to begin This book provides a guide **British & American Clippers** David Roy MacGregor,1993 The clipper's heyday lasted from the discovery of gold in California in 1849 until the opening of the Suez Canal 20 years later This book focuses on the ships of the two rival nations Britain and America built during a period of intense competition in the 1850s

**Submerged Cultural Resources Study** C. Patrick Labadie, 1989

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