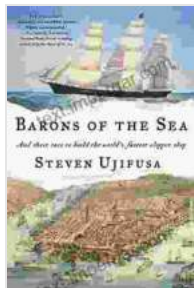


# The Race to Build the World's Fastest Clipper Ship



## Barons of the Sea: And Their Race to Build the World's Fastest Clipper Ship by Steven Ujifusa

★★★★☆ 4.5 out of 5

Language	: English
File size	: 13518 KB
Text-to-Speech	: Enabled
Screen Reader	: Supported
Enhanced typesetting	: Enabled
X-Ray	: Enabled
Word Wise	: Enabled
Print length	: 449 pages



In the mid-19th century, the world was gripped by a race to build the fastest clipper ship. These sleek, speedy vessels were the Formula 1 cars of their day, and they played a vital role in the global trade of goods and people.

The race was led by two rival shipbuilders: Donald McKay of the United States and James Laing of Scotland. McKay was known for his innovative designs, while Laing was a master of traditional shipbuilding techniques.

In 1851, McKay launched the Flying Cloud, which set a new record for the fastest transatlantic crossing. Laing responded by building the Lightning, which beat the Flying Cloud's record by just over two hours.

The race continued for several years, with each shipbuilder pushing the limits of their designs. In 1854, McKay launched the Sovereign of the Seas,

which was the largest and fastest clipper ship ever built. The Sovereign of the Seas held the record for the fastest transatlantic crossing for over 20 years.

The race to build the world's fastest clipper ship was a thrilling tale of innovation, competition, and adventure. It is a story that continues to inspire today, and it is a reminder of the human spirit's ability to achieve great things.

## **The Flying Cloud**

The Flying Cloud was a clipper ship built by Donald McKay in 1851. She was one of the fastest ships ever built, and she set a new record for the fastest transatlantic crossing.

The Flying Cloud was 229 feet long and 40 feet wide. She had three masts and a total sail area of over 10,000 square feet. She was armed with six guns and carried a crew of 100 men.

The Flying Cloud's first captain was Josiah Perkins Cressy. Under Cressy's command, the Flying Cloud set a new record for the fastest transatlantic crossing, sailing from New York to Liverpool in just 89 days.

The Flying Cloud continued to sail for many years, and she made several notable voyages. In 1852, she carried the first American diplomatic mission to Japan. In 1854, she carried the first American ambassador to China.

The Flying Cloud was retired from service in 1885. She was sold to a Norwegian company and converted into a cargo ship. She was wrecked off the coast of Nova Scotia in 1891.

## **The Lightning**

The Lightning was a clipper ship built by James Laing in 1854. She was one of the fastest ships ever built, and she beat the Flying Cloud's record for the fastest transatlantic crossing by just over two hours.

The Lightning was 240 feet long and 41 feet wide. She had three masts and a total sail area of over 11,000 square feet. She was armed with six guns and carried a crew of 100 men.

The Lightning's first captain was James Forbes. Under Forbes's command, the Lightning set a new record for the fastest transatlantic crossing, sailing from Liverpool to New York in just 87 days.

The Lightning continued to sail for many years, and she made several notable voyages. In 1856, she carried the first American diplomatic mission to China. In 1857, she carried the first American ambassador to Japan.

The Lightning was retired from service in 1885. She was sold to a Norwegian company and converted into a cargo ship. She was wrecked off the coast of Greenland in 1893.

## **The Sovereign of the Seas**

The Sovereign of the Seas was a clipper ship built by Donald McKay in 1854. She was the largest and fastest clipper ship ever built.

The Sovereign of the Seas was 268 feet long and 45 feet wide. She had three masts and a total sail area of over 12,000 square feet. She was armed with six guns and carried a crew of 100 men.

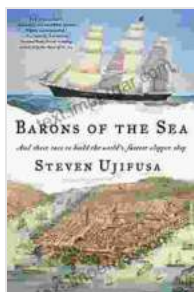
The Sovereign of the Seas' first captain was Donald McKay. Under McKay's command, the Sovereign of the Seas set a new record for the fastest transatlantic crossing, sailing from New York to Liverpool in just 85 days.

The Sovereign of the Seas continued to sail for many years, and she made several notable voyages. In 1856, she carried the first American diplomatic mission to Russia. In 1858, she carried the first American ambassador to China.

The Sovereign of the Seas was retired from service in 1885. She was sold to a Norwegian company and converted into a cargo ship. She was wrecked off the coast of Norway in 1890.

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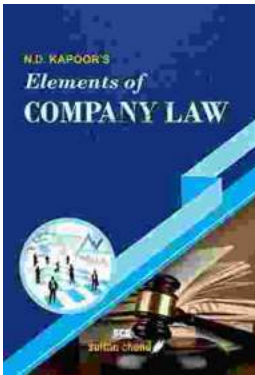
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