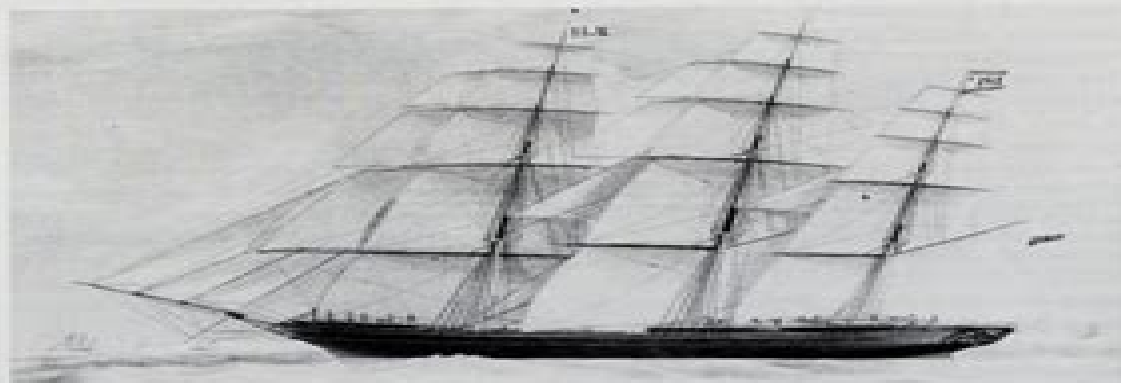


210: *Three Bell*. Sail plan: Redrawn from builder's sail plan at National Maritime Museum.
Reconstruction: Staysails; lower stunsail boom; foot of courses and lower stunsail; chain plates and deadeyes; almost all the braces. An unusual feature of this plan was that the builder had drawn the stunsails 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, although 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 12% knots and the best day's run was 273 nautical miles.¹ On a load line length of 161ft-6in, the speed-length ratio works out at .98 for 12% 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 Sassenachaj): John Bell held 32 shares, and William and Findlay Bell 16 shares each, so that the name of *Three Bell's* is entirely appropriate. They also owned shares in the wooden ketch *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.² The Bell brothers retained ownership until she disappeared from Lloyd's Register about 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

Tobias Bleicker



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