20738
Webb
3750—
2 vol

——THIS BOOK CONTAINS——

PLANS OF WOODEN VESSELS

SELECTED AS TYPES

—FROM—

ONE HUNDRED AND FIFTY

OF VARIOUS KINDS AND DESCRIPTIONS,

—FROM A—

FISHING SMACK

—TO THE—

Largest Clipper Ships and Vessels of War,

BOTH SAIL AND STEAM,

BUILT BY

WM. H. WEBB, in the City of New York,

FROM THE YEAR 1840 TO THE YEAR 1869.

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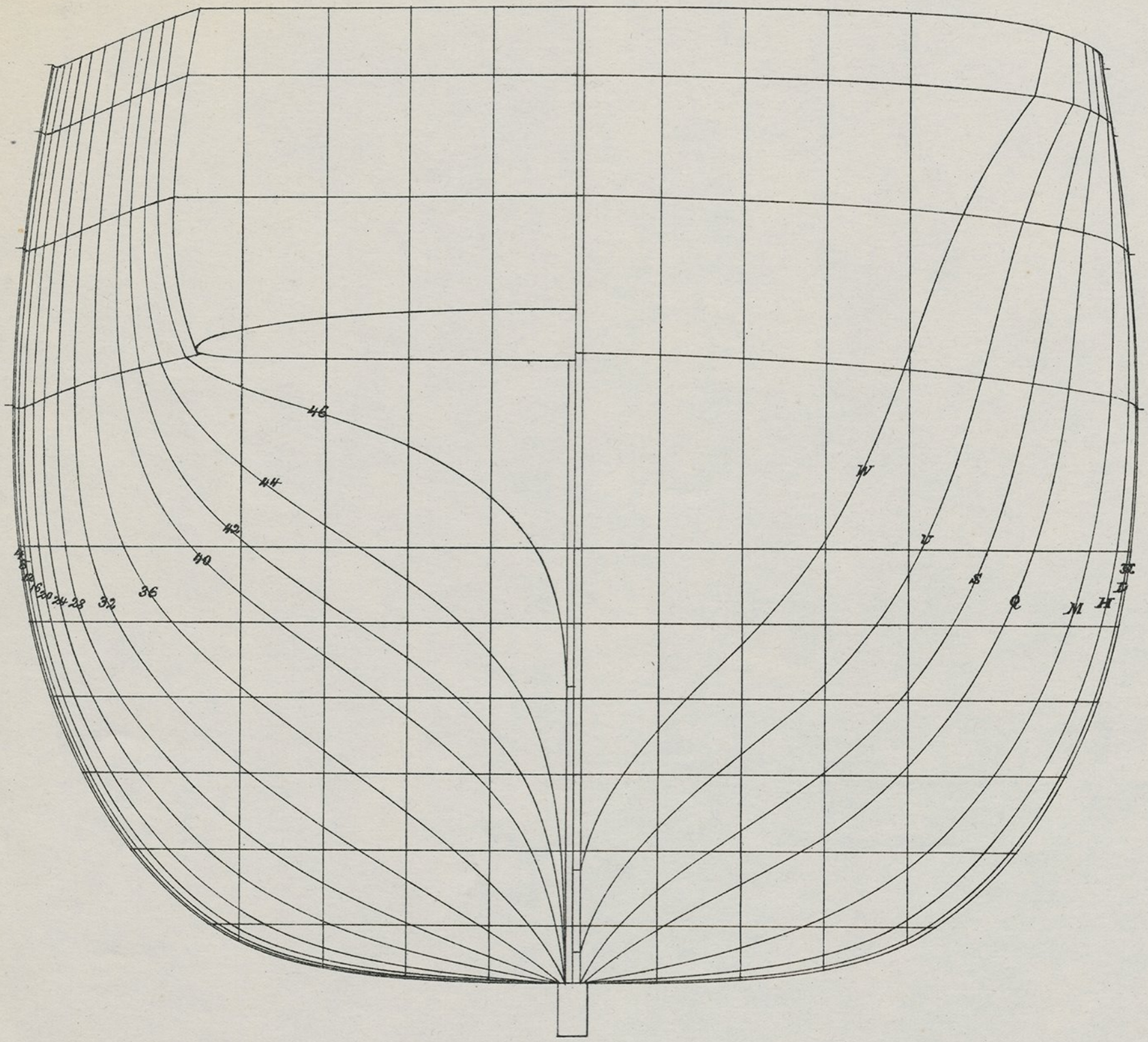
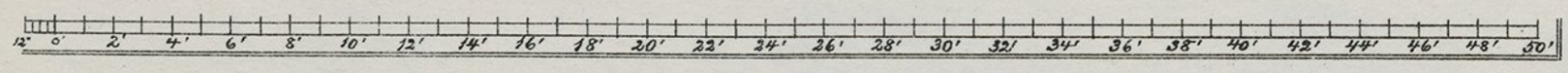
Steamer GEORGE LAW.
Ship FLYING DUTCHMAN.
Brig VOLANTE.
Schooner FANNY.
Ship YOUNG AMERICA.
Ship FLYAWAY.



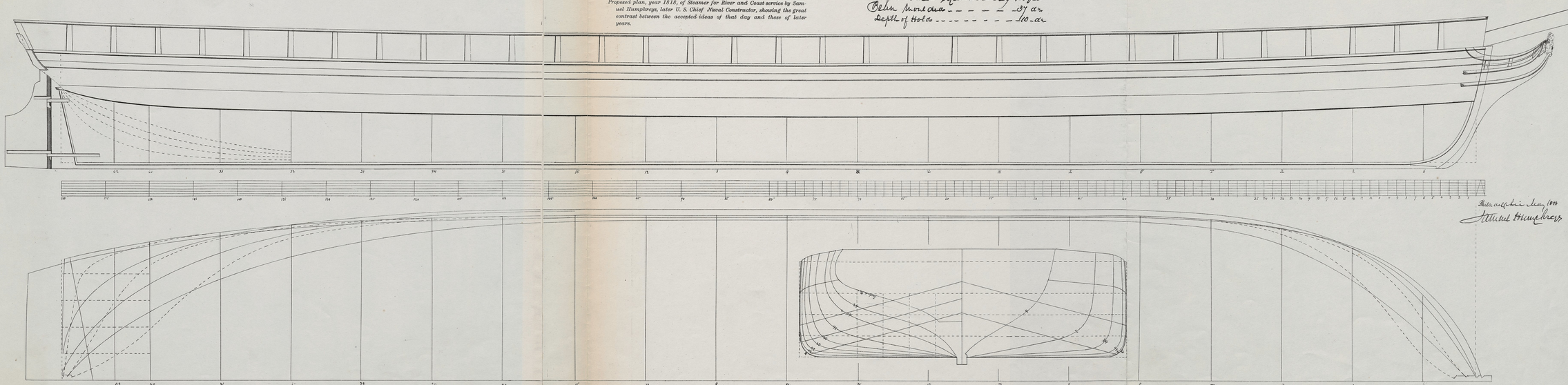


Line of Battle Ship „OHIO„

LENGTH BETWEEN PERPENDICULARS	199 FEET
BEAM MOULDED	54 "
DEPTH OF HOLD TO SPAR DECK	39 "

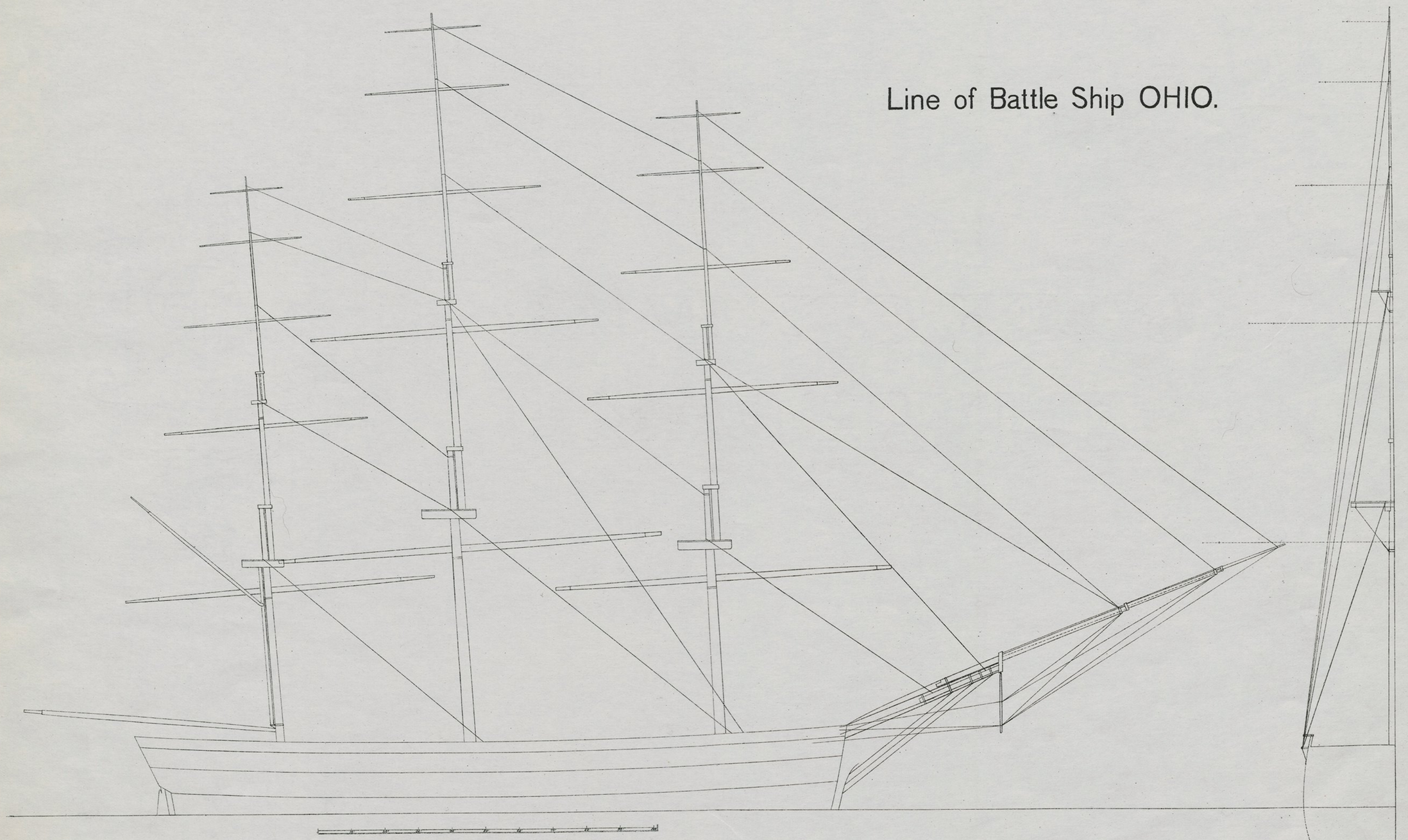
Proposed plan, year 1818, of Steamer for River and Coast service by Samuel Humphreys, later U. S. Chief Naval Constructor, showing the great contrast between the accepted ideas of that day and those of later years.

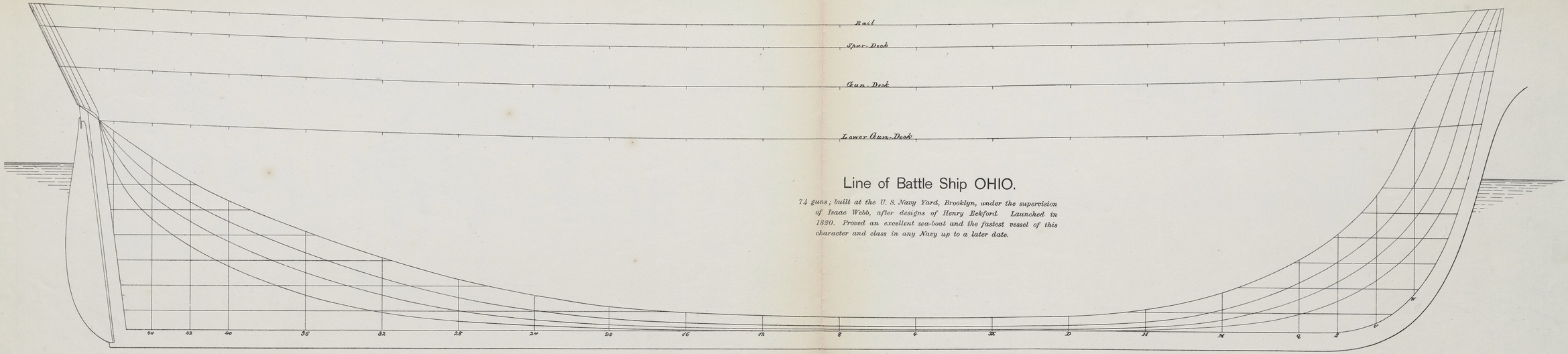
Length between Perpendiculars 150 feet
Beam moulded ---------- 37 do.
Depth of Hold ---------- 10 do.



Date of plan May 1818
Samuel Humphreys

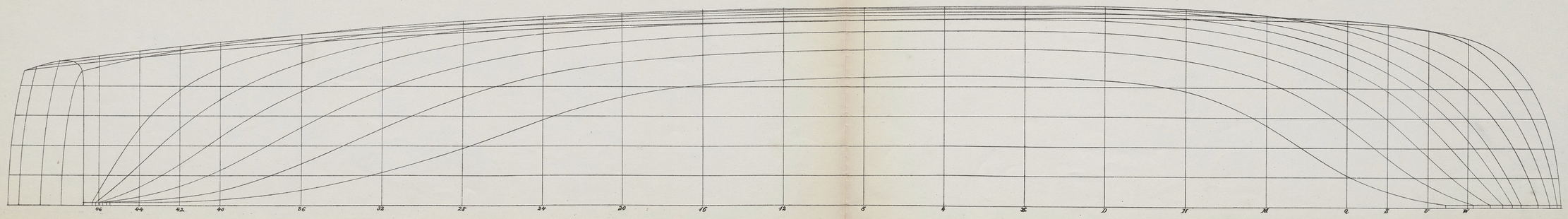
Line of Battle Ship OHIO.





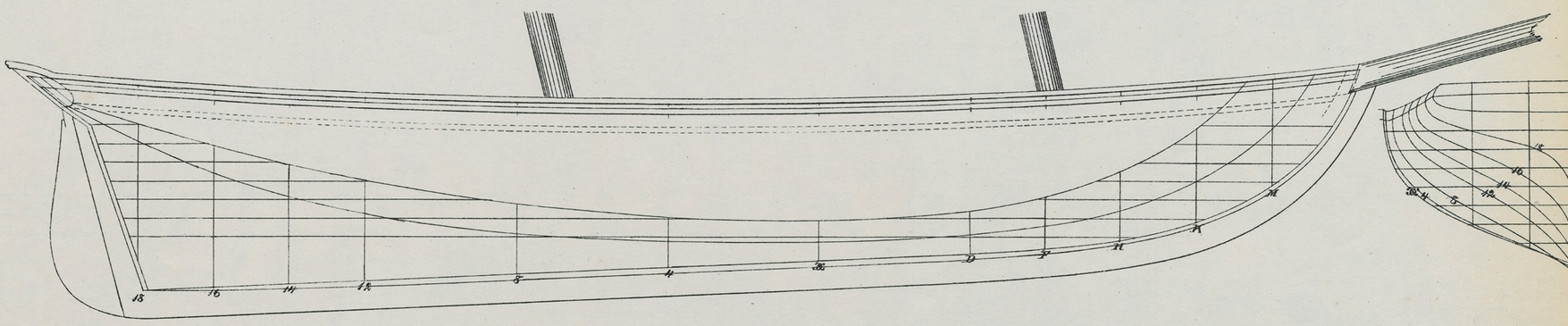
Line of Battle Ship OHIO.

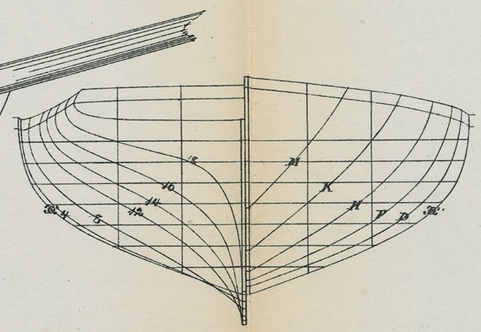
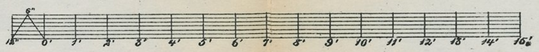
74 guns; built at the U. S. Navy Yard, Brooklyn, under the supervision of Isaac Webb, after designs of Henry Eckford. Launched in 1820. Proved an excellent sea-boat and the fastest vessel of this character and class in any Navy up to a later date.

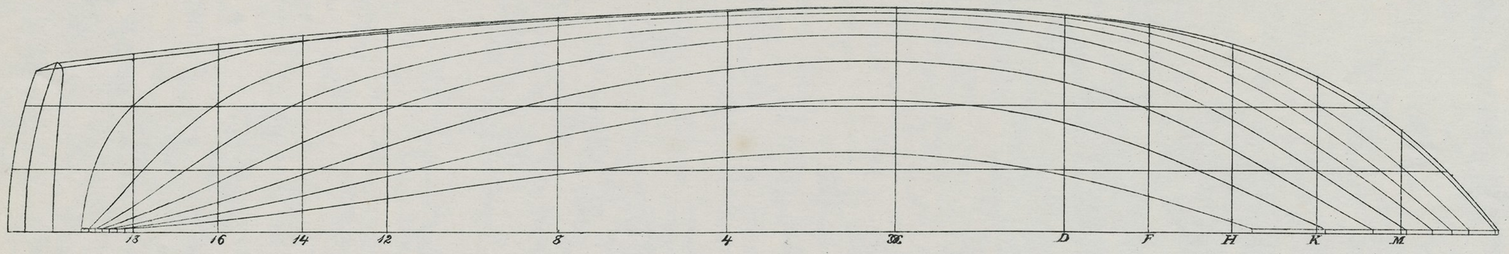


Yacht DREAM.

Belonging to a club of young men of New York and the first built at that Port.





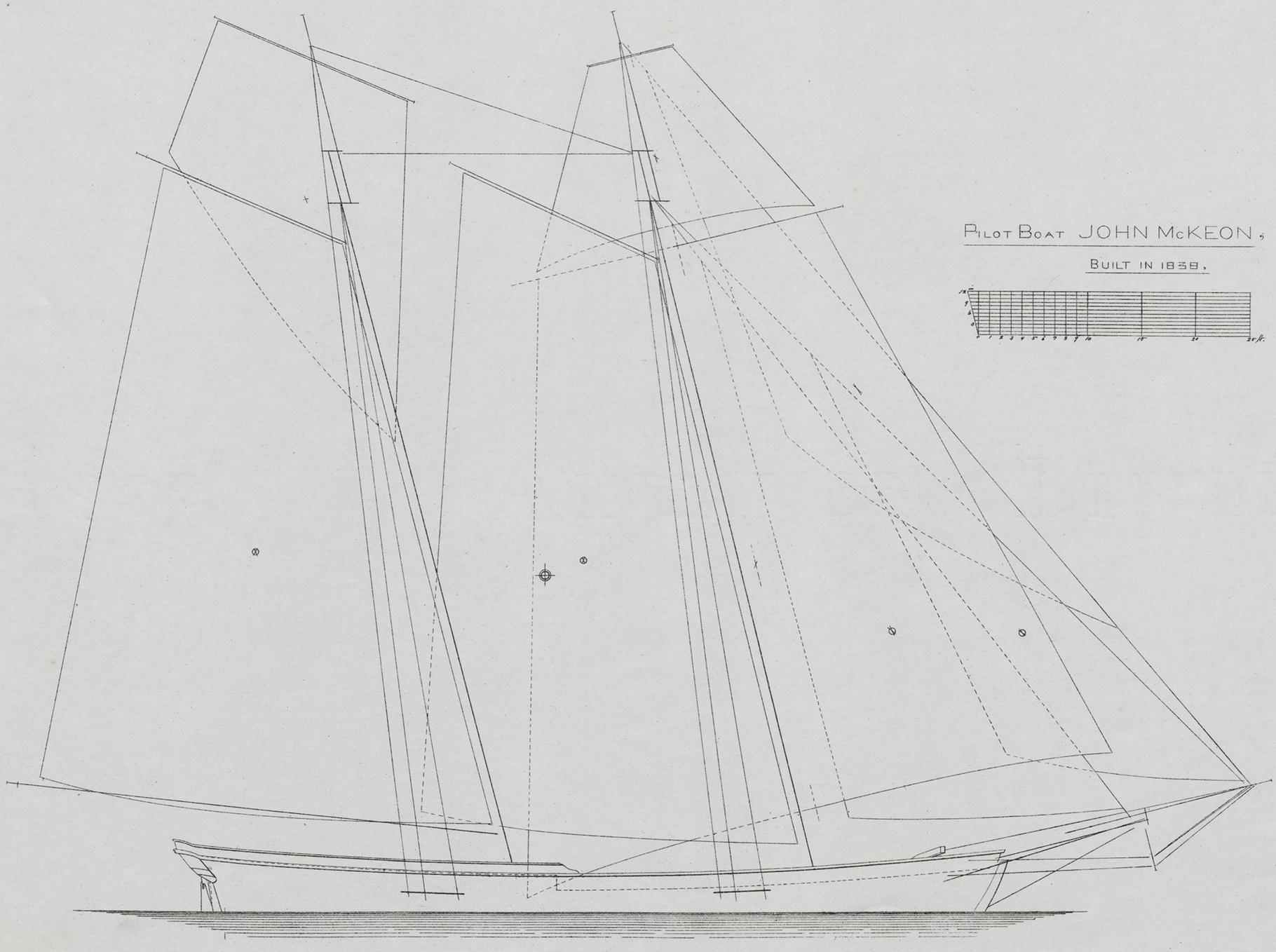


Schooner Yacht **DREAM**

built by **ISAAC WEBB**

New York June 1833.

Length from stem to rudder	45'9"
Breadth moulded	14'2"
Depth of hold	5'0"

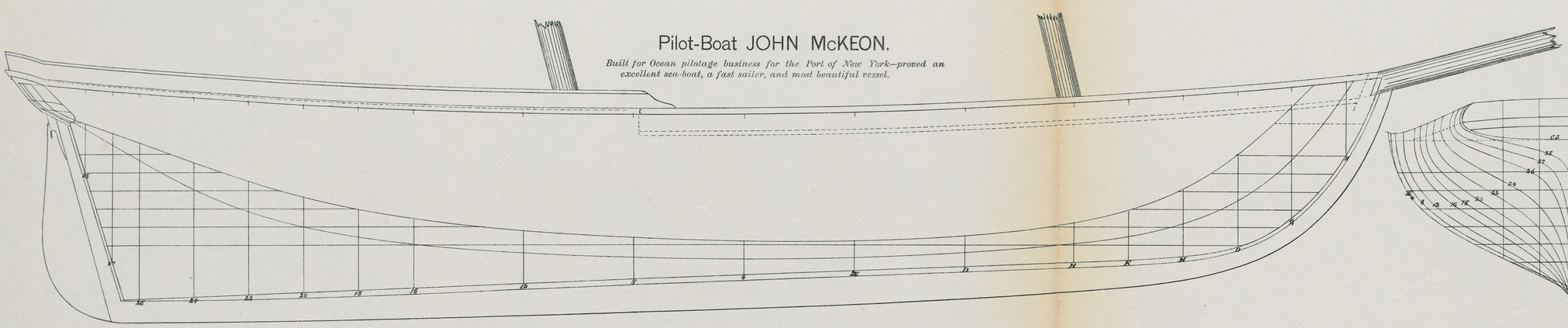


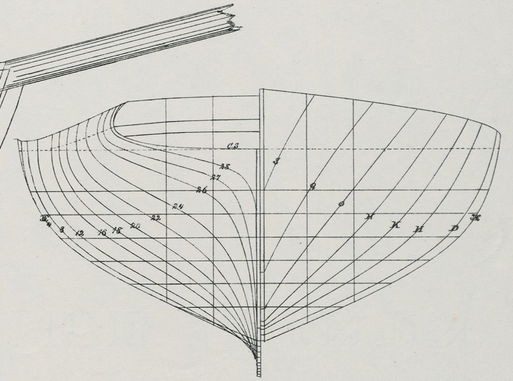
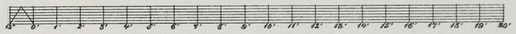
PILOT BOAT JOHN McKEON,

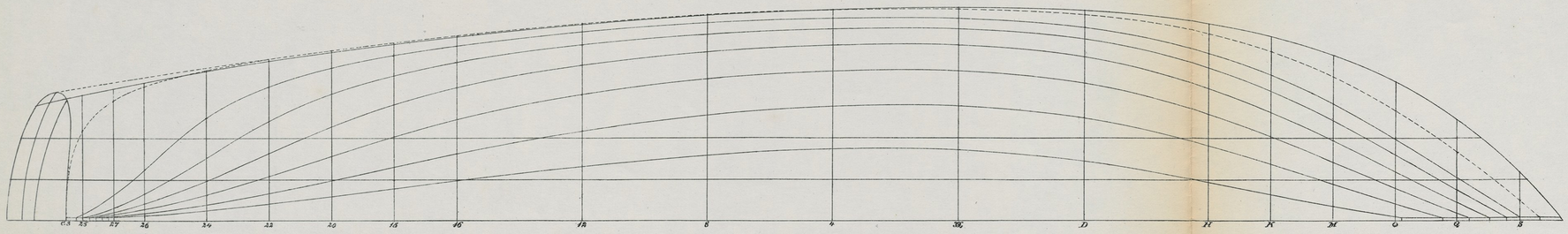
BUILT IN 1859.

Pilot-Boat JOHN McKEON.

Built for Ocean pilotage business for the Port of New York—proved an excellent sea-boat, a fast sailer, and most beautiful vessel.





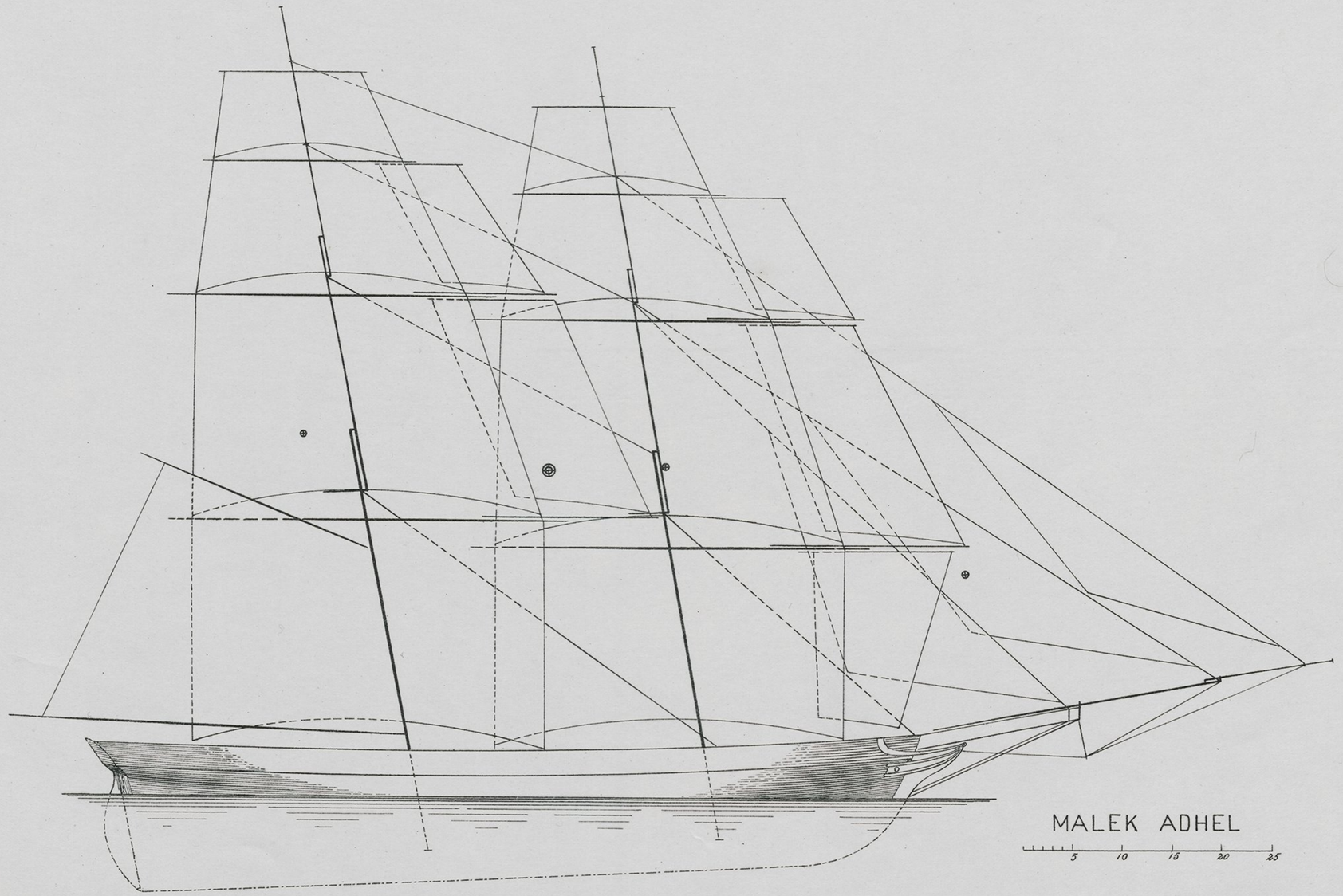


Pilot-boat JOHN McKEON

built by **ISAAC WEBB**

New York November **1838**

Length from stem to rudder	78 ' 0 "
Breadth moulded	20 ' 7 "
Depth of hold	7 ' 6 "

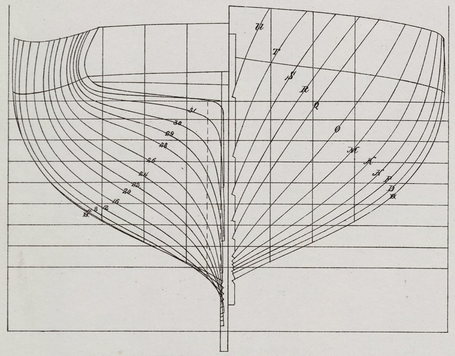


MALEK ADHEL

5 10 15 20 25

BRIG MALEK-ADHEL.

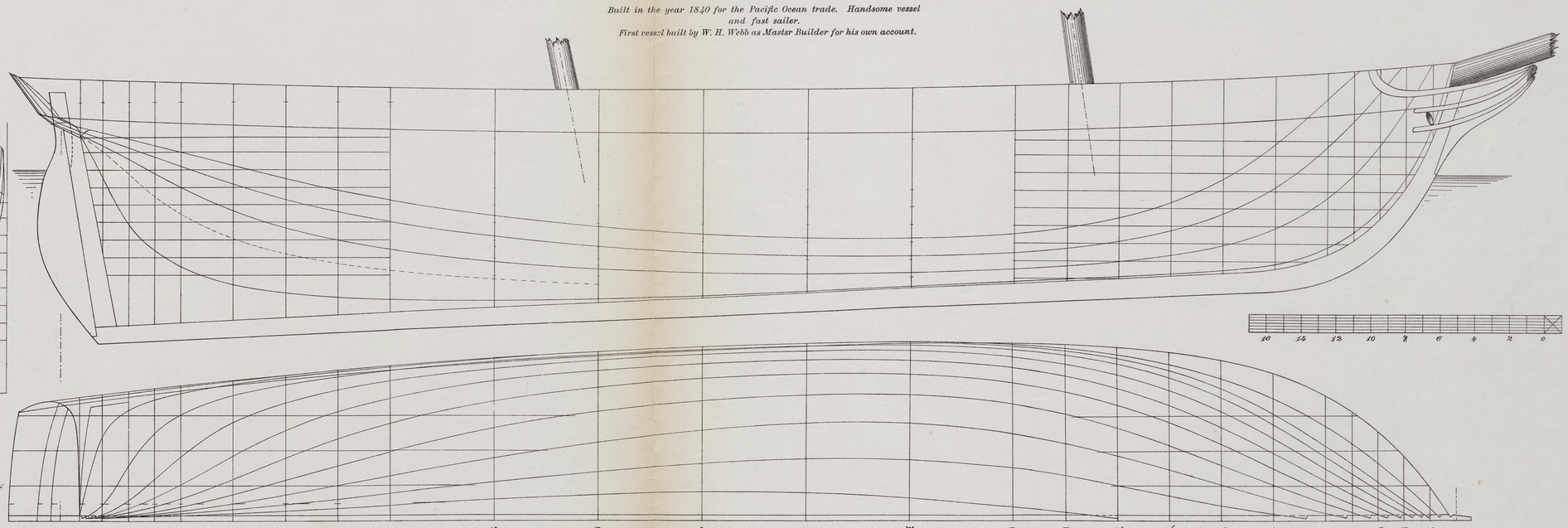
Built in the year 1840 for the Pacific Ocean trade. Handsome vessel and fast sailer.
First vessel built by W. H. Webb as Master Builder for his own account.

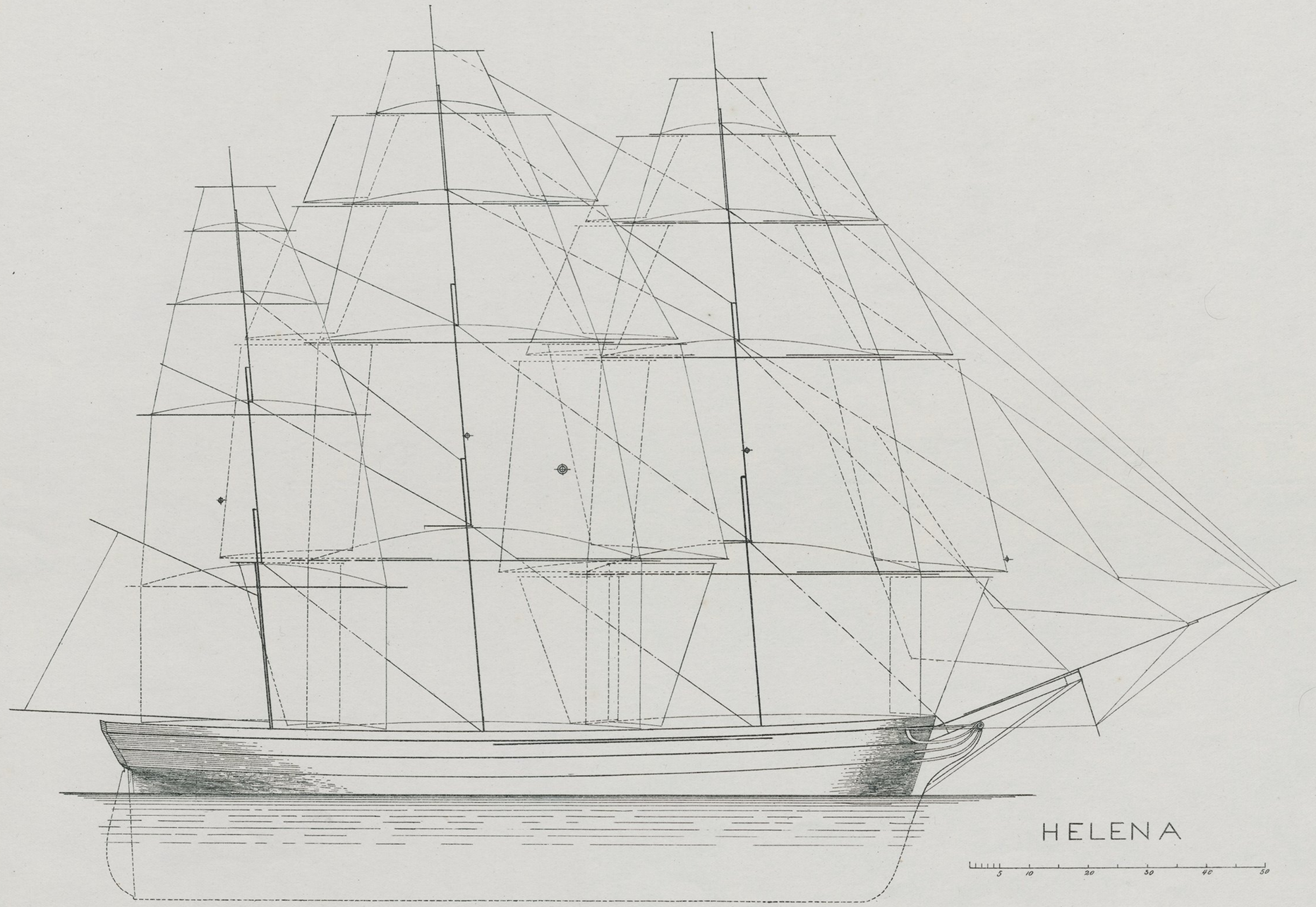


MALEK-ADHEL

BRIG-1840

Length on Deck	80 Ft 0 Ins.
Beam Moulded	20 " 7 "
Depth of Hold	7 " 9 "
Tonnage C.M.	125 tons.



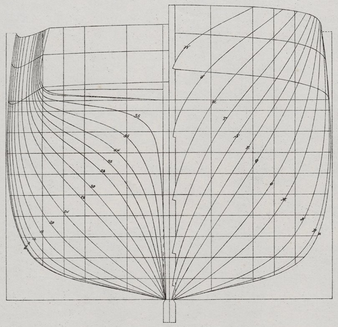


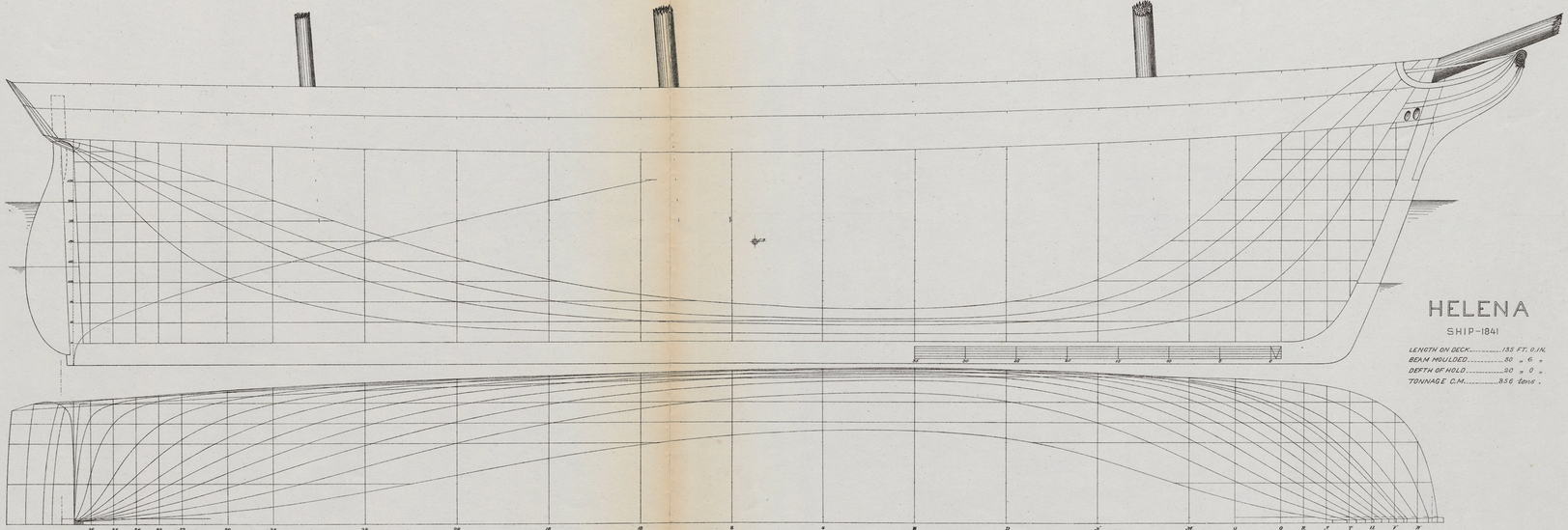
HELENA

5 10 20 30 40 50

Ship HELENA.

Built in 1841 for the China trade. Proved an excellent sea boat and very fast sailer, made many rapid passages between Ports in the East Indias and New York. Was a very handsome and favorite ship. Draft of water when launched (no extra weight on board). Forward 8ft., aft 9ft. 9in.





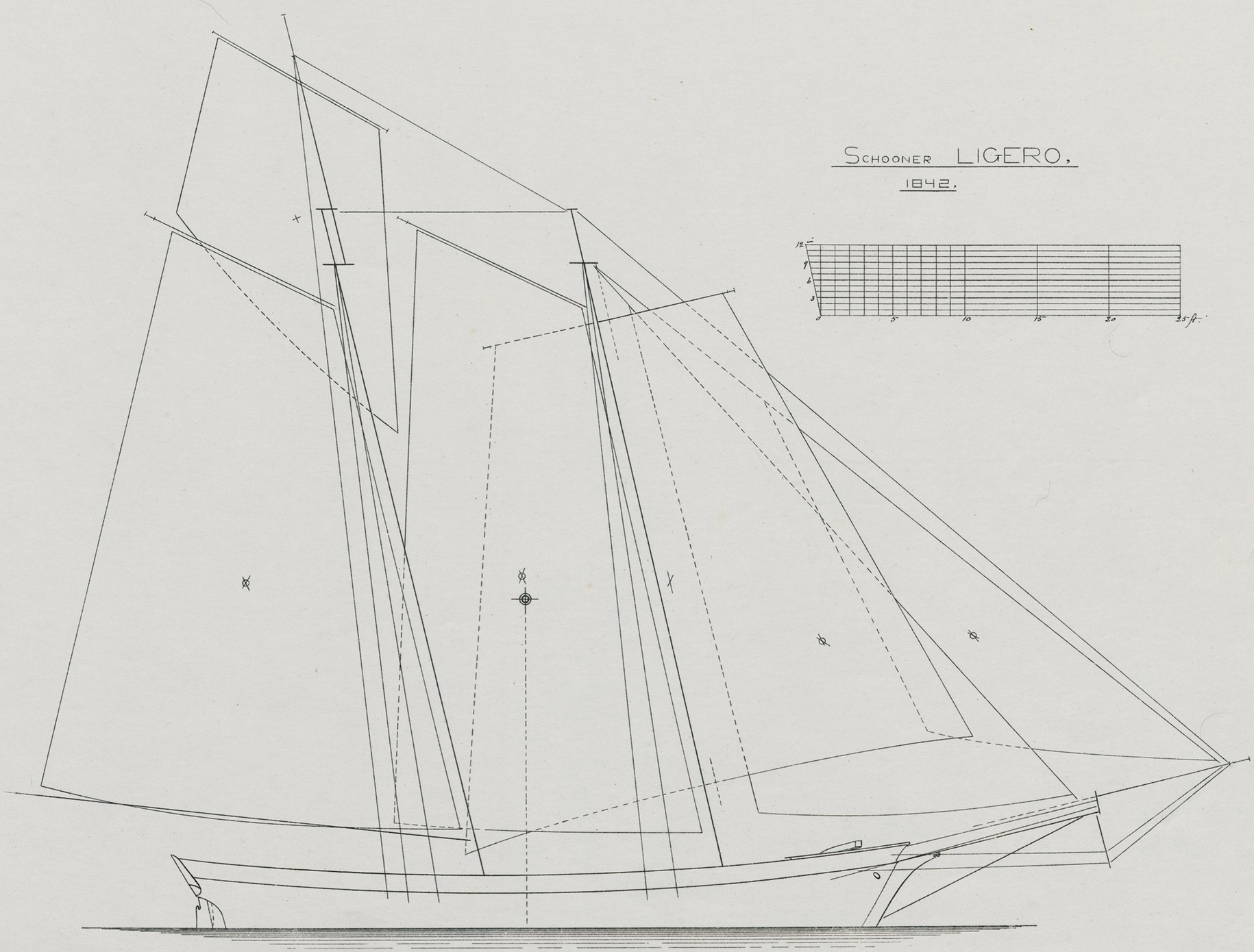
HELENA

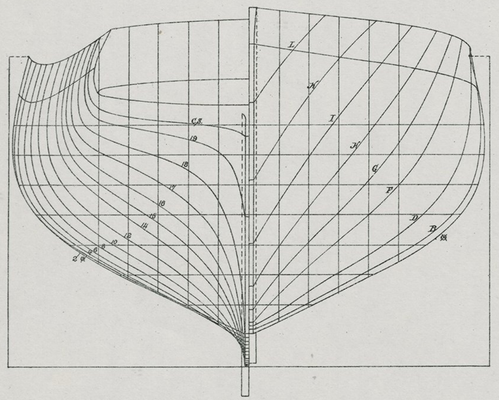
SHIP-1841

LENGTH ON DECK	135 FT. 0 IN.
BEAM MOULDED	30 „ 6 „
DEPTH OF HOLD	20 „ 0 „
TONNAGE C.M.	856 tons.

SCHOONER LIGERO,

1842.





LIGERA

SCHOONER

1842

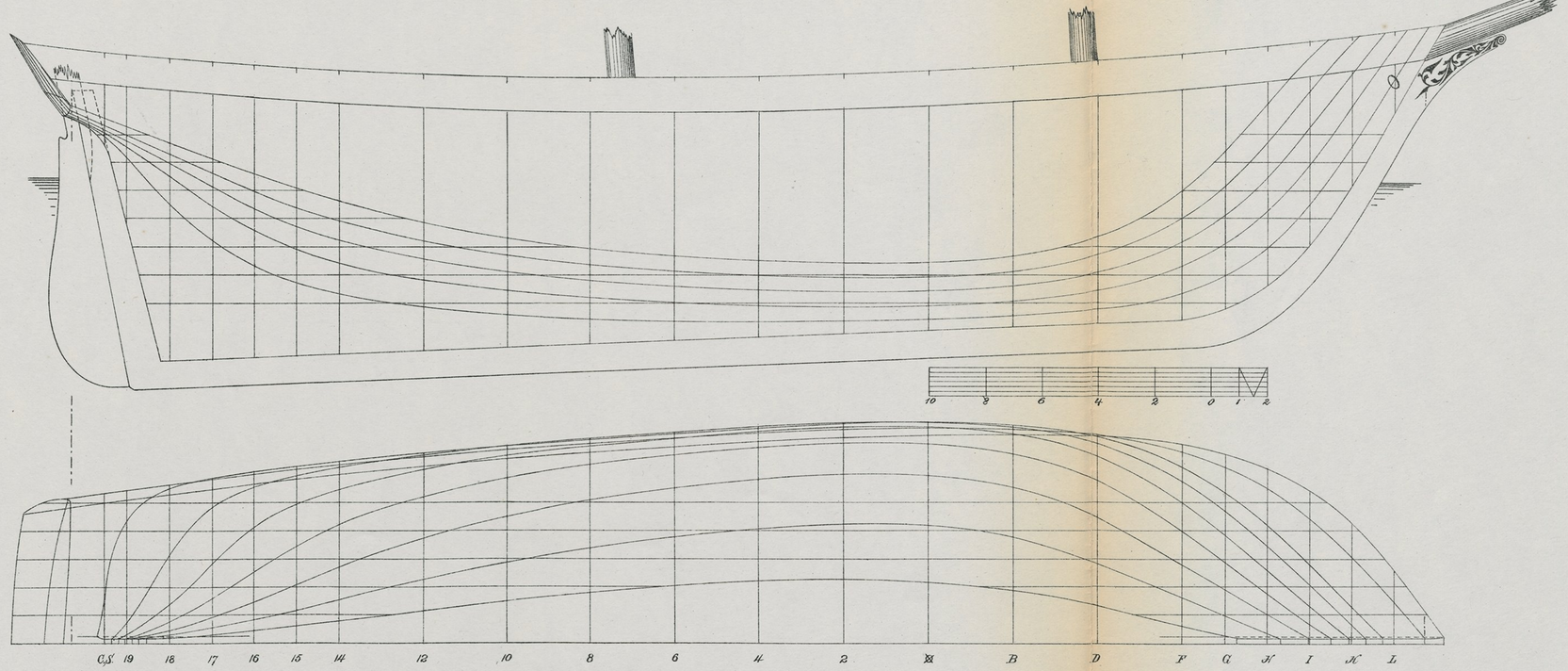
LENGTH ON DECK ..... 48 FT. 0. IN.

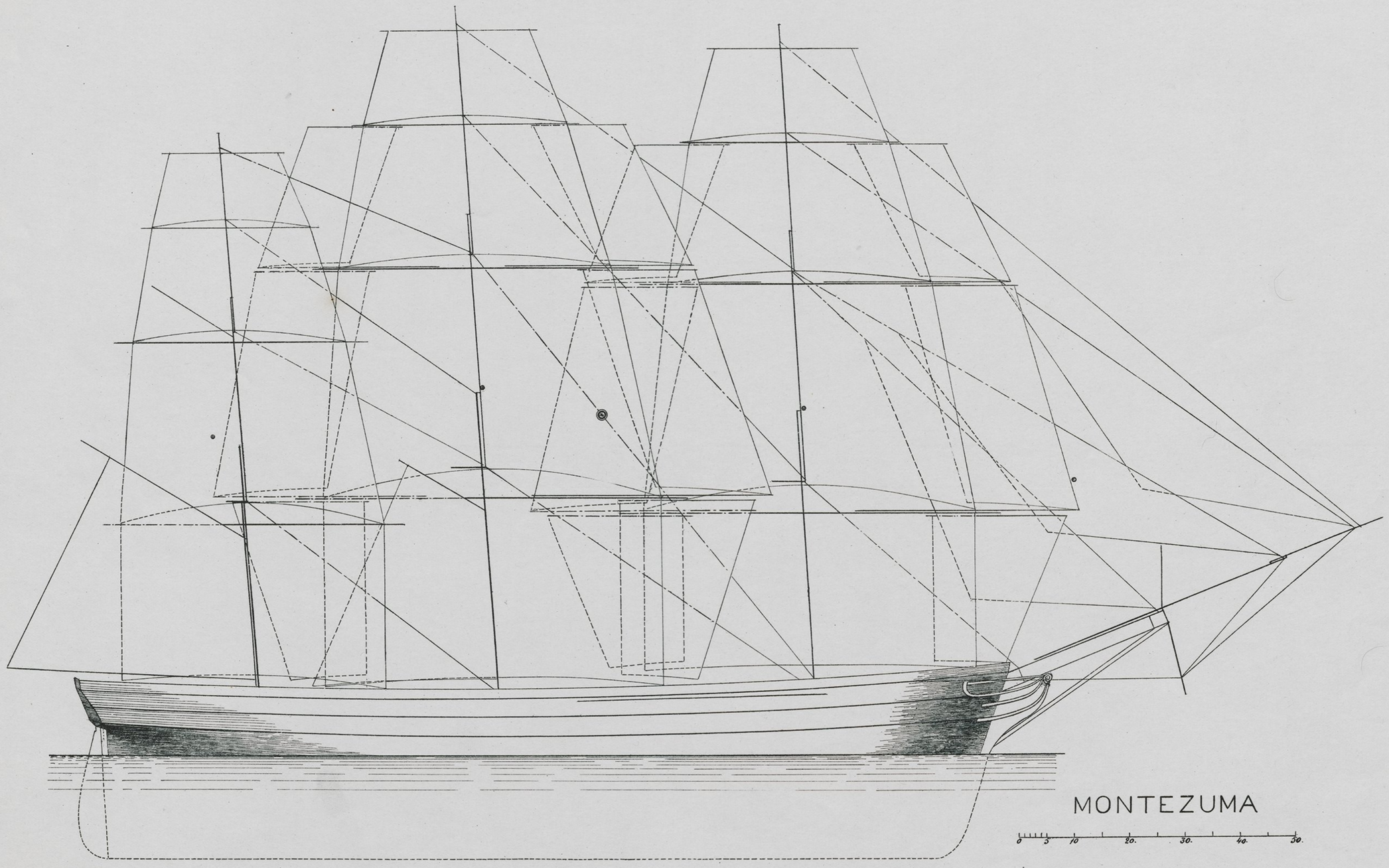
BEAM MOULDED ..... 15 „ 8 „

DEPTH OF HOLD ..... 6 „ 6 „

Schooner LIGERA.

Built in 1842 for a Fishing Smack in Central American Atlantic trade.



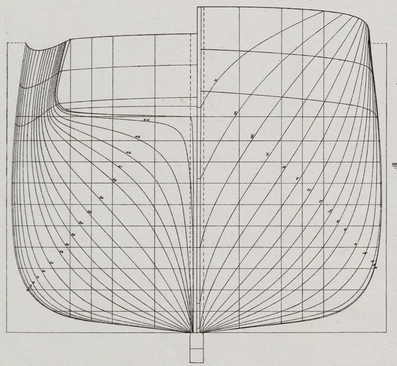


MONTEZUMA

0 5 10 20 30 40 50

SHIP MONTEZUMA.

Built in the year 1843. New York and Liverpool Packet.
Draft of water when launched with lower Masts, Topmasts, lower Rigging and Stays, and 50 Tons of ballast on board, was forward 9ft. 7in. Aft. 11ft. 3in. Draft loaded 19ft.

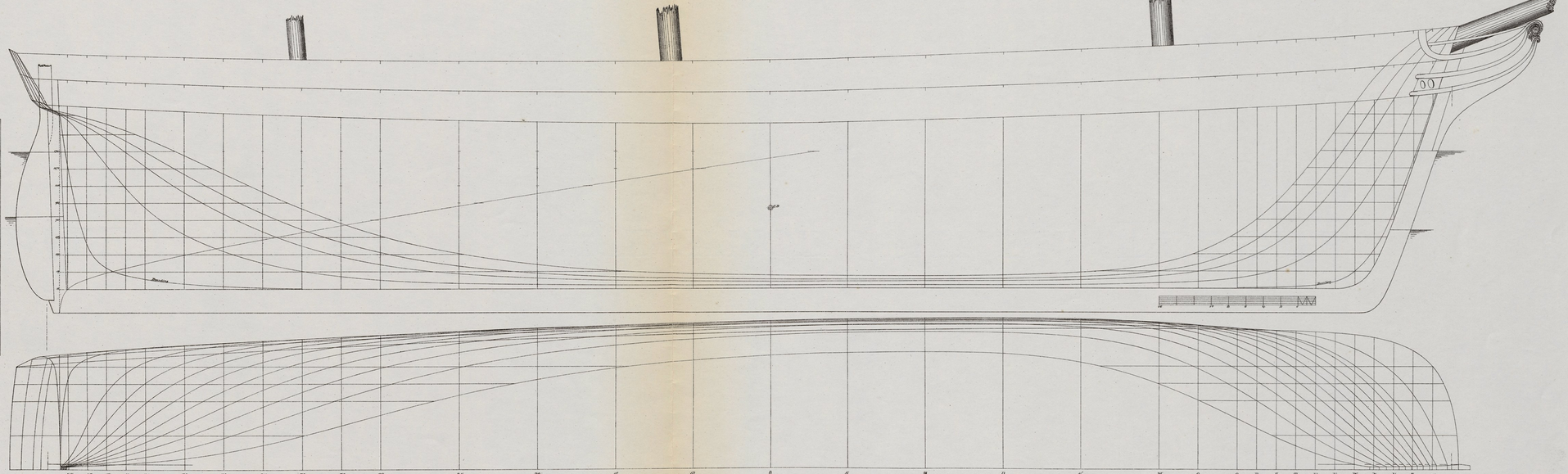


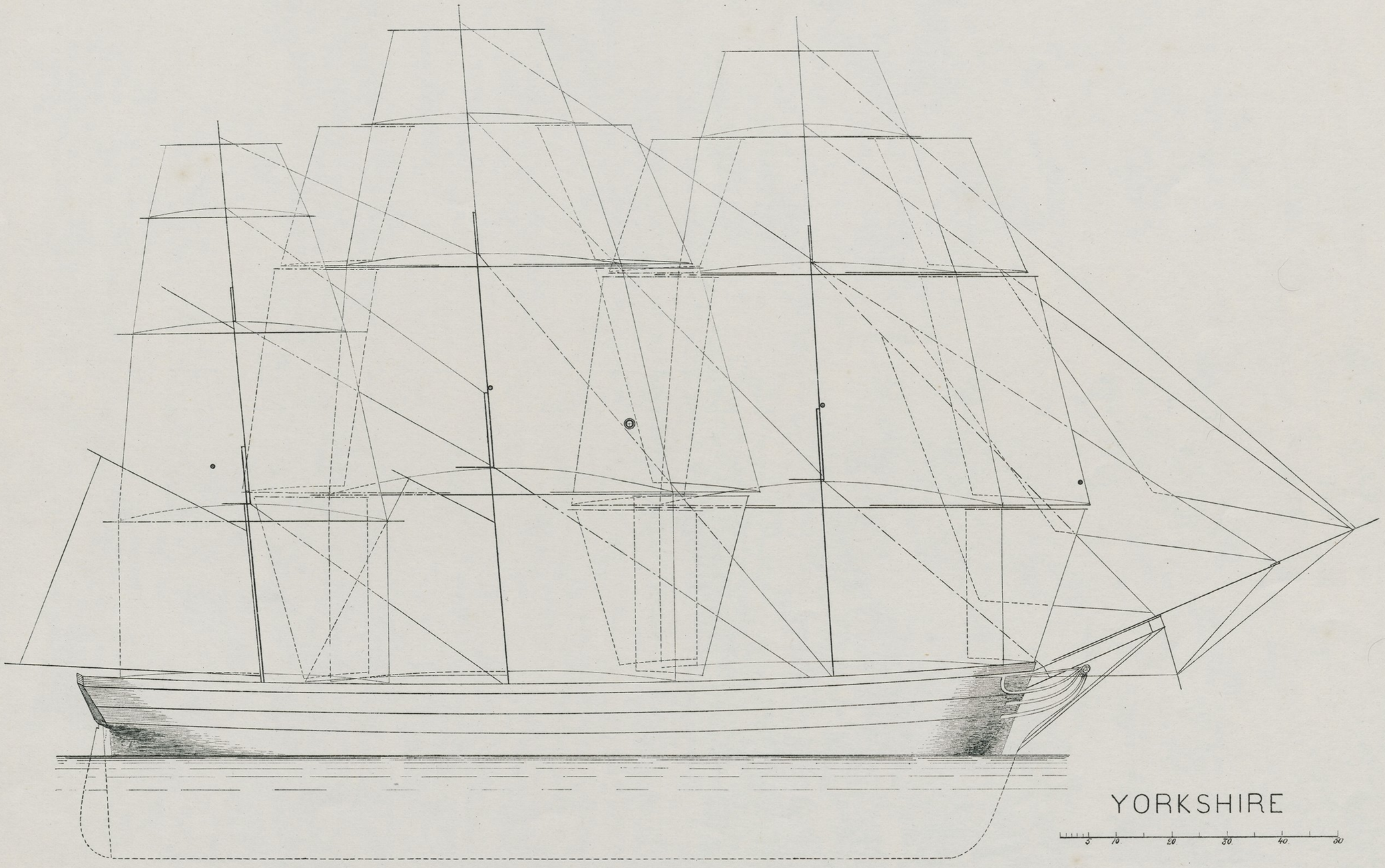
MONTEZUMA

1843

PACKET SHIP

LENGTH ON DECK ... 162 FT. 0 IN.
BEAM MOULDED ... 34 " 6 "
DEPTH OF HOLD ... 20 " 6 "
TONNAGE C.M. ... 1000 tons.



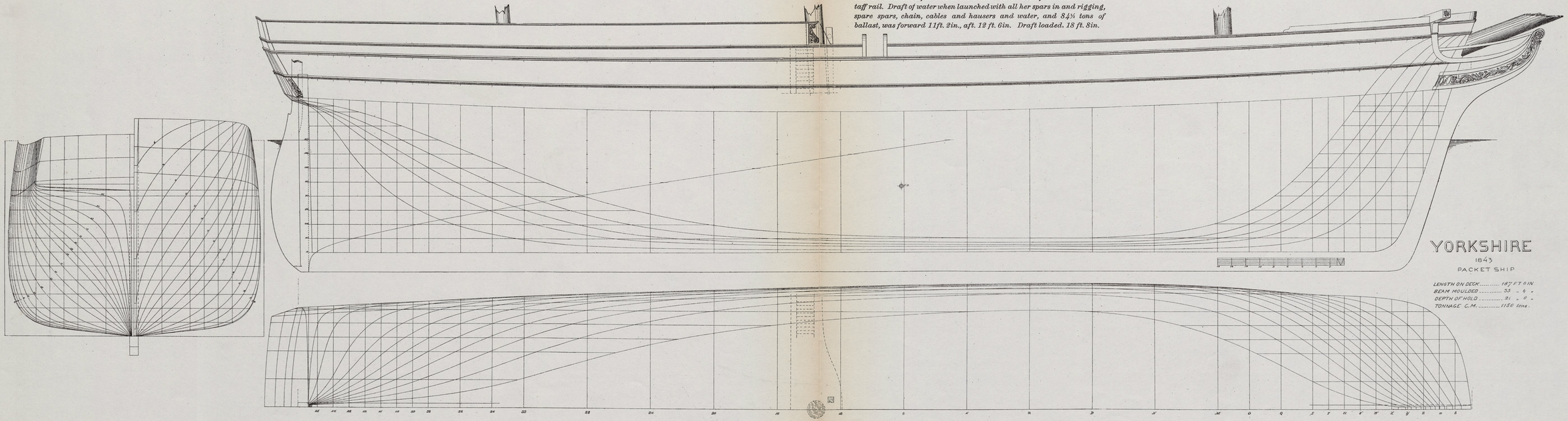


YORKSHIRE

5 10 20 30 40 50

Ship YORKSHIRE.

Built for New York and Liverpool Packet. Proved a fast sailor and excellent sea boat and was a favorite in the trade. Cabin deck from main mast to taff rail. Draft of water when launched with all her spars in and rigging, spare spars, chain, cables and hausers and water, and 8.1/4 tons of ballast, was forward 11ft. 2in., aft. 12 ft. 6in. Draft loaded. 18 ft. 8in.



YORKSHIRE

1843

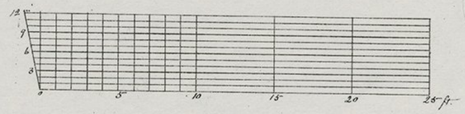
PACKET SHIP

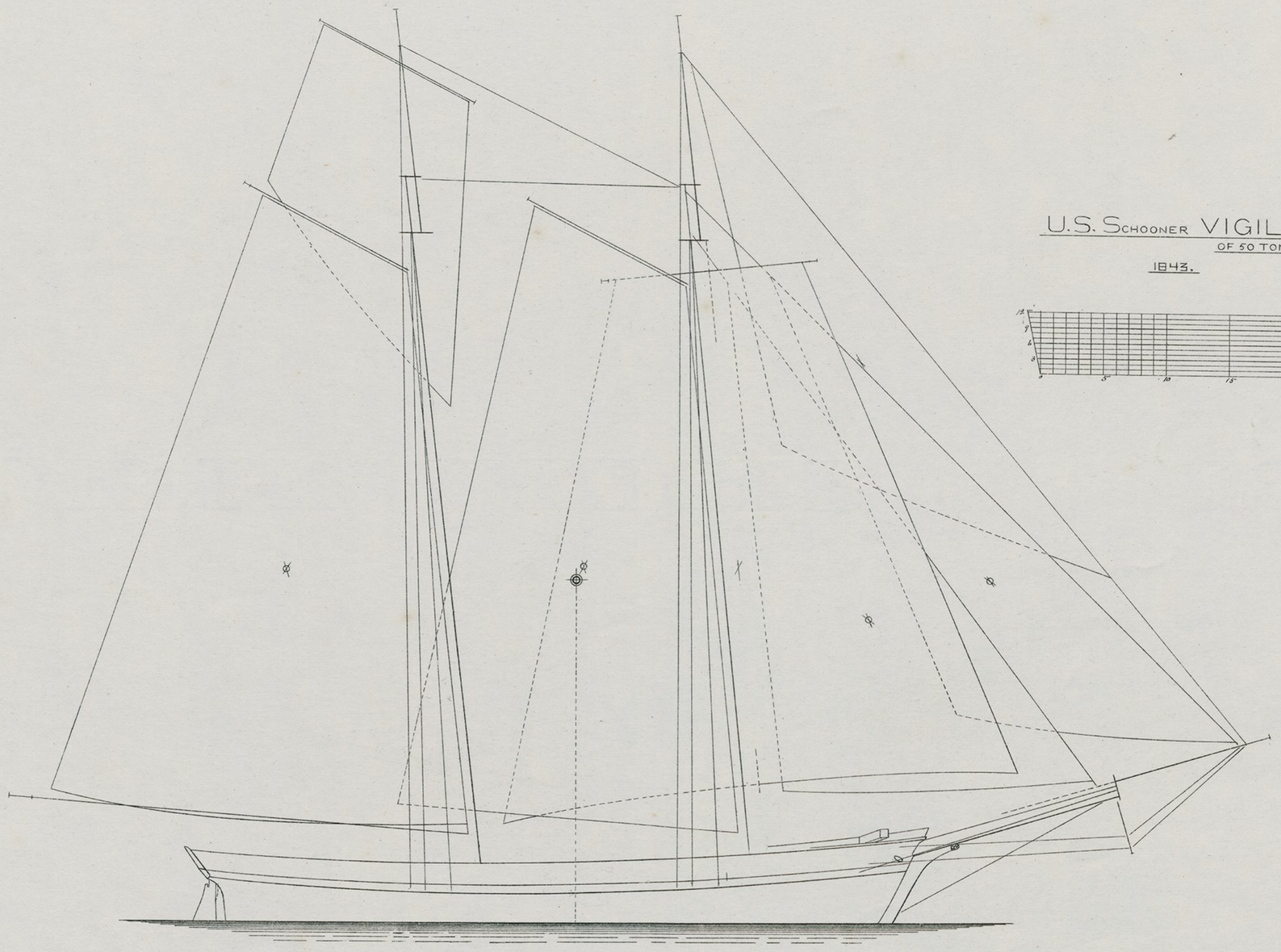
LENGTH ON DECK	167 FT 0 IN
BEAM MOULDED	33 " 4 "
DEPTH OF HOLD	21 " 4 "
TONNAGE O.M.	1156 tons

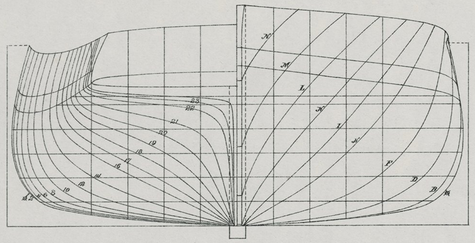
U.S. Schooner VIGILANT,

OF 50 TONS. C.M.

1843.







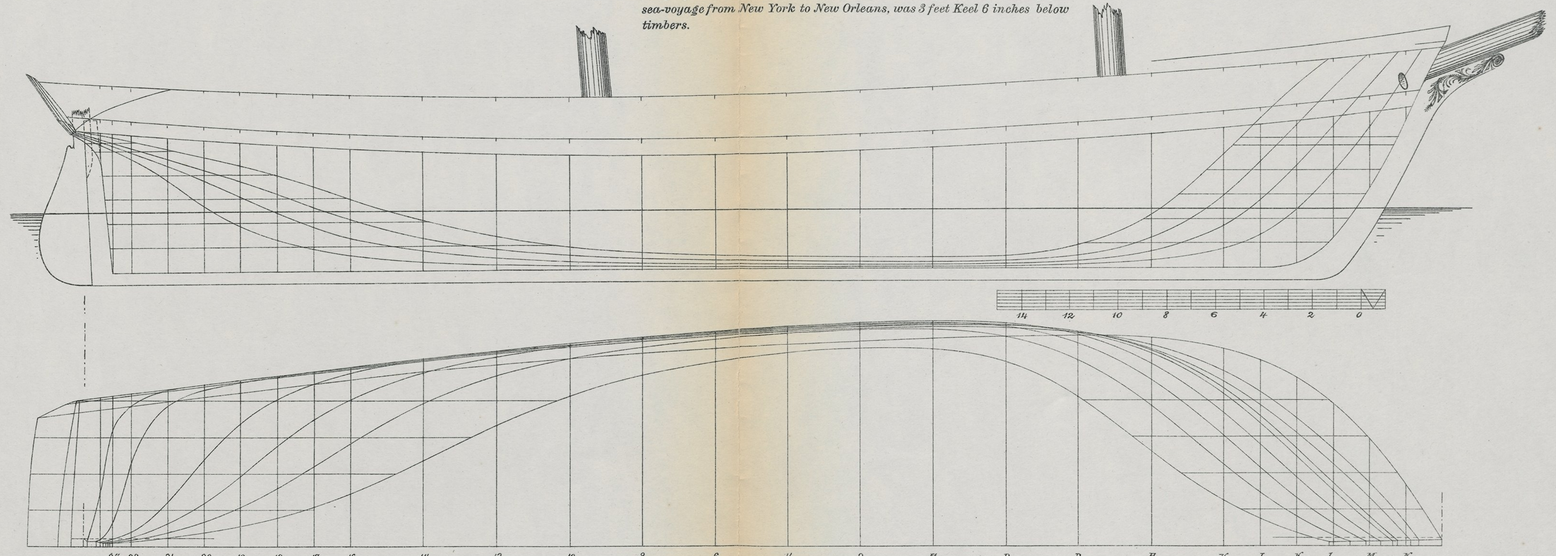
VIGILANT

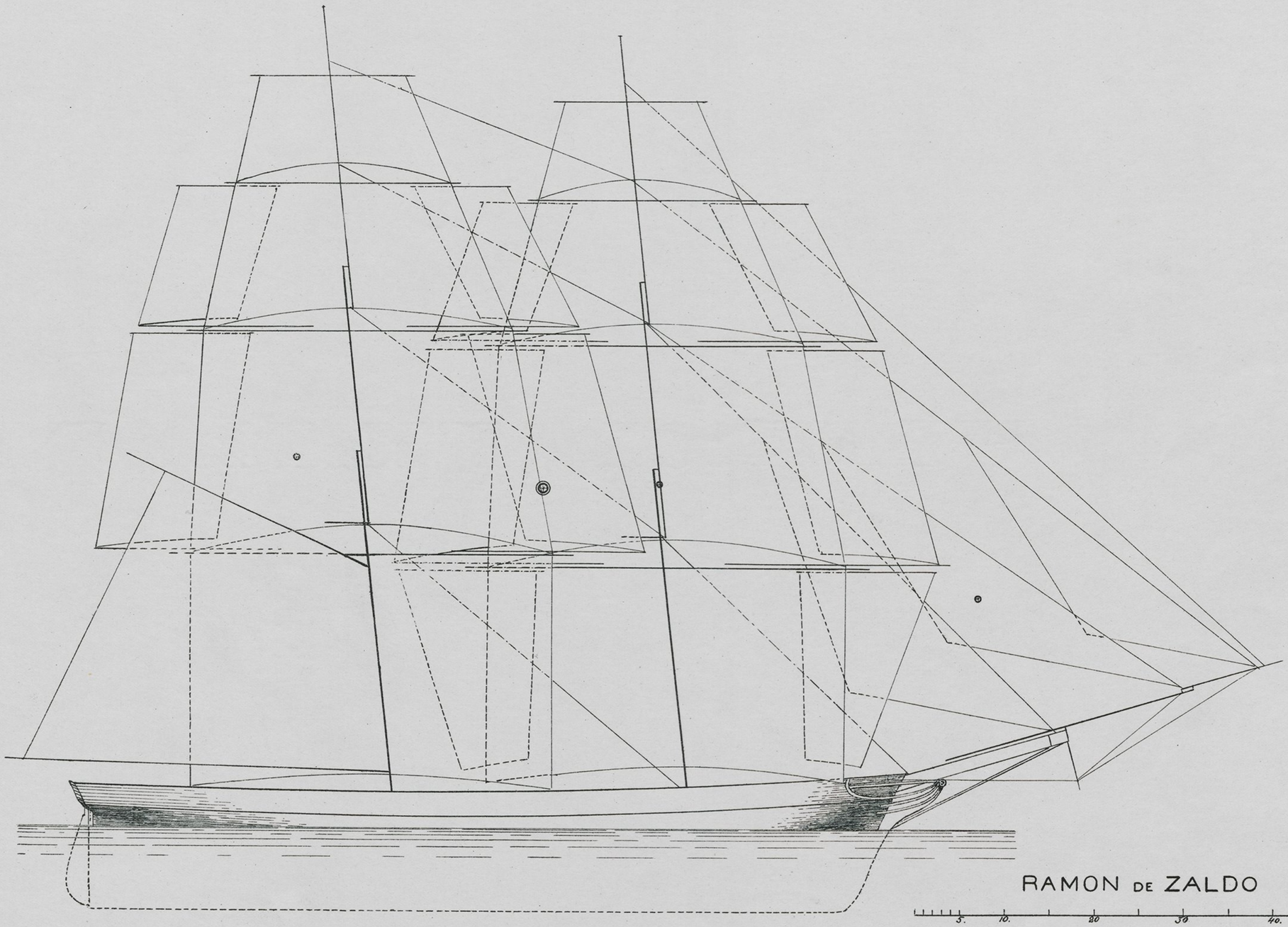
U.S.-SCHOONER-1843

LENGTH ON DECK	56	FT.	0 IN.
BEAM MOULDED	18	„	5 „
DEPTH OF HOLD	4	„	8 „
TONNAGE C.M.	50	tons	

Schooner VIGILANT.

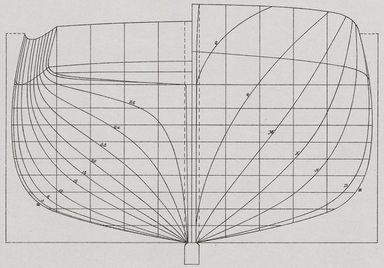
Built in 1843 for the United States Government. Shoal Water Service. Draft of water with 6 tons of ballast and everything on board ready for sea-voyage from New York to New Orleans, was 3 feet Keel 6 inches below timbers.





RAMON DE ZALDO

5. 10. 20 30 40. 50.



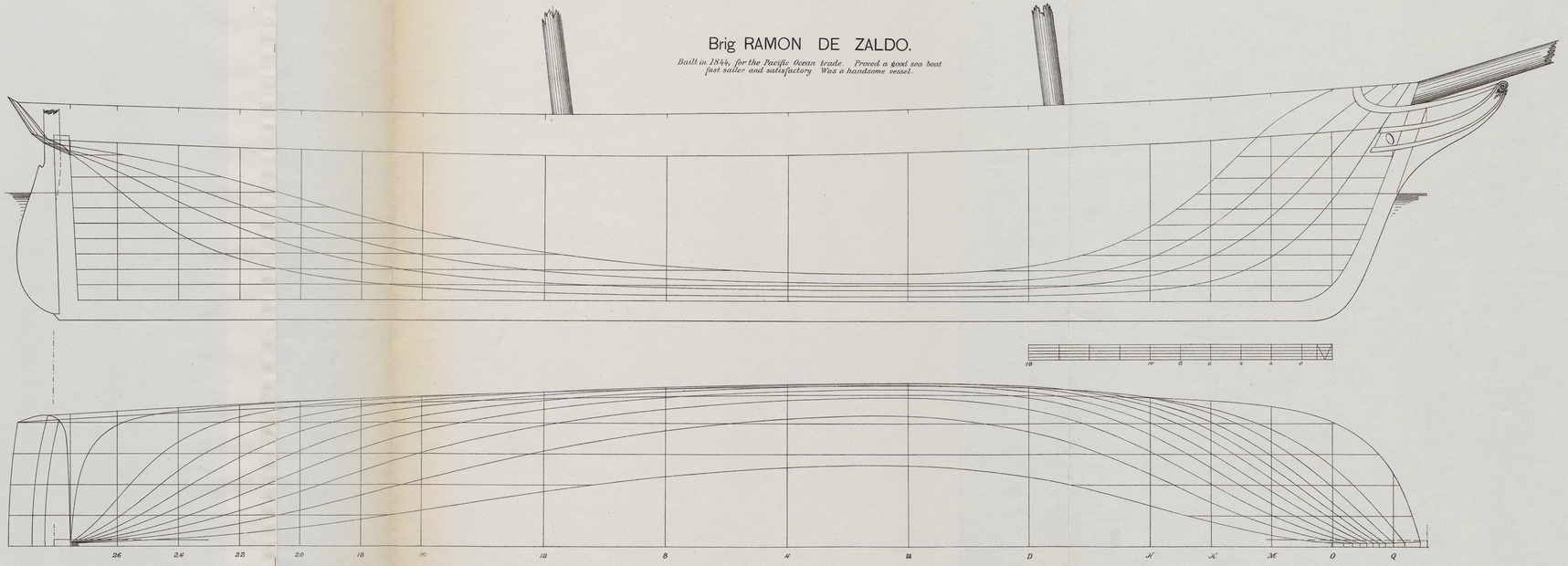
RAMON DE ZALDO

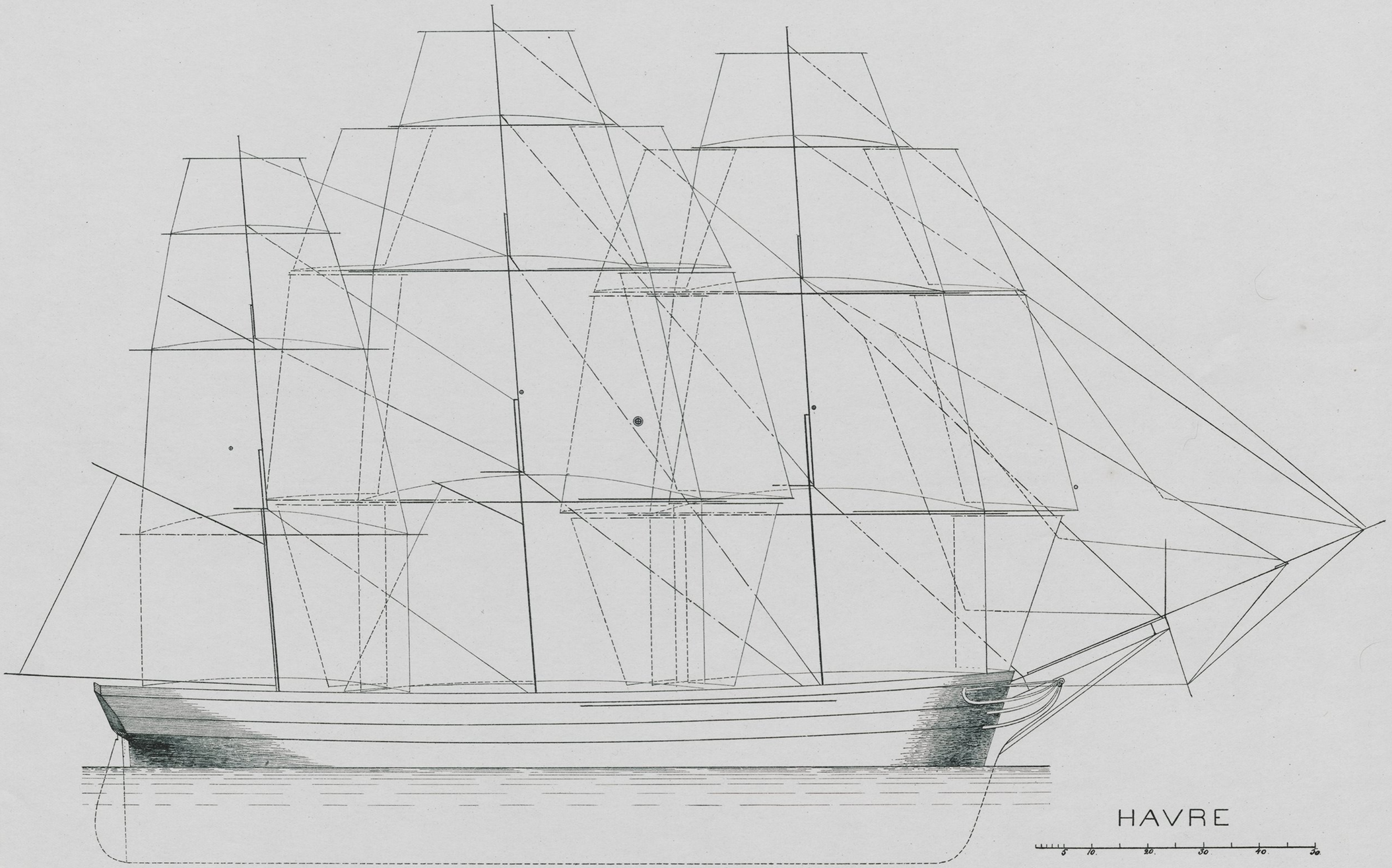
BRIG-1844

LENGTH ON DECK ____ 90 FT. 0 IN.
BEAM MOULDED ____ 21 „ 3 „
DEPTH OF HOLD ____ 8 „ 4 „
TONNAGE C.M. ____ 150 tons

Brig RAMON DE ZALDO.

Built in 1844, for the Pacific Ocean trade. Proved a good sea boat fast sailer and satisfactory. Was a handsome vessel.





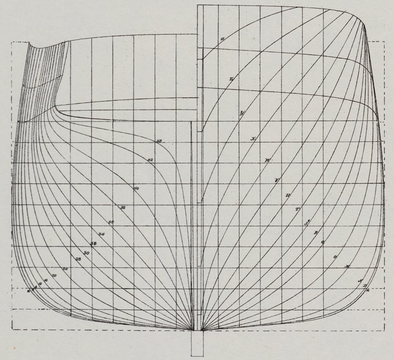
HAVRE

5 10 20 30 40 50

HAVRE

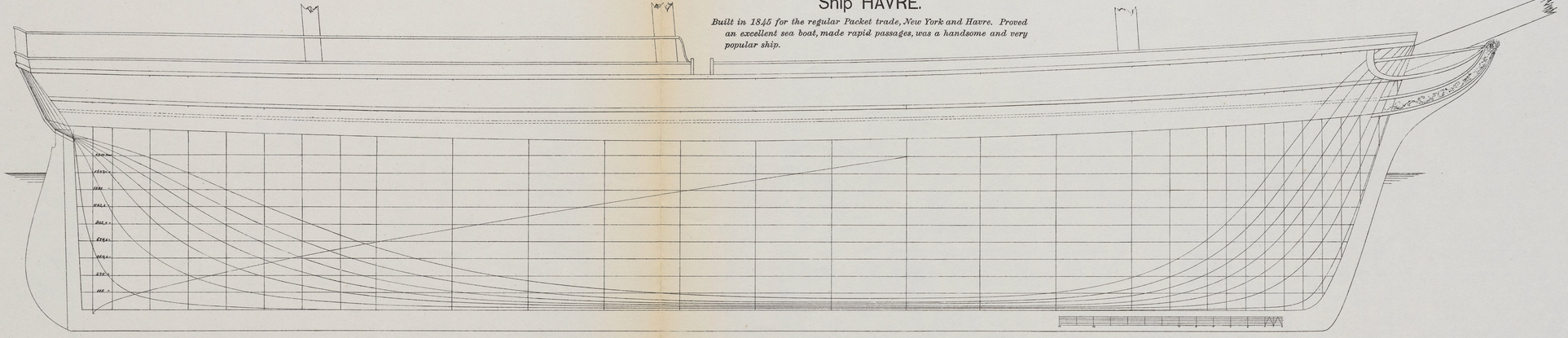
HAVRE PACKET SHIP. 1845

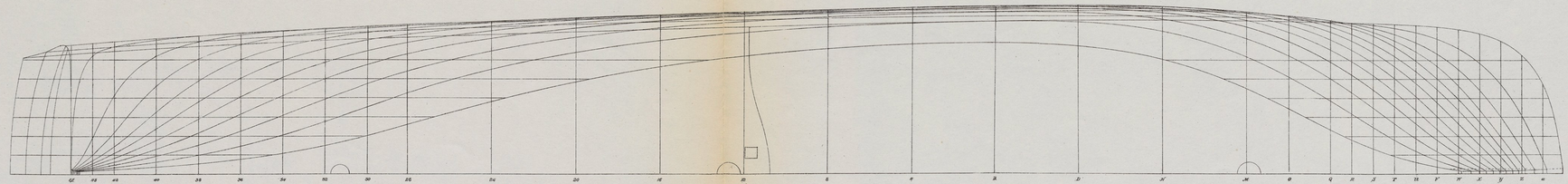
LENGTH ON DECK	156 Ft. 0 In.
BEAM MOULDED	34 Ft. 6 In.
DEPTH OF HOLD	20 Ft. 6 In.
TONNAGE C.M.	1000 Tons.



Ship HAVRE.

Built in 1845 for the regular Packet trade, New York and Havre. Proved an excellent sea boat, made rapid passages, was a handsome and very popular ship.

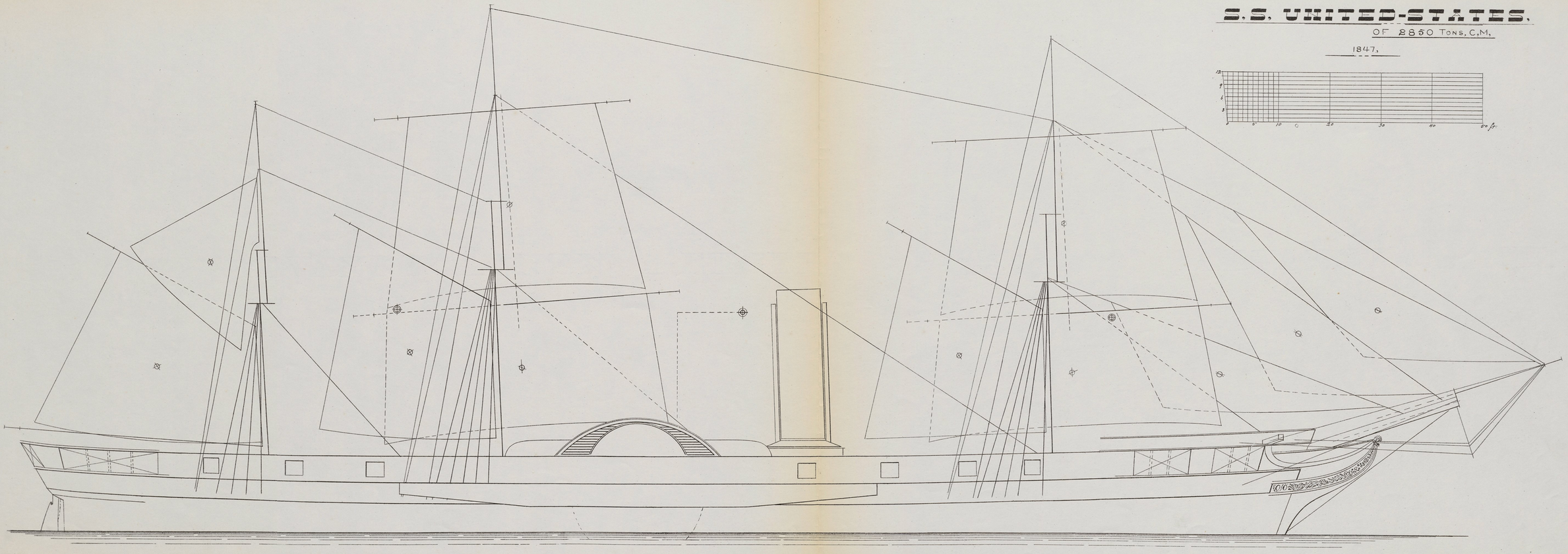




S.S. UNITED-STATES.

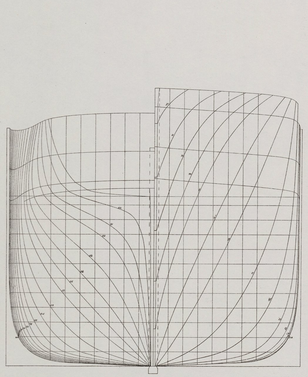
OF 2850 TONS, C.M,

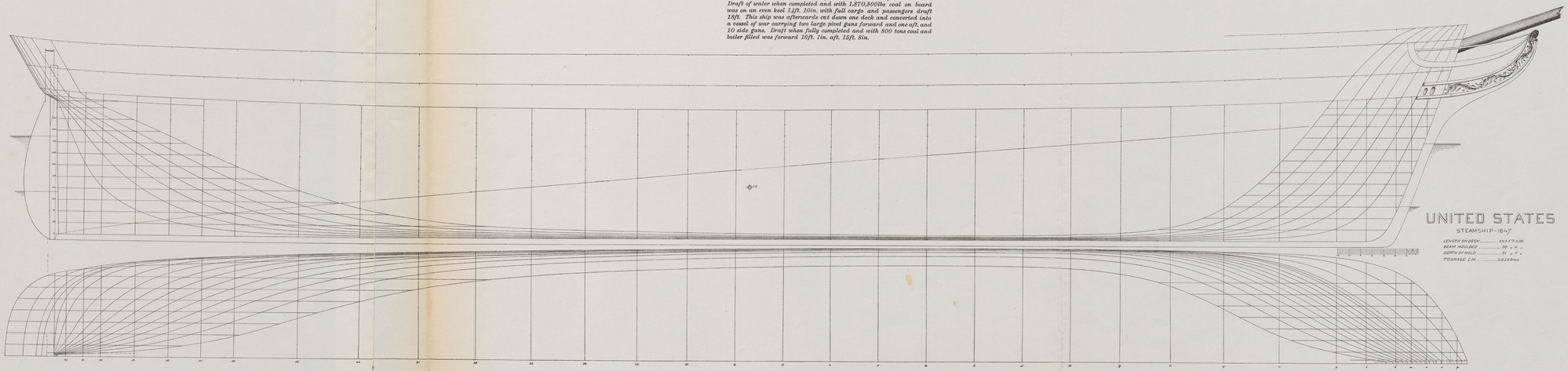
1847.



Steamer "UNITED STATES" Side-wheel.

Draft of water when launched (Keel 12 inches below floors) nothing on board was forward 7ft. 11in. and aft. 8ft. 4in. Built in the year 1847 for regular packet between New York and New Orleans but was run as freight Steamer between New York and Liverpool. Made good speed with very moderate power, was an excellent sea-boat. Carried a large cargo on a very light draft of water. Had two side lever engines, 80 inch diameter of cylinder and 9 foot stroke, wheels 35ft. in diameter. Draft of water when completed and with 1,870,800lbs coal on board was on an even keel 14ft. 10in. with full cargo and passengers draft 18ft. This ship was afterwards cut down one deck and converted into a vessel of war carrying two large pivot guns forward and one aft. and 10 side guns. Draft when fully completed and with 800 tons coal and boiler filled was forward 16ft. 11in. aft. 15ft. 8in.





UNITED STATES

STEAMSHIP-1847

LENGTH ON DECK ..... 403 FT 0 IN.
BEAM MOULDED ..... 70 ' - 0 "
DEPTH OF HOLD ..... 31 ' - 6 "
TONNAGE CM. ..... 2356 tons

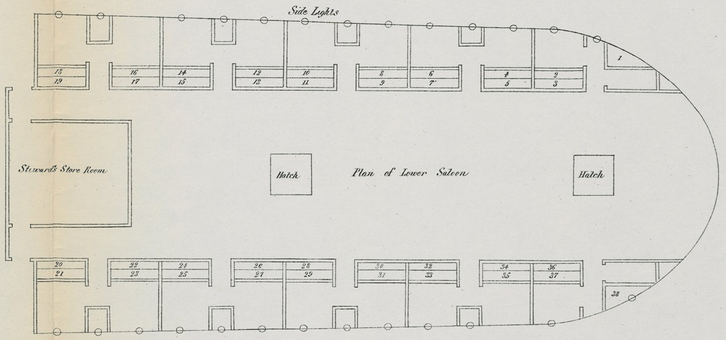
PLAN
of the
SALOONS AND STATE ROOMS
of the
STEAM SHIP UNITED STATES

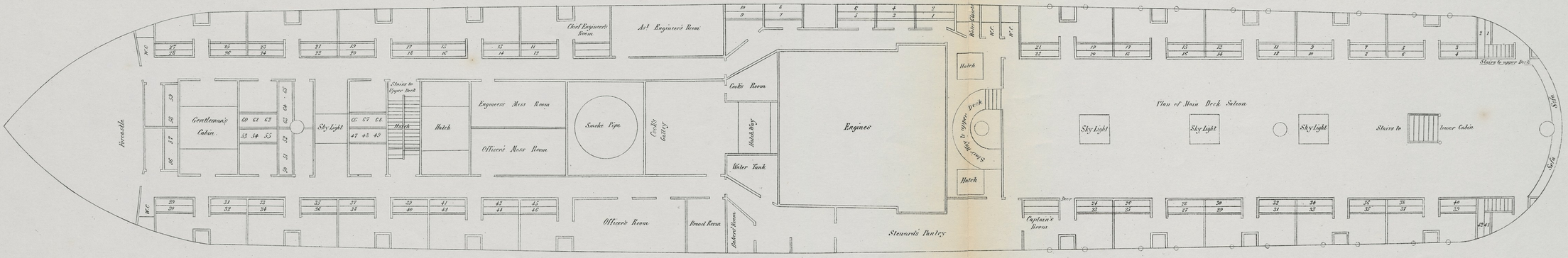
Burthen 2000 Tons.

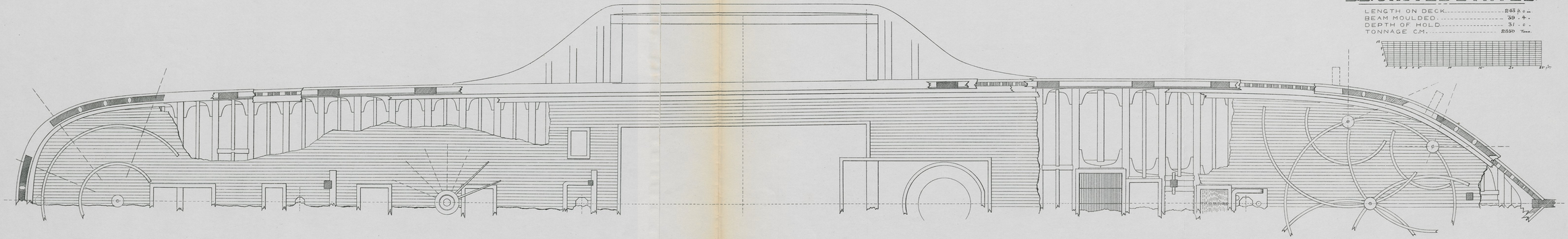
Two Engines 80 inch. Cylinders, 9 Feet Stroke.

William C. Hackstaff Esq.r Com.dr

Scale ½ of an Inch to the Foot. New York January 1848.





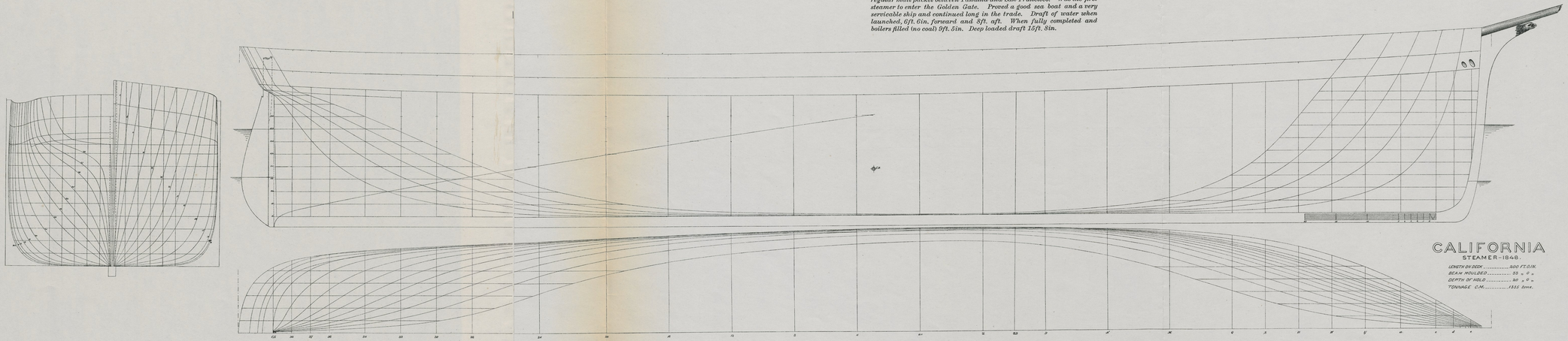


SS. UNITED STATES.

LENGTH ON DECK	245 ft 0 in.
BEAM MOULDED	39 ft.
DEPTH OF HOLD	31 ft.
TONNAGE C.M.	8850 Tons.

Side-wheel Steamer CALIFORNIA.

First vessel built in 1848 for the Pacific Mail Steamship Company for a regular mail packet between Panama and San Francisco. Was the first steamer to enter the Golden Gate. Proved a good sea boat and a very serviceable ship and continued long in the trade. Draft of water when launched, 6ft. 6in. forward and 8ft. aft. When fully completed and boilers filled (no coal) 9ft. 5in. Deep loaded draft 15ft. 8in.



CALIFORNIA

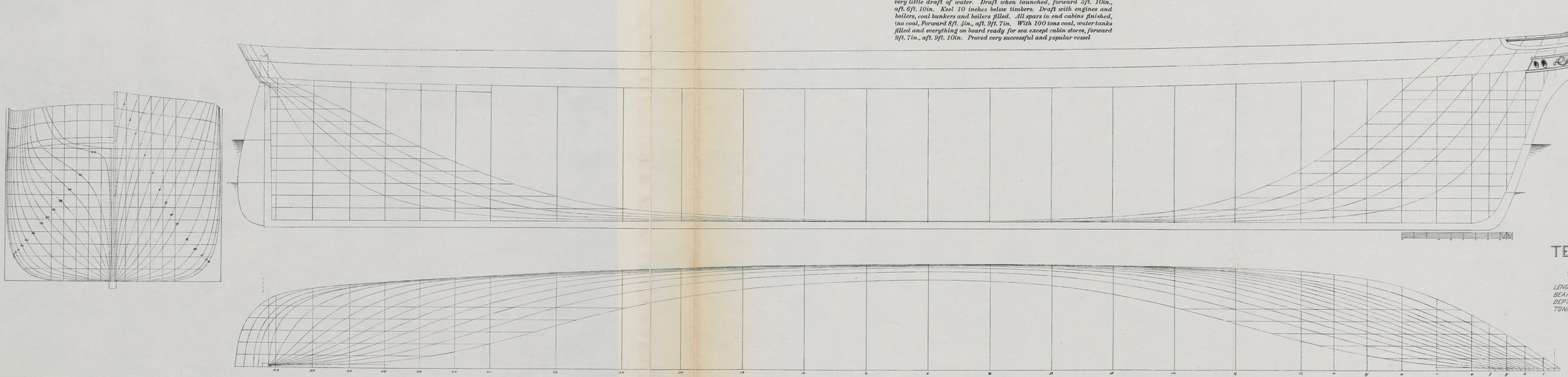
STEAMER - 1848.

LENGTH ON DECK	220 FT. 0 IN.
BEAM MOULDED	33 " 0 "
DEPTH OF HOLD	22 " 0 "
TONNAGE C.M.	1351 Tons.

SIDE-WHEEL STEAMER

TENNESSEE.

Built in 1848 First full seagoing Steamer for the regular passenger and freight trade between New York and Savannah, requiring very little draft of water. Draft when launched, forward 5ft. 10in., aft 6ft. 10in. Keel 10 inches below timbers. Draft with engines and boilers, coal bunkers and boilers filled. All spars in and cabins finished, no coal, Forward 8ft. 5in., aft. 9ft. 7in. With 100 tons coal, water tanks filled and everything on board ready for sea except cabin stores, forward 9ft. 7in., aft. 9ft. 10in. Proved very successful and popular vessel



TENNESSEE

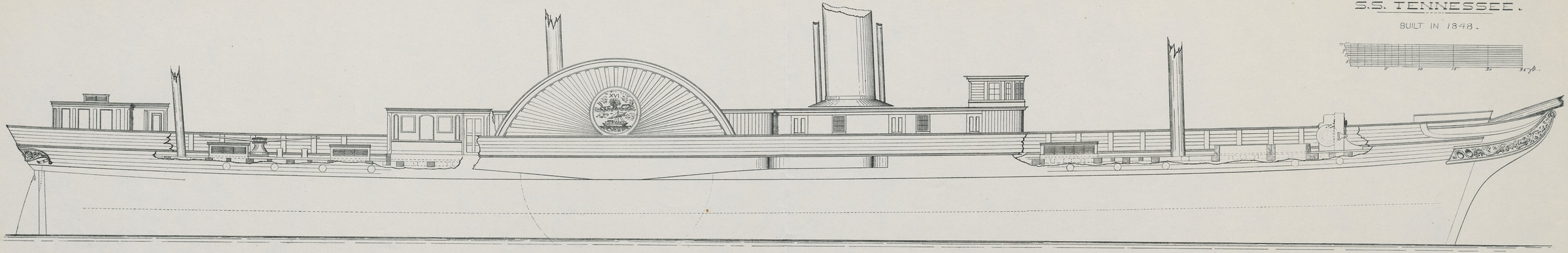
1848

SIDEWHEEL STEAMER

LENGTH ON DECK.....210 FT. 0 IN.
BEAM MOULDED.....34 . 6 .
DEPTH OF HOLD.....22 . 0 .
TONNAGE C.M.....1500 tons.

S.S. TENNESSEE.

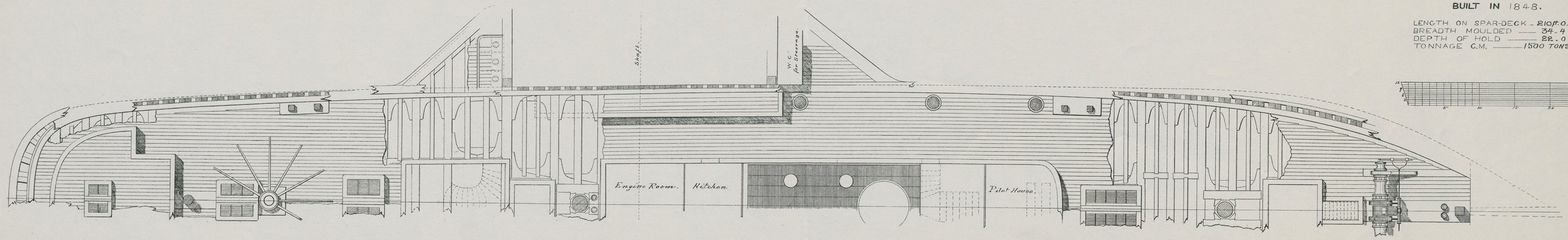
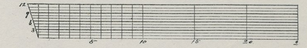
BUILT IN 1848.



S.S. TENNESSEE.

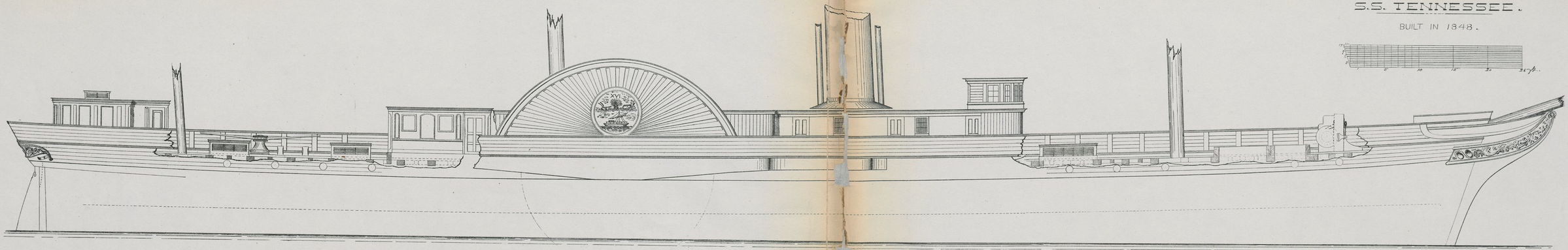
BUILT IN 1848.

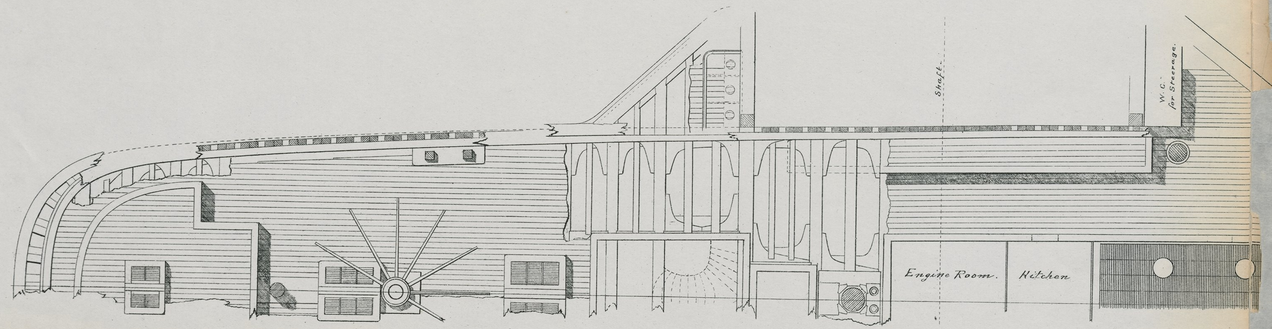
LENGTH ON SPAR-DECK — 210ft. 0 in.
BREADTH MOULDED — 34. 4 .
DEPTH OF HOLD — 22. 0 .
TONNAGE C.M. — 1500 TONS.

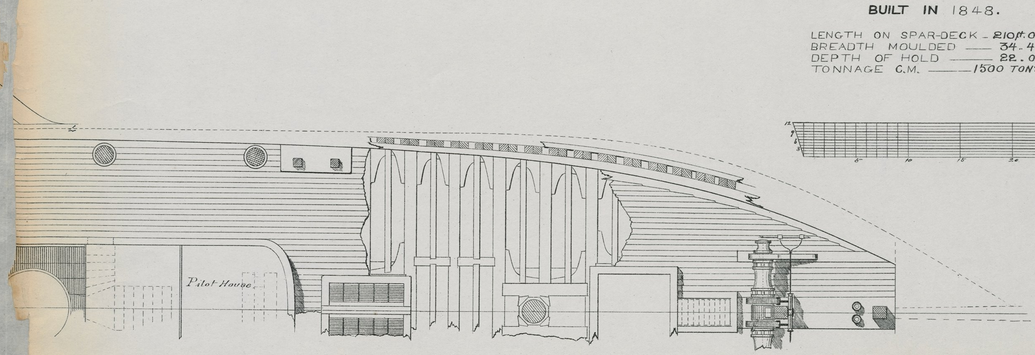


S.S. TENNESSEE.

BUILT IN 1848.





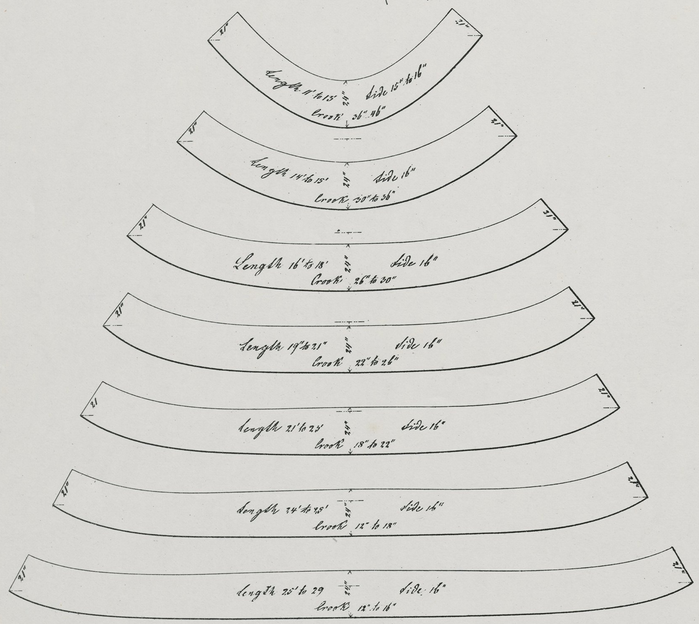


S.S. TENNESSEE.

BUILT IN 1848.

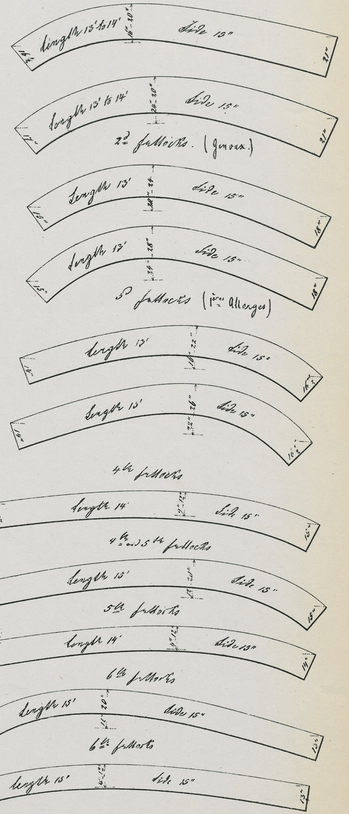
LENGTH ON SPAR-DECK - 210ft. 0in.
BREADTH MOULDED ——— 34. 4.
DEPTH OF HOLD ——— 22. 0.
TONNAGE C.M. ——— 1500 TONS.

Floors. (Varangues)

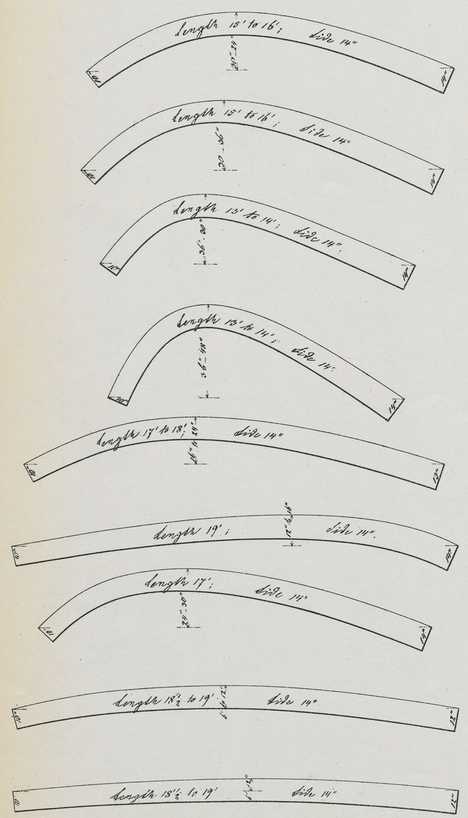


Futtocks.

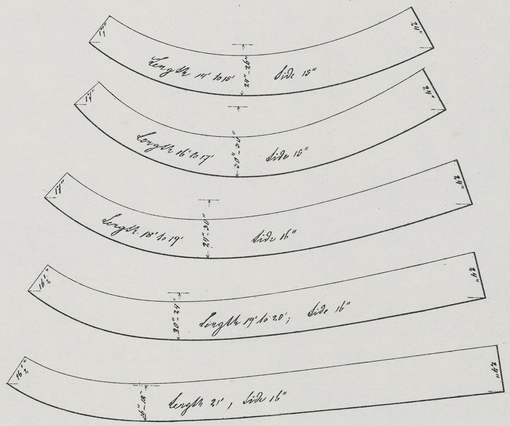
Short 1st futtocks. (Courts)

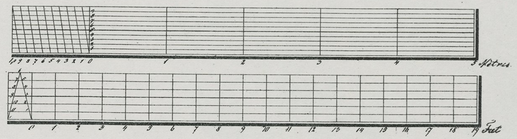


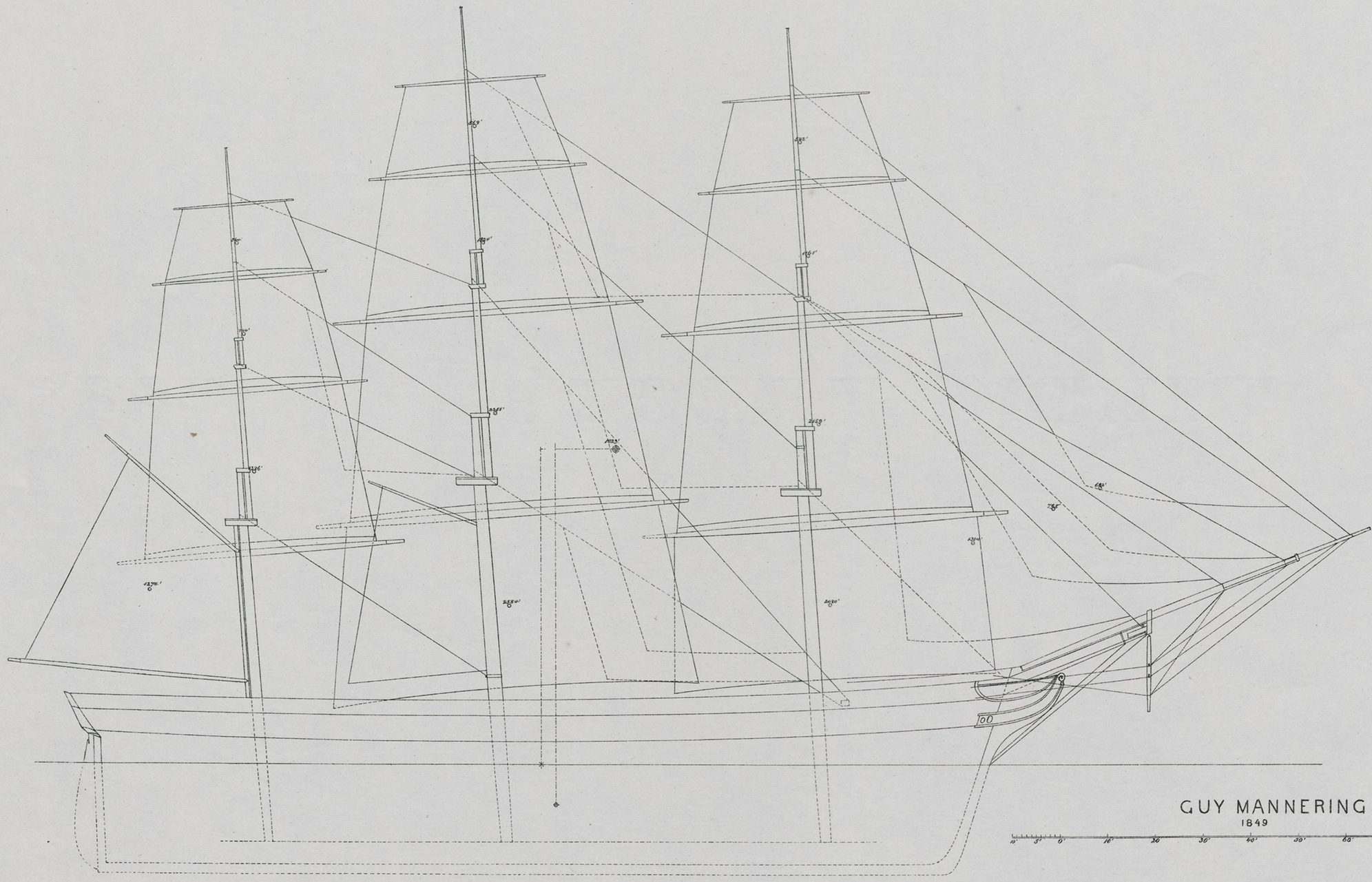
Poptimbers. (Allonges.)



1st Futtocks (Demi-courques)

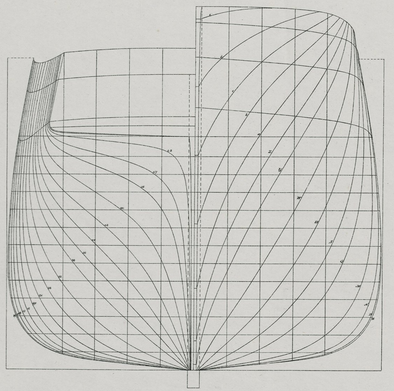


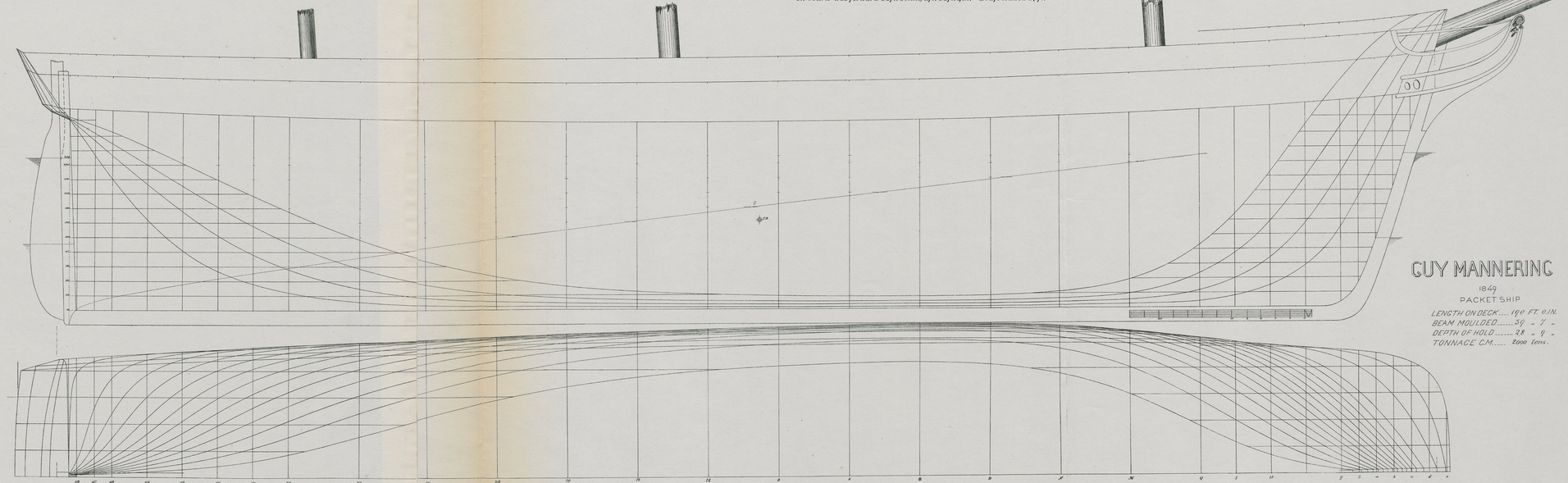



GUY MANNERING
1849

Ship GUY MANNERING.

Built in the year 1849, for general business, and was the first full three deck ship built in the United States for a freighter. Draft of water when launched, with all spars (except yards) and lower and topmast rigging on board was forward 11ft. 3½in., aft. 11ft. 4in. Draft loaded 24 ft.



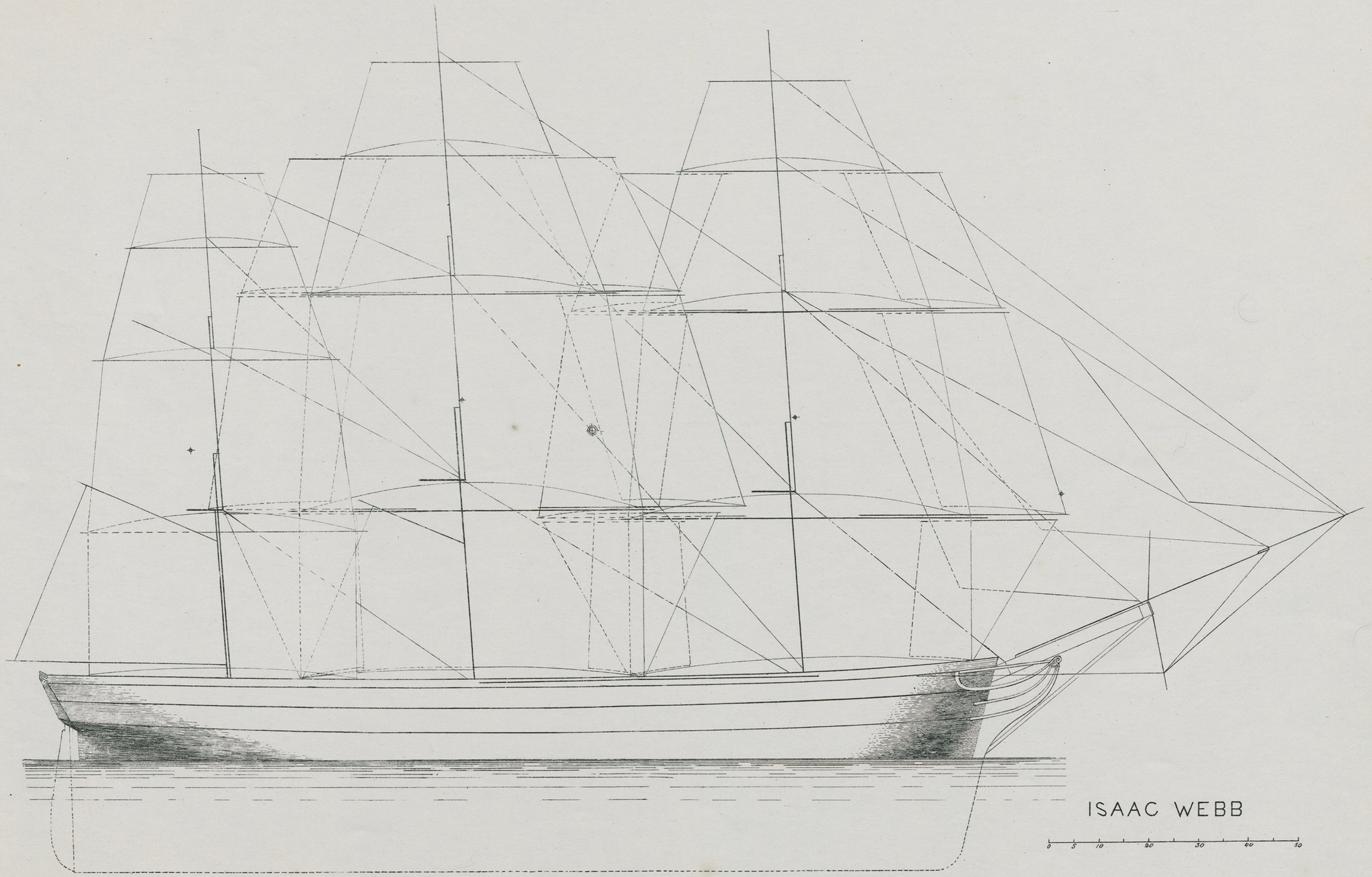


GUY MANNERING

1849

PACKET SHIP

LENGTH ON DECK.... 190 FT. 0 IN.
BEAM MOULDED..... 39 - 7 -
DEPTH OF HOLD..... 28 - 9 -
TONNAGE C.M..... 2000 Tons.

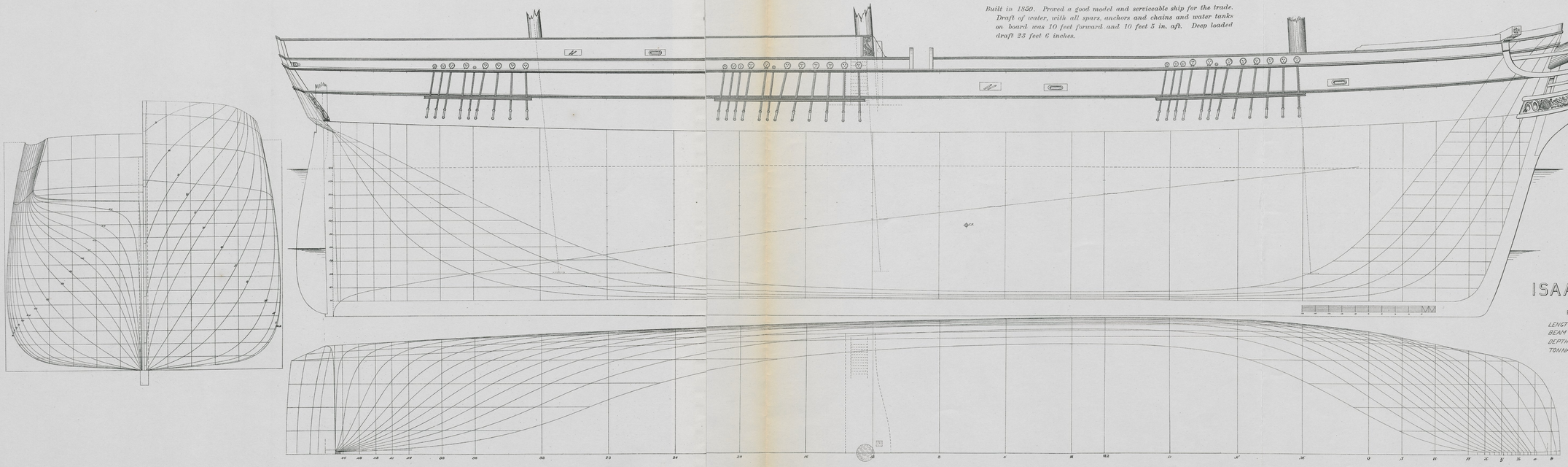


ISAAC WEBB

0 5 10 20 30 40 50

New York and Liverpool Packet Ship
ISAAC WEBB.

Built in 1850. Proved a good model and serviceable ship for the trade. Draft of water, with all spars, anchors and chains and water tanks on board was 10 feet forward and 10 feet 5 in. aft. Deep loaded draft 23 feet 6 inches.

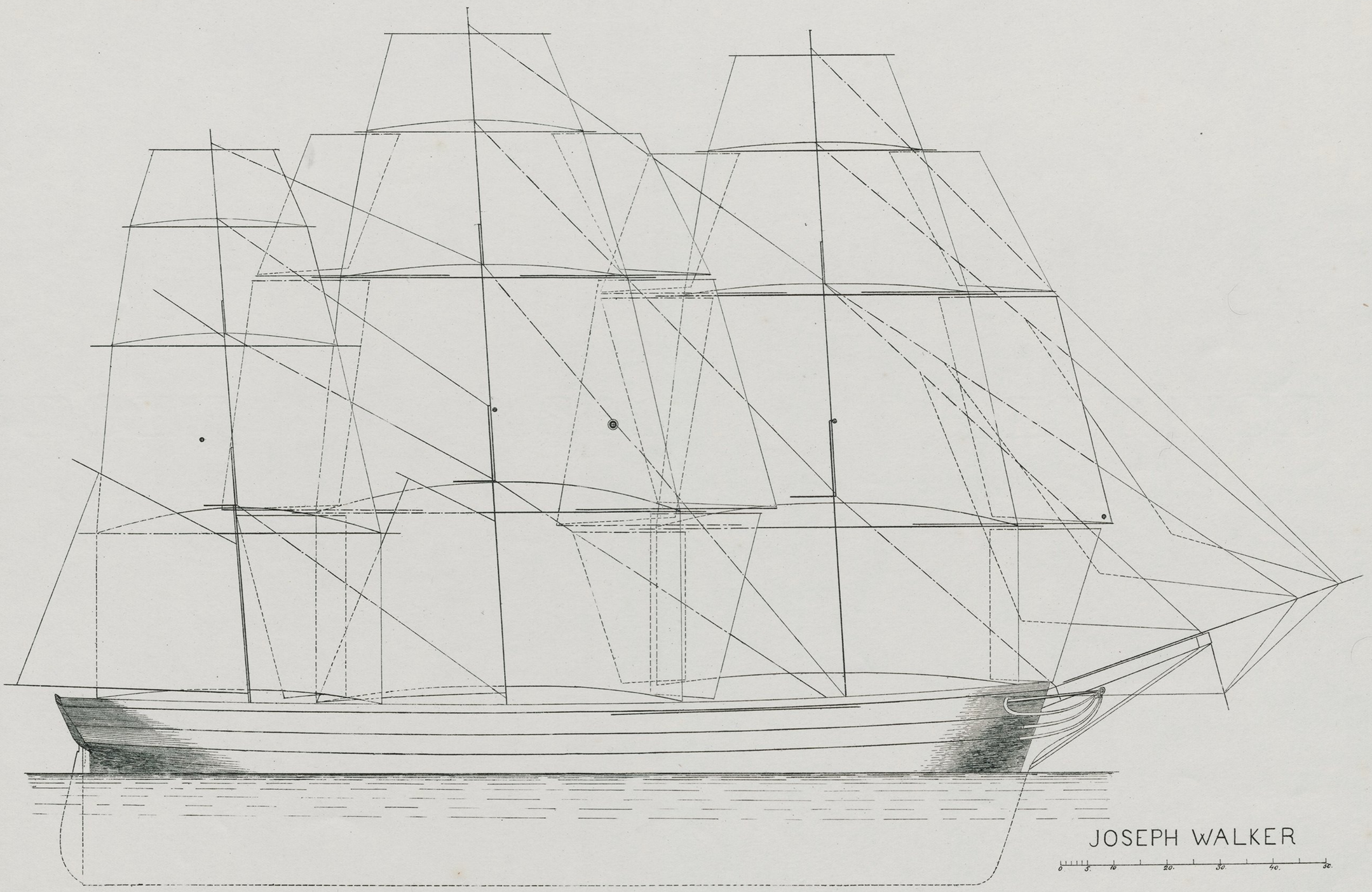


ISAAC WEBB

1850

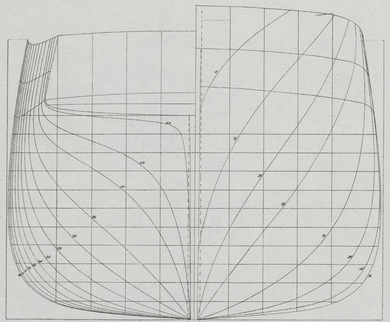
PACKET SHIP

LENGTH ON DECK.....183 FT. 0 IN.
BEAM MOULDED.....38 „ 10 „
DEPTH OF HOLD.....27 „ 3 „
TONNAGE C.M.....1800 tons.



JOSEPH WALKER

0 5. 10 20. 30. 40. 50.



JOSEPH WALKER

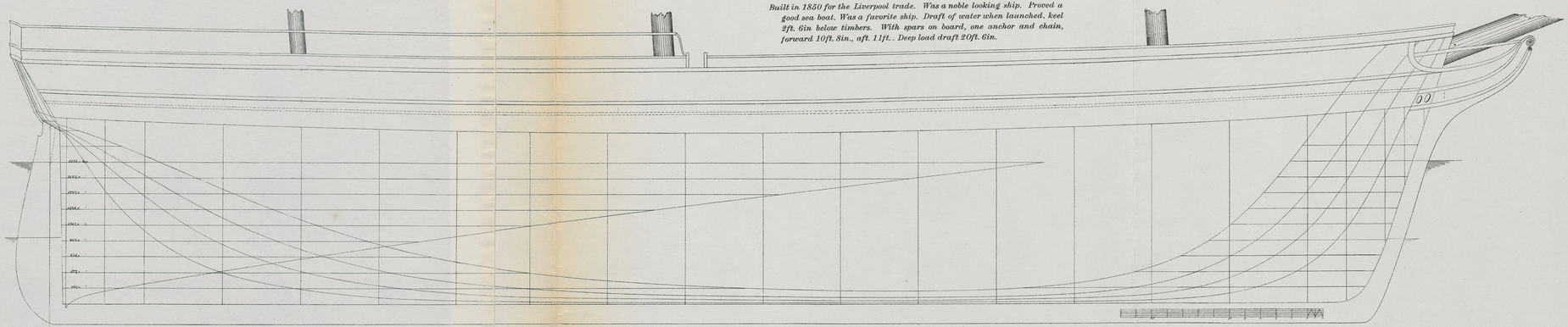
1850

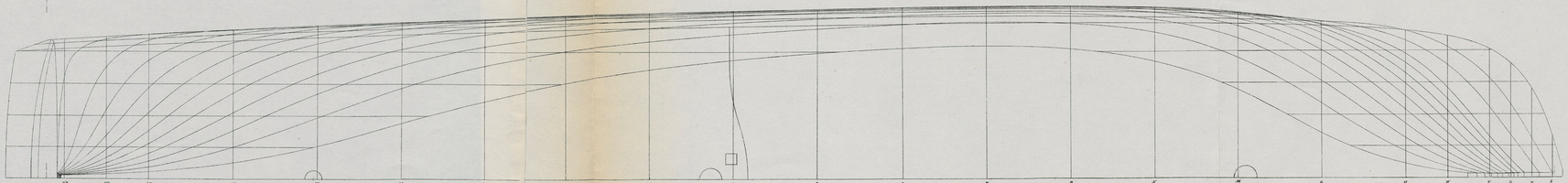
PACKET SHIP

LENGTH ON DECK ... 180 FT. 0 IN.
BEAM MOULDED ..... 34 „ 4 „
DEPTH OF HOLD ..... 23 „ 0 „
TONNAGE C.M. ..... 1300 tons

Ship JOSEPH WALKER.

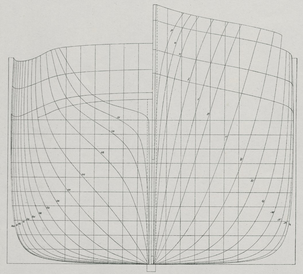
Built in 1850 for the Liverpool trade. Was a noble looking ship. Proved a good sea boat. Was a favorite ship. Draft of water when launched, keel 2ft. 6in below timbers. With spars on board, one anchor and chain, forward 10ft. 8in., aft. 11ft.. Deep load draft 20ft. 6in.

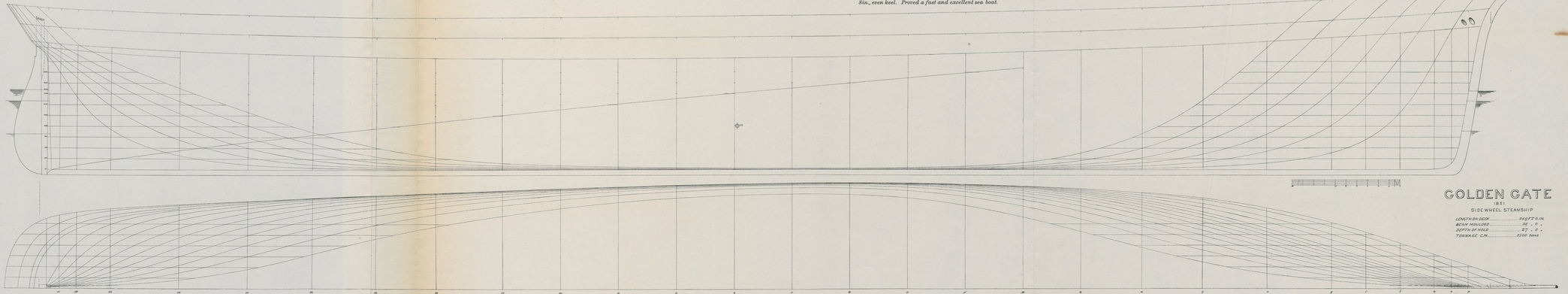




Side-wheel Steamer GOLDEN GATE.

(Three full decks). Built in the year 1851 for the Pacific Mail Steamship Co. Draft of water when launched, with anchors and chain on board, was forward 9ft. 11in., aft 7ft. 7in. Machinery complete, boilers filled and 50 tons coal on board, forward 10ft. 4in., aft 10ft. 7in. With 800 tons coal on board, water tanks filled, ready for sea, (except provisions), 13ft. 8in., even keel. Proved a fast and excellent sea boat.



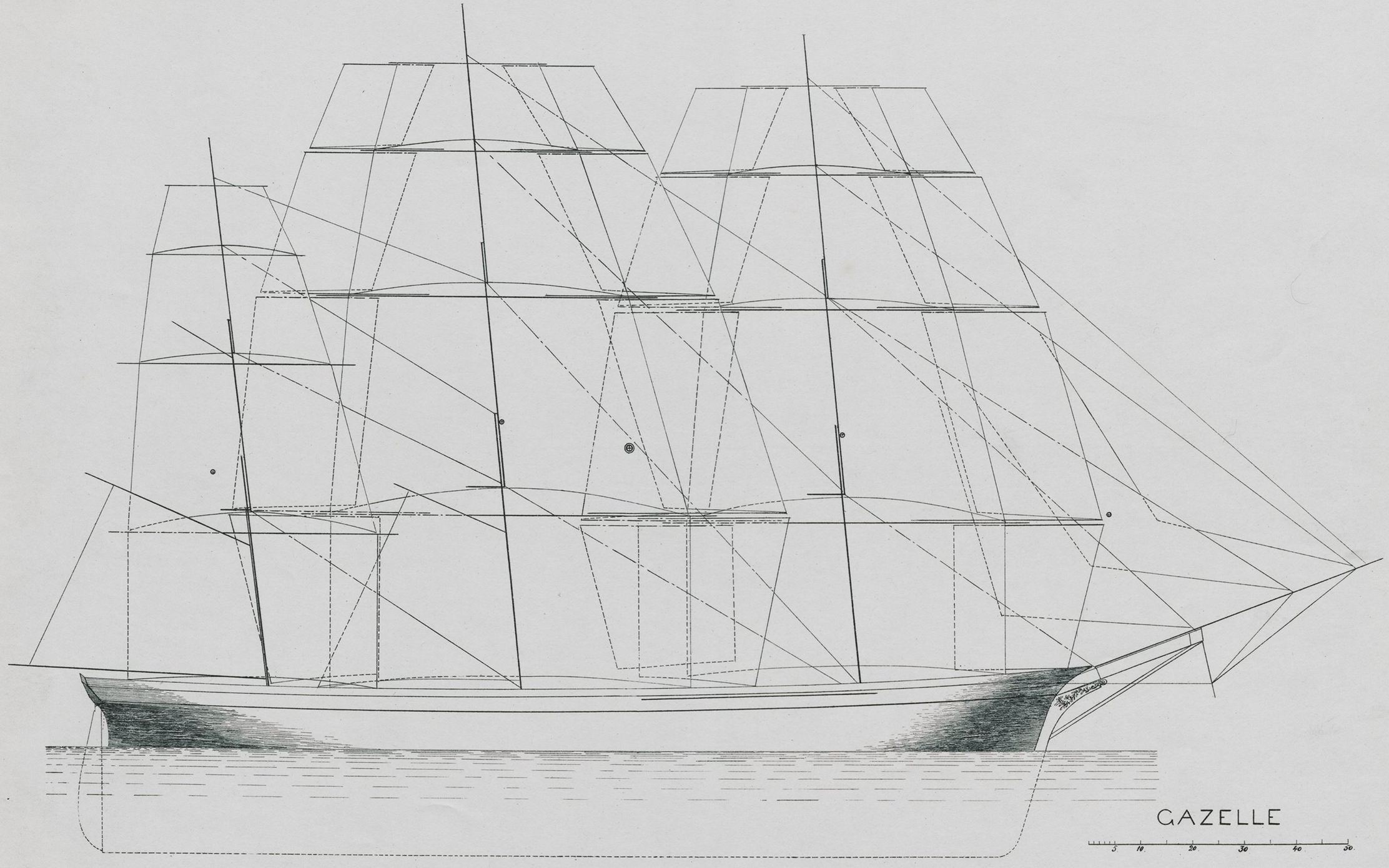


GOLDEN GATE

1851

SIDE WHEEL STEAMSHIP

LENGTH ON DECK	269FT 8 IN.
BEAM MOULDED	70 " 0 "
DEPTH OF HOLD	27 " 0 "
TONNAGE C.M.	3190 tons

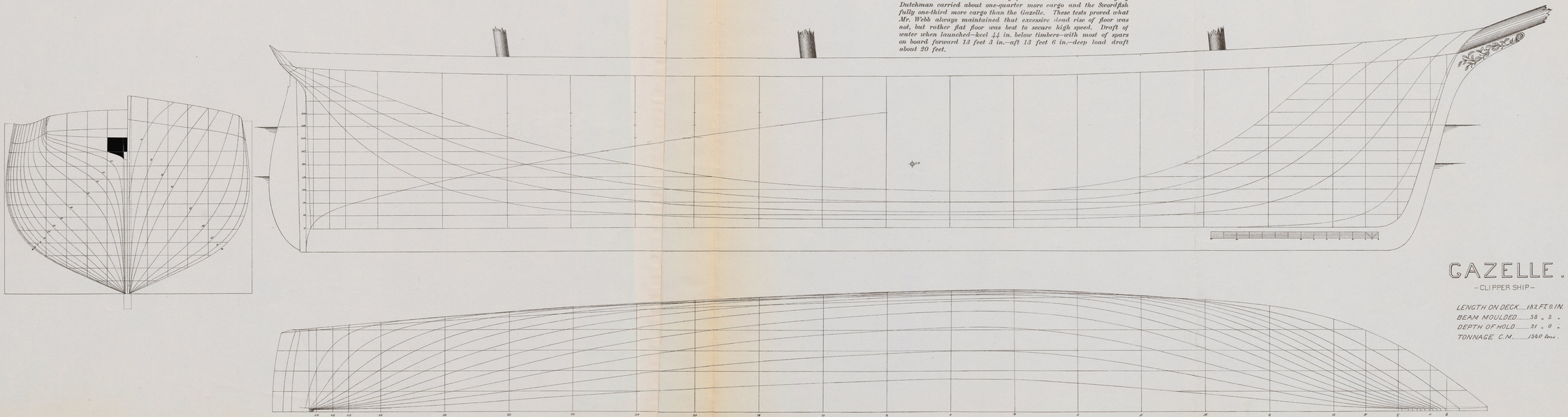


GAZELLE

5 10 20 30 40 50

Clipper Ship GAZELLE

Built early in the Clipper ship era, expressly for the California trade. This ship was built having a great dead rise of floor, to meet the views of her owners, two retired ship Captains, who entertained old received and erroneous ideas of modelling. She did not prove as fast as other Clipper ships having much less dead rise of floor and carrying more cargo. This ship fell in at sea on several occasions with the clipper ships Flying Dutchman of about the same general dimensions having less dead rise of floor, also the Swordfish of much less general dimensions and much less dead rise of floor (all modeled and built by same builder). With light winds and smooth sea the Gazelle could barely hold her own, but with stronger winds and heavier sea the others invariably passed the Gazelle. The Flying Dutchman carried about one-quarter more cargo and the Swordfish fully one-third more cargo than the Gazelle. These tests proved what Mr. Webb always maintained that excessive dead rise of floor was not, but rather flat floor was best to secure high speed. Draft of water when launched—keel 14 in. below timbers—with most of spars on board forward 13 feet 3 in.—aft 13 feet 6 in.—deep load draft about 20 feet.



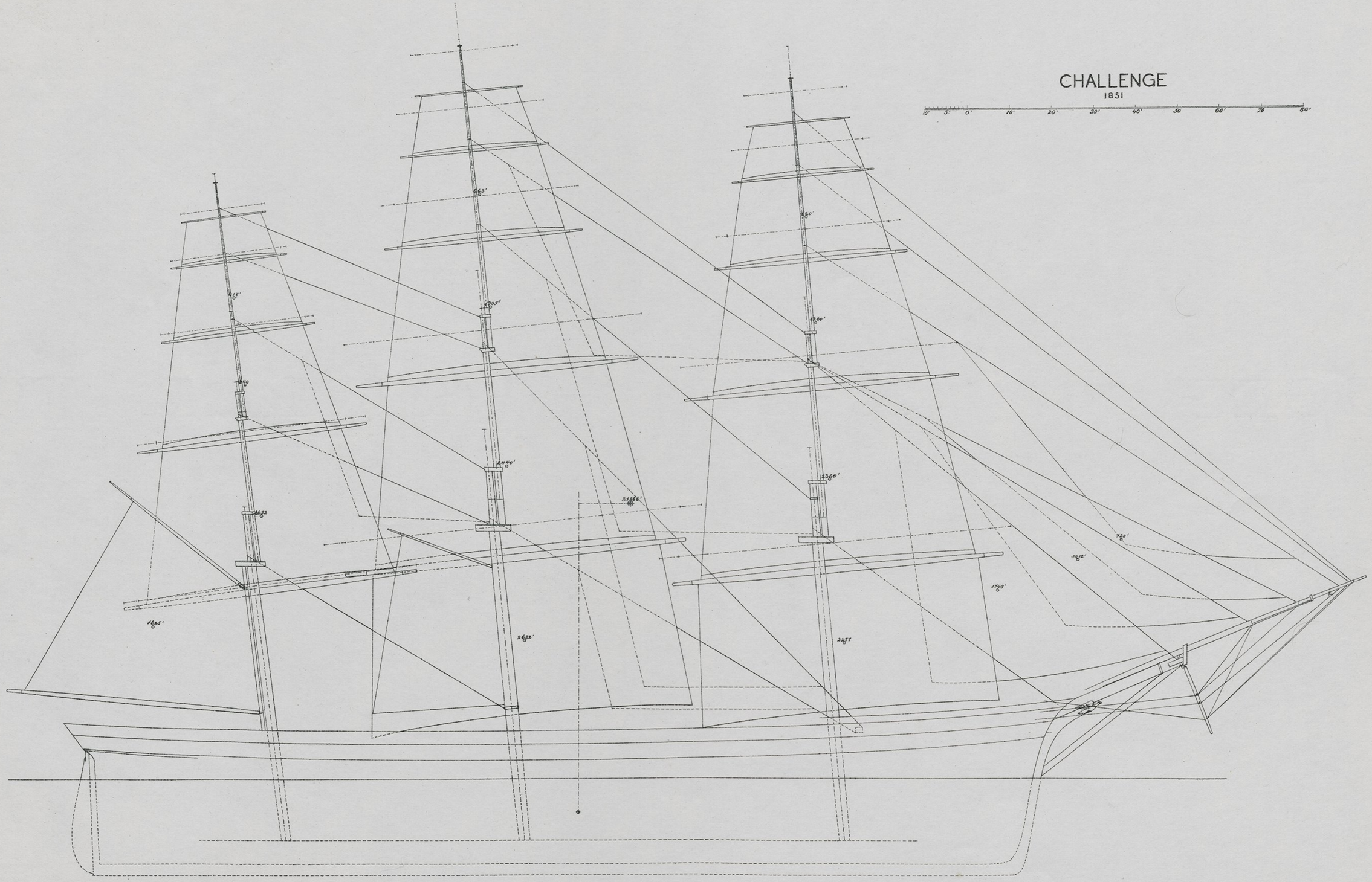
GAZELLE.

—CLIPPER SHIP—

LENGTH ON DECK.....182 FT. 0 IN.
BEAM MOULDED.....38 " 2 "
DEPTH OF HOLD.....21 " 0 "
TONNAGE C.M.....1340 tons.

CHALLENGE

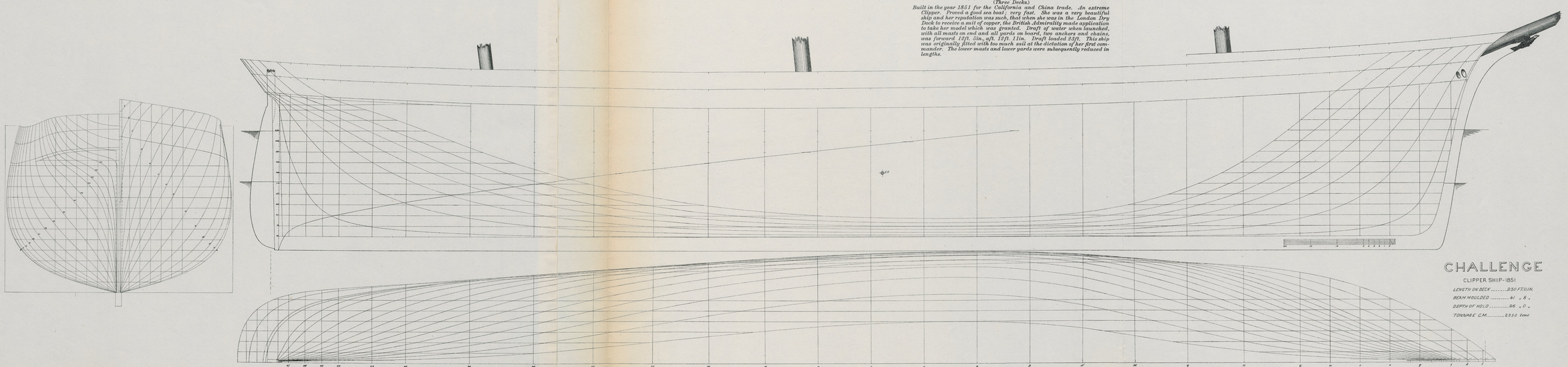
1851



Full Clipper Ship CHALLENGE.

(Three Decks.)

Built in the year 1851 for the California and China trade. An extreme Clipper. Proved a good sea boat; very fast. She was a very beautiful ship and her reputation was such, that when she was in the London Dry Dock to receive a suit of copper, the British Admiralty made application to take her model which was granted. Draft of water when launched, with all masts on end and all yards on board, two anchors and chains, was forward 12ft. 5in., aft. 15ft. 11in. Draft loaded 23ft. This ship was originally fitted with too much sail at the dictation of her first commander. The lower masts and lower yards were subsequently reduced in lengths.



CHALLENGE

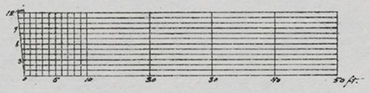
CLIPPER SHIP-1851

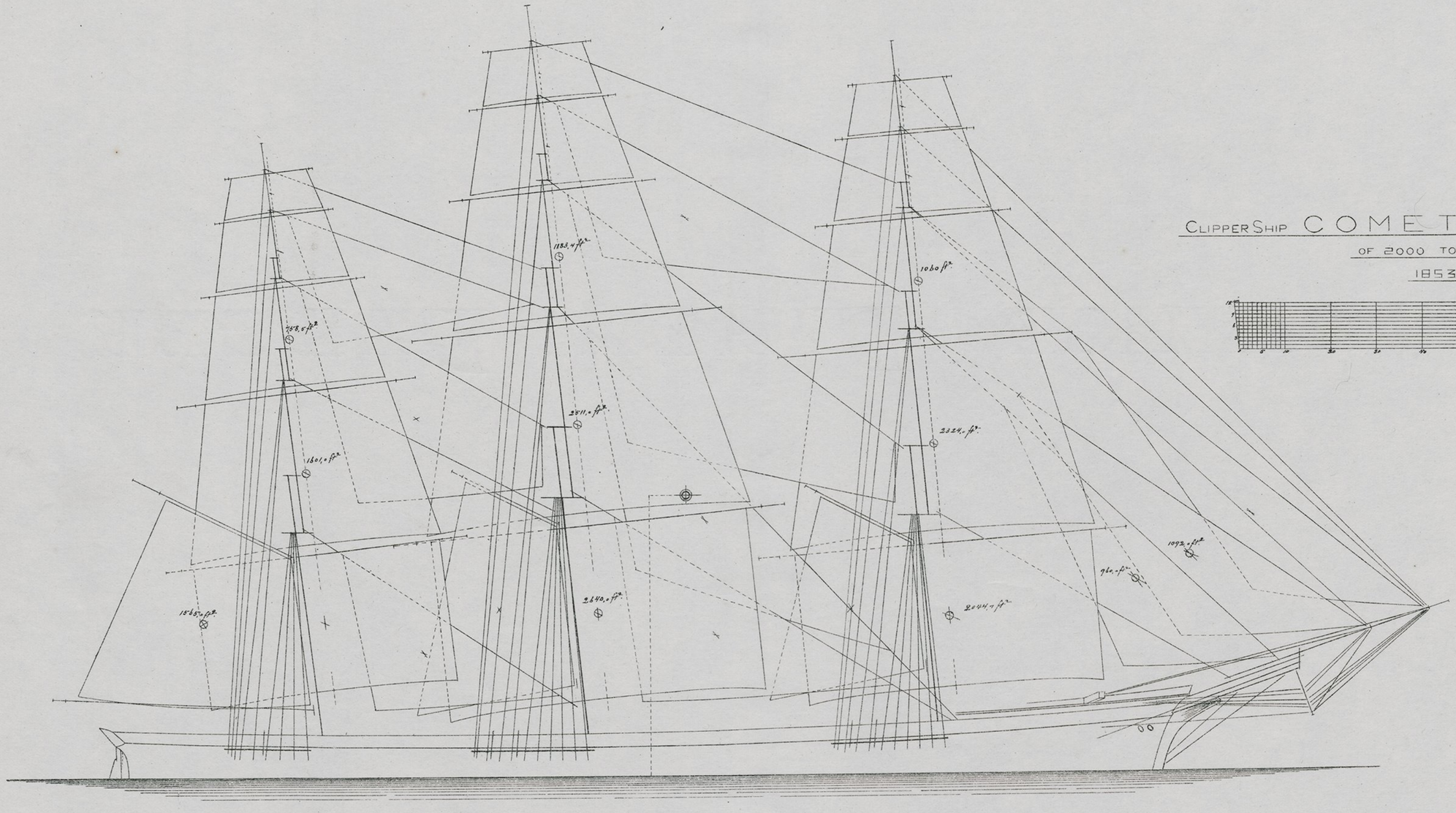
LENGTH ON DECK	230 FT 0 IN.
BEAM MOULDED	41 „ 8 „
DEPTH OF HOLD	26 „ 0 „
TONNAGE CM.	2350 tons

CLIPPER SHIP COMET.

OF 2000 TONS, C.M.

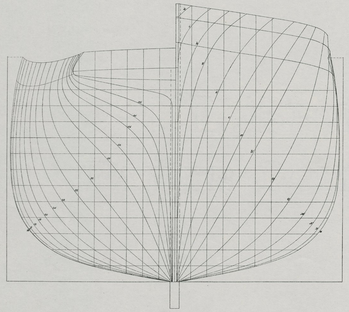
1853.

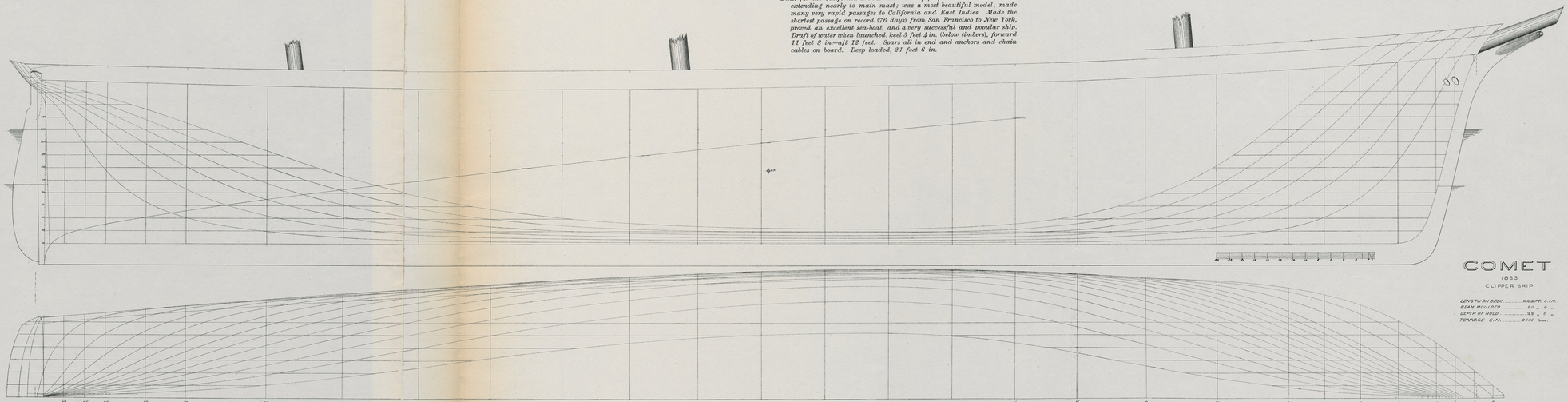




Clipper Ship COMET

Built for the California Trade. Had a half poop deck and cabin house extending nearly to main mast; was a most beautiful model, made many very rapid passages to California and East Indies. Made the shortest passage on record (76 days) from San Francisco to New York, proved an excellent sea-boat, and a very successful and popular ship. Draft of water when launched, keel 3 feet 4 in. (below timbers), forward 11 feet 8 in.—aft 12 feet. Spars all in end and anchors and chain cables on board. Deep loaded, 21 feet 6 in.





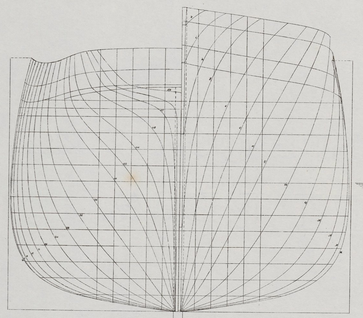
COMET

1853

CLIPPER SHIP

LENGTH ON DECK	235 FT. 6 IN.
BEAM MOULDED	40 " 6 "
DEPTH OF HOLD	23 " 6 "
TONNAGE O.M.	2018 tons.

473'
1334'
2687'
1640'
2210'
1896'
3331'
2492'
1340'
2410'
1196'
768'
678'
INVINCIBLE
1851
10' 5' 0' 10' 20' 30' 40'



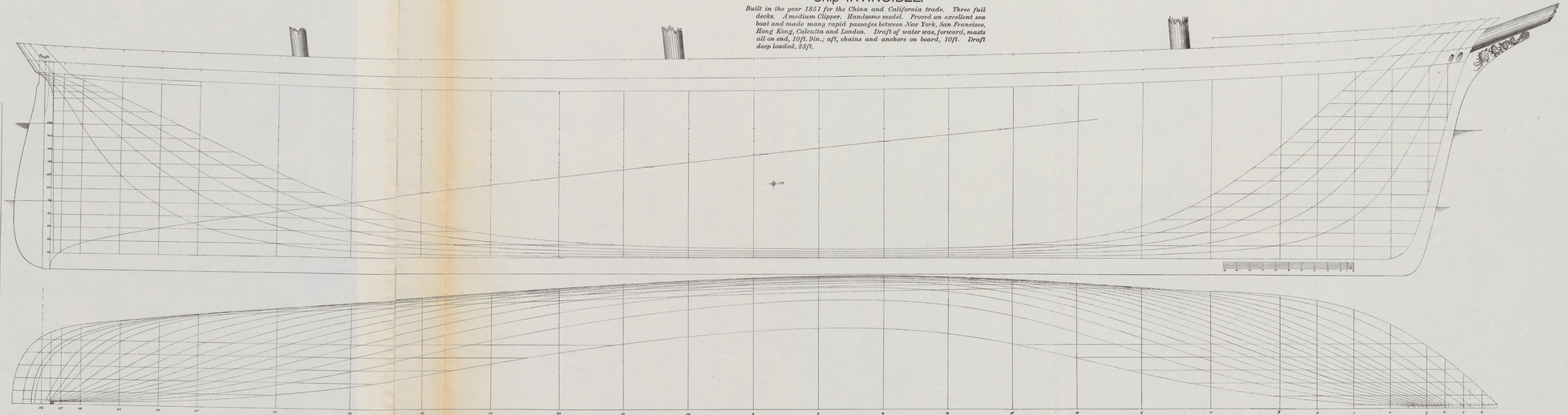
INVINCIBLE

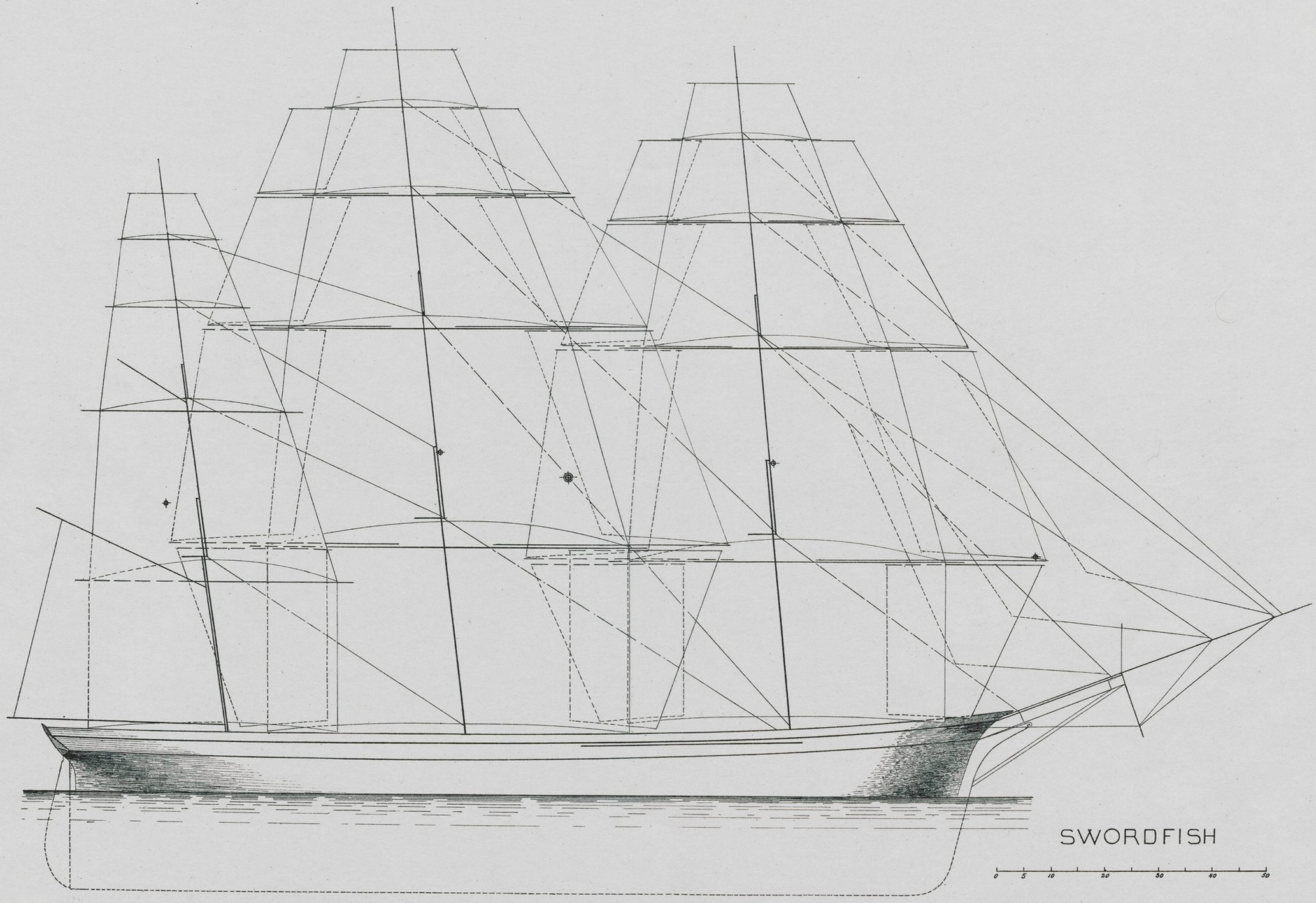
CLIPPER SHIP-1851

LENGTH ON DECK	221 FT. 0 IN.
BEAM MOULDED	39 " 8 "
DEPTH OF HOLD	23 " 6 "
TONNAGE O.M.	2173 tons

Ship INVINCIBLE.

Built in the year 1851 for the China and California trade. Three full decks. A medium Clipper. Handsome model. Proved an excellent sea boat and made many rapid passages between New York, San Francisco, Hong Kong, Calcutta and London. Draft of water was, forward, masts all on end, 10ft. 9in.; aft, chains and anchors on board, 10ft. Draft deep loaded, 23ft.



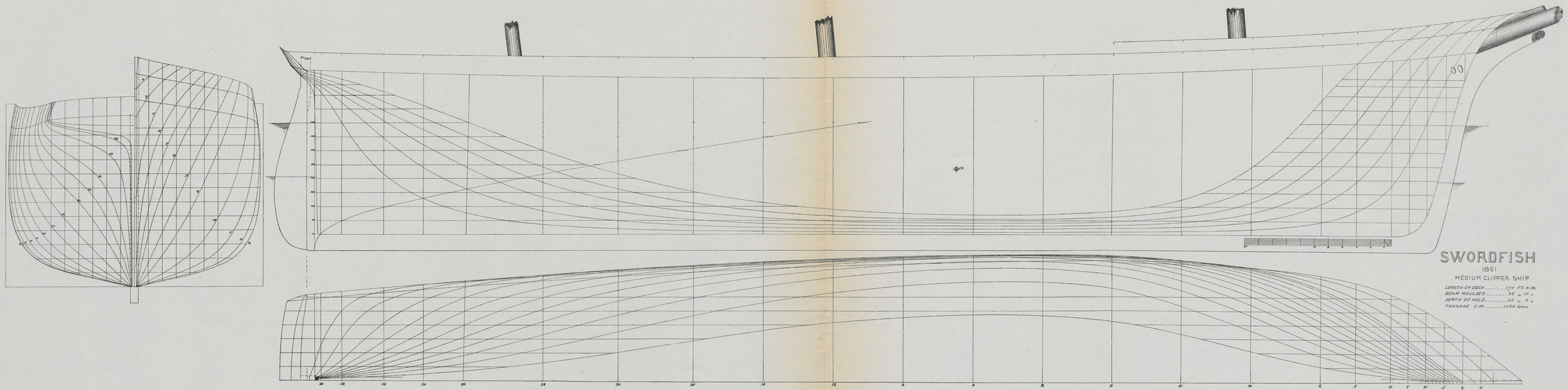


SWORDFISH

0 5 10 20 30 40 50

Medium Clipper Ship SWORDFISH.

Built in 1851 for general trade. Her first voyage, made between New York and San Francisco, was one of the shortest, 100 days. Carried well. Proved an excellent sea boat and favorite ship. Was a very good model for the Pacific Ocean and East India trade.

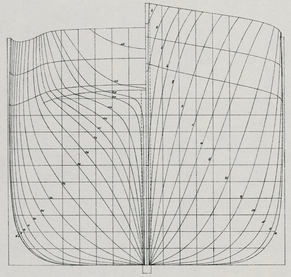


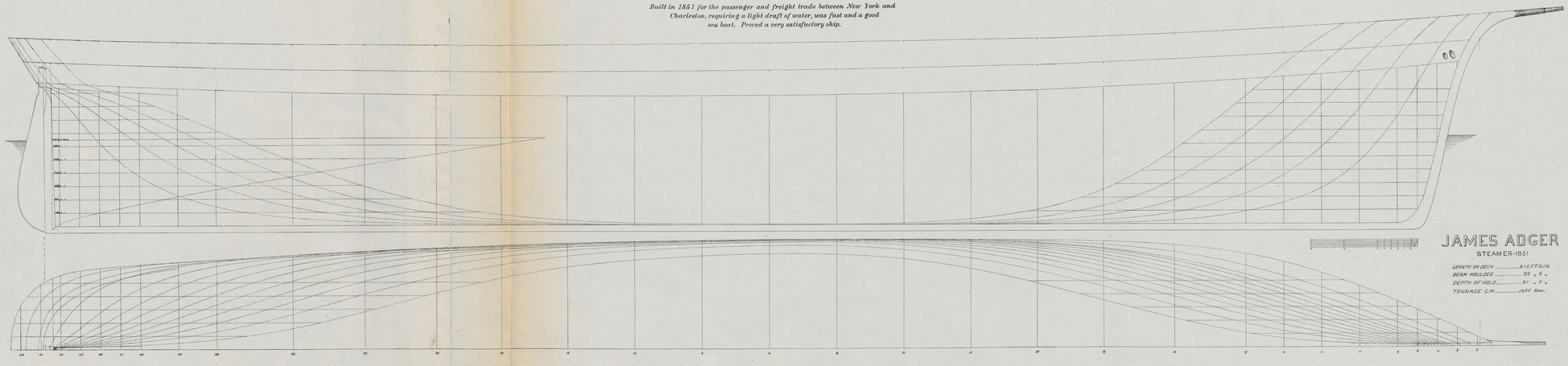
SWORDFISH
1851
MEDIUM CLIPPER SHIP

LENGTH ON DECK	176 FT. 6 IN.
BEAM MOULDED	35 " 10 "
DEPTH OF HOLD	20 " 2 "
TONNAGE C.M.	1150 tons.

Side-wheel Steamer JAMES ADGER.

Built in 1851 for the passenger and freight trade between New York and Charleston, requiring a light draft of water, was fast and a good sea boat. Proved a very satisfactory ship.





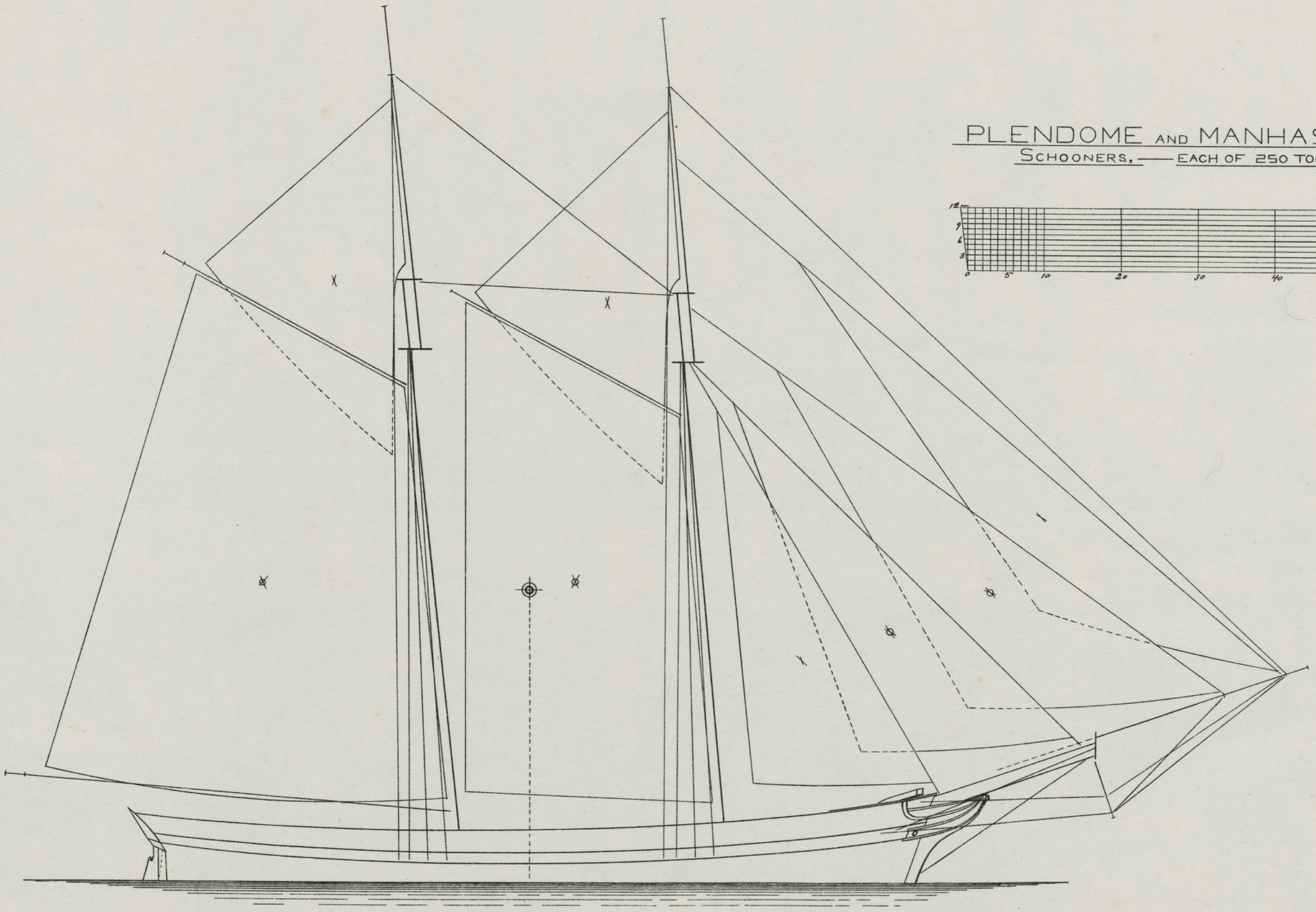
JAMES ADGER

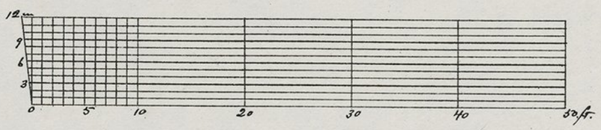
STEAMER-1851

LENGTH ON DECK	215 FT 0 IN.
BEAM MOULDED	32 " 3 "
DEPTH OF HOLD	21 " 0 "
TONNAGE O.M.	1680 tons.

PLENDOME AND MANHASSET,

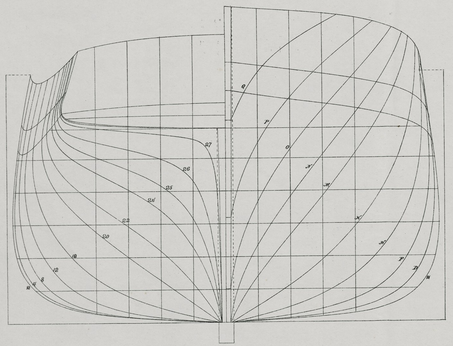
SCHOONERS, —— EACH OF 250 TONS, C.M,





Schooners PLANDOME & MANHASSET.

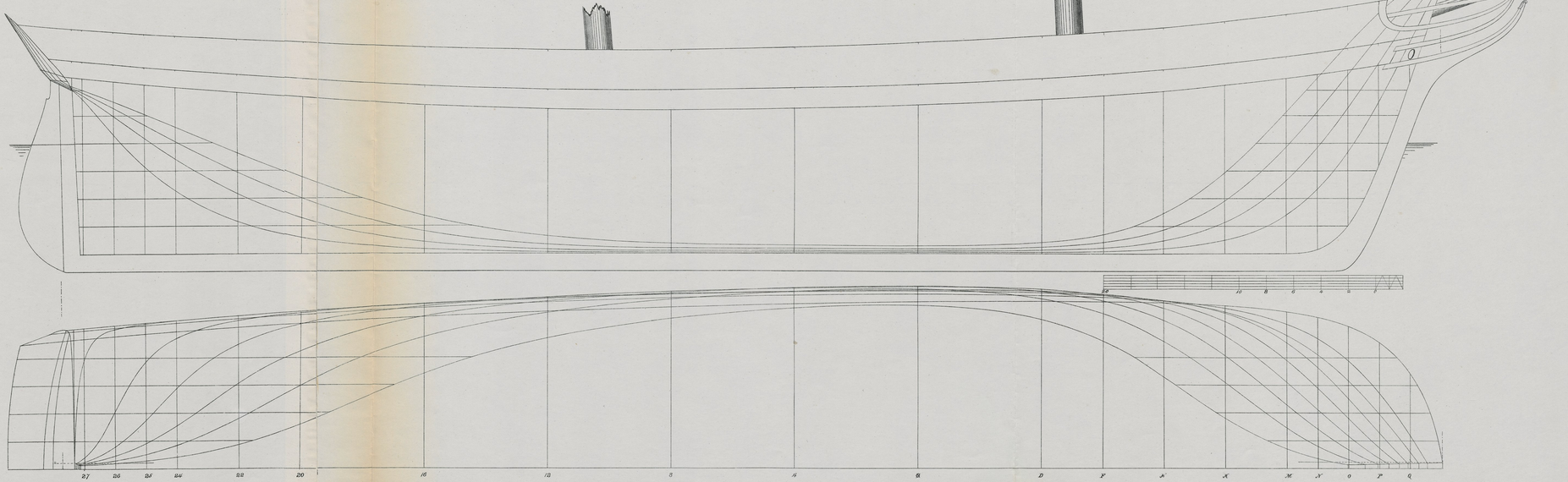
Built for the Atlantic Ocean Coasting trade. Proved excellent sea boats good carriers and were great favorites with their owners.



PLENDOME & MANHASSET

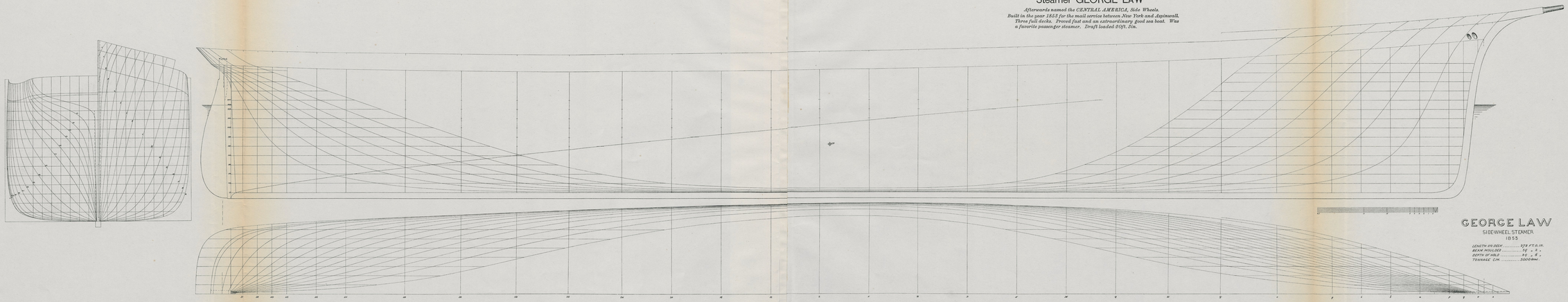
SCHOONERS

LENGTH ON DECK ..... 101 FT. 0 IN.
BEAM MOULDED ..... 25 " 7 "
DEPTH OF HOLD ..... 10 " 9 "
TONNAGE C.M. ..... 250 tons



Steamer GEORGE LAW

Afterwards named the CENTRAL AMERICA, Side Wheels.
Built in the year 1853 for the mail service between New York and Aspinwall.
Three full decks. Proved fast and an extraordinary good sea boat. Was
a favorite passenger steamer. Draft loaded 20ft. 3in.

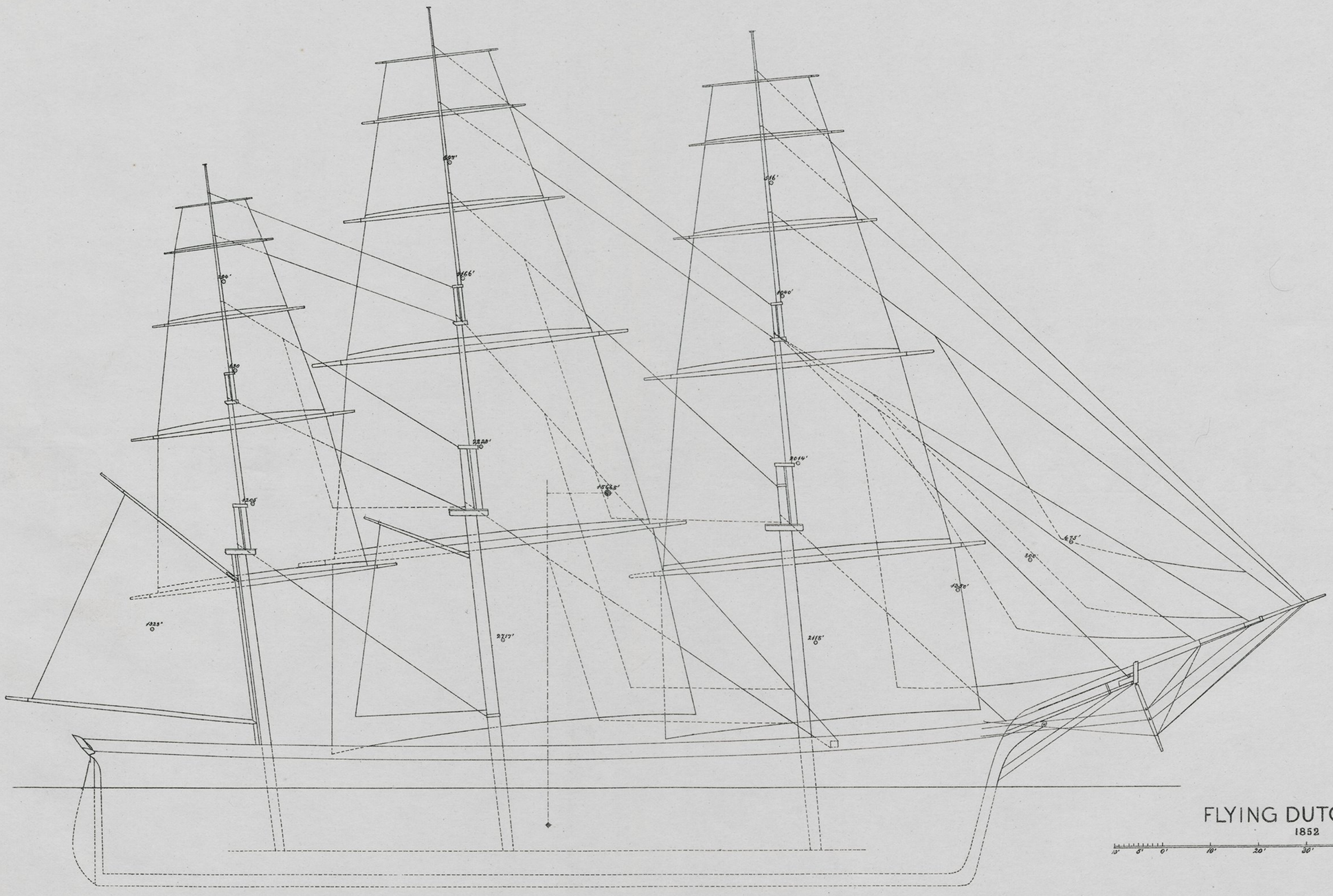


GEORGE LAW

SIDE-WHEEL STEAMER

1853

LENGTH ON DECK	278 FT. 0 IN.
BEAM MOULDED	38 " 0 "
DEPTH OF HOLD	22 " 6 "
TONNAGE C.M.	3000 tons.



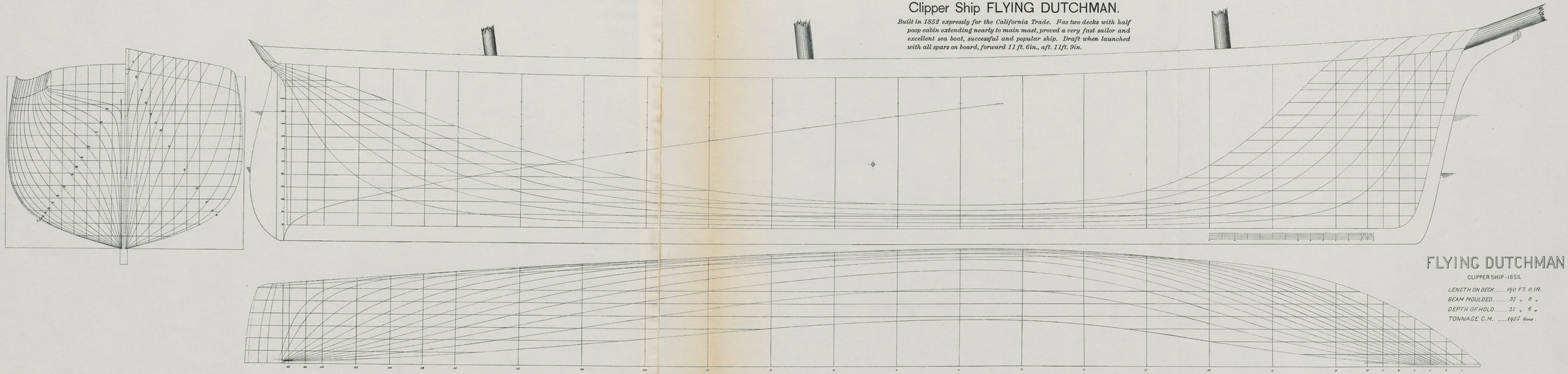
FLYING DUTCHMAN

1852

15' 5' 0' 10' 20' 30' 40'

Clipper Ship FLYING DUTCHMAN.

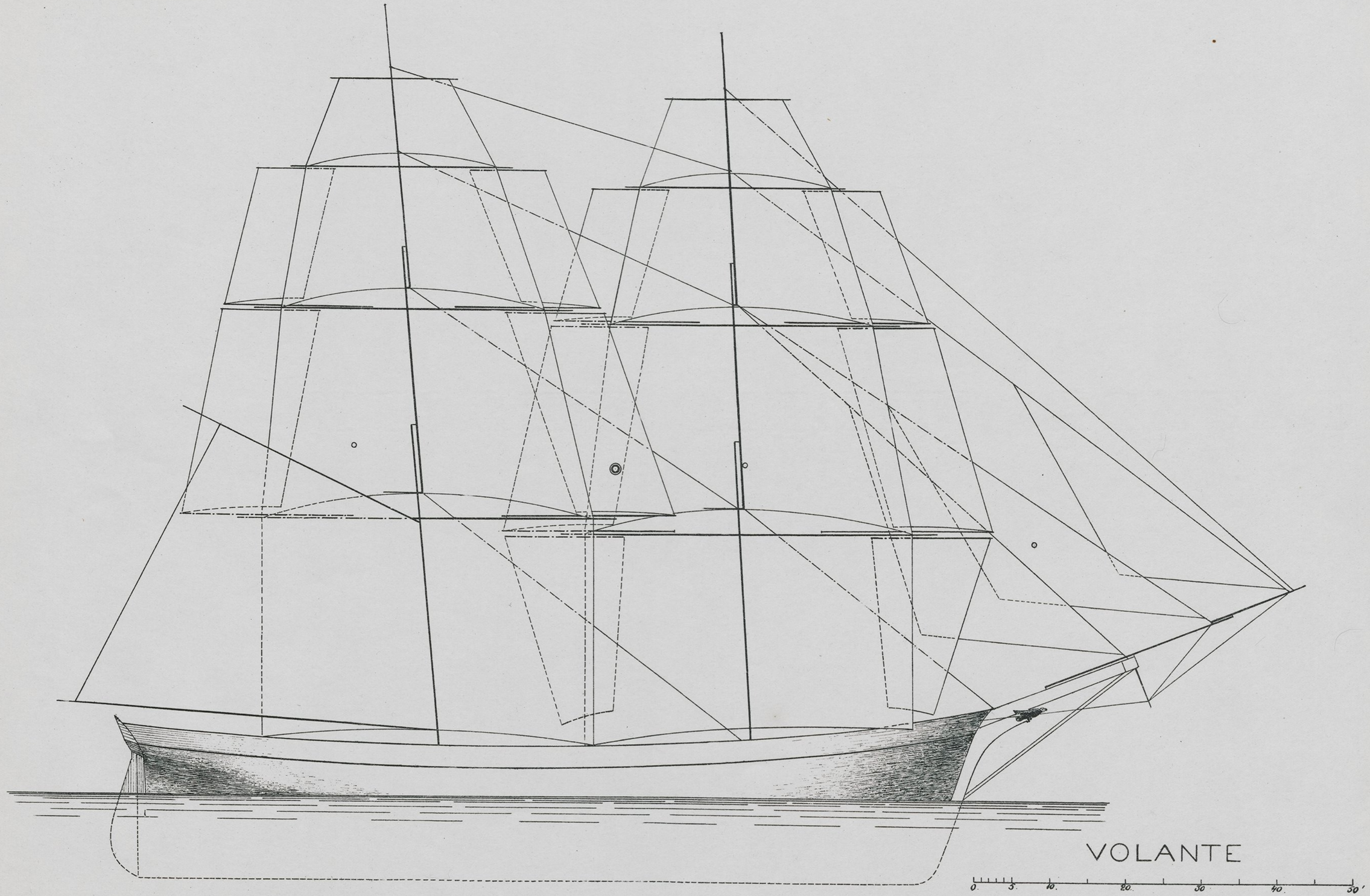
Built in 1852 expressly for the California Trade. Has two decks with half poop cabin extending nearly to main mast, proved a very fast sailor and excellent sea boat, successful and popular ship. Draft when launched with all spars on board, forward 11 ft. 6in., aft. 11ft. 9in.



FLYING DUTCHMAN

CLIPPER SHIP - 1852.

LENGTH ON DECK ..... 190 FT. 0 IN.
BEAM MOULDED ..... 37 " 0 "
DEPTH OF HOLD ..... 21 " 6 "
TONNAGE C.M. ..... 1415 tons.

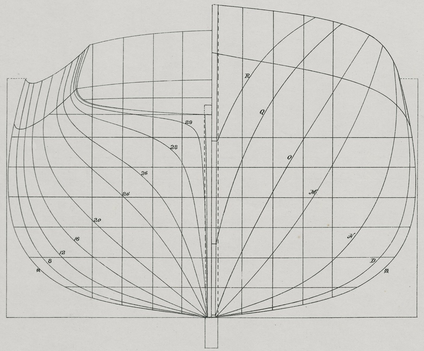


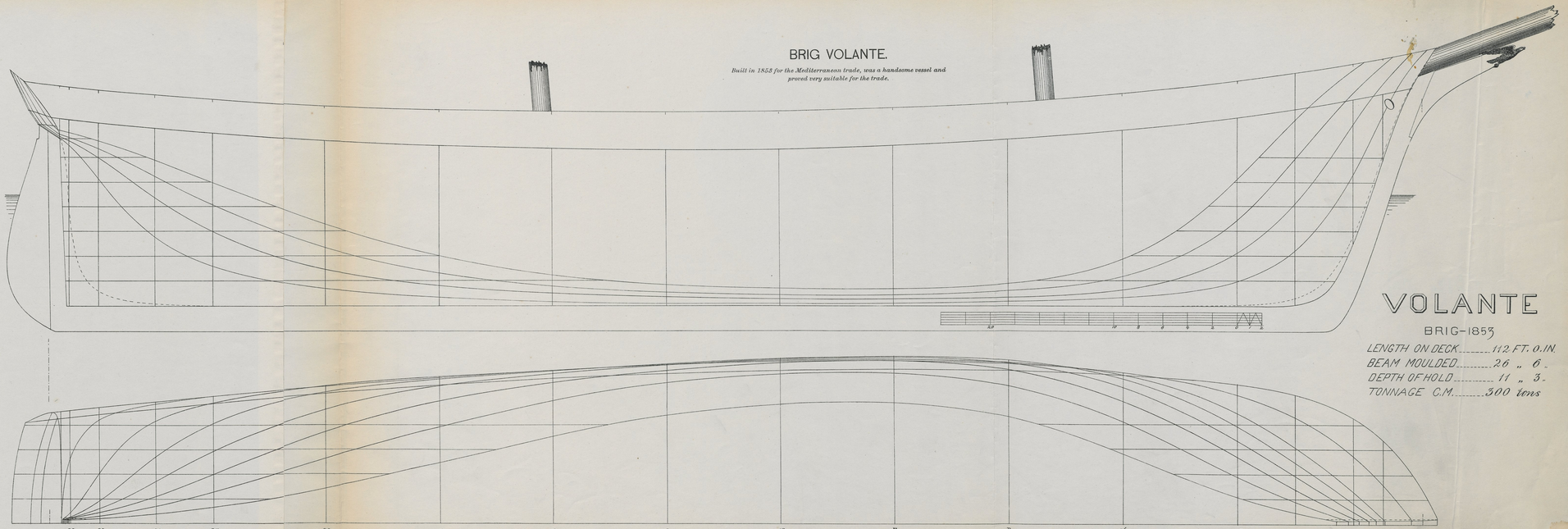
VOLANTE

0 5 10 20 30 40 50'

BRIG VOLANTE.

Built in 1853 for the Mediterranean trade, was a handsome vessel and proved very suitable for the trade.

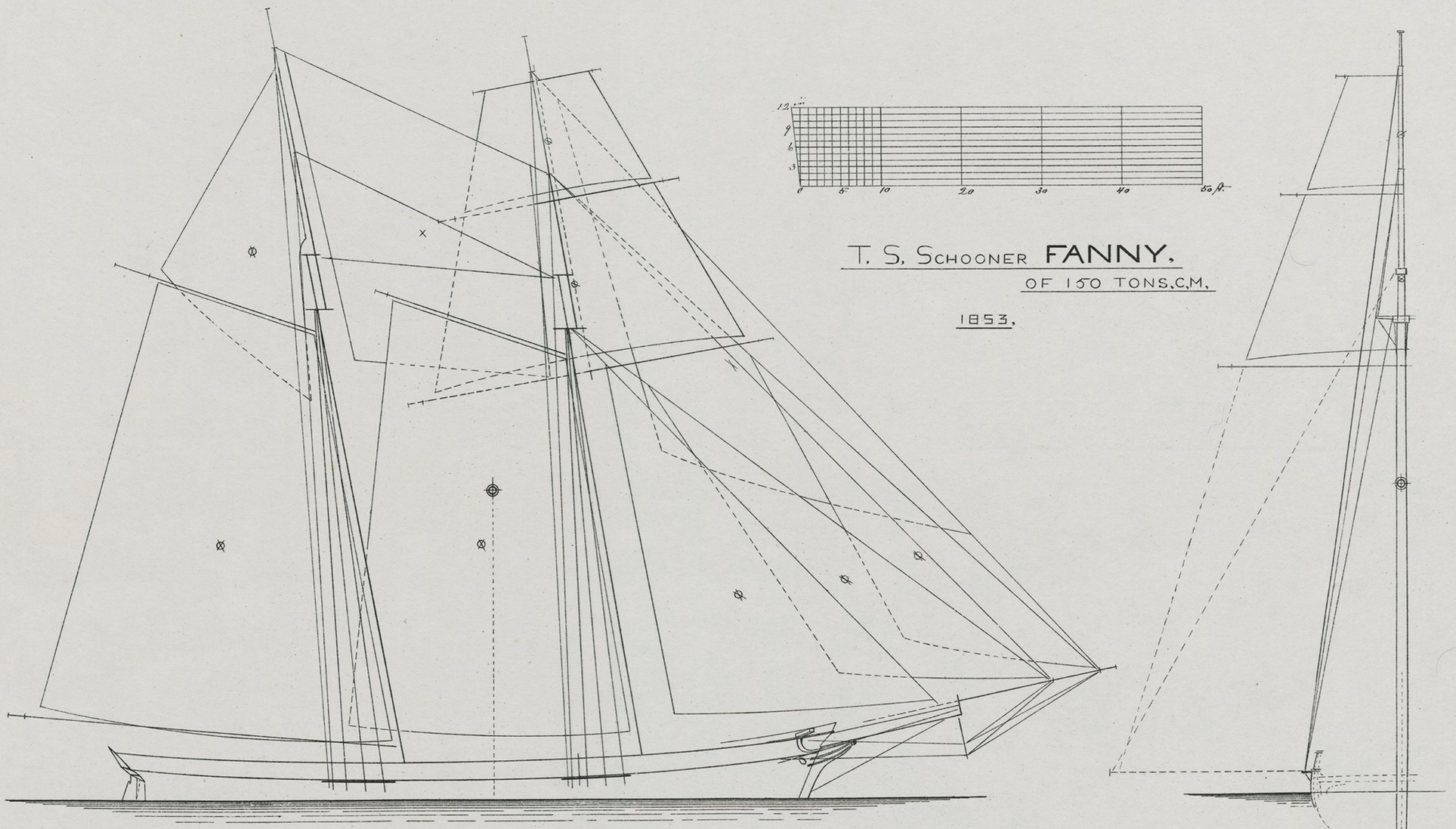




VOLANTE

BRIG-1853

LENGTH ON DECK..... 112 FT. 0 IN.
BEAM MOULDED..... 26 „ 6 „
DEPTH OF HOLD..... 11 „ 3 „
TONNAGE C.M..... 300 tons



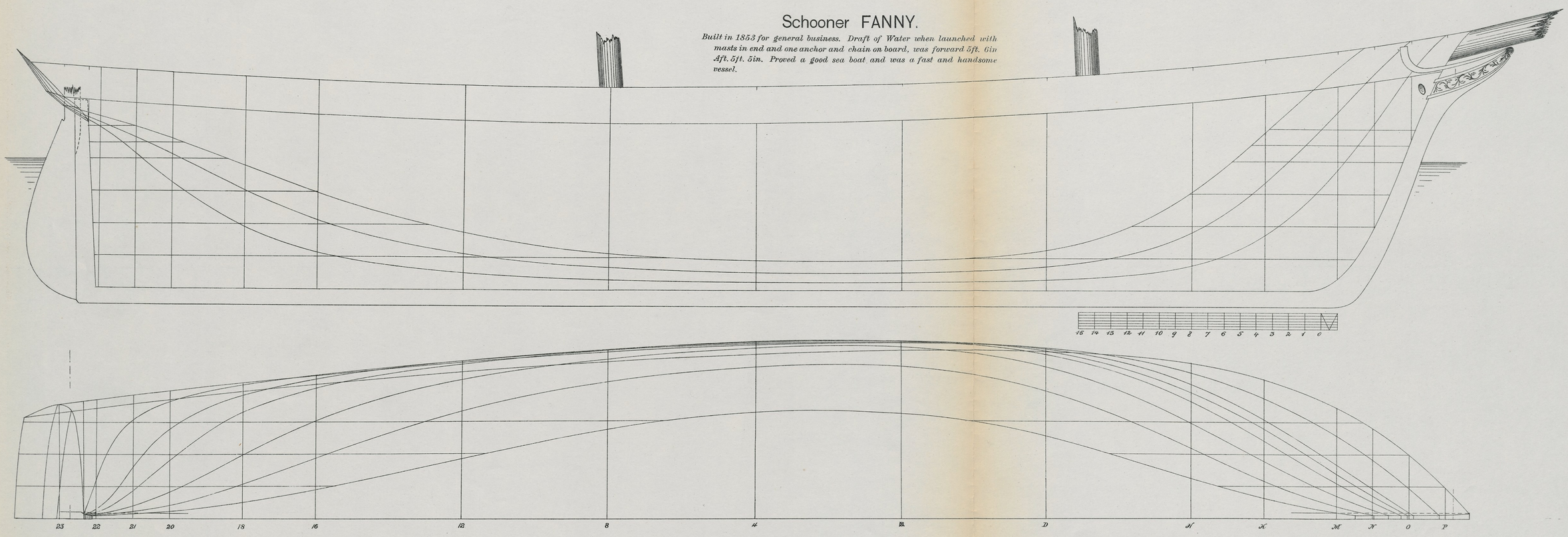
T. S. Schooner FANNY.

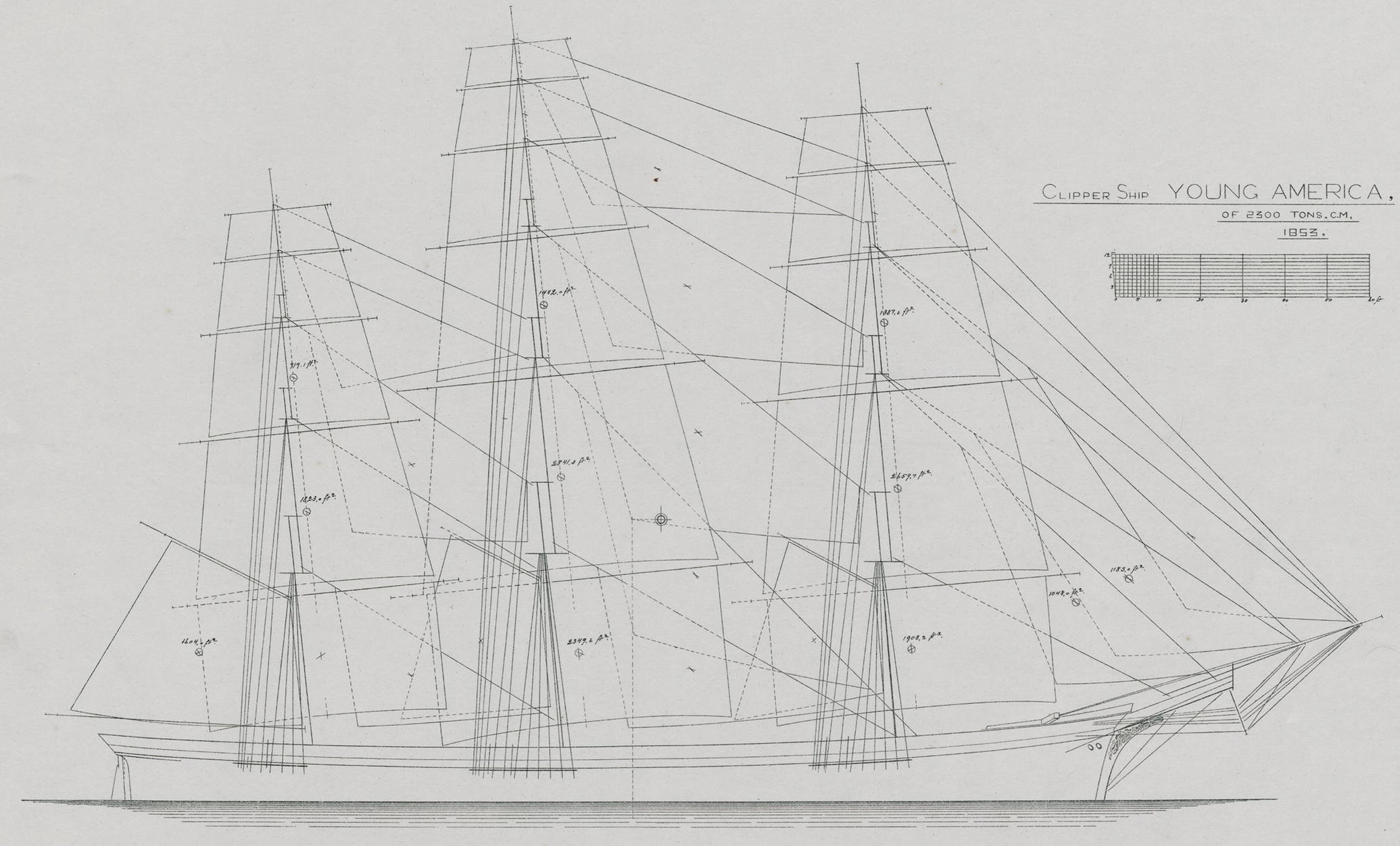
OF 150 TONS. C.M.

1853.

Schooner FANNY.

Built in 1853 for general business. Draft of Water when launched with masts in end and one anchor and chain on board, was forward 5ft. 6in Aft. 5ft. 5in. Proved a good sea boat and was a fast and handsome vessel.





CLIPPER SHIP YOUNG AMERICA,

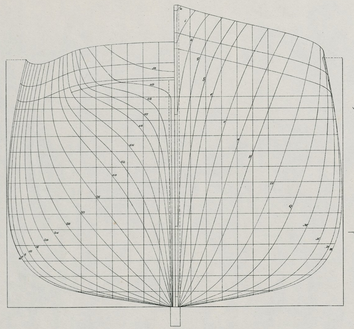
OF 2300 TONS. C.M,

1853.

Case 1

118

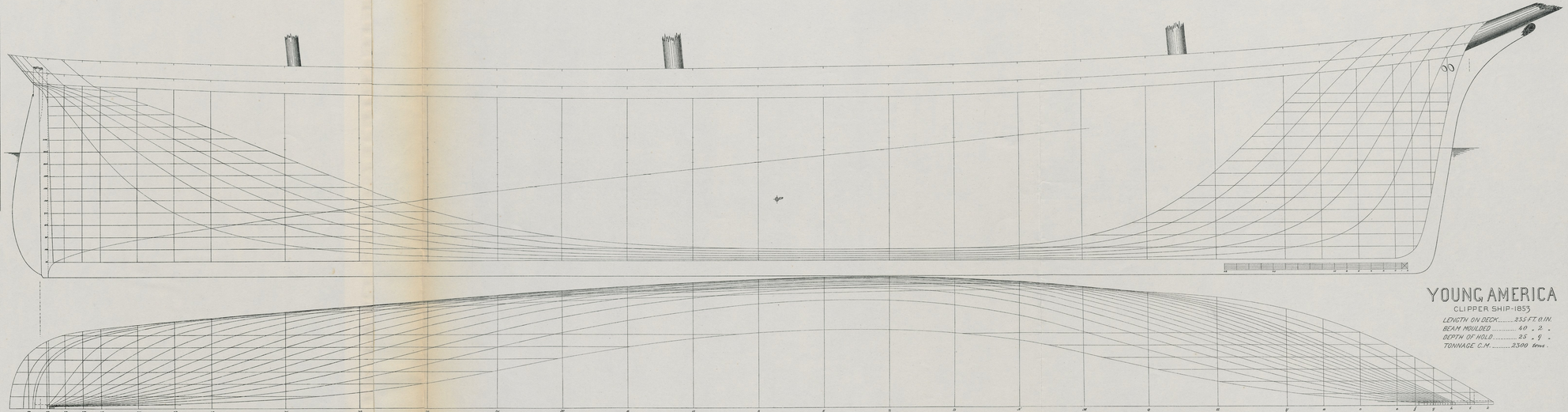
H



Clipper Ship YOUNG AMERICA.

Built expressly for the California and East India trade in 1853, was a most beautiful and successful ship and made many very rapid passages under different commanders. Among others from New York to San Francisco 103, 107, 110, 113, 117 and 116 days. San Francisco to New York, 92, 97, 85, 101, 103 and 83 days. The latter being the shortest record for loaded ship. San Francisco to Liverpool 103 and 106 days, and Liverpool to San Francisco 117, 111 and 99 days. The latter being the shortest on record. New York to Portland, Oregon 127 days. Portland to San Francisco 7 days. San Francisco to Antwerp 118 days. New York to Liverpool 18 days. Liverpool to Melbourne 81 days. Callao to Queenstown 74 days. Glasgow to Otago, New Zealand 88 days. Otago to Callao 36 days. San Francisco to Hong Kong 47 days. Manilla to New York 98 days. This ship after 30 years of continuous service, with only slight repairs, was sold to Austrian parties, who changed her name. No other sailing ship has made such a record.

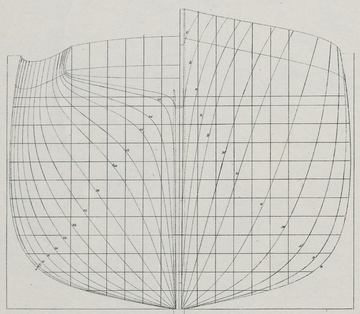
Liverpool to San Francisco (13800 miles) in 99 days. Wonderful passage and shortest on record. This ship beat, in a race from San Francisco to New York, the noted English Clipper Ship Escoscss, leaving port on same tide, 5 days; and the still more noted Clipper Ship David Crockett, sailing about the same time, 11 days. She sailed on a voyage from New York to San Francisco from 50 degrees of latitude in the Atlantic Ocean to 50 degrees of latitude in the Pacific Ocean in (6) six consecutive days.



YOUNG AMERICA

CLIPPER SHIP-1853

LENGTH ON DECK..... 235 FT. 0 IN.
BEAM MOULDED..... 40 . 2 .
DEPTH OF HOLD..... 25 . 9 .
TONNAGE C.M..... 2300 Tons.



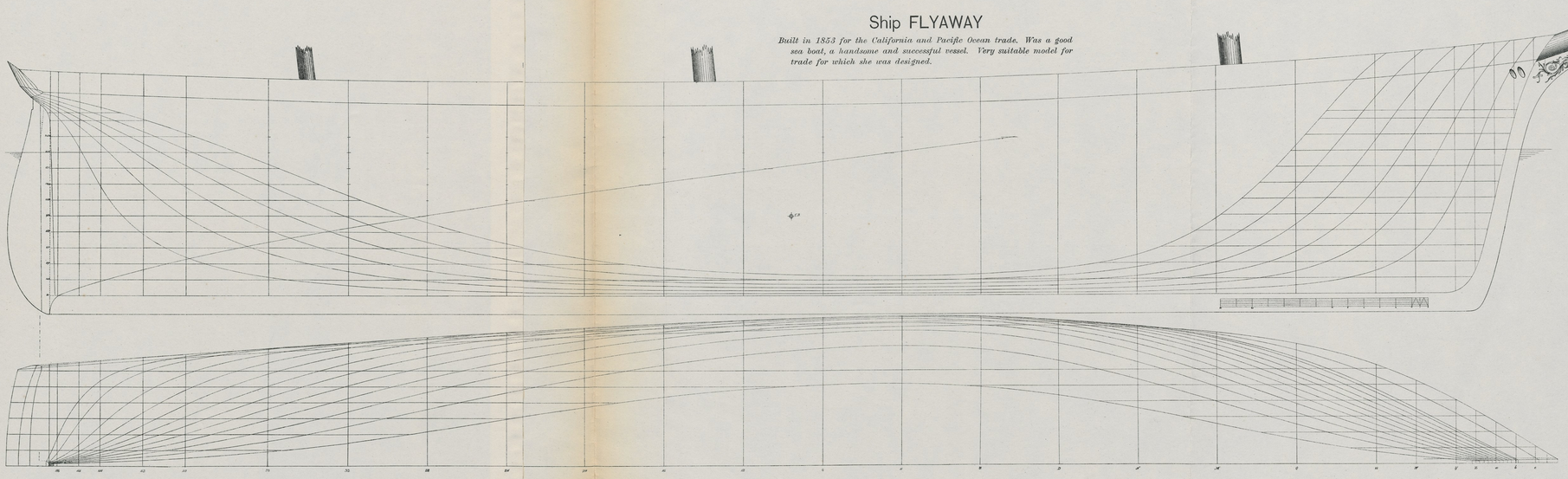
FLYAWAY

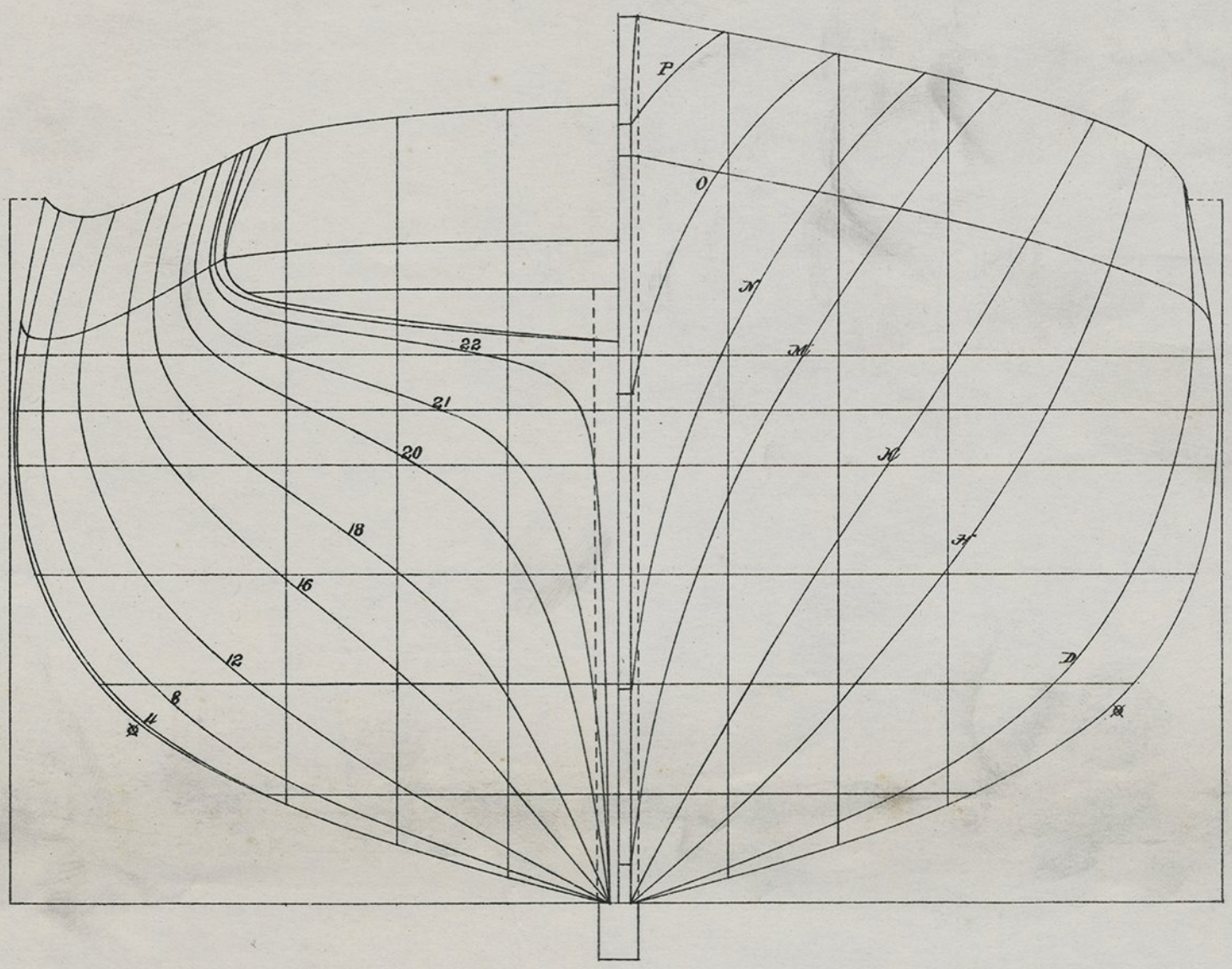
CLIPPER SHIP-1853

LENGTH ON DECK ..... 190 FT. 6 IN
BEAM MOULDED ..... 37 " 0 "
DEPTH OF HOLD ..... 21 " 0 "
TONNAGE C.M. ..... 1800 tons.

Ship FLYAWAY

Built in 1853 for the California and Pacific Ocean trade. Was a good sea boat, a handsome and successful vessel. Very suitable model for trade for which she was designed.





FANNY

SCHOONER

LENGTH ON DECK---------- 85 FT. 6. IN.
BEAM MOULDED---------- 21 „ 2 „
DEPTH OF HOLD---------- 9 „
TONNAGE C. M.---------- 150 tons

Webb Institute of Naval Architecture

New York, Feb 13, 1940

Packing List for Plates of Mr. Webb's Ships.

NUMBER OF PLATES PER TITLE	TITLE OF PLATE
1	Title Page, Volume I
1	Index, Volume I
2	Design for Steamboat by Samuel Humphreys
3	Ohio
1	Dream
2	John McKeon
2	Malek Adhel
2	Helena
2	Ligera
2	Montezuma
2	Yorkshire
2	Vigilant
3	Ramon de Zaldo
2	Havre
6	United States
2	California
3	Tennessee
1	Plans for Timbers
3	Guy Mannering
3	Isaac Webb
3	Joseph Walker
2	Golden Gate
3	Gazelle
3	Challenge

NO. OF PLATES PER TITLE	TITLE OF PLATE
3	Comet
3	Invincible
2	Swordfish
2	James Adger
3	Plendome + Manhasset
2	George Law
3	Flying Dutchman
3	Atlanta
3	Fanny
3	Young America
2	Flyaway
1	Title Page, Vol. II
1	Index, Vol. II
2	San Francisco
3	Josephine
1	Snap Dragon
2	Pelayo
11	General Admiral
2	Aurora
2	Astoria
2	America
2	Alice Tainter
3	Cuba
3	W. H. Webb

Packing List for Plates of Mr. Webb's Ships

No. of Plates per Title	Title of Plate
3	Ocean Monarch
1	Designed for Shoal Water River Service
3	Black Hawk
2	Steam Revenue cutter
3	Trieste
1	Harriet Lane
5	Japanese
2	Yorktown
3	Harvest Queen
2	Connecticut
5	Re d' Italia
2	Golden City

No. of Plates per Title	Title of Plate
2	Sacramento
8	Saunderberg
2	Henry Chauncey
4	Bristol + Providence
2	China
2	Jas. Barland
3	Chas. Marshall
2	Nevada
1	Design for Russian Government

Total number of Plates:
178