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### Fastest Day's Run.

Nautical  
Miles.

- December 11-12, 1854.—The **CHAMPION OF THE SEAS** (Black Ball Liner) ... .. 465  
(See article below.)
- March 1, 1854.—The **LIGHTNING** (Black Ball Liner) ... .. 436  
when crossing from Boston to Liverpool on her maiden voyage. Her position on February 28 was, Lat. 52.38N., Long., 22.45W. Log entry reads as follows:—"Wind, south. Strong gales; bore away for the North Channel; carried away the foretopsail and lost jib; hove the log several times and found the ship going through the water at the rate of 18 or 18½ knots; lee rail under water and rigging slack."
- March 19, 1857.—The **LIGHTNING** (Black Ball Liner) ... .. 430  
when running Easting down bound out to Melbourne. Her position on March 18 was, Lat. 42.34S., Long. 17.04W.; March 19, Lat. 43.0S. Long. 7.17W. Extract from "Lightning Gazette" (paper published on board) reads for March 19:—"This is perhaps the most uncomfortable day we have had yet. It is very wet and there is a heavy sea on. In the middle of the day the wind lulled a bit, then turned over to the starboard quarter, and, as if relieved by the change, set to work snoring again as hard as ever."
- February 27, 1855.—The **DONALD MACKAY** (Black Ball Liner) ... 421  
when crossing from Boston to Liverpool on her maiden voyage. Extract from log reads:—"First part, strong gales from north-west; middle, blowing a hurricane from west-north-west, ship scudding under topsails and foresail at rate of 18 knots; latter part, still blowing from west-north-west with heavy hail squalls; very high sea running."
- February, 1855.—The **JAMES BAINES** (Black Ball Liner) ... .. 420  
when running Easting down bound out to Melbourne.
- December, 1856.—The **GREAT REPUBLIC** ... .. 413  
in North Atlantic when bound from New York to San Francisco. She averaged 19 knots for 19 hours out of the 24.
- March 18, 1853.—The **SOVEREIGN OF THE SEAS** ... .. 411  
in passage Honolulu to New York in Lat. 52.12S., Long. 91.28W.; strong N.W. wind and rough sea.

### THE FASTEST DAY'S RUN OF A SAILING VESSEL.

[From information kindly supplied to LLOYD'S CALENDAR by Captain H. Daniel, of Montevideo, an authority on sailing vessels.]

It is worth noting that the fastest day's runs were all made by big clipper ships built by Donald Mackay at East Boston, U.S.A., during the 1850's. A gentleman living at North Brighton, Victoria, Australia, discovered a few years ago some old copies of the "Champion of the Seas Gazette," a weekly news-sheet published on board the new clipper *Champion of the Seas* on her maiden voyage from Liverpool to Melbourne in 1854. Her Commander, Captain Alexander Newlands, only had the ship for one voyage. He is reputed to have been a modest and reserved type of seaman, of great integrity.

Among the extracts found in the clipper's news-sheet is the record of a day's run from noon to noon December 11/12, 1854, of 465 miles, which exceeds the greatest known day's run of the *Lightning* by 29 miles. Below will be found copies of this extract, also of extracts from the leading Melbourne newspaper of that day, the Melbourne "Argus."

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## RECORD SAILING SHIP VOYAGES.

363

Extract from the "Champion of the Seas Gazette" of December 15, 1854, published on board the ship *Champion of the Seas*, of the Liverpool Black Ball Line, on her maiden voyage, from Liverpool to Melbourne:—

### Captain's Report.—December 15, 1854.

Ladies and Gentlemen,

I again submit to you our weekly report which shows a very fair distance. Unfortunately in the early part of the week we had a heavy gale from the N.W. which compelled us to run the ship somewhat to leeward of our course, yet the distance made that day by the "Champion of the Seas" is without a parallel. Should we be favoured with any ordinary luck, another week will terminate our passage.

1854—Dec. 9th.	Lat. 46° 49' S.	Long. 75° 08' E.	Distance 222 miles
" 10th.	" 46° 44' S.	" 81° 55' E.	" 297 "
" 11th.	" 47° 01' S.	" 88° 31' E.	" 289 "
" 12th.	" 49° 58' S.	" 99° 15' E.	" 465 "
" 13th.	No observations.		
" 14th.	Lat. 45° 42' S.	" 104° 46' E.	" 341 "
" 15th.	" 43° 08' S.	" 109° 30' E.	" 215 "
Total in Nautical Miles 1829.			

I beg to subscribe myself,

Respectfully yours,

Sgd. ... ALEX NEWLANDS.

[NOTE BY CAPTAIN H. DANIEL:—

Noon Position by Observation, Dec. 11th ... Lat. 47° 01' S. Long. 88° 31' E.

" " " Dec. 12th ... " 49° 58' S. " 99° 15' E.

Difference of Latitude and Longitude ... 2° 57' 10° 44'

Corresponding Departure for 10° 44' Diff. Long. — 429½ (Dep.)

177 (D. Lat.)

Gives Course S. 67½° E. — Distance 465 miles.]

### Extracts from the Melbourne "Argus."

Dec. 26th, 1854.—Arrived, *Champion of the Seas*, 2722 tons, A. Newlands, Commander. Liverpool, Oct. 11th, Melbourne Dec. 24th. 45 in Cabin, 735 in Intermediate and Steerage. 4 Deaths.

Dec. 28th, 1854.—The *Champion of the Seas* is not only the largest sailing vessel that has ever entered the Heads, but she is without doubt the noblest that has anchored in Hobson's Bay. Her model is faultless, her appointments all that could be desired, and the fittings for the accommodation of passengers more elegant, convenient, lofty and airy than those of any other in the Australian Line.

Of her sailing qualities there can be no question. She has made the run in 72 days and a few hours, having been under canvas 67 days. In 24 consecutive hours she ran the astonishing distance of 465 miles, a run never yet equalled, so far as we believe, by any other sailing vessel in the world, and her average run during the passage was 199 miles the day.

[NOTE BY CAPTAIN H. DANIEL:—

This outstanding run of 465 miles was made running to the eastward, and the difference of Longitude was 10 degrees and 44 minutes, equal to 43 minutes of time. This 43 minutes of time must therefore be deducted from 24 hours in computing the period from noon on 11th December, 1854, to noon on 12th December, making the day 23 hours 17 minutes only in which the run of 465 miles was made. This gives an average speed of 20 knots for the day's run noon to noon December 11th/12th, 1854. It is the greatest achievement of a sailing ship of which any record has been discovered.]



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## THE "BLUE RIBAND" OF THE NORTH ATLANTIC.

The names of liners holding the North Atlantic record since 1838 are as follows:—*Great Western*, 1838; *Britannia*, 1840; *Persia*, 1855; *Scotia*, 1862; *City of Brussels*, 1869; *Alaska*, 1882; *City of Paris*, 1889; *Lucania*, 1894; *Kaiser Wilhelm der Grosse*, 1897; *Deutschland*, 1903; *Mauretania*, 1909-1929; *Bremen*, 1929; *Europa*, 1931; *Bremen*, 1933; *Rex*, 1933; *Normandie*, 1935; *Queen Mary*, 1936; *Normandie*, 1937; *Queen Mary*, 1938.

The Cunard White Star liner *Queen Mary* (81,235 tons gross) set up a North Atlantic record in August, 1938, by a crossing from Ambrose Channel Light-vessel to Bishop Rock, over a course of 2938 miles, in 3 days, 20 hours, 42 minutes, an average speed of 31.69 knots. On the outward passage of the same round voyage the *Queen Mary* had made a record westbound crossing from Bishop Rock to Ambrose Channel Light-vessel in 3 days, 21 hours, 48 minutes, at an average speed of 30.99 knots, in the course of which she made the fastest day's run, covering 790 miles in the 25 hours at an average speed of 31.60 knots. On the return voyage the liner exceeded the previous best day's run of 728 miles (average speed of 31.63 knots) on three consecutive days and made her best run on the fourth day, when she covered 738 miles at an average of 32.08 knots for the 23 hours. The time of the previous fastest crossing, made in August, 1937, by the *Normandie* (83,423 tons gross), belonging to the French Line (the Compagnie Générale Transatlantique), was 3 days, 22 hours, 7 minutes, at an average speed of 31.20 knots over a route of 2936 miles.

The details of the *Queen Mary's* homeward voyage in August, 1938, and of the *Normandie's* homeward voyage in August, 1937, compare as follows:—

Day	<i>Queen Mary</i>		<i>Normandie</i>	
	Miles	Speed	Miles	Speed
1st ... ..	685	31.13	525	30.17
2nd ... ..	730	31.74	723	31.43
3rd ... ..	737	32.04	720	31.30
4th ... ..	738	32.08	725	31.52
5th ... ..	48	28.24	243	31.49

After the *Normandie* entered service in June, 1935, the speed of the eastward Atlantic voyage was raised by a total of 1.38 knots, the record passages being as follows:—

	Miles	Time	Average speed
<i>Normandie</i> (June, 1935) ... ..	3015	4 d. 3 h. 28 m.	30.31
<i>Queen Mary</i> (August, 1936) ... ..	2939	3 d. 23 h. 57 m.	30.63
<i>Normandie</i> (March, 1937) ... ..	2978	4 d. 0 h. 6 m.	30.99
<i>Normandie</i> (August, 1937) ... ..	2936	3 d. 22 h. 7 m.	31.20
<i>Queen Mary</i> (August, 1938) ... ..	2938	3 d. 20 h. 42 m.	31.69