

THE ANCHOR

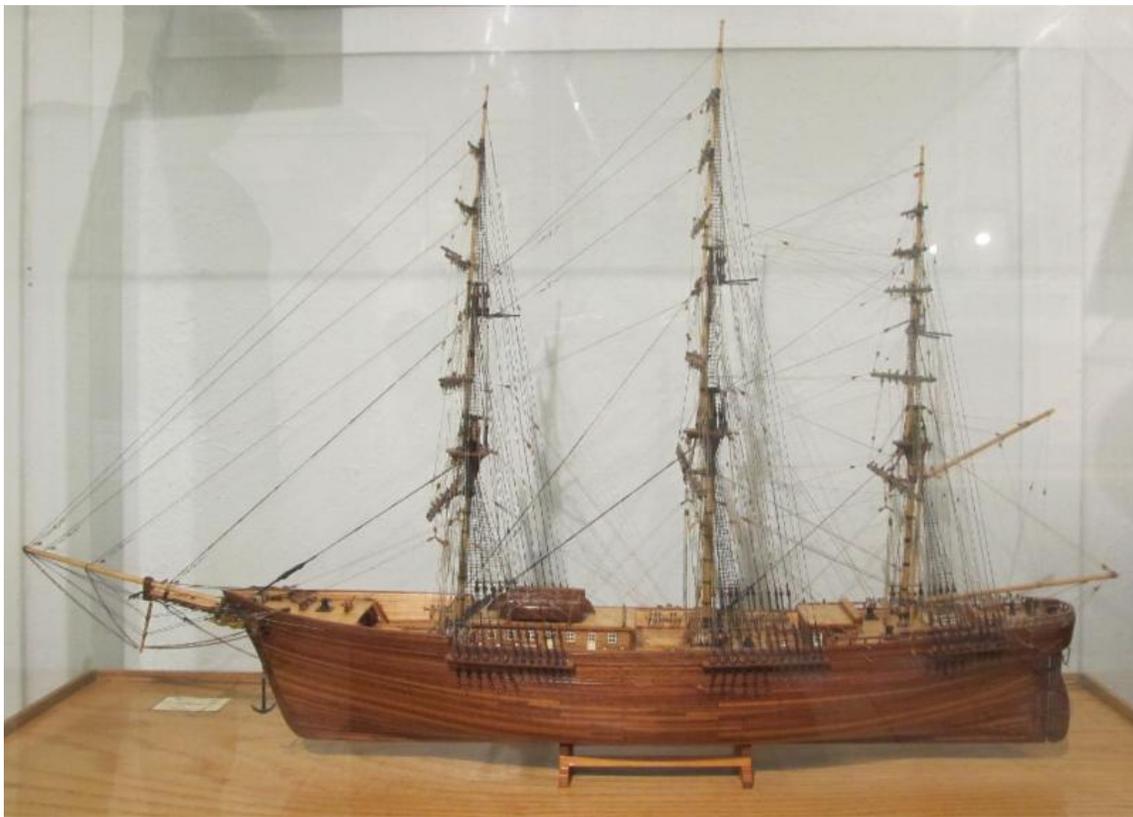


**Houston
Maritime
Museum**

APRIL 2016 | NEWSLETTER OF THE HOUSTON MARITIME MUSEUM

Model of the Month: *Flying Cloud*

By Whit Drake, HMM Docent



Flying Cloud

Artist: Ken Marshall

Accession No: L2003.2.2

On loan from Ken Marshall, 2003.

[Click for Full Article](#)

Prominently displayed in the Sailing Merchant Marine room at HMM is the model of the *Flying Cloud*, modeled by Ken Marshall. The *Flying Cloud* was an extreme clipper designed and built by Donald McKay at his shipyard in East Boston, MA, and launched in April 1851. The vessel's commissioner intended the *Flying Cloud* to service the new California gold rush

markets.[1]

Although advertised as an extreme clipper, the *Flying Cloud's* 40" dead rise excluded her from this category of vessel. McKay built 38 clipper ships in his career, but only one, the *Stag Hound* launched in 1850, was technically an extreme clipper ship. As Lois Brugelios in "Sailing Ships: The Flying Cloud" notes, "it was popular to advertise clippers as 'extreme' because of the popular conception of speed" (The Maritime History Virtual Archives, 2003).

Six weeks after launching, the *Flying Cloud* set sail on June 2, 1851 for her first trip to California. Her maiden voyage set a world sailing record for the fastest passage between New York and San Francisco, via Cape Horn, in 89 days and 21 hours, anchor-to-anchor.

The captain for the first voyage was Josiah Perkins "Perk" Creesy, and his wife, Eleanor Horton "Ellen" Prentiss Creesy served as navigator. This husband and wife team remained in command of the *Flying Cloud* until 1854. Just to prove that the speed record was not a fluke, they broke the record in 1853 with an 89 day and 8 hour trip, anchor-to-anchor![2]

The *Flying Cloud* continued on her California, China, and New York trade cycle until 1862, when she was sold to James Baines & Co., Black Ball Line, Liverpool. Her owners then placed her in the UK to Australia trade route. In 1871, the line sold her for the final time to Jonas Smith Edwards, South Shields, England, who placed her in the UK-Nova Scotia timber trade. On June 19, 1874, she ran aground on Beacon Island, Bar St. John, New Brunswick, marking her end of service.

To read the complete article or learn more about Eleanor's story, please visit our website or click the button above!

[1] At the time of her launching, the *Flying Cloud* was dassed as "the largest American merchant man ever launched" (San Francisco Chronicle, August 31, 1851). The first owner was the Grimmel firm, Minturn & Co. of New York. The cost of this ship was \$90,000 which her owners expected to recoup with interest on her first voyage.

Dimensions (U.S. Imperial Measurement):

Length – 225'

Beam (Breadth) – 41' 8"

Depth of Hull – 21' 6"

Rated Capacity – 2000-2500 tons

Sail Capacity – 21 sails with 30,000 sq. ft. of sailcloth

[2] This record stood for 135 years until a racing sloop made the voyage in 80 days. As it stands, no commercial vessel has bettered this time.

HMM ON THE MOVE

2016 SAN JACINTO DAY FESTIVAL AND BATTLE REENACTMENT

On April 23, HMM staff attended 2016 San Jacinto Day Festival and Battle Reenactment, an event that commemorates the famous final battle of the Texas Revolution. The annual festival takes place at the San Jacinto Monument grounds near the site of the decisive battle fought on April 21, 1836.

This location's proximity to where the San Jacinto River meets Buffalo Bayou ensured the Texian troop's victory, as the troops and settlers utilized the waterway for transportation. In 1836, the Lynchburg Ferry served as an important means of transportation for the thousands who lived

in the area; in this period, refugees used this crossing to escape the area and avoid the confrontations.

During the battle, Texian troops surprised the Mexican army by utilizing the Ferry and river crossing to maneuver strategically around the Mexican army. The ensuing battle lasted only 18 minutes. The outnumbered Texas Army defeated the Mexicans in a surrender days later and began the nine-year adventure as the Republic of Texas.



Maritime Logistics & Youth Expo

HMM reached out to high school students attending the Maritime Logistics & Youth Expo at the newly-opened San Jacinto College campus on April 16, 2016. While many students live land-locked in the Houston area, they all have a maritime story to share.

Texas Association of Museums

In early April, TAM held its annual meeting in Corpus Christi. HMM staff attended various sessions, from museum branding to creating distance learning programs. Staff members can not wait to apply what they've learned at HMM.

Shipwrecked Weekend at Texas A&M University

A representative of HMM attended Shipwrecked Weekend hosted by Texas A&M's Department of Nautical Archaeology in College Station. In addition to learning about the use of new technology and research in the field, such as the use of 3D printing in archaeology.

Upcoming Events: May Lectures



The Battle of the Atlantic

with Laurence Shallenberger

History Lecture

May 10, 2016 | 7 PM - 8 PM

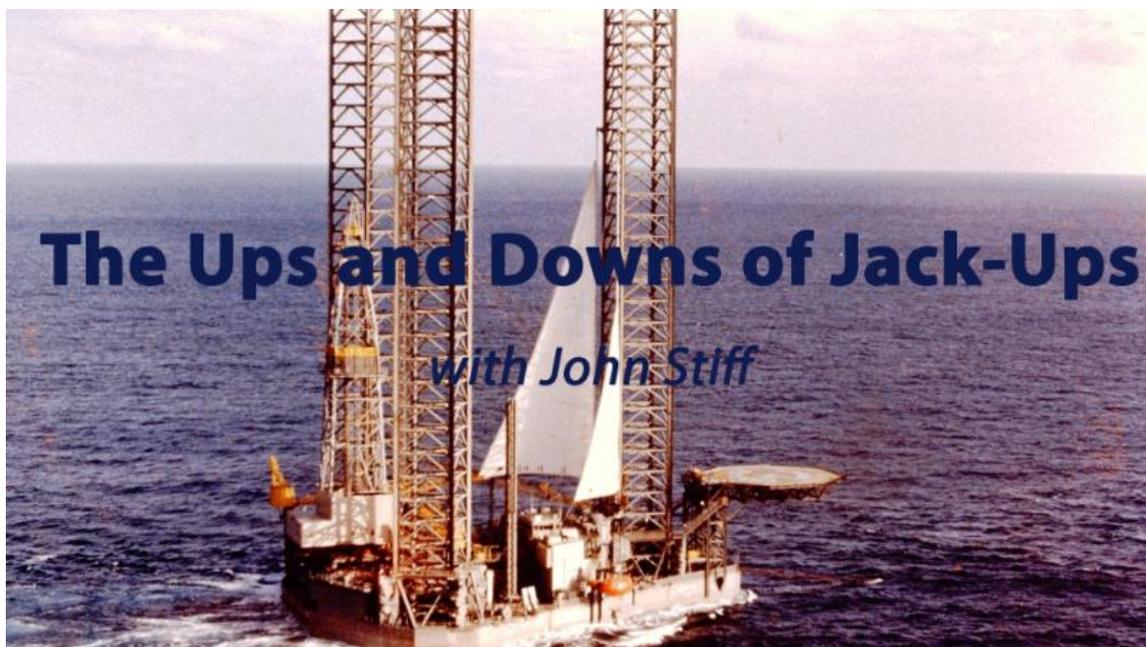
Free admission and complimentary refreshments

Visit ["The Battle of the Atlantic"](#) for more info

The Texas coastline and offshore waters are flat, shallow, featureless, filled with shoals and subject to extreme weather including hurricanes and nor'easter gales. Throw in two centuries of naval warfare in Texas waters and you get a recipe for shipwrecks. All sorts of shipwrecks, from Spanish treasure fleets to simple working boats.

There are ships of pirates, navies, cotton traders, immigrants, anglers, and oil shippers lining the coast, covering the sea bottom, and blanketing the riverbeds of Texas. In this talk, Mark Lardas, author of the new book *Texas Shipwrecks*, will tell the story of Texas's maritime history and heritage as revealed through these shipwrecks.

Special thanks to our generous history lecture sponsors [UTC Overseas!](#)



The Ups and Downs of Jack-Ups

with John Stiff

Industry Lecture

May 17, 2016 | 7 PM - 8 PM

Free admission and complimentary refreshments

Visit "[The Ups and Downs of Jack-Ups](#)" for more info

The Ups and Downs of Jack-Ups will present some of the history of the jack-up rig, from the early moveable construction barge in the late 19th century, through their early days in the offshore drilling industry to their current place as the prime method for drilling wells in shallow water depths (up to about 500 feet).

One jack-up, operated offshore India, became such a national emblem that its image was used on currency and postage stamps. While the talk is primarily the history and different types of jack-ups, it will touch on how the jack-up resists the wind, wave, and current loads that imposed during jacked up operations – and occasionally fail.

Special thanks to our generous industry lecture sponsors [Frost Bank!](#)

Volunteer Aboard the Houston Maritime Museum!

If you are interested in being a valued volunteer at the museum we are interested in having you! Current opportunities include: library labeling, archival scanning, office data entry, and being a tour docent! Please contact us, or visit our [website](#), if you would like to be a part of the family!



"Lighting up the imagination of young and old about sea history is a unique way to spend several pleasurable hours."

- Edwin Christensen, Docent

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