



Descendants of *Cutty Sark*

24 May 2012



CUTTY SARK
GREENWICH

HSBC 



Welcome

Giles Morgan, HSBC Group Head of Sponsorship and Events



"HSBC was founded in Asia to finance trade with the West five years before *Cutty Sark* first set sail in 1870. *Cutty Sark* is rightly known as the fastest and greatest of the old tea clippers. Today it is an emblem of Britain's heritage as a pioneer of global trade.

Although times have changed, we still see trade as the biggest driver of economic and business growth. So while *Cutty Sark* is an emblem of past glories, it is also a reminder of the opportunities and excitement that global trade represents.

On behalf of HSBC, I am delighted to welcome you all to this incredible event, bringing together the descendants of a ship with such a rich and varied history."

Giles Morgan

Richard Doughty, Director of the Cutty Sark Trust



"*Cutty Sark* holds a unique place in the heart of the people of Greenwich, Great Britain and indeed the rest of the world, and it is splendid that she has re-joined the London skyline once more.

We are indebted to those members of the public from across the globe who have generously contributed to the conservation of this much-loved national treasure, restoring her to her former glory and ensuring she remains in her prime position in Greenwich for future generations to explore and enjoy.

The Cutty Sark Trust is proud to welcome many descendants of *Cutty Sark* to this event, celebrating those with a direct link to the ship's history. We hope you enjoy the evening and continue to maintain a relationship with the ship and us in future."

Richard Doughty

History of *Cutty Sark*

Cutty Sark has travelled across the world, sailing under both the Red Ensign and the Portuguese flag, visiting every major port in the world through the course of her working life. In admiration of her beauty and in recognition of her fame, she was preserved for the nation by Captain Wilfred Dowman in 1922. Since then, the old clipper has been berthed in Falmouth and Greenhithe, finally arriving at her current resting place in Greenwich in 1954.

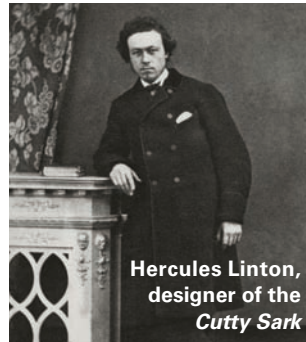
History of construction and fabric

On the afternoon of Monday 22 November 1869, a beautiful little clipper ship of 963 tons gross was launched at Dumbarton on the River Leven. On that day, she was given a name that was to become renowned throughout the seafaring world.

Cutty Sark was built for John 'Jock' Willis, a seasoned sailing ship master who had taken over his father's firm of ship owners in the port of London. His ambition was for *Cutty Sark* to be the fastest ship in the annual race to bring home the first of the new season's tea from China.

The ship was designed by Hercules Linton, a partner in the Dumbarton firm of Scott & Linton. *Cutty Sark* is 280ft (85.4m) long overall and her beam measures 36ft (11m). Her moulded depth is 22.5ft (6.7m) and she weighs 963 tons (978.5 tonnes) gross. The height of the main mast from the main deck to the top is 152ft.

Cutty Sark was a working cargo ship, enduring high seas and heavy weather, from 1869 until 1922.



1870-78: The China Tea Years

On 16 February 1870, *Cutty Sark* left London bound for Shanghai, via the Cape of Good Hope, on her first voyage. Commanded by Captain George Moodie, she carried "large amounts of wine, spirits and beer" (Captain's abstract log). The arrival of the ship at Shanghai, with "manufactured goods", is listed in The North China Herald of 2 June 1870. Departing with around 1,450 tons of tea on 25 June, she arrived back in London on 13 October 1870.

This is the first of eight voyages the ship successfully made to China in pursuit of tea. However, *Cutty Sark* never became the fastest ship on the tea trade. Dogged by bad winds and misfortune, she never lived up to the high expectations of her owner during these years. The closest the ship came to winning the tea race was in 1872, when she had the opportunity to race rival clipper ship Thermopylae head-to-head for the first time.

On 15 August 1872, disaster struck when *Cutty Sark's* rudder gave way. After reconstructing the rudder twice in heavy seas, the ship arrived back at London on 19 October, around 7 days after her rival.

1878-83: Tramping for cargoes

Cutty Sark successfully collected her last Chinese tea cargo in 1877. In December of that year, the ship departed London bound for Sydney for a coal cargo, and then went onto Shanghai. Arriving at China in April 1878, the ship's master, Captain Tiptaft, could not consign a tea cargo. By this time, steam ships had taken over this trade. Captain Tiptaft died at Shanghai in October 1878. His First Mate, James Wallace, was promoted to the command of *Cutty Sark*.

With tea no longer available, the ship started to take different cargoes of various qualities around the world. For example, she took coal from Nagasaki in Japan to Shanghai; jute from Manila to New York; and jute, castor oil, tea and the Australian mail from Calcutta to Melbourne in March 1881.

In 1880, the ship's First Mate, Sidney Smith, by all accounts a bully and disliked by the crew, killed (with considerable provocation) seaman John Francis. Smith was confined to quarters, but at Anjer Captain Wallace connived at his escape. The crew, incensed, downed tools and refused to work leaving just six apprentices and four tradesmen to sail the ship. On 5 September the ship was becalmed in the Java Sea for three days. With the guilt, calm, steaming heat and realisation that his career was finished, Wallace jumped overboard. Although a rescue attempt was mounted, the only sign of Wallace was the number of sharks swimming furiously about.

To make matters worse, on arrival at Anjer, William Bruce was transferred from the *Hallowe'en* and appointed Master of *Cutty Sark*. By all accounts, Bruce was an incompetent, drunken master who connived with the Mate to remove the expensive Australian crew members, pocketing their wages. He was also negligent, failing to pick up enough provisions, resulting in the crew becoming half starved. On arrival at New York in April 1882, it appears that an inquiry was held into the conduct of the Master and the First Mate, resulting in them being suspended from service and the crew were given a discharge.

As a result, Captain F. Moore and his Mate were transferred from the *Blackadder* to *Cutty Sark* and it was under his command that the ship embarked upon her most successful period of working life.



1883-95: The Australian Wool Years

In July 1883, *Cutty Sark* left Gravesend bound for Newcastle N.S.W, arriving in October. After loading 4,289 bales of wool and 12 casks of tallow, she departed in December 1883 and arrived back in London in March 1884. Her return passage of 83 days was the best of the year, beating every ship sailing at about the same time by 25 days to over a month. This was a remarkable feat, considering that *Cutty Sark* was now 14 years old, almost halfway through her expected working life of 30 years.

Captain Moore left the ship in 1885, and was replaced by the most successful Master who ever commanded *Cutty Sark*; Richard Woodget. Captain Woodget's skill lay as a successful man-manager and fearless navigator, getting the best out of both the ship and his crew. In order to catch the Roaring Forties trade winds, encountering some of the most violent gales and seas on Earth, Woodget would travel further south than any previous commander. This was perilous, as the ship came into frequent contact with icebergs around Cape Horn (the southern tip of South America). Woodget was also a keen photographer and he has left many striking images of the ship passing icebergs as well as shots of her in Sydney harbour.



Fortunately, the ship survived and produced stunning passage times. On his first voyage in command, the ship sailed from England to Sydney in 77 days, and returned to the UK from Australia in 73 days. This was the start of 10 years domination by *Cutty Sark* in the wool trade. The ship soon established herself as the fastest vessel, the 'last chance' ship to make the English January wool sales.

As steam-ships moved further into the wool trade in the 1890s, *Cutty Sark* began to make less money for her owner. After the ship returned to the UK from Brisbane in 1895, *Cutty Sark* was sold to a Portuguese firm, J. Ferreira & Co. for £2,100.



Advertisement

1895-present:

After being sold to J. Ferreira & Co. *Cutty Sark* was renamed the *Ferreira*

In 1922 her old name and nationality was restored by new owner Wilfred Dowman; *Cutty Sark* had returned to British ownership. After saving *Cutty Sark* for the nation, Wilfred Dowman restored the ship to a close approximation of her appearance as a tea and wool clipper and was used as a cadet training ship for a career in either the Royal Navy or the Merchant Marine.

However, Captain Dowman died in 1936, and his widow decided that she was unable to maintain the ship at her own cost. Therefore, *Cutty Sark* was sold to the Incorporated Thames Nautical Training College, Greenhithe, to be used as a training vessel, moored alongside HMS Worcester.

In 1954 *Cutty Sark* was floated into her dock at Greenwich and restored, before being opened to the public in 1957. In 2006 she closed for *Cutty Sark* Conservation Project before Her Majesty The Queen officially re-opened *Cutty Sark* on 25 April 2012.

The re-launch marks the culmination of six years' work and one of the most complex conservation projects ever undertaken on a historic ship. The project has succeeded in rescuing *Cutty Sark* and preventing her collapse, whilst preserving as much of the ship's original fabric from the period of her working life as possible.

In a brilliant feat of engineering, *Cutty Sark* has been raised 11 feet (3.3 meters) into the air, relieving the keel of the weight of the ship and preserving her unique shape.

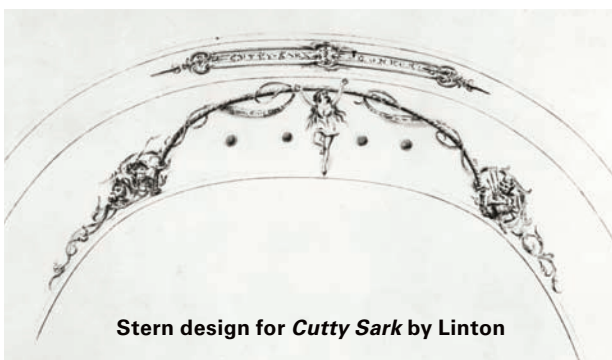
Hercules Linton (1836-1900)

Designer and builder of *Cutty Sark*, 1869-1870

Hercules Linton was born in Bervie, Kincardineshire on 1 January 1837, the son of a carpenter and shipwright. He was named after his maternal grandfather. On his 18th birthday he was apprenticed to Alexander Hall and Sons, the leading shipbuilders in Aberdeen.

In 1862 he moved to Liverpool to work as a ship surveyor and began to design ships privately. He married Marjory Anderson in 1865. In May 1868 he entered into partnership with William Dundas Scott to form the shipbuilding firm of Scott & Linton, based at Dumbarton on the River Leven, near to its junction with the River Clyde. Linton managed the design and shipbuilding whilst Scott oversaw the counting house and engineering. The partners financed the business by borrowing from Scott's father and against Linton's life insurance policy. Neither had any previous business experience.

The yard built nine ships, of which *Cutty Sark* was the largest and most complex order. The contract with Jock Willis was signed on 1 February 1869 with a completion date six months later. Willis drove a hard bargain, specifying the highest standards of quality at a fiercely competitive price, and the contract included penalty clauses.



Stern design for *Cutty Sark* by Linton

Willis asked Captain George Moodie to supervise the construction prior to taking command. Moodie was very particular regarding the quality of the materials and workmanship which added to the cost. The Lloyds surveyors (including Linton's own father) required changes to the design which caused delays and affected cash flow. In September 1869 Scott & Linton went bankrupt and *Cutty Sark* was handed over to their creditors for completion. She was eventually launched nearly five months late, on 22 November 1869.

Linton lost his house to his creditors, despite having a new baby, and saw his assets sold cheaply or plundered from the yard. Over the next twenty years he worked in shipyards in Aberdeen, Dumbarton, Glasgow, Dundee, Southampton and Montrose. Business failures continued to haunt him, as two of the yards he worked for went bankrupt. In 1885 his beloved wife died shortly after giving birth to their tenth child. He described himself as being left "like a rudderless ship".

In 1888 Linton inherited property from an uncle in Bervie where he spent the remainder of his life. He was a Fellow of the Society of Antiquaries and was elected to the Town Council. He died from heart disease on 15 May 1900, aged 64. There is a memorial to Hercules Linton in the town.

John Rennie (1842-1918)

Chief Draughtsman of *Cutty Sark*, 1869

John Rennie was born at Stranraer on 26 June 1842. He began work as a boy in the Clyde shipyards before entering an apprenticeship as a shipwright with Robert Napier & Sons in their New Yard at Govan. Determined to better himself, he studied naval architecture in the evenings at home. He worked in a succession of yards on Clydeside, becoming Chief Draughtsman for Scott & Linton at Dumbarton in 1869.

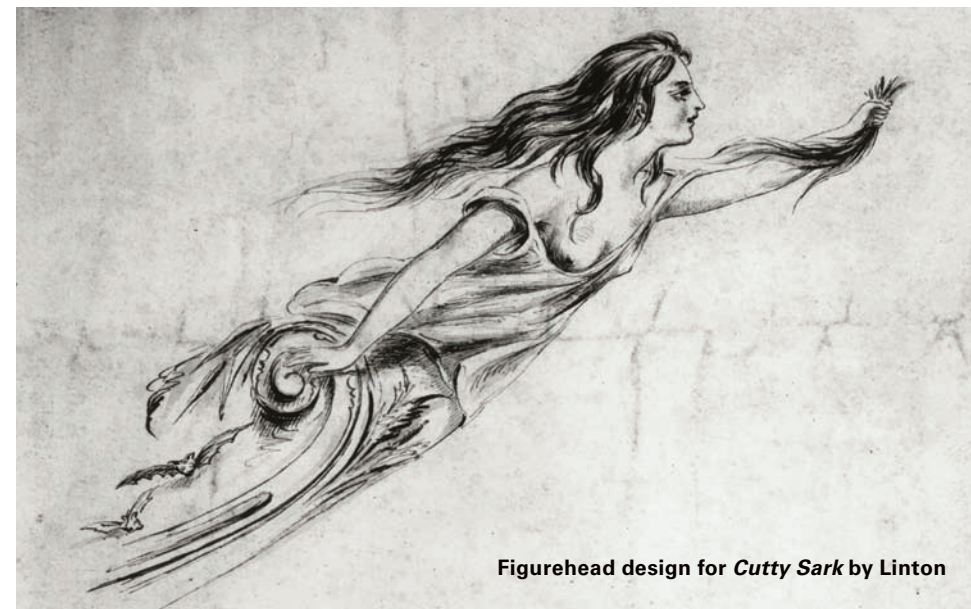
John Rennie was given the design for *Cutty Sark* by Hercules Linton and was responsible for all the calculations connected with her sail area and stability. The sail plan he designed gave her 32,000 square feet of sail, capable of attaining a speed of over 17 knots, equivalent to a 3,000 hp engine.

Following the closure of Scott & Linton's yard, Rennie worked briefly for Harland & Wolff in Belfast and was then appointed Naval Constructor and Instructor for the Chinese Government at Shanghai. During the eight years he spent there in the 1870s he would frequently have seen *Cutty Sark* in the harbour.

Returning to Scotland, he worked for the Ardrossan Dry Dock and Shipbuilding Company and then, for 19 years, with John Fullarton & Company at Paisley. During his career Rennie also designed slide rules for use in ship-building.

John Rennie married Mary Thomlinson in Partick on 23 August 1867 and they had six children, born between 1868 and 1879. He died in Leith on 20 September 1918 whilst on a visit to his sister.

John maintained his interest in *Cutty Sark* to the end of his days, writing a long letter to the newspapers about her only a few years before his death.



Figurehead design for *Cutty Sark* by Linton

Captain George Moodie (1829-1923)

Master of *Cutty Sark*, 1870-1872

George Moodie was born in Wemyss, Fife, on 30 August 1829. He first went to sea in 1845, having signed as an apprentice for four years at £24 a year. His schoolmaster provided a reference, "he is a sober, steady, trustworthy young man. He has received a liberal education. His moral character as far as I have observed is above mediocrity."

He married Janet Cassels in 1854. They were married for 64 years and had seven children. In 1861 he obtained his Master's Certificate. Having served as 1st Mate in Jock Willis' flagship, the *Tweed*, he was given command of the *Laurel*, followed by the *Lauderdale*. He gained a reputation as a competent and conscientious master, who didn't take risks, and became one of Willis' most experienced captains.

In 1869 Willis appointed Moodie to oversee the building of *Cutty Sark* at Scott & Linton's yard in Dumbarton. He held them to exacting standards, rejecting any wood that had the slightest flaw, and contributing in some measure to the firm's eventual bankruptcy. *Cutty Sark* was launched on 23 November 1869 by Captain Moodie's wife. On 16th February 1870 she left London on her maiden voyage to Shanghai with Captain Moodie in command.



Cutty Sark 1872 F Tudgay

Moodie captained *Cutty Sark* for her first three voyages. To Willis' disappointment, although fast, the ship failed to set any tea trade records or beat her arch rival *Thermopylae*. On her homeward voyage in 1872 *Cutty Sark* lost her rudder in a storm off the coast of South Africa. Jock Willis' brother, Robert, was aboard and ordered Moodie to put into port for repairs. Moodie over-ruled him and, under appalling weather conditions, the crew assembled and fitted a temporary rudder ingeniously designed by the ship's

carpenter, Henry Henderson. *Cutty Sark* made it home to London in a time seldom rivalled by ships in perfect condition and became an instant celebrity. Moodie, however, incensed by Robert Willis' behaviour, resigned the captaincy of *Cutty Sark*. He later said, "I never sailed a finer ship".

He moved from sailing ships to steam and for the next 19 years commanded vessels for the State Line between London and New York. In 1879 his ship, the *State of Virginia*, bound from New York to Glasgow, was wrecked on Cable Island with the loss of five lives. Moodie's Master's Certificate was suspended for three months but he was cleared by the subsequent enquiry. In 1891 the State Line went bankrupt and Moodie lost the life savings he had invested in the firm.

He retired to a house called "The Anchorage" in Methill, Fife where he occupied himself with studying meteorology and playing bowls. In 1911 he moved to a large house in Auchtermuchty, where he enjoyed working in the garden, aged 82. He was predeceased by three of his children and by his wife, Janet, who died in 1918. George Moodie died at Auchtermuchty on 2 September 1923, aged 94.



Tam O'Shanter poem painting

Captain Joseph Gray (1853-1916)

2nd Mate on *Cutty Sark*, 1874-1875

Joseph Gray was born in South Shields, County Durham, on 11 May 1853. His mother died when he was a small child and his father, a master mariner, moved the family to Gravesend in Kent, where he worked as a Trinity House Pilot.

By the time he was 17, Joseph was also a mariner. On 10 November 1874, aged 21, he signed on at London as 2nd Mate on *Cutty Sark* at a wage of £5 per month. He was discharged at London on 25 October 1875 and transferred to another of Jock Willis' ships, the *Blackadder*.

Between 1878 and 1882 Joseph served as Mate on vessels between Hong Kong, Singapore and Australia. He settled in Singapore and, as a Master Mariner, sailed regularly to Bangkok, where he became known as the father of the local skippers. He also acted as a nautical assessor.

Joseph married Amelia Allen and had two daughters, Amelia Christina and Louisa Jane. In 1902 he became a Pilot in Singapore's Keppel Harbour and by 1912 was described in the *Straits Times* as the doyen of the Pilot Service. He retired in 1914 because of ill health and died on 23 August 1916 at the General Hospital, Singapore.

Edward Holford (1831-1902)

Carpenter on *Cutty Sark*, 1877-1882

Edward Holford was born in Findon, Sussex in 1831. He followed his father's trade as a carpenter and by the time he was 20 was working as a ship's joiner in Shoreham. He was issued a seaman's ticket in 1854 for a voyage from Tangier to London but thereafter seems to have come back ashore. In 1858 he married Hester Sarah Berry Lark in Limehouse and they had five children born between 1859 and 1875.

On 1 November 1877, Edward signed on as ship's carpenter on *Cutty Sark*, a position he held for four consecutive voyages. His pay was £6 a month, of which he allotted half to support his wife and children. During this time, the only significant period he spent with his family was two months in the spring of 1880.

Edward was the ship's carpenter on the "voyage from hell" from 1880 to 1882 and features as "Chips" in Charles Arthur Sankey's account. According to Sankey, Edward had fallen in love with the ship and knew every timber and bolt. When the crew went on strike following the murder of Seaman John Francis and the escape of the mate, Sydney Smith, Edward Holford was one of those called upon by Captain James Wallace to keep *Cutty Sark* sailing. This was the reason he was on deck at 4am on 4 September 1880 when Captain Wallace committed suicide. Edward was the last person to speak to the Captain before he stepped off the Taff rail to meet the waiting sharks.

During the four and a half months *Cutty Sark* lay at Calcutta, Edward was one of only five of the original crew to stay with the ship. He spent the time "making stops, caulking decks and running the pitch pot" with the assistance of Charles Sankey. The continuing horrors of that voyage must have lessened even Edward's love for *Cutty Sark* and when they finally reached New York, half starving, in April 1882, he signed off for the last time.

Edward returned to London and the house at 14 Endive Street, Limehouse, where he and his family lived for over 20 years. He died there in 1902, aged 71.



Crew in Shanghai 1886

Charles Arthur Sankey (1863-1962)

Apprentice on *Cutty Sark*, 1880-1882

Charles Arthur Sankey was born on the Colebrooke Estate near Brookeborough, County Fermanagh on 16 June 1863. His father, Matthew, managed the estate for Sir Victor Brooke, an absentee landowner. In 1876 Matthew was shot dead by Irish nationalists and his widow and children fled their home.

Charles went to the training ship HMS Conway near Liverpool, where he studied navigation and seamanship for two years. He was apprenticed in 1879, aged 16, making his first voyage to Australia and China on Jock Willis' *Fantasie*. Arriving back in London in May 1880 he was immediately reassigned to *Cutty Sark*, sailing again within a week on what would turn out to be the two year "voyage from hell".

The ship's 1st Mate, Sidney Smith was a bully, disliked by the crew. Tension between him and a seaman, John Francis, culminated in a fight in which Francis was killed. Smith was confined to quarters but the Master, James Wallace, helped him escape to an American vessel at the port of Anjer. The seamen stopped work in protest, leaving a small group of tradesmen and apprentices to sail the ship. Soon afterwards *Cutty Sark* was becalmed for three days in the Java Sea. Badly affected by the strike, the calm, the heat and the belief that his career was finished, Captain Wallace committed suicide by jumping overboard.

His replacement, William Bruce, was an incompetent drunk. Several crew left the ship and others were lost to cholera in Shanghai. Replacements had to be taken on at premium wages in Australia and Bruce and the new 1st Mate mistreated them in the hope they would desert at cheaper ports. This led to another death in an accident which Sankey believed might actually be murder. Bruce also failed to take on enough provisions, resulting in the crew being half starved on the return voyage, until resupplied by HMS *Thalia* in mid Atlantic.

Not surprisingly, Sankey left the ship when she arrived in New York in April 1882, travelling to Canada to join his mother and siblings, who had emigrated from Ireland. He eventually settled in Waskada, Manitoba, where he was for many years a leading member of the community.

He married Anna Josephine Ponton in 1902. She died shortly after giving birth to their son in 1905. He remarried in 1910 to Anna Grace McGill (nee McConkey) and they had a son and two daughters. Charles Sankey died on 3 April 1962, aged 98.



The mast vane head

Captain Alban Chittenden DSC (1864-1952)

Apprentice on *Cutty Sark*, 1882-1885

Alban Chittenden was born in Stevenage, Hertfordshire, on 25 May 1864. He signed as an Apprentice in February 1882, aged 17, and sailed on *Cutty Sark* for one voyage from June 1884 to February 1885. During a period of fine weather on the outward journey the Apprentices were set to work tarring down the rigging. Chittenden had lashed his tar pot to the rigging in order to come down on deck when the Mate ordered a change of sail. Down came the pot, covering the sails in tar and narrowly avoiding the Captain who was enjoying a cigar nearby.

Alban Chittenden married Edith Beatrice Martin in Portsmouth in 1905. They had only one child, Audrey Betty Chittenden, who was born in Liverpool in 1915.

On 25 March 1916, Chittenden was Master of the steamer SS *Duendes*, carrying 4,000 tons of ammunition and high explosives vital to the British war effort. 170 miles south west of Plymouth the unarmed *Duendes* was attacked by a German submarine. A direct hit on the cargo would have blown the *Duendes* out of the water, with no chance for the crew to escape. No-one would have blamed the captain had he taken the prudent course and surrendered.

Instead, Chittenden used the skills he had learned as a young apprentice on *Cutty Sark* to constantly change the ship's direction, making it impossible for the submarine to get an accurate fix on its target. He kept this up for over two hours, assisted by the Chief Officer and a young Cadet, whom he stationed either side of him on the bridge to give warning each time they saw the flash of a shell being fired. The captain then had three or four seconds in which to take evasive action.

The submarine attempted to kill all three men by bombarding the bridge. They escaped injury by repeatedly "hitting the deck" to avoid flying shrapnel. They kept this up until darkness fell, hiding the *Duendes* from her attackers. By the end of the action, they were stiff and sore and their trousers were shredded.

In December 1916 Alban Chittenden was very deservedly awarded the Distinguished Service Cross for this action. It was considered to be the greatest feat of seamanship by the merchant navy during the First World War.

He died on Merseyside in 1952.



Cutty Sark on stocks

Captain Richard Woodget (1845-1928)

Master of *Cutty Sark*, 1885-1895

Richard Woodget was born on 21 November 1845 at Burnham Norton in Norfolk. The son of a farmer, he first went to sea in 1861 as an apprentice in a Northumberland coaster. He captained Jock Willis' *Coldstream* from 1881 to 1885 before being appointed to *Cutty Sark*, a position he held for the next ten years.

Captain Woodget was the most successful Master to command *Cutty Sark*. His skill lay as a successful man-manager and fearless navigator, getting the best out of both the ship and his crew. In order to catch the Roaring Forties trade winds, Woodget travelled further south than any previous commander, encountering some of the most violent gales and seas on Earth and braving the perils of icebergs around Cape Horn.

On his first voyage, in 1885-6, the ship sailed from London to Sydney in 77 days and returned in 73. This was the start of 10 years domination by *Cutty Sark* in the wool trade. The ship soon established herself as the fastest vessel, the 'last chance' ship to make the English January wool sales.

In 1889 *Cutty Sark* was involved in a famous incident with the crack P&O steam ship *Britannia*. On the night of 25 July, *Britannia*, doing between 14.5 and 16 knots, was overhauled by *Cutty Sark* doing a good 17 knots. *Britannia*'s log read with great amazement, "Sailing ship overhauled and passed us!"

Captain Woodget loved animals and took his collie dogs with him on his voyages. In Shanghai in 1886 he bought two monkeys. He became a keen photographer, having been taught by Toby Mayall on the 1887 voyage, and he has left many striking images of the ship passing icebergs as well as shots of her in Sydney harbour.

When Jock Willis sold *Cutty Sark* to the Portuguese in 1895, Captain Woodget transferred to the *Coldingham*. He made only one voyage in this ship before retiring from the sea and returning to Norfolk to live at Flagstaff House in Burnham Overy Staithe. In 1924 he made a nostalgic voyage on *Cutty Sark* from Falmouth to Fowey, where she served as the headquarters for the Regatta Committee.

He married twice. His first marriage was to Maria Smith (nee Raven) at Burnham on 25 September 1871. They had five children. Three of his four sons served under him on *Cutty Sark*. Maria died in 1914 and in 1921 Captain Woodget remarried to Winifred Basham Parker. They had no children. He died at Burnham on 6 March 1928. Two of his former apprentices attended his funeral.



Portrait of Richard Woodget

Captain Thomas Frank Dixon (1868-1947)

Apprentice and 3rd Mate on *Cutty Sark*, 1885-1889

Thomas Frank Dixon was born in Great Yarmouth on 20 March 1868, the son of Joseph William Dixon, a draper, and his wife, Elizabeth.

Thomas was apprenticed in April 1884, aged 16, on Jock Willis' flagship, the *Tweed*. He sailed on *Cutty Sark* for four voyages between 1885 and 1889, the last of them as 3rd Mate. He was nicknamed "Bloater" by the other apprentices because of the fish's association with Yarmouth. Together with Captain Woodget and his fellow apprentices, he was photographed in Shanghai in 1886.

After leaving *Cutty Sark*, Thomas served as Mate on a variety of ships trading with Australia and the Far East. He obtained his Master's Certificate in 1894 and was listed as a Master Mariner in the 1901 census.

Shortly afterwards he left the sea and went into business, working for a number of companies involved in the production of beverages. In 1906 he was in Mafeking, South Africa, as a factory foreman for the Star Mineral Water Company. From 1909 to 1917 he was manager of Fraser & Neave's mineral water business in Penang & Bangkok. In 1911 he was made a Fellow of the Royal Colonial Institute for Siam. He served for a number of years with the Penang Volunteers before returning to London to work for the Navy at the end of the First World War.

Following the war he remained in Britain and became Works Manager for Buck & Hickman in London. He worked with them from 1921 until 1945.

Thomas was married twice. His first wife was Jane Levie Petty, whom he married in Tottenham on 17 July 1891. They had no children and she died in 1929. His second marriage was to Florence Rogers in Wandsworth in 1930 and they had two children, Elizabeth and Frank.

Thomas died in Croydon in 1947, aged 78.



Crew in Australia 1887

Captain William Erasmus Smith DSO RD RNR (1869-1938)

Apprentice on *Cutty Sark*, 1885-6

William Erasmus Smith was born at Leith, the port of Edinburgh, on 28 February 1869. His father, also William, was a merchant seaman.

He began his apprenticeship on Jock Willis' *Zenobia*, transferring from there to *Cutty Sark* in March 1885. He made two voyages with her, leaving the ship in June 1887. He served as 2nd Mate on sailing ships and 1st Mate on steamers before gaining his Master's certificate in 1893, when he joined the Royal Mail Steam Packet Company.

On 26 June 1897, as 3rd Officer on the SS *Danube*, he was present at Queen Victoria's Diamond Jubilee Review of the Fleet at Spithead. Two weeks later he married Alicia Gertrude Early at Southampton. They had three children, born between 1900 and 1910. In 1915 he divorced her.

In 1901, as a Lieutenant in the Royal Naval Reserve (RNR), he was sent for 12 months training on board HMS *Australia*. His first merchant navy command was the SS *Solent*,

which was engaged by the Panama Canal Commission to bring labourers from the West Indies for the construction of the Canal. He was awarded the RNR Decoration in 1911 and promoted to Commander RNR early in 1914.

On the outbreak of the First World War he joined the Second Battle Squadron at Scapa Flow in command of HMS *Duke of Cornwall*. During 1917 he was involved with the anti-submarine warfare efforts of the Auxiliary Patrol. Following the entry of the United States into the war he was appointed Commodore of the Atlantic convoys. During his period of service 240 ships were convoyed across the Atlantic with only one being lost. By 1918 he was an Acting Captain RNR and was awarded the DSO for his services.

After the War he was appointed Commodore of the Fleet of the Royal Mail Steam Packet Company. He died in a Nursing Home in Southampton on 27 August 1938. A packet of memorabilia which included Smith's uniform cap, Master's Certificate, letters and newspaper cuttings was recently sold at auction.



Cutty Sark, 6th June 1888 photographed by Capt. Woodget

Robert Launcelot Andrewes MBE (1866-1940)

Apprentice on *Cutty Sark*, 1885-1887

Robert Launcelot Andrewes was born on 9 April 1866 at Little Waldingfield, Suffolk, where his father was the Vicar. He was apprenticed in 1884 and sailed on *Cutty Sark* for two voyages from 1885 to 1887. On the first of these *Cutty Sark* made the fastest passage of the year, beating her rival Thermopylae. Jock Willis was so delighted that he presented the ship with a gilded metal "*Cutty Sark*" at the start of the 1886 voyage. Willis gave the honour of fixing this to the top of the main mast to Robert Andrewes who, in his own words, "skipped aloft as proud as Billy be damned".

Although Robert passed his 2nd Mate's certificate, he left the sea to settle in Australia, where he worked as an inspector in the cane sugar refining industry. He married Rose Isabel Fisher in Ryde, New South Wales, in 1894.

Robert subtracted six years from his age in order to join the Australian Imperial Force as a Private in September 1915. His enlistment papers show that he had a tattoo of *Cutty Sark* on his right arm. His son, Lancelot Ruggles Andrewes, aged 18, enlisted with him.

Robert was promoted to 2nd Lieutenant in January 1916 and served in France from May 1916 onwards. In action on the Somme on 4 August 1916 he suffered severe gunshot wounds to his head and right arm and was in hospital for five months. Rose sold all the family's possessions in Australia and sailed to England with her other children to be near her husband.

No longer fit for active service, Robert was posted to administrative duties on Salisbury Plain. He was awarded the MBE in June 1919 for "valuable services rendered in connection with the war". He stayed in the army until April 1920 when he retired with a military pension on medical grounds.

Robert and Rose decided to stay in England and not return to Australia, where they had neither family nor property. Robert died at The Old House, Combe, Oxfordshire on 17 May 1940.



Lieutenant Commander Walter Frederick Andrewes RNR (1867-1951)

Apprentice on *Cutty Sark*, 1886-1887

Walter Frederick Andrewes was the younger brother of Robert Launcelot Andrewes, born at Little Waldingfield, Suffolk, on 22 March 1867.

Apprenticed in 1883, at the age of 16, he sailed on *Cutty Sark* with his brother for one voyage from February 1886 to June 1887. They spent three months of this trip in Shanghai awaiting a cargo, during which time they crewed Captain Woodget's private boat on the river, ate large teas at the Seaman's Mission and, being invariably short of money, found various ingenious ways to cheat the sampan owners out of the fare from ship to shore. On the homeward journey Walter nearly lost his life in a South Atlantic gale when high seas swept him overboard but the next wave swept him back on board and he suffered no injury.

Unlike his brother, Walter remained in the merchant service until retirement. He obtained his Master's Certificate in 1896. He also served in the Royal Naval Reserve. Appointed a Sub Lieutenant on 12 August 1896 he reached the rank of Lieutenant Commander in 1924.

He married Jane Evelyn Hirtzel in Portsmouth in 1918 and they had one child, Phyllis Joyce Andrewes, born in Kensington in 1920. Walter and Jane lived in Hammersmith from 1935 until his death in 1951.

John William Edwin (Toby) Mayall (1871-1951)

Apprentice on *Cutty Sark*, 1886-1888

John William Edwin (Toby) Mayall was born in Hampstead on 5 May 1871. His grandfather, John Jabez Edwin Mayall, was a famous photographic artist who took the first photographs of Queen Victoria in 1860 and the only known picture of Charles Dickens' wife. His father, John, was also a professional photographer as well as being a keen early adopter of the bicycle. He rode from London to Brighton on a velocipede in 1869.

Turning his back on the family business, John became an apprentice on *Cutty Sark* at the age of 15. He sailed on her for two voyages between February 1886 and March 1888 and was known by the nickname Toby. Captain Woodget learned photography from Toby Mayall and we therefore have him to thank for Woodget's photographic record of the ship and her crew, the only images of life on board.

John became a Master Mariner, appearing in Lloyd's Captains Registers from 1895. In 1900 he married Helen Edna Long in Liverpool, where her mother ran a hotel in Lime Street. They had only one child, Leonie Edna Mayall, born in Liverpool in 1901. Whilst John was away at sea, Helen worked as a maternity nurse.

In the 1920s John was Master of the SS City of Rangoon, travelling between England, the United States and India. Following his retirement he settled in Blackheath, London, where he died on 16 January 1951.

Captain Thomas William Selby (1866-1937)

2nd then 1st Mate of *Cutty Sark*, 1886-1891

Thomas William Selby was born on 4 April 1866 in Poplar. His father was works manager for Bullivants, the wire rope makers, a post also later held by Thomas' brother, George May Selby.

Thomas served his apprenticeship on Jock Willis' Coldinghame. He joined *Cutty Sark* in February 1886, aged 20, and sailed on her for two voyages as 2nd Mate, then three as 1st Mate from 1888. He was a very highly regarded officer. Despite his youth, he was extremely conscientious and kept *Cutty Sark* in excellent condition. When in port, he would row out in a boat every evening to inspect her. Although strict and hard working, he had no false dignity and was popular with the crew and apprentices. He was athletic and enjoyed boxing whilst in Sydney. He was also a marlinspike seaman, skilled at rope and knot work. He was less successful at roller skating, one of Captain



Woodget's enthusiasms, which the Master persuaded him to try on the teak deck of *Cutty Sark*. Thomas's head hit the deck and nothing would induce him to try again.

On leaving *Cutty Sark* in 1891, Thomas was given command of *Titania*, a clipper which had been a rival to *Cutty Sark* in the tea trade but had been sold to the Hudson Bay Company in 1885. Thomas commanded her for 13 months on voyages to and from Vancouver. He then returned to the Coldinghame as Master for 15 months. Both commands were terminated by the ships being sold abroad.

Between 1895 and 1908 Thomas worked for the Indo China Steam Navigation Company. Returning to England, he is believed to have worked for Bullivants, setting up and managing their satellite factory in Leighton Buzzard. From 1923 to 1929 he set up and managed the Australian Wire Rope Works in Newcastle, New South Wales.

Thomas married Minnie Taylor Walton in Sunderland in 1903. They had no children. He died in Westcliff on Sea, Essex on 20 February 1937.

William Ernest Cloughly (1861-1923)

Able Seaman on *Cutty Sark*, 1893-4

William was born in Hackney in 1861 the son of William and Frances Cloughly. His father had been born in Dublin and worked as a mercantile clerk. William senior died at 56 Forest Road, Dalston in 1886 and probate was granted to William junior, who was described as a mariner. In 1891 William married (Gertrude) Agnes Crichton in Hackney.

On 28 July 1893, in Antwerp, William signed on as an Able Seaman aboard *Cutty Sark* at a wage of £3 per month. It was during this, her penultimate voyage to Sydney, that *Cutty Sark* made one of the best runs of her career, covering 964 miles in three days. She also established a record for the amount of wool packed into her hold for the return journey - 5,010 bales, each weighing 400 lbs., with a total value of £100,000. Leaving Sydney on Christmas Eve, *Cutty Sark* arrived back in Hull on 28 March 1894. The local paper noted that she had not used her pumps once on the homeward run but the cargo came out without a stain - a tribute to her seaworthiness.

William and Agnes had only one child, George William Edward Cloughly, born in 1895. On 4 June 1905, George was admitted to Waller Road School, Lewisham, aged 6. In the 1911 census the family were living at 191 George Lane, Lewisham and William was working as a clerk at a firm of hide and leather brokers. Agnes died in Lewisham in 1913.

On 22 November 1917 George William married May Lillian Whiffen at St Peter's, Bayswater. At the time of the wedding he was serving as a Petty Officer on board HMS Conquest. On the marriage certificate his father, William, is shown as an import and export clerk.

In the electoral registers between 1918 and 1922 William is shown living at 44 Pattenden Road, Lewisham. He died in Southwark in 1923, aged 61.

Clarence Edwin Ray (1878-1957)

Apprentice on *Cutty Sark*, 1894-1895

Clarence Edwin Ray was born in Islington on 13 May 1878. His father was a merchant and his grandfather, John Ray, was a wharfinger and ship-owner in Sunderland. Whilst Clarence was a child, the family moved to Hastings.

Clarence was apprenticed in June 1894, aged 16, and immediately sailed on *Cutty Sark*'s final voyage under Jock Willis' ownership. The cargo they took on at Gravesend consisted of gunpowder and dynamite. Clarence has left a vivid account of life aboard through the letters he wrote home to his mother. He described the food (including the delights of "Salt Tram Horse", "Leu Pie" and "Junk and Spuds"), dodging Captain Woodget's vicious collie-dogs, how the ship was swamped by the sea in bad weather and his duties, which included rowing the Master ashore for picnics while the ship was in harbour. He also reported a chance meeting in a Brisbane ship chandler's with the captain of one of his grandfather's old ships.

By 1901 Clarence was a 2nd Mate. He married Edith Nellie Lock in Hastings in 1904 and they had six children born between 1905 and 1924. In the 1911 census he was listed as a farmer in Robertsbridge, Sussex but following the First World War he returned to the sea as the bosun of a salvage ship based in Newhaven.

Clarence died at Newhaven on 2 December 1957.

Captain Wilfred Harry Dowman RNR (1879-1936)
Owner of *Cutty Sark*, 1922-1936



Captain Wilfred Harry Dowman

Wilfred Harry Dowman was born in Birmingham on 28 February 1879. His father died when he was a boy and his mother took work as a cook in Birkenhead.

Wilfred was determined to go to sea, which he did at the age of 13. In December 1894 he became an apprentice on the Hawksdale, owned by Iredale & Porter of Liverpool. During the voyage he watched *Cutty Sark* pass them "in a manner which could not fail to impress ... the inmates of the Hawksdale's half deck". It was a sight he never forgot. He obtained his Master's Certificate in August 1904 and from then until 1912 commanded two ships for Iredale & Porter.

On 19 October 1908 he married Nellie Wallace at Birkenhead. They had two children, Kathleen Alice born in 1909 and Donald Gordon, born in 1912. The marriage was dissolved in 1920.

Wilfred lost his job with Iredale & Porter following a significant reduction in their fleet and was forced to take work as a Mate. In June 1912 he signed as 1st Mate on the Port Jackson, a cadet training ship, sailing from London to Sydney. The ship carried three passengers in addition to the cadets, one of whom was Catharine Courtauld.

On the outbreak of war in 1914 Wilfred joined the Royal Naval Reserve. His first ship was HMS Duke of Cornwall where it is possible he served under Captain William Erasmus Smith. Wilfred was at Gallipoli and later saw duty on the White Sea convoys. He was demobilised in January 1919 and did not return to sea.

Wilfred married Catharine Courtauld at Westminster on 12 November 1920. They had two children, Colin and Margaret, and made their home in Falmouth. Wilfred owned a boatyard and ran a training school for "poor boys of good character" using the schooner Lady of Avenel.

In January 1922 *Cutty Sark*, then known as the Ferreira, put in to Falmouth to repair storm damage and the Dowmans determined to buy her. The purchase was completed in October 1922 and she replaced the Lady of Avenel as the cadet training ship.

In 1934 the Dowmans moved to Wyke Regis, near Weymouth. Wilfred's health began to fail and in February 1936 he took a recuperative voyage to the West Indies. On the homeward voyage he suffered a cerebral haemorrhage and died on 7 March. He was buried at sea the next day.

Catharine Courtauld (1878-1972)
Owner of *Cutty Sark*, 1936-1938

Catharine came from the wealthy Courtauld family, who made their fortune producing the black silk crepe worn by the Victorians during their lengthy periods of mourning.

Catharine was born on 25 May 1878 at Bocking in Essex where her great uncle Samuel had built the family's first silk mill. Three years later Samuel died childless and his fortune eventually passed to his great nephews and nieces, making Catharine a wealthy woman in her own right.

Descended from Huguenot refugees, the Courtaulds were unorthodox in religion and politically radical. They were also patrons of the arts and Catharine's brother Samuel founded the Courtauld Institute.

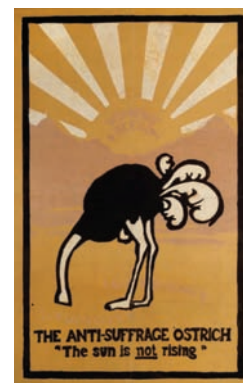
Following in the family tradition, Catharine was an artist, sculptor and suffragette. She was a member of the Suffrage Atelier, a group of artists who produced work to promote the Votes for Women campaign. Catharine designed posters for the movement and took part in the National Women's Suffrage Pilgrimage march on London in July 1913. Catharine met Wilfred Harry Dowman on a voyage in 1912-13. They were married in 1920 and had two children, Colin and Margaret.

It is probable that Catharine funded the £3,750 purchase price for *Cutty Sark* when Wilfred bought her back from the Portuguese in 1922. Following Wilfred's death in 1936 she gave *Cutty Sark* to the Thames Nautical Training College, from whom the ship passed to the Cutty Sark Trust. Catharine's gift of the ship has rightly been described as "a splendid gesture" and ensured both *Cutty Sark's* survival and her enjoyment by thousands of visitors to this day.

Catharine lived to the grand old age of 94 and died in Weymouth on 19 September 1972.



Catharine Courtauld



The Anti-Suffrage Ostrich by Catharine Courtauld
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