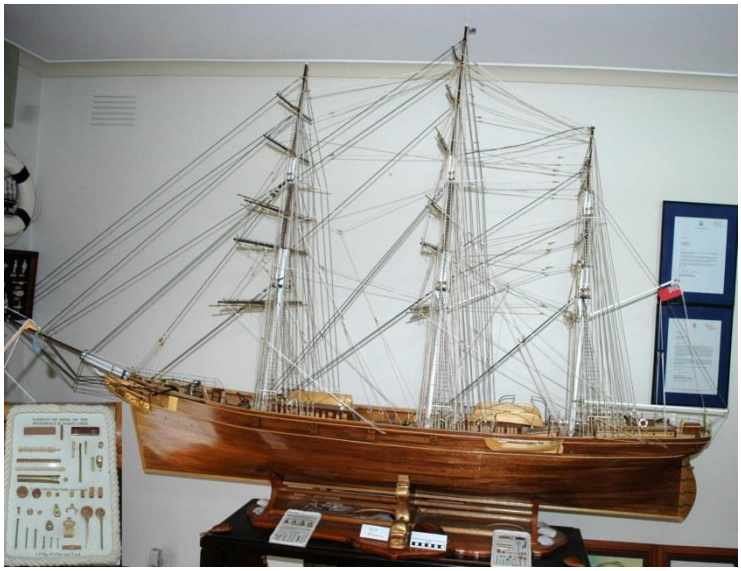

THE CUTTY SARK

The "Cutty Sark" was a British clipper ship, aptly named of course as a **[**clipper for its speed[1]**]**, which was built in 1869 on the **[**river Clyde in Scotland[2]**]** by the Jock Willis Shipping Corporation.[3]

It was primarily used to transport tea from China to Great Britain, as well to a lesser extent later in its life, wool from Australia;[4] however, with the advent of the steam engines and the creation also of the Suez Canal in 1869, its days of operation as a sailing vessel were numbered, as the steam ships were now prevailing as technologically advanced cargo carriers through the shorter route by the Suez Canal to China. In fact, within a few years of its operation, as its delegation in the tea industry was declining, it was assigned primarily the duty of transporting wool from Australia to England, but this activity was thwarted again by the steam ships, as they were enabled by their technologies to travel faster to Australia. Eventually, the "Cutty Sark" in 1895 was sold to a Portuguese company called "Ferreira and Co.", where it continued to operate as a cargo ship until 1922, when it was purchased on that year by the retired sea captain Wilfred Dowman, who used it as a training ship in the town of Falmouth in Cornwall. After his death, the ship was conferred as a gesture of good will to the "Thames Nautical Training College" in Greenhithe in 1938, where it became an

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[1] "Clipper – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Clipper, 2013: p.1.
[2] "River Clyde – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/River_Clyde, 2013: p.1.
[3] "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.1. & "Fast Sailing Ships: their Design and Construction 1775-1875", David R. MacGregor, 1973: p.272, Lymington Eng., Nautical Publishing Co.
[4] "Great Sailing Ships of the World", Otmar Schauffelen, 2002: p.136, Chapman & Hearst Publishers, & "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.1.

auxiliary cadet training ship, outliving its usefulness as a training vessel by 1954, and permanently **[**being dry docked in Greenwich, London,[5]**]** for public viewing.[6]

Of course, the "Cutty Sark" was not the only tea clipper constructed and owned by the Jock Willis Corporation, as there were others who were also used for the transportation of tea from China to Great Britain. Noteworthy additionally in its impressive resume is the fact that, the "Cutty Sark" was not only valued and admired for its speed, but also for its prestige that it afforded to its owners, **[**as media coverage was insatiable during a tea race that was regarded a national sporting event, with fiscal bets being placed on a predicted winning ship[7]**]**. Disappointingly, even though the English tea clippers were the best in the world at the time in terms of marine design, they had never won a tea race, and Jock Willis was certainly determined to achieve this goal, as the American clippers were considered the fastest in the tea trade. Nonetheless, the British clippers were proven to be formidable opponents to their American counterparts in the tea trade, when in 1868 a British tea clipper called **[**"Thermopylae", managed to travel from the port of London to Melbourne, in only sixty one (61) days, which Jock Willis was hoping to improve on such a feat with the "Cutty Sark"[8]**]**[9].

Remarkably, the maximum speed that the "Cutty Sark" could achieve was 17.5 knots in spite of the challenges of the unpredictable winds, if any at times, and the high seas or ferocious storms. Interestingly, **[**the "Cutty Sark's" greatest recorded achievement in distance in twenty four (24) hours was three hundred and sixty three (363) nautical miles[10]**]**, which meant that it was averaging approximately fifteen (15) knots; much faster obviously than the recorded twenty four (24) hour distance of the "Thermopylae" which had accomplished three hundred and fifty (358) nautical miles.[11]

[The most famous race which proved "Cutty Sark" to be of a similar standard of speed to the "Thermopylae" occurred in 1872, when both vessels departed from the port of Shanghai simultaneously on the 18th of June, managing only after two weeks of its journey to achieve a lead of some four hundred (400) miles on its rival, which it rapidly lost, as its rudder had disappeared by the pounding of strong winds[12]**]** while it was passing through the Sunda Strait. Unhindered by the obstacle, as **[**Captain George

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[5] "The Twilight of Sail", Robin Knox-Johnston, 1979: p.12, G. P. Putnam's Sons, & "Cutty Sark – Wikipedia, the free encyclpaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.1.
[6] "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.1.
[7] "The Twilight of Sail", Robin Knox-Johnston, 1979: p.12, G. P. Putnam's Sons, & "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sar, 2013: p.1&2.
[8] "Great Sailing Ships of the World", Otmar Schauffelen, 2002: p.136, Chapman & Hearst Publishers.
[9] "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.1&2.
[10] "The Twilight of Sail", Robin Knox-Johnston, 1979: p.14, G. P. Putnam's Sons, & "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.2&3.
[11] "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.2&3.
[12] "The Twilight of Sail", Robin Knox-Johnston, 1979: p.12, G. P. Putnam's Sons, & "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.3.

Moodie[13]**]** was not willing to set up for repairs in Cape Town as he had been instructed to do so by Jock Willis' brother who was on board, he immediately ordered the carpenter, Henry Henderson to construct a new rudder from whatever spare timbers and iron he could muster from the ship's cargo; but unfortunately, even with the six (6) day painstaking work on board the vessel for the creation of a rudder, the "Catty Sark" arrived in London delayed by a week after the "Thermopylae", on the 18th of October 1872, whose voyage took in total one hundred and twenty two (122) days to complete.[14]

When Captain George Moodie undertook command of the "Cutty Sark", he was not only an apt skipper, but equally, a competent businessman; after all, such a skill was a requirement for the successful long sea voyages in the lucrative China tea trade. Knowledge and ability were imperative for the management of a clipper, as they determined its survival or demise; indicative of the "Cutty Sark's" example, when its captains had to be learned with the facets of the iron-work holding the rigging, and with the secure erection of the masts.[15]

Historical accounts indicate that the architect of the ship, **[**Hercules Linton[16]**]**, had unfortunately driven his company to bankruptcy during the construction of the "Cutty Sark", as he was adhering to his owner's, Jock Willis' commands', of fitting the vessel with the "finest materials" that thwarted its completion because of its expenses, and so allowed "William Denny and Brothers" which was another shipping corporation, to undertake the project.[17]

One of "Cutty Sark's" many memorable journeys occurred on the 15th of February 1870, when it departed from Downs in England, for China, crossing the equator in twenty five (25) days and reaching Shanghai port where it settled for twenty five (25) days to load tea on the 31st of May 1870, being a total of one hundred and four (104) days; while on her return journey which took place on the 13th of October 1870 from the port of Shanghai to England, it took one hundred and ten (110) days.[18]

Along a sea voyage **[**ferrying wool from Newcastle in New South Wales Australia to England[19]**]**, the "Cutty Sark" managed to **[**complete it in only sixty nine (69) days[20]**]**.[21] Cleverly, the "Cutty Sark" always sought to use the Cape of Good Hope upon

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[13] "Methil Heritage – George Moodie" – http://www.methilheritage.org.uk/content/pages/cutty-sark---george-moodie.php, 2013: p.2 & "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.3.

[14] "Cutty Sark – Wikipedia, the free encyclopaedia" – http://en.wikipedia.org/wiki/Cutty_Sark, 2013: p.3.

[15] "The Cutty Sark: last of a glorious era", Alan Villiers, 1953: p.24 &25, Hodder & Stoughton.

[16] "The Encyclopaedia of Ships – Over 1,500 Military and Civilian Ships from 5000 B.C. to the Present Day", Roger Ford, Tony Gibbons, Rob Hewson, Bob Jackson & David Ross, 2001: p.153, Thunder Bay Press, & "Fast Sailing Ships: their Design and Construction, 1775-1875", David R. MacGregor, 1973: p.273, Lymington Eng., Nautical Publishing Co.

[17] "The Encyclopaedia of Ships – Over 1,500 Military and Civilian Ships from 5000 B.C. to the Present Day", Roger Ford, Tony Gibbons, Rob Hewson, Bob Jackson & David Ross, 2001: p.153, Thunder Bay Press.

[18] Ibid, p.153.

[19] "Great Sailing Ships of the World", Otmar Schauffelen, Chapman & Hearst Publishers, 2002: p.137.

[20] "The Twilight of Sail", Robin Knox-Johnston, G. P. Putnam's Sons, 1979: p.14 & "The Encyclopaedia of Ships – Over 1,500 Military and Civilian Ships from 5000 B.C. to the Present Day", Roger Ford, Tony Gibbons, Rob Hewson, Bob Jackson & David Ross, 2001: p.153, Thunder Bay Press.

its route to Australia, and Cape Horn upon its return journey to England, as it took advantage of the westerly winds on the "outward" and "homeward" passages that expedited its journey.[22] And although the steamships tried once more to prevail as the ultimate cargo carriers by offering cheaper cargo rates whilst promoting their swiftness, the fact remains that, the clippers continued their operations successfully as freight carriers until the end of the nineteenth century, because it was impossible for the steam ships to carry great tonnages of coal for propulsion to their engines, during long sea voyages.[23]

Bizarrely, the name "Cutty Sark" means "short shirt" in Scottish, which refers to the witches', Nannie's dress, a character in the poem "Tam O'Shanter", written by Robert Burns, who tries, (O'Shanter that is), to escape on horseback from Nannies' clutches, when his horse's tail is gripped by her hands, and so the notion is born of the figurehead attached to the foremast of the bow, which depicts Nannie holding the tail; signifying that the "Cutty Sark" can "outrun her fastest rival".[24]

Famously, the "Cutty Sark's" last race occurred in 1894-1895 when it managed to reach the port of London from Brisbane, Australia, carrying five thousand three hundred and four (5,304) bales of wool, in only eighty four (84) days, **[**prior to being sold to the Portuguese company "Ferreira and Co."[25]**]**[26].

After 1877, the "Cutty Sark" was predominantly used for the transportation of wool; however, between 1880 and 1883 it was used for the ferrying of oil, coal, iron and other goods, prior to resuming its original duty of ferrying wool from Australia to England from 1885-1895, under the command of **[**Captain Richard Woodget[27]**]**.[28]

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[21] "The Encyclopaedia of Ships – Over 1,500 Military and Civilian Ships from 5000 B.C. to the Present Day", Roger Ford, Tony Gibbons, Rob Hewson, Bob Jackson & David Ross, 2001: p.153, Thunder Bay Press.
[22] "The History of Ships", Peter Kemp, 1978: p.203, Orbis Publishing.
[23] Ibid, p.203.
[24] "Ships of the High Seas", Erik Abranson, 1977: p.89, Cassell Australia Limited.
[25] "Great Sailing Ships of the World", Otmar Schauffelen, Chapman & Hearst Publishers, 2002: p.137.
[26] "Ships of the High Seas", Erik Abranson, 1977:p.91, Cassell Australia Limited.
[27] "Richard Woodget – Wikipedia, the free encylopaedia" – http://en.wikipedia.org/wiki/Richard_Woodget, 2013: p.1.
[28] "Great Sailing Ships of the World", Otmar Schauffelen, 2002: p.137, Chapman & Hearst Publishers.