

Extracts re. preservation etc. of the

"CUTTY SARK "



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Extract from "Daily Telegraph" dated 27.12.50.

**FESTIVAL SHIPS**

To the Editor of The Daily Telegraph

Sir—May I suggest that the ship Cutty Sark, though not neglected, be moored off the Festival Gardens next year?

She is known all over the world as a clipper with a wonderful history, especially in Australia and China. She is fully rigged and in good condition, now lying in the Thames off the training-ship Worcester at Greenwich, Kent.

She could be towed to her new position with very little trouble, manned by ex-sailing ship men, and I am sure she would attract a lot of attention. Yours faithfully,

T. MATTON, Lt.-Comdr. (retd.),  
King's Langley.



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**THE CUTTY SARK**

To the Editor of The Daily Telegraph  
Sir—Nothing would give greater pleasure than the adoption of Lt. Cmdr. Hutton's suggestion that the Cutty Sark should be moored off the Festival Gardens next year. But I fear the state of the old ship would prevent this happy idea being put into effect.

Cutty Sark is rotting at her moorings. The hull is believed to be sound, and at a distance she still looks like the ship which set up so many records, but her decks, rigging and crew's quarters may be dangerous.

I have no idea what it would cost to restore her to something of her original beauty, but this link with our maritime history ought to be preserved. If 25,000 ship-lovers contributed £1 apiece, and the ship could be saved, I would suggest she should be handed over to the Boy Scouts Association to be moored alongside Discovery and used by them in the same way as Scott's ship. Yours faithfully,

ALEXANDER WOODS.  
London, W.1.



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For the attention of  
Mr. Mackay

#### SAVING CUTTY SARK

To the Editor of The Daily Telegraph

Sir—I have read with great pleasure the suggestion that the Cutty Sark be brought up river and moored near the Festival Gardens.

As a son of a clipper ship captain, who retired from the sea in 1888, I have often thought that the Cutty Sark should end her days moored off the Embankment, say near the Discovery, and thus enable passers-by to acquaint themselves with a famous ship of a bygone era.

To many of the present day the Cutty Sark is more or less unknown, but in her day she was one of the fastest, probably the fastest, of sailing ships. Launched in 1869, she became world-famous for her speedy passages in the Australian wool trade, continuously beating all the crack ships in that trade.

To get her up the river from Greenwich it would be necessary to unship her masts to get under the bridge, and she could then be re-rigged in a style worthy of her (which is not the case at present). As the hull was built of 3in. oak, this is probably in sound condition, or could be made so. I think the cost of re-conditioning would be considerably less than the figure indicated by Mr. Alex. Wood.

It could be met by public subscription, and I think the shipping companies who owned fleets of sailing ships in their early days would make a ready response to an appeal.

Yours faithfully,  
Chigwell, J. B. LONDON.

Extracted from the Daily Telegraph dated 4.1.51



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From the Daily Telegraph 8th January, 1951.

#### SAVING CUTTY SARK

To the Editor of The Daily Telegraph

Sir—The proposal to save the life of the Cutty Sark is to be commended.

The opportunity to save the ship will go by unless immediate action is taken. A Cutty Sark Committee should be formed and permission sought from the Thames Nautical Training College to tow the hull to a mooring site off the Festival Gardens. Priority applications must be lodged for the necessary materials for the rigging and general renovations.

It may be that the interior is not in a bad state of repair. Certain of the cadets from the College's training ship Worcester have permanent duties in connection with Cutty Sark's preservation.

General repairs and painting would probably suffice externally for the ship to be ready for the Festival. The main work could proceed at a later date.

Yours faithfully,

J. DOUGLAS DURBAN.  
R.N.V.R. Club, W.I.



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EXTRACT from the "DAILY TELEGRAPH"

12th January, 1951.

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**FESTIVAL SHIPS**

To the Editor of The Daily Telegraph

Sir—Correspondents have suggested that the Cutty Sark should be brought up and moored near the Festival Gardens.

It is amazing that in the published forecasts of the Festival there is little recognition of the fact that we are above all a maritime people.

Whether the Cutty Sark is the most practical possibility is a matter for consideration. A simpler and more useful proposition would be to buy and rig a vessel such as the auxiliary three-masted schooner Creole, whose beautiful lines are not likely to be repeated in our age.

When the Festival is over, the Creole could be used as a training-vessel for nautical schools and others, whereas Cutty Sark would only be a museum piece. I believe that the Marine Society has recently considered the purchase of such a vessel. Yours, &c.

CECIL L'ESTRANGE MALONE  
London, S.W.



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DAILY TELEGRAPH

Monday, 15th January, 1951.

**FESTIVAL SHIPS**

To the Editor of The Daily Telegraph

Sir—The history of our country is so closely linked with the story of the sea that it would indeed be most appropriate if Gullies, Bark, and some other well-known ships could be moored in full view of the Festival site. Unfortunately the depth of water in the space available, and the height of the bridges would make this impracticable.

It would, however, seem possible to have a number of large sized models of famous ships throughout the ages. Yacht builders could convert small ships such as motor fishing vessels into facsimiles in the same way that, after consultation with the Festival authorities, a replica is being made of H.M.S. Centurion, of 1792. This was the ship which conveyed the first S.P.G. missionary to America in that year.

Yours faithfully,  
C. W. BOWER, Capt., R.N. (ret.),  
London, S.W.1.



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DAILY TELEGRAPH

Tuesday, 16th January, 1951.

**CUTTY SARK**

To the Editor of The Daily Telegraph

Sir—Having spent some of my youth at Funchal (Falmouth), with the Cutty Sark moored off the bottom of the garden, I am naturally a keen supporter of the proposal to save her life.

It was announced recently that the last two sailing ships of the grain fleet, the *Pamir* and *Pasat*, were



*Cutty Sark in dry dock at Falmouth.*

to be broken up. Surely here is a golden opportunity to re-rig Cutty Sark at a reasonable cost. The masts, spars and rigging of these two great ships must still be in good order.

Rapid action, however, is essential if this opportunity is not to be lost. Yours faithfully,

M. A. McMULLEN, Cmdr. (R.), R.N.  
Aberystoke.



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## MODEL OF THE CUTTY SARK

### EXHIBIT AT NATIONAL MARITIME MUSEUM

The National Maritime Museum has been presented with a scale model of the famous tea clipper Cutty Sark. It follows the recent acquisition by the trustees of a model of the Thermopylae.

The Cutty Sark model was originally offered to the Duke of Edinburgh by Mr. James Culhane, vice-president of the Buckingham Corporation of New York. His Royal Highness suggested that the model might be a suitable exhibit for the National Maritime Museum, of which he is a trustee. Mr. Culhane agreed and presented the model to the museum.

The model of the Cutty Sark was built by a Mr. Thomas Rosenkvist, a Scandinavian who served as a sailor in the ship. His love for the old clipper prompted him to secure a scale plan of her, and when he left the sea he made the model from the drawings. The model shows her under all plain sail, fully rigged to the sky-sail yard. It is a good specimen of "a sailor's model," on a scale of about 6ft. to the inch.

The Cutty Sark was built by Denny, of Dumbarton, in 1870, and is now the only survivor of the famous clipper ships built for the tea trade with the East. After her service as a tea clipper, and later in the wool trade, she was sold in 1895 to a Lisbon firm and re-named the Ferreira. In 1916 she was partly dismantled and re-rigged as a barquentine. Five years later she was purchased from the Portuguese by the late Captain Downman, who brought her from Lisbon to Falmouth and, at his own expense re-rigged her as she was originally and re-named her the Cutty Sark. She was used as a training ship for some years and was presented by Mrs. Downman to the Thames Nautical Training College in 1938, when she was towed to Greenwich where she has been lying ever since. Her preservation for the nation is being considered.

"THE TIMES"

16th January, 1951.  
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## *Cutty Sark, last of the tea clippers, may be preserved*



In calm waters lies the Cutty Sark, only survivor of the tea-trade clipper ships. On her port side is the black-and-white-squared training ship Worcester. Nearby are the mudflats of Greenhithe. It is now proposed that the Cutty Sark be preserved for the nation. She was built in 1870; served as a tea clipper and in the wool trade. In 1895 she was sold to a Lisbon firm. Then, in 1921, a Briton bought her back. She has been lying in the Thames since 1938.



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EXTRACTED FROM  
"THE JOURNAL OF COMMERCE"

20th January, 1951

MODEL OF CUTTY SARK

PRESENTED TO NATIONAL  
MARITIME MUSEUM

The National Maritime Museum has been presented with a scale model of the famous tea clipper Cutty Sark. It follows the recent acquisition by the trustees of a model of the Thermopylae.

The Cutty Sark model, now on exhibition in the museum's Neptune's Hall, was originally offered to the Duke of Edinburgh by Mr. James Culhane, vice-president of the Buckingham Corporation, of New York. The Duke suggested that the model might be a suitable exhibit for the National Maritime Museum, of which he is a trustee. Mr. Culhane agreed, and presented the model to the museum.

The Cutty Sark herself is now lying in the Thames, off Greenwich, and her preservation for the nation is being considered. She was completed by Denny, of Dumbarton, in 1870 to the order of Capt. John Willis, of London, with the idea of beating the Thermopylae. She was the Thermopylae's greatest rival, but it was never established which ship was the faster. Visitors to the museum will now be able to see models of both ships.

The model of the Cutty Sark was built by a Mr. Thomas Rosenkvist, a Scandinavian, who served as a sailor in the ship. It shows her under all plain sail, fully rigged to the skysail yard. It is a good specimen of "a sailor's model," on a scale of about 6ft. to the inch.

The Cutty Sark is now the only survivor of the famous clipper ships built for the tea trade with the East. After her service as a tea clipper, and later in the wool trade, she was sold in 1895 to a Lisbon firm and re-named the Ferreira. In 1916 she was partially dismantled and re-rigged as a barquentine. In 1921 she was again sold and renamed Mario De Amparo. A year later she was purchased from the Portuguese by the late Capt. W. H. Dowman, who brought her from Lisbon to Falmouth, and at his own expense re-rigged her as she was originally, and gave her back her first name. She was used as a training ship for some years, and was presented by Mrs. Dowman to the Thames Nautical Training College in 1938, when she was towed to Greenwich, where she has since been lying.



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DAILY TELEGRAPH  
Tuesday 30th January 1951

### CUTTY SARK

To the Editor of The Daily Telegraph

Sir—Comdr. M. A. McMillen's suggestion of refitting Cutty Sark with masts, spars and rigging from Pamir and Pasat is, unfortunately, impracticable. The latter are three times the size of Cutty Sark, and are modern steel ships with steel masts and spars and wire rigging, whereas Cutty Sark is composite-built with wood masts and spars and mostly hemp cordage.

The recent correspondence regarding Cutty Sark and Discovery is evidence of widespread interest in the fate of these two grand old ships, which should be treated as a national heritage in the same way as H.M.S. Victory. No one has yet come forward on behalf of their owners to tell us the true position regarding their condition.

Can we not be told in what sort of shape Cutty Sark is and what it would cost to restore her to her proper appearance? And may we not know what has happened to Discovery's yards and other spars, which were unshipped during the war?

Yours truly,

JOHN O. P. ROBINSON



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## FUTURE OF "CUTTY SARK"

Hope of Permanent  
Preservation

For some time past there has been much anxiety with regard to the future of the *Cutty Sark*, now lying—and to some degree deteriorating—in the Thames at Greenhithe. The vessel, the last British link with full-rigged ships, was handed to the Thames Nautical Training College, H.M.S. Worcester, in 1938 by her owner, Mrs. W. H. Dowman, widow of Captain W. H. Dowman, as a means of giving sail training to cadets of the Worcester. But with the acquisition by the College of the former training ship *Exmouth* (the present Worcester), and the fact that sail training no longer forms part of the school curriculum, the *Cutty Sark* is redundant.

For the last three years the College have been endeavouring to dispose of the *Cutty Sark* as a gift to the nation, for they are precluded from selling her in the normal way. Negotiations have taken place on a number of occasions between the College and various bodies desirous of taking over the ship for preservation, but the main deterrent has always been—and still remains—the large amount of money required to rehabilitate the vessel and to maintain her. At one time the Tea Centre contemplated securing the ship and mooring her off the Festival of Britain site, but the project proved to be impracticable. The National Maritime Museum, Greenwich, also displayed a keen interest in the preservation of the *Cutty Sark*, and among the suggestions put forward for retaining her in perpetuity were (1) placing her in a cement dock similar to the *Victory*, and (2) placing her in a bed of gravel. The expense involved in the former was prohibitive, and, in any event, the Museum found they were unable to take over the vessel direct.

At the present time, negotiations are proceeding with another interested body, and considerable progress has been made, but in view of the expense involved, these negotiations cannot be hurried. The ship's hull and restoration of rig and masts will not be difficult. It is expected, however, that a statement regarding the future of the vessel will be issued shortly by the Thames Nautical Training College. The College is anxious as others that the *Cutty Sark* should be preserved.

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THE DAILY TELEGRAPH

13th February, 1951.

#### CUTTY SARK'S FUTURE

To the Editor of The Daily Telegraph

Sir—The Cutty Sark has been maintained and preserved by the Honorary Committee of Management of the Thames Nautical Training College since 1932. As she is no longer used for training by the college, since a new and larger parent ship was acquired in 1946 and sail training does not now form part of the curriculum of the college, steps have been taken to ensure the future of the clipper, and to consider the possibility of exhibiting her at the Festival of Britain.

It is not policy to patch a ship which is due for a major refit. Therefore some dilapidation in rigging and superficial woodwork is inevitable. However, the hull is sound, and the restoration of rigging and upper-works will not be difficult once the vessel is taken in hand.

Yours faithfully,

IAN A. BORLAND, Secretary,  
Thames Nautical Training College,  
Greenhithe.



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HOUSE OF COMMONS Monday 19th February, 1951.

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**No Room for Cutty Sark**

Mr. Morrison also stated that he had a great deal of sympathy with the idea of resting and putting on show in the Thames for the Festival the last of the tea clippers, "Cutty Sark." "I regret," he added, "that it is impossible. There is no mooring near the South Bank exhibition capable of accommodating her and there are other practical problems."



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## FUTURE OF CUTTY SARK

### TO UNDERGO SPECIAL SURVEY

About mid-day to-morrow the clipper ship Cutty Sark is to be towed from her moorings off Greenwich to Millwall Dock, where she is to undergo a survey, which will determine the plans for her future preservation. The Alexander Towing Co. Ltd. will be responsible for her removal.

Capt. G. C. Steele, V.C., captain-superintendent of the Thames Nautical Training College (H.M.S. Worcester), told a representative of *The Journal of Commerce and Shipping Telegraph* yesterday that the arrangements for the tow and survey were being made by "an interested party." The last survey of the Cutty Sark took place at Falmouth in 1938, shortly before she left for Greenwich, when she was presented by Mrs. Downman to the Thames Nautical College.

It has been known that H.M.S. Worcester has not required the facilities provided by the Cutty Sark, since the newer and larger Worcester (ex-Kenneth) took up station after the end of the war, and that the authorities would be willing to dispose of her to any reputable organisation undertaking to preserve her as a national monument. Suggestions have been made that she should figure in the Festival of Britain or become a permanent memorial to our sea heritage, but until recently there seemed little prospect of anything being done in either direction. Now, however, some development would appear likely, in that this survey of the ship has been arranged.

#### SHOULD BE PRESERVED

Mr. Frank Carr, director of the National Maritime Museum, Greenwich, is very anxious that the Cutty Sark should be preserved as representative of the history of merchant shipping in the same way that

H.M.S. Victory represents the Royal Navy.

Asked yesterday if he thought the clipper could be brought up-river to become one of the attractions of the Festival of Britain, Mr. Carr said that the whole river had been studied, and that so far as he knew there was no berth available, with sufficient depth of water and out of the run of river traffic, which also would be easily accessible for the public. The minimum amount of water required would be 17ft. at low tide.

Mr. Carr added that if, however, some public-spirited person or organisation could be found to acquire the Cutty Sark and put her into a condition where she could be preserved permanently for the nation, he would be delighted.



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LONDON EVENING NEWS 28th February, 1951



### Hats Off to Old Lady of the Sea

The Cutty Sark, only survivor of the famous tea clippers, was towed from Greenhithe to Millwall today. Since 1938 she has served as the Thames Nautical Training College, but now she is to go into dry dock where a survey will be made of her condition. As she passed up the river boys of the training ship Worcester raised their caps in a cheer.



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THE CUTTY SARK, the last of the famous clipper ships on regular service from China and Australia with tea and wool in the latter part of the nineteenth century, leaving her mooring at Greenwich yesterday on what may well be her last trip but one. She is receiving a send-off from cadets of the Thames Nautical Training College in the Worcester, her parent ship.

The clipper entered Millwall dry dock last evening for her first survey in 11 years. If, as is thought, her hull is found to be sound and needing little atten-

tion, she will probably be preserved as a memorial to the old sailing ships, and make one more trip to a permanent mooring. It is thought that the London County Council may buy her.

As she moved off just before noon Cmdr. Gordon Steele, V.C., Captain-Superintendent of the Worcester, called for three cheers by the ship's company, a cadet ran up a signal "Well done, Cutty Sark" (a phrase quoted by the most famous of her Masters, Captain Woodcock, and which the cadet hailed from the strains of "Auld Lang Syne."



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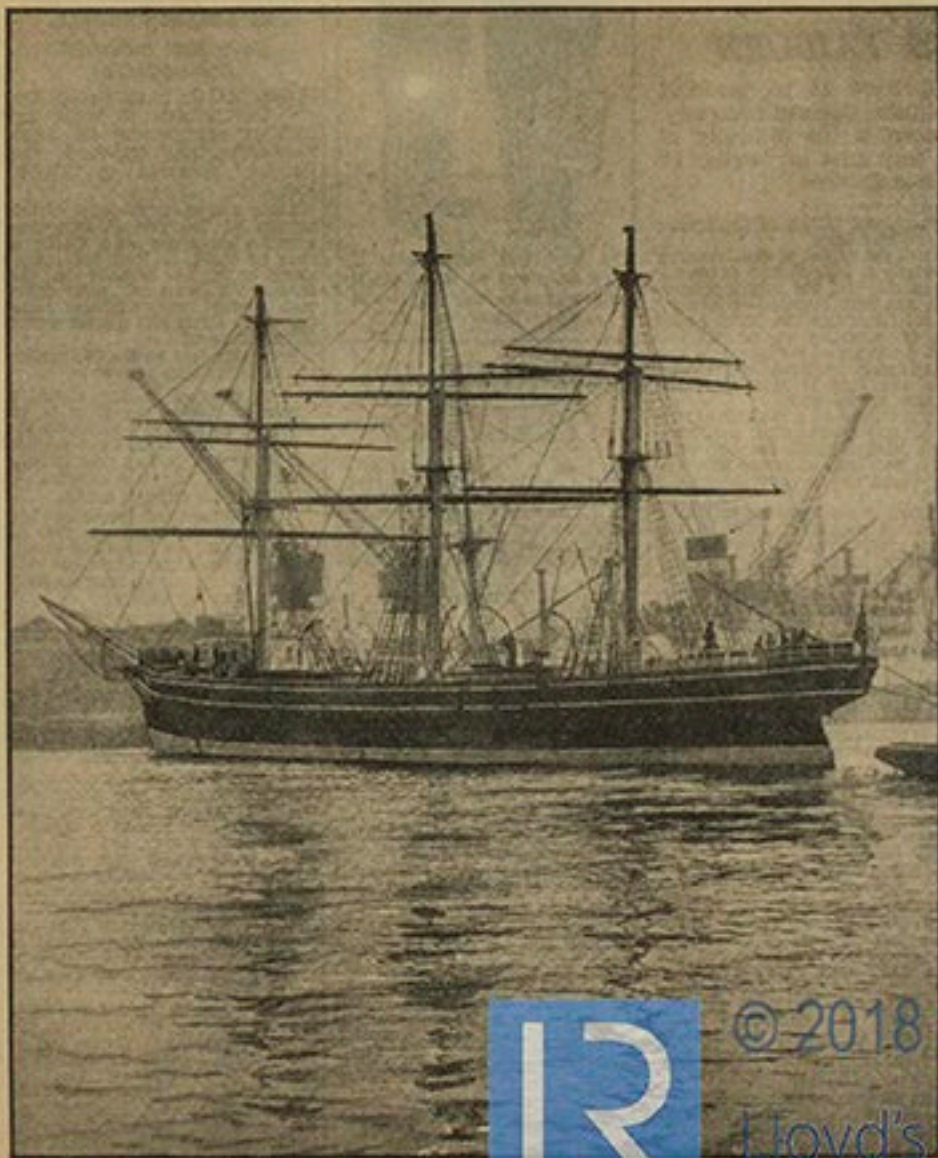


THE DAILY MAIL, THURSDAY, MARCH 1, 1951

## CUTTY SARK MOVES ON

*The most beautiful sailing ship ever built lies in new, calm waters abreast of a modern cargo vessel. Directly above her mainmast the setting sun silhouettes rigging and spars and groups of seamen forward and aft. A familiar sight, this, in the thousands of British homes which contain likenesses of Cutty Sark in wood, water-colours,*

*and oils. . . Cutty Sark, only survivor of the tea trade clippers, was towed to Millwall yesterday after 13 years off Greenhithe. At Millwall she is to be surveyed in dry-dock. Then experts will decide whether or not she can stand the trip to Tower Bridge to take part in the Festival of Britain. And whether she is fit to be preserved.*



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## THE "CUTTY SARK"

### Adopted by L.C.C. for Festival of Britain

The condition of the famous clipper ship *Cutty Sark*, which has been undergoing examination in dry dock at Millwall, has been found satisfactory, and the London County Council have sanctioned the payment of about £1000 to cover the cost of drydocking, repainting and other charges.

In the course of a report presented yesterday to a meeting of the London County Council by the General Purposes Committee, it was stated that the *Cutty Sark* has been surveyed by an expert committee both in the water at Greenwich and in dry dock at Millwall. No longitudinal movement was observed during the towing and docking, and 12 hours after the dock had been pumped dry there was a sagging of only 5-16ths of an inch between stem and stern. Some of the ship's copper sheathing was removed to expose the timbers of the hull above and below water. The planking was found to be in a highly satisfactory condition. The condition of the caulking is generally satisfactory, but there is some slackness at the seams of the garboard planking adjacent to the keel, which is to be remedied. Hammer testing of selected bolt fastenings has shown them to be sound.

Having regard to this report, which indicates that the hull of the ship is in a generally sound condition, the General Purposes Committee have reached the conclusion that the *Cutty Sark* might fitly be exhibited in London during the Festival of Britain as one of the Council's contributions to the Festival, and arrangements are being made accordingly, with the full approval of the Thames Nautical Training College. The Port of London Authority has offered the use of a berth at Deadman's Lower Tier, which is on the south side of the river off Rotherhithe, about half a mile below Surrey Commercial Dock. In this position the ship will be prominently visible to river traffic, but it will not be practicable to arrange for visitors to board her owing to the difficulties of access.

The Committee have sanctioned the necessary expenditure, which is estimated at £1000 for the drydocking and survey and the undercoat repair, which are now in progress, and for repainting and other work and charges incidental to the exhibition of the ship during the Festival.

Journal  
of Commerce  
(? about 14/3/57)

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From Lloyd's List Wednesday 2/5/57

## THE "CUTTY SARK"

### Moved to Her Festival Moorings

Another chapter in the life of the *Cutty Sark* began yesterday when the famous clipper was towed from Millwall to moorings at Dead Man's Lower Tier, off Rotherhithe, where she will be on view during the Festival of Britain to Londoners and visitors from other parts of the country and overseas.

At the invitation of the London County Council, a representative of LLOYD'S LIST was able to make the passage from the dock to the river moorings and to see the extent of the repainting and other work incidental to the exhibition of the ship. The hull has been repainted black, while the deck houses, poop, masts, bowsprit and figurehead are white. All braces on the yards and the running rigging down the masts, such as clews, have been renewed. The hand pumps have also been repaired.

During the Festival, the *Cutty Sark* will be in the care of three ship-keepers—Captain A. V. Homing, R.N. (Retd.), Captain H. C. Dawes, who retired from the British India Steam Navigation Company, Ltd., in 1935, and Captain Richardson, formerly of Shaw Savill & Albion Company, Ltd. The ship-keepers will live in the poop; a watch system of two days on duty and one day off has been instituted.

The *Cutty Sark* was towed up-river yesterday by the new tug *Sun XVIII* and the *Sunfak*. On arrival at a position between the two mooring buoys, she was handed over to a P.L.A. wreck lighter the crew of which fastened the ship to the buoys by heavy chain cables. Among the official party on board for the passage from the Old Blackwall entrance of South West India Dock to Rotherhithe were Mr. R. Sargood, vice-chairman of the L.C.C., and several council officials; Captain Gordon Steele, V.C., and Mr. Ian Borland, captain-superintendent of H.M.S. *Warrester* and secretary to the Council; Mr. J. M. B. ... surveyor of yachts; ... Shipping; Mr. A. J. ... and Mr. Frank G. G. Carr, director of the National Maritime Museum, and representatives of the Port of London Authority and R. J. H. ... and Silley Weir, Ltd.



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28th September, 1951

## THE "CUTTY SARK"

## To Return to Greenhithe

The famous old sailing ship *Cutty Sark*, which is lying at Dead Man's Lower Tier, off Rotherhithe, for the period of the Festival of Britain, is to be returned to her owners, the Thames Nautical Training College, H.M.S. *Warrester*. She will go back to her old moorings off Greenhithe on Monday, Oct. 8.

It is understood that the London County Council, who assumed responsibility for the vessel during the Festival of Britain, cannot undertake any further commitments after the end of this month. This does not mean that the L.C.C. have abandoned interest in the ship; it is simply that they are not empowered to undertake the necessary financial responsibility. The same applies to the trustees of the National Maritime Museum, who are most anxious—in common with the Thames Nautical Training College and many others—that the *Cutty Sark* should be preserved as a national monument, representing for the Merchant Navy what the *Victory* represents for the Royal Navy. The best method of preserving the old sailing ship would undoubtedly be in a concrete berth similar to that of the *Victory*, but this would necessitate a large financial outlay. It is possible that a national appeal for funds might be launched in the near future, but nothing can be done until after the general election and until the country is in a more settled state as a result of the election. The hull of the *Cutty Sark* is sound enough for her to remain afloat for many years, but the difficulty is that there is no permanent mooring berth in the Thames where she can be placed and yet be available to the general public.



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31.1.52

## THE CUTTY SARK DAMAGED

### THAMES COLLISION WITH TANKER

FROM OUR OWN CORRESPONDENT  
GRAVESEND, Wednesday.

The 16th-century tea clipper Cutty Sark, 972 tons, was damaged and broken adrift from her moorings in the Thames at Greenhithe to-night by a collision involving the London tanker Aqueity, 890 tons.

Four salvage tugs had to burn away her mooring chains before towing her to temporary moorings off Greenhithe.

Her jib boom was carried away and she was also damaged in the rigging and stern. The outstretched left arm of her figurehead was snapped off. The damaged figurehead is a copy



of the original, lost in a gale. It represents Nannie, the beautiful witch with a short chemise (cutty sarks from the Burns poem "Tam o' Shanter").

The collision occurred while the tanker, a motor vessel, was being tied up to a buoy a little way ahead of the Cutty Sark, which was moored in her usual place abreast of the Worcester, 5,345 tons, the Merchant Navy officers' training ship, by whom she is owned.

The Cutty Sark and the Aqueity drifted locked together. The Cutty Sark struck the Worcester on her side, carrying away the starboard platform, smashing several portholes and damaging a guard rail.

More than 200 boys were aboard the Worcester. Some of them went in two boats to assist the salvage work.

1.2.52

#### CUTTY SARK'S LOSS

The outstretched arm from the Cutty Sark's famous figurehead, snapped off when the 83-year-old tea clipper was struck by the London tanker Aqueity, 890 tons, in the Thames on Wednesday night, has not been found. It is possible that the arm, which is of hard wood, may have sunk immediately. A copy will be made if necessary.

LR-FAG-SAG-9-206

LR-FAG-SAG-9-25a



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## ***The Cutty Sark, Last of the Tea Clippers, Goes into Dock***



Dockers stop work to watch the *Cutty Sark*, the last of the tea clippers, as she goes on her way to a berth in London Docks, following her last voyage as the only survivor of the tea trade.

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10.12.54

## CUTTY SARK'S LAST VOYAGE

### MOVE TO PERMANENT BERTH

WHEN the clipper ship Cutty Sark makes her last voyage to-day, weather and tide permitting, from East India Import Dock to the drydock at Greenwich, which is to be her permanent berth, she will fly not only her original house flag, that of Capt. John Willis' fleet, at the improvised main, but also the Red Ensign at the ensign staff aft and her own signal flag "JKWS" on the improvised mizzen. She will also wear at the bow a special blue burgee bearing her name in white letters.

On board the ship will be Capt. C. E. Irving, a former apprentice in the Cutty Sark, who joined her in 1865, when he was 13 years old.

Mr. Tom How will pilot the Cutty Sark to Greenwich, and the Watkins' tugs Java, Oondia, and Kenia will be engaged in the operation.

The Cutty Sark is expected to leave the East India Import Dock shortly after 10 a.m., and should arrive off Greenwich about 11-45 a.m., the docking being due for completion by high water at approximately 1-30 p.m. On the ebb tide, the water level will then fall in the drydock, and the Cutty Sark should be resting on the keel block by 2-30 p.m. The temporary dock gate will then be closed, and the remaining water pumped out. Shipyards staff of Messrs. R. and H. Green and Silley Weir, under Mr. C. K. Maddox, will be responsible for the hauling-in operation at Greenwich.

#### PRINCIPAL GUESTS

Watching the ceremony with Mr. Henry Barraclough, chairman of the Cutty Sark Preservation Society, will be Mr. Victor Miahoun, chairman of London County Council, and their guests including the Mayor of Greenwich and members of the Borough Council, the president, vice-presidents, and governors of the Cutty Sark Preservation Society, including members of the society's technical committee, members of the L.C.C., the Members of Parliament for Greenwich, the Greenwich Cutty Sark Committee, and representatives of Messrs. R. and H. Green and Silley Weir, Sir Robert McAlpine and Sons, Ltd., the Port of London Authority, and William Watkins and Co., Ltd., a party of officers from the Royal Naval College, Greenwich, will also watch the operation.

Paintings of the Cutty Sark's last voyage will be undertaken by Mr. Norman Wilkinson, R.N., and Mr. Leslie Wilcox, for the Preservation Society and National Maritime Museum, respectively.

The Cutty Sark was launched over 85 years ago from the Dumbarton shipyard of Scott and Linton.

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## "CUTTY SARK'S" LAST DAY AFLOAT

### Vessel Enters Dry Dock at Greenwich

By Our Special Correspondent

#### ON BOARD THE CUTTY SARK, Friday

Shortly before 1 p.m. to-day the *Cutty Sark* completed her final move to the dry dock which has been specially constructed for her at Greenwich. Thus has been brought to a successful conclusion the efforts to preserve the last of the Clipper Ships in a recognisable form of her youth of 85 years ago. A large crowd, including a contingent from the Royal Naval College, witnessed the scene as the vessel was winched, stern first, into the dock. By the time these words appear in print the *Cutty Sark* will no longer be afloat; as the tide receded this afternoon she slowly settled on to the blocks which, henceforward, are to take the place of water under her keel.

This last, and in many ways, historic passage commenced at 10.15 a.m. to-day when the *Cutty Sark* was towed away from the berth in the East India Import Dock where she has been for the past nine months. On the quay lay a mass of equipment that had been taken from the ship during the early stages of her refit, which is being carried out by R. & H. Green & Silley Weir, Ltd. The move to her new berth was in the hands of the pilot, Mr. Tom How, and three Thames tugs, the *Jaco*, *Gordia* and *Kenia*. As the vessel got under way the *Colclough Coast*, which was also in the dock, gave her a farewell salute.

Although the ship had been lightened as much as possible to reduce her draught so that she might clear the entrance to the dock, Mr. FRANK CARR told those of us on board that it was "touch and go" whether she would, in fact, clear the sill. He informed us that we had all been appointed "honorary, unpaid members of the crew" and that our main duty would be to run fore or aft as the occasion demanded to lighten the draught. Fortunately no such athletics were necessary and the *Cutty Sark*, after her short voyage up river, slipped into the dry dock with no more than a slight knock on one of the entrance knuckles.

The following telegram, signed by Mr. Henry Barrackough, chairman of the *Cutty Sark* Preservation Society, was sent to the Duke of Edinburgh (Patron) after the vessel had docked: "Sir, I have the honour to inform you that at the end of her last voyage *Cutty Sark* was safely docked at Greenwich to-day."

A reply from the Duke read: "I am delighted to hear the good news that *Cutty Sark* has successfully completed her last voyage. I send my congratulations to the Governors and to all who have contributed in any way to this achievement. I hope it will not be long now before the public will be able to see this wonderful ship restored to her full glory."

A lot of hard work will have to be put into the vessel before she regains her old appearance. No projected date of completion has yet been announced, but I understand that it will be at least a year before she is fully rigged and open to the public.



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