

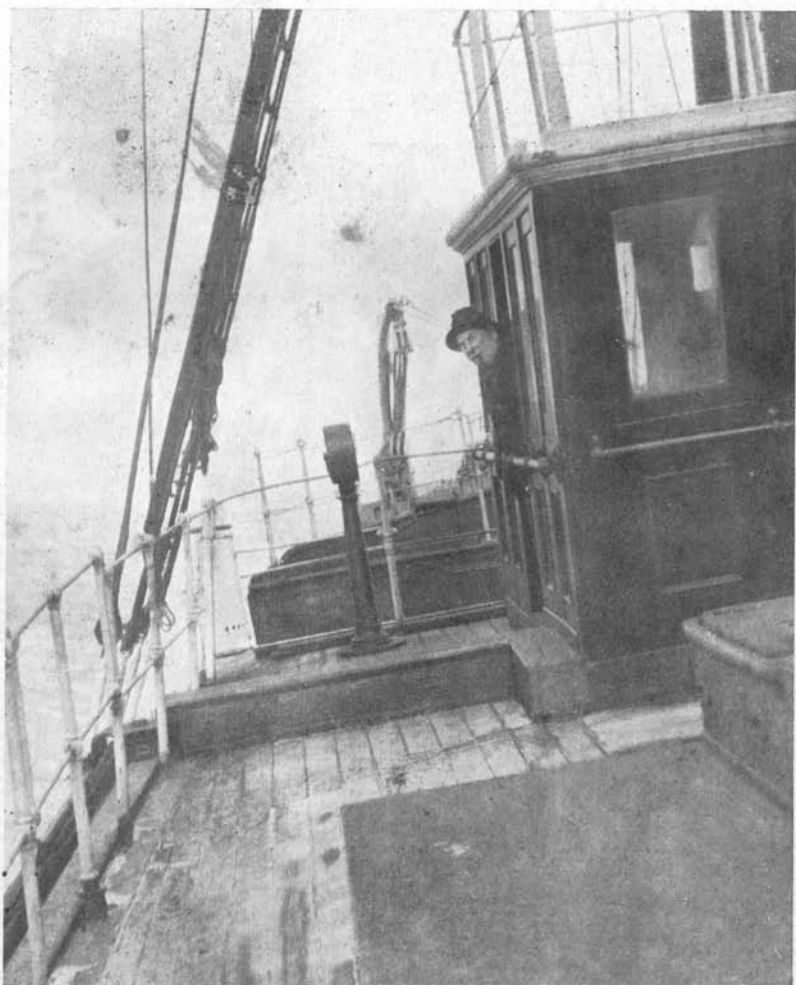
Sea Breezes

The P.S.N.C. Magazine

No. 57 Vol. VI.

August, 1924.

Twopence



"Here is one of the last photographs I obtained on the poor, old *Sarah Jolliffe*," writes Mr. H. N. Cooper. "We were coming up Channel, in a howling gale. Just as I was about to *snap* Johnny Sumners, the skipper, stuck his head out of the wheelhouse and asked me if I enjoyed the pork for breakfast?"

REMINISCENCES.

I have had the pleasure of receiving a further letter from Captain Henry Spadaccini, of London. It reads so:—

Dear T.E.E.

It was not till to-day that I came across your kind allusion to me, and your remarks about Captain Wade (not Ward) to whom I shall forward my July number of your wonderful magazine. Mr. Woodward (Swanage) rang me up on a recent evening, from his Blackheath home, and offered to lend me two years' issues to read, so I suppose he must have been in-fatuated with the two or three I sent him.

A quotation (in verse) from Miss Fox-Smith, in the July number, recalls a note from Capt. Pugh, who was anxious to see her poetry; so I told him I had them (nearly) all and he would see them when returned to me. I had alluded to her latest, *Book of some famous ships*, as not as good as *Sailor Town Days*. She called here on a recent afternoon (just as my niece and I had got home from Wembley) with a lady friend, and she told me she was busy on a second *Sailor Town Days*, which will be called *More*.

Now, let me tell you how it was that Capt. Wade came to write to me about the *Pendragon*.

I had sent him a photograph, taken from a picture (3in. by 2in.) which Miss C. Fox-Smith's artist brother had noticed here, one evening last winter. I now enclose you (with regret that it is not larger) a small one and some remarks that were typed for the

back of a framed copy. It was then that Capt. Wade wrote about the folly of running a ship that couldn't do it.

Looking for the card I found a picture of the *Cutty Sark* photographed from an Indian ink sketch, which was done, about 22 years ago, from an enlargement given to me by her last commander under the red ensign, Capt. Woodgett.

The Crown of Italy.

This is Captain Wade's story of the old *Crown of Italy*, which I promised last month. It had been sent with Captain Spadaccini's previous letter:—

"In a letter from Captain Wade, received recently, in reply to one from me wherein I had described my most unpleasant Christmas afloat, he said:

"My most remarkable Christmas was one when, as second mate of the Liverpool ship *Crown of Italy*, we were wrecked on Terra del Fuego, Dec. 23rd, 1891, at 8 p.m. (daylight). We took to the boats at 3 a.m., Christmas Eve, and my boat, and the Captain's, arrived on the afternoon of Christmas Day at Cape St. John Lighthouse, the mate's boat having got there a few hours earlier.

"That was the first of 83 long days spent there waiting for our relief, which came, providentially, in the shape of H.M.S. *Cleopatra*, which took us to Port Stanley."

Note by T.E.E.—On May 31st, 1919, I had a letter from an old sailor (of Runcorn, Cheshire) who wrote: "If you could get in touch with Captain Wade you would get some fine, human tales. He was

HORTON'S ICE CREAM

1851

The Premier Ice Cream of America
For Seventy-three Years

1924

captain of several of the 'Loch' ships out of Glasgow.

"In his young days he was wrecked, about the Horn, in the ship *Crown of Italy*, and wrote a book about it to present to his friends. He lent me a copy, but he asked me to return it as it was the last he had. They were stranded for months and had been given up for lost by their friends."

How does this strike Captain Spadaccini? And how about re-borrowing the book? The *Crown of Italy* (and other "crowns") belonged, I believe, to the no longer existing firm of Robertson, Cruikshank & Co., of Liverpool. Who remembers them?

THE HIGHFLYER.

I have to thank Mr. E. Branston Heath, of Reading, for the following:—

Dear Editor.

In your excellent little magazine (Dec., 1923) Capt. Shewan in his interesting memories of the clippers

in the Chinese tea trade, makes mention of the *Highflyer*. He calls her the "London Crack." Anyone reading his article would imagine that the *Highflyer* was built for the China tea trade. As a matter of fact, she was laid down by Richard Green, as a sloop of war, for one of the South American Republics, I forget which, but I think it was either Chile or Peru.

Short of cash.

When the ship was almost finished, and ready for her engines, Richard Green (so the story went) wanted some cash on account, but none was forthcoming, so she was never engined, and when completed was sent away to China, and I always understood made one or two good voyages in that trade, although Captain Shewan does not give her credit for doing anything great.

She had the tube for the propeller shaft in the stern part, and they plugged it up with soft wood,

ROSS'S

Belfast



Royal Ginger Ale

Favourably known
all over the World

Also Ross's "Pale Dry" for those who prefer a drier Ginger Ale.

Red

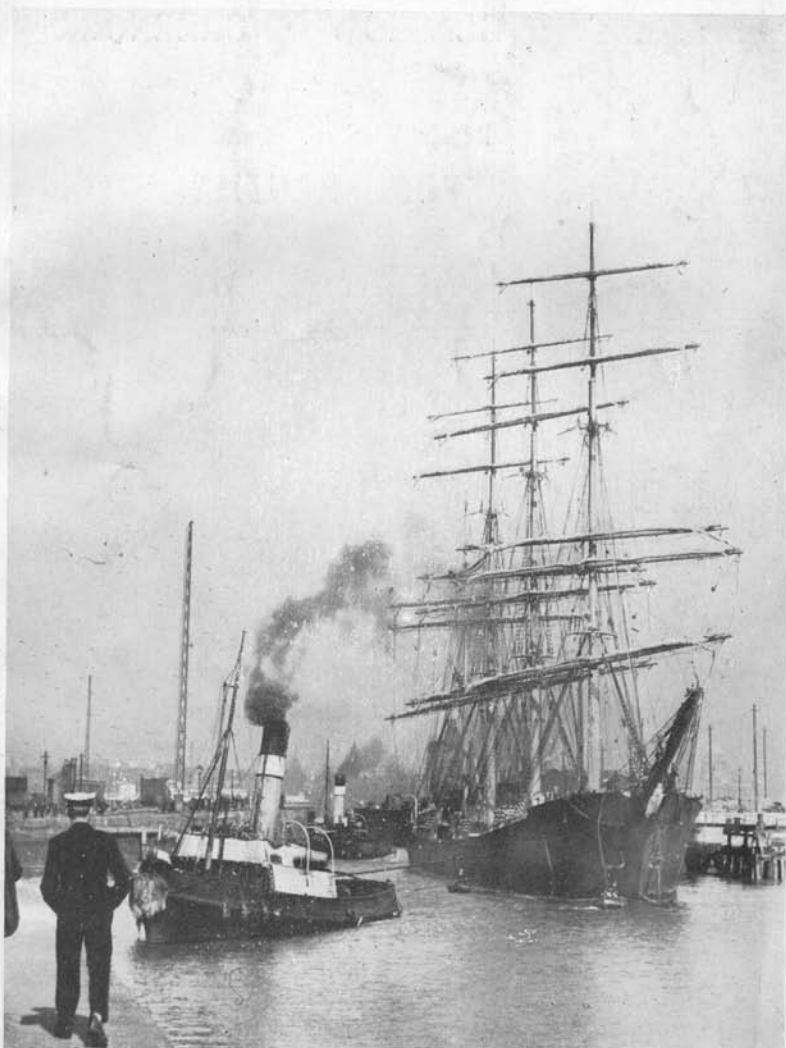
Sea Breezes

The P.S.N.C. Magazine

No. 58 Vol. VI.

September, 1924.

Twopence



A fine photograph by Mr. H. N. Cooper, of the four-masted barque *Lisbeth* docking in the West Float, Birkenhead. Now German owned, the *Lisbeth* was originally the Liverpool ship *Pendragon Castle*, she is 2,453 tons gross and 2,346 tons net register.

career of 44 years, and he rounded Cape Horn over 40 times. He is a great friend of mine, visits me every week, and has a most marvellous memory, and it is a pity that he cannot be persuaded to put his recollections in print.

A grand old man.

"Another friend of mine is another veteran, 'Ancient Mariner,' Capt. H. E. Hill, who began his seafaring as an apprentice on the barque *Peter Symon*, of Bristol, in 1857, and who left off only a few years ago, as Superintendent of the Melbourne Steamship Company, and who still works for it in a shore capacity, despite his 80 years. He is a wonderful man for his age, and the rough time he had. He was wrecked four or five times, having a very narrow escape when the ship *Wellington* (ex *Helios*) was lost at Island Bay, Cook's Straits, N.Z., in 1874. He has a most interesting collection of scrap books.

"I am very anxious to obtain photos of the China clippers *Leander*, *Titania*, and *Lothair*, and I should be greatly obliged if any readers of *Sea Breezes* could assist me in getting them. Should anyone interested in models and photos be in Melbourne at any time, I shall be very pleased to show them my collection."

The Crown of Italy.

In the August number we gave Captain Wade's story of the wreck of the beautiful ship *Crown of Italy* on Terra del Fuego on December 23rd, 1891. Mr. A. Nicholls, of 63, Princes Street, Devonport, writes :

"After reading the account of the wreck of the *Crown of Italy* in your last issue, I showed the article to one of the crew of the *Cleopatra* on that voyage. He was petty officer of the sick bay, and this is what he can remember :

"On our way to the southernmost part of Terra del Fuego we picked up the crew of a wrecked sailing

ship on one of the islands (Staten Is.?). It was a large island and the wind seemed to strike the top, blow down the side, and cause the sea apparently to boil. They had left their ship to go to an island where there was supposed to be a store of food for shipwrecked mariners. The island was bare, however, and so they had to subsist on the flesh of a dead whale. We had five of them in the sick bay, and their vomiting scented that part of the ship.

"Proceeding south, the *Cleopatra* was nearly wrecked herself, being caught in a strong current, and only by steaming full speed ahead did she escape. On the way back to Port Stanley, the sailor who had been most sick discovered his brother in the wardroom steward. By the time Port Stanley was reached they were all well again."

And the Cutty Sark.

"There has been much correspondence in the local paper" (proceeds Mr. Nicholls) "concerning clipper ships (the *Cutty Sark* has just come to life again). The following is part of one of the articles :

"One of your correspondents referred to the "kites" the *Cutty Sark* flew. I wonder how many she flew of these :

Mainsail, topsail, topgallant-sail, royal, skyscraper, moonraker, cloud-disturber, heaven-poker, angel-poker, jolly jumper. Which reminds me of the tailor's advertisement :—"Sailor's rigged complete from stem to stern, viz., chapeau, mapeau, flying jib, and flesh jack; inner pea, outer pea, and cork defender; rudder case and service to the same; uptraders, downtraders, foreshoes, lacings, gaskets, etc., etc."—A. W. GAMLEN, Lieut.-Commander, Master Mariner, Devonport."

"I have never heard of the last four sails," adds Mr. Nicholls, "no answer has appeared in the paper *Western Morning News*. Perhaps you could obtain an answer through *Sea Breezes*.