



Cutty Sark - 1938 to 1954

*Memories of cadets during this period whilst she was moored with the Training Ship
HMS 'Worcester' on the Thames at Greenhithe.*

With a Foreword by H.R.H. Prince Philip, The Duke of Edinburgh



BUCKINGHAM PALACE

'Cutty Sark's' early sea-going career is well documented, and she is now restored and open to the public. This book fills-in the gap between those two periods when she was employed as a training ship for Merchant Navy Cadets.

This collection of reminiscences tells a fascinating story of the preparation of young men for service with the Merchant Navy, and sometimes for the Royal Navy at a very interesting time in our mercantile history. Furthermore, had she not been employed in training cadets, it is very doubtful whether she would have survived to be taken over by the Cutty Sark Trust, carefully restored and, after many dramas, opened to the public and become a dramatic landmark in Greenwich.

Philip



The President of the Cutty Sark Trust HRH Prince Philip with Colin STEERE (1945-1947) The President of the Association of Old Worcesters, taken onboard 'Cutty Sark' in May 2013 when His Royal Highness celebrated his 60 years as Patron of the Cutty Sark Trust.

My thanks to HRH Prince Philip for his kind words written on the 1st. June, 2015.

This booklet does not tell the complete history of the 'Cutty Sark', this has been told by many other people. Instead, it tells her story whilst she was moored with two anchors ahead and astern in the River Thames off Greenhithe with the Thames Nautical Training College HMS 'Worcester' from 1938 to 1954.

It shows a collection of anecdotes told by many cadets on the 'Worcester' who regularly went aboard the famous tea clipper for her routine maintenance. Some of them show the daring acts they carried out without any safety equipment - a far cry from today's standards.

Our story starts at Falmouth in October 1922 when Captain Wilfred Harry Dowman RNR purchased the 'Cutty Sark' to replace his Training Ship the brigantine 'Lady of Avenel'. Captain Dowman used the 'Cutty Sark' for the training of young seamen for the Royal Navy and Merchant Navy up to his death in 1936. Captain Dowman's wife Catherine, determined to save the vessel and presented the 'Cutty Sark' to the Thames Nautical Training College HMS 'Worcester' which was lying off Greenhithe in the River Thames.

So at 1945 hours on the 15th. June, 1938 'Cutty Sark' under tow of tug 'Muria' left Falmouth bound for Greenhithe. She arrived at 1500 hours on the 18th. June, 1938 and remained there moored close to HMS 'Worcester' until 18th. February, 1954.

My grateful thanks to all of the contributors who made this booklet possible and I am sure they will be delighted to see their memories live on for others to read. The watermark picture on every page depicts 'Cutty Sark' and 'Worcester II' which was at Greenhithe between 1876 and 1945 - 'Worcester III' replaced her in January 1946. **The years after the cadet's name in capitals denotes their years aboard HMS 'Worcester'**

The photograph on the Front Cover shows an ex 'Cutty Sark' sailmaker with Cadet Captain Tony BULL (1951 - 1952) on their way to the 'Cutty Sark' for a visit - *see also page 25.*

Compiled by Trevor POLLITT (1963 - 1966) in May 2015 and my thanks to: Colin STEERE (1945 - 1947), Roger BOATMAN (1962 - 1964), David PRECIOUS (1957 - 1959) my proof readers for their meticulous work and to Jessica LEWIS, Curator of the Cutty Sark Trust, to whom I am indebted for her help with this booklet.

Thanks also to the Association of Old Worcesters for their support.
Please see their website: www.hms-worcester.org.uk

Barry LEECH (1956 - 1959) kindly sent me this extract from Bob WYLD's book which he wrote about ten years ago for his family, who have kindly given permission for this anecdote.

Bob WYLD (1937 - 1939)

In my second year, 1938, I was chosen with eleven other cadets to go down to Falmouth, Cornwall to bring 'Cutty Sark' back to Greenhithe. It was very exciting and I always count myself lucky to have been chosen.

We were taken down to Gravesend in the motorboat, in charge of 'Grimy' Jackson. There we boarded the 'Muria', one of Watkins of London's tugs. We slung our hammocks in her hold, where we ate and slept for the trip down.

The tug was raising steam, and peering down the engine room, I was fascinated watching the engineer, who had centred the eccentrics, so that the engine rocked back and forth expelling water from the cylinders. He wore a boiler suit and tweed cap, and a straw in his mouth, which he twitched back and forth in time with the engine.

We left at midnight, towing a large dumb barge alongside, later streaming it for a sea tow. The barge was for the Isle of Wight, and its delivery helped pay for the trip, which Watkins were not charging for. I was enjoying myself so much, I stayed up late, asking the skipper if I could take the wheel. After watching me for a while, he said it was OK to carry on, so I did a watch. The following morning, I awoke to find the tug anchored off Norris Castle, IOW. It was a sunny morning and the glistening blue water against the background of the shore, the green lawns and the castle, made a magnificent scene.

We dropped the barge at Cowes, proceeding westwards down the coast. I carried on steering whenever I could.

Arriving at Falmouth, the tug moored alongside 'Cutty Sark', *(See picture on the right)* and we transferred our hammocks to her hold.



The first job we did, was to hoist and cat (stow) a stocked anchor, 'walking around' the forecandle head capstan. Hectic work for twelve lads. Another cadet and I climbed up to the topgallant yard and lay out along it, sitting on the end, grasping the lifts. To my dismay the wire was long-jawed to the extent we could see right through the strands. We returned hastily to the deck. There was no doubt 'Cutty Sark' was in a sorry state.

The following day we sailed from Falmouth under tow, Brian JONES (1937-1938) and I had the honour to steer 'Cutty Sark' out of port. The Falmouth pilot took the station forward on the forecandle head. The harbour was thronged with yachts and small boats, all cheering and waving. Seven British tankers, a British India troopship and a Harrison liner all blew their whistles and sirens, flying 'Good Luck' and 'Pleasant Voyage' signals.

The Royal Cornwall Yacht Club fired a salute on a signal canon as we passed. Commander Gordon STEELE VC (1907-1909), our Captain-Superintendent and Master for the voyage, was answering this salute with another brass signal canon, lashed to the poop. The wind caught the muzzle flare blowing it back and causing an explosion and smoke billowed twenty yards from the ship. Brian JONES did the most perfect swallow dive down the poop companionway I've ever seen. Since he was standing on the side of the explosion, I didn't blame him. Even slightly protected by the wheel box, my duck trousers and my hair were scorched and burnt. I was concentrating so hard on trying to see the pilot's signals, I was still hanging on the wheel, when Commander Gordon STEELE burst through the smoke. His eyes were bulging with pain, his trousers on fire, blisters as large as your hand appearing on his thighs.

I made to go to help, when he gasped out, 'stay with the wheel, lad', which I did. He was covered with colza oil, all that we had on hand, and lowered into the pilot cutter. He was rushed by ambulance to hospital where he remained for six weeks.

'Cutty Sark' meanwhile, entered the waters of the English Channel and with a following wind it was decided to set the main upper and lower topsails. This was done with great difficulty because the yard jammed all the way up, and a cadet had to ascend, and jump up and down to free it. Not quite the way it was done in her heyday rounding Cape Horn.

Everything was so primitive aboard, the toilet was a rough seat with a lead pipe open to the sea. Although everything went down easily enough, odd seas swished right up the pipe washing you off the seat in a rush of cold sea water - we were soon fed up with this. So we used to climb under the bowsprit, straddling the jib boom stays. I don't think 'Nannie' the figurehead appreciated the sight.

The next night, we had the thrill of seeing the four-masted barque 'Passat' under full sail, passing us in the moonlight. In a fresh breeze, she was heeled over to her decks, pushing up a huge bow wave. She had just come second in the grain race from Australia to Falmouth. The following day in misty weather we passed her becalmed, a rather forlorn sight with all her sails hanging slack.



Reaching the Nore off Southend, we anchored. A destroyer steamed down to us, lowering an Admiral's barge. It came smartly alongside and Vice-Admiral Sir E.R.G.R. EVANS (1895-1896) (of the '*Broke*'), stepped aboard, to the sound of bosun's pipes. He was Commander-in-Chief of The Nore.

Evans was given the sobriquet 'of the '*Broke*' by the British newspapers after a WWI exploit in 1917 when in command of HMS '*Broke*' in company with HMS '*Swift*' attacked a German force of six motor torpedo boats in the Dover Straits and '*Broke*' rammed and sunk the '*G42*'.

Having had photos taken, we twelve cadets walked round the capstan again, heaving up the anchor. '*Cutty Sark*' then proceeded up to her final berth, alongside the Training Ship HMS '*Worcester*'. There we made fast, amidst great cheers from crowds ashore, whistles blaring from both Everard's coasters and 'whoops' from

the accompanying destroyers sirens. So ended my voyage in '*Cutty Sark*'.

The ship's company consisted of twenty-one in all, and was made up as follows:-

Commander G.C. STEELE VC (09), Master. Captain D. Saunders, Mate. Captain H.E. GILROY OBE (1896), President of the Worcester Old Boys' Association (and later acting as Mate). Master Colin Dowman (Passenger - son of Captain W.H. Dowman). Mr. Creacal, Photographer (Fox's Photo Agency). Messrs. Gilbert, Lobb and Pascoe, original members of the crew. Cadets: I.K. BRYCE DSC RD (38), D.G. KONANTZ (38) Killed in Action (WWII), Commander J.P. TULLOCH RNZN (39), J.G. WOOD (39), R.B. WYLD (39), M.G. RIVINGTON (39) Killed in Action (WWII), K.F.S. HARPER (39), R.D. GREG (39), Lt. Cmdr. D.A. DICK DSC RN (38) Killed in Action in the Korean War, L.P.M.S. HOLMES (38), D. LACY (38) Killed in Action (WWII) - aged 19 and B.R. JONES (38) Killed in Action (WWII) - aged 21) and R. Biggs, Steward.

Colin STEERE (1945 - 1947)

I first went aboard '*Cutty Sark*' in September 1945, although I had heard about her long before. We had seamanship lessons aboard and did boat work from her.

My main memory of her during this time was on the 2nd. November, 1945 going from her to HMS '*Worcester II*' to help prepare her for her final departure from Greenhithe and cheering her from aboard the '*Cutty Sark*' as she left. '*Cutty Sark*' was always there during my time as a cadet aboard HMS '*Worcester III*' but we did not go aboard very often.

In April, 1953 I joined HMS '*Worcester III*' as Third Officer, having just come out of the Royal Navy as a Sub-Lieutenant.

Besides my normal duties, I was given the job of training an armed guard (cadets did not normally do rifle drill) for the visit of the Duke of Edinburgh later that term. The cadets were very keen and the training was mainly done during their 'off duty' time. We required twenty four, so we picked twenty six and two were told that, though they would train, they would not be in the Guard of Honour unless someone had to drop out.

On the morning of the Dukes visit, I had to tell those two that they would not be in the Guard of Honour. It was the nearest I have seen to a cadet in tears!

On 28th.May, 1953 the Duke of Edinburgh came to the '*Cutty Sark*' to take over the ownership of her on behalf of the '*Cutty Sark*' Preservation Society. After that ceremony, he came aboard '*Worcester*' when the off duty officers were presented to him. On the upper deck the Guard of Honour, under my command, the band and the rest of the ships company were fallen in ready to receive the Duke of Edinburgh when he came out from the Captain-Superintendent's quarters. When he did, the Guard of Honour gave a Royal salute and the ships company came to attention. I then escorted the Duke as he inspected the Guard of Honour. He then went to inspect the ship's company under the command of the Chief Officer Cornel Donner.

After all the formalities had finished the Duke asked if he could meet the officers on duty during his inspection. So Cornel Donner and I were in a very short line up of two to be presented to him. As I had Korean medal ribbons up, he mainly talked about that (the war was still going on at that time).

There are many OWs who were cadets on this occasion still alive, (indeed there were three from my Guard of Honour at a recent Old *'Worcester'* Association lunch in SW England). However, I wonder if the Duke of Edinburgh and I are the only two 'officials' of the *'Cutty Sark'* Preservation Society and the *'Worcester'* who were present at this function and who are still alive!

During holidays the three junior officers of *'Worcester'* shared the middle part of the holiday as duty officer. Say for three weeks each being the only officer onboard *'Worcester'* during their weeks being responsible for both *'Worcester'* and *'Cutty Sark'*. Thus over the Christmas period of 1953, I was the only officer on *'Worcester'*.

I must be one of the few people still alive who had full responsibility for the *'Cutty Sark'* when still afloat (and in the ownership of the *'Cutty Sark'* Preservation Society).

On 20th. July, 1996 the Old *'Worcester's'* Summer Reunion was at the Trafalgar Tavern, Greenwich. Afterwards most of the OWs and their guests walked to *'Cutty Sark'* and posed for group photographs in front of her. Many went on board, there must have been more people going aboard her on that day who had been on her when afloat than any day since she had been in dry dock.

On 25th. February, 2004, Ken A. TROWBRIDGE (1942-1944) , (George) B.R.M. WILCOX (1944-1945), now deceased and I, met onboard *'Cutty Sark'* with the BBC who recorded interviews with us chatting as we walked on the upper deck. This was for the TV programme 'Inside Out' which they were doing for the autumn. As far as I am aware it was never actually screened.

On 24th. July, 2004, the Association of Old Worcesters dedicated a memorial at Greenhithe to commemorate *'Worcester'* being there for almost all of its time as a college. Included on the plaque was the fact that *'Cutty Sark'* had also been there for sixteen years.

On 20th. November, 2007 I attended a funeral of an OW in the Parish Church of Isfield, a small village in East Sussex. In the tribute from the pulpit, his favourite story of his time as a cadet on *'Worcester'* was told. One night in the late 1940's he swam from *'Worcester'* to *'Cutty Sark'* and hoisted a pair of underpants in the rigging of *'Cutty Sark'*. He was, however, caught and demoted!

In September 2004, I wrote to the Heritage Lottery Fund supporting 'Cutty Sark' Trust's application for a grant. I was pleased to see that it had been granted. It was with great distress that I heard on 21st. May, 2007 of the fire on the 'Cutty Sark' and am very pleased that it has been possible to save her for the Nation.

Colin is currently President of our Association of Old Worcesters



'Cutty Sark' at Falmouth - with the well known Falmouth Sunbeams in 1930.

Tim NICOL (1949 - 1951)

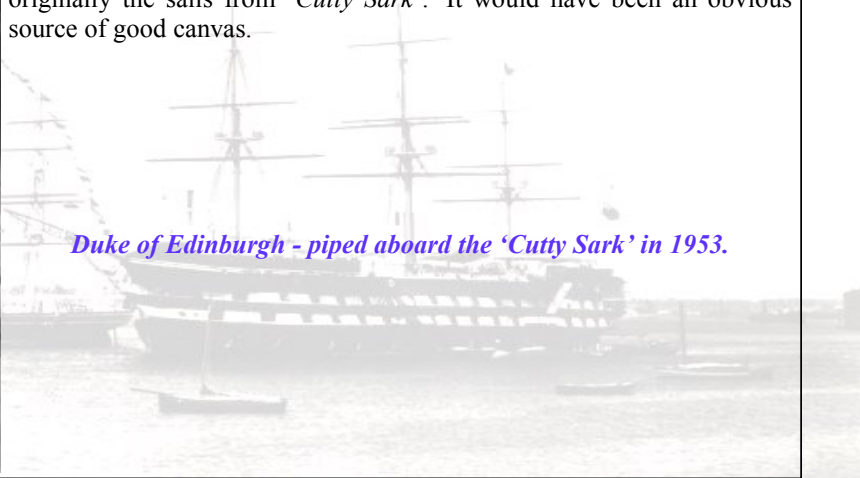


Whilst under training aboard *'Worcester'* I was never a *'Cutty Sark'* hand, but I believe my close associate Captain Patrick TOOMEY (1949-1951) (ex Canadian Coastguard) was. I am sure that he will be able to provide you with a plethora of reminiscences relating to his time being a maintenance hand aboard the ship.

I rarely went aboard *'Cutty Sark'*, and that was to learn about the practice of wire and rope splicing. From what I remember, the ratlines were old and probably unsafe. I do not recall *'Worcester'* cadets climbing the rigging on *'Cutty Sark'*. *'Worcester'* probably found the money available for the upkeep of her rigging beyond its means.

I was told that *'Worcester's'* hammocks in which the cadets slept were originally the sails from *'Cutty Sark'*. It would have been an obvious source of good canvas.

Duke of Edinburgh - piped aboard the 'Cutty Sark' in 1953.



Geoff CLARKE (1948 - 1950)

These photos were taken by me circa 1949 when I was part of the watch which went across to 'Cutty Sark' to make sure all was in order.



Allan McDOWALL (1952 - 1954)

Most of us had very little to do with '*Cutty Sark*' - there were about four designated cadets as I remember; Warwick HEARSEY (1951-1953) was the Bosun, and he liked to lie on his stomach on the top of the mainmast and do a sort of swimming motion, (she had topmasts only, no top-gallants or royals). Another was Timothy AVENS, (1951-1954), and Ian WALKER, my contemporary (1952-1954).

The rest of us were allowed to look around or do cleaning on occasions, which was quite fascinating as she was not spectacular in any way, just as she was when she stopped working. There was a spot on the deck where a crewman had fallen from aloft and his body had damaged the planking. As I remember, he was also the ship's cook, which must have been a bit of a double blow to the others ...

My dates are September 1952 to July 1954 (just 14 - 16). At the time most people joined at 15½, so one was rather smaller than the others - I grew to be 6' 4" eventually! One got considerably toughened up, very good experience, much needed in later life.

I went to Clan Line, then to P&O after getting 2nd. Mates. Then ashore for a time as an engineer to see my kids grow up, then back to sea on tankers and various other floating objects, having 20 years as master of a world spot-market tanker, immense fun. A sort of rusty albatross. Also an armed fisheries research & protection vessel in the Falkland Islands, also immense fun.

John BONNY (1944 - 1946)

I attended HMS '*Worcester*' from 1944 - 46 and during the last term at Foots Cray Place we moved back to the ship. Seamanship, Knots and Splices, were taken on occasions aboard '*Cutty Sark*'. This was an important part of the tutorial under the direction of instructor Jack Reed.

'*Cutty Sark*' had been very much neglected during the War and our visits were very limited. There were no benches or seating and I shall always remember the strong smell of tarred hemp and rigging, rusting steel and rotting timber.

Jim CRAWSHAW (1951 - 1953)

I went aboard 'Cutty Sark' a few times and I still have a bit of the wheel which lay in a heap under the skeleton of the poop.

I used the wood as a number plate on my door!

Tony MYHILL (1946 - 1948)

The romance of 'Cutty Sark' really got to me when I first boarded her, the thoughts of her racing the 'Taiping' to the London tea market to be first and getting the best price for the early 'picking'. According to the Captain's log (that I hope is still retained) she was a 'dirty' ship as she was inclined to take seas over the bow rather than riding the waves - particularly with the Royals unfurled.

I can't quite remember but I believe the Captain in question was Woodruff. We used to launch the jolly boat from the port side of HMS 'Worcester' and allow the very fast moving current to take us astern of 'Worcester' and row our tails off to come alongside 'Cutty Sark's' ladder (no companion way! you had to hold on very tight if you didn't want to wind up in the mud at Gravesend).

I believe the idea was that we cadets would maintain 'Cutty Sark'. That involved varnishing the superstructure, scrubbing the decks and much more. I do not recall painting the hull. Training on board amounted to basic sail training. I believe one of our cadets climbed to the main truck! I got as far as the cross trees on the main mast, I tried the ratlines but hanging over the deck some 25 feet below at an angle of 45 degrees did not appeal - so I went up through the lubber hole.

'Cutty Sark' did not have her sails fitted, for which I was truly grateful, the idea of standing on the bridle hanging onto the spar with my teeth while furling and unfurling a heavy sail terrified me, I felt I should leave that sort of thing to Errol Flynn and his merry men!

I am not sure whether the crew accommodation was original but the bunks did have straw mattresses and smelly blankets suggesting that she had been moored by 'Worcester' after her last voyage and remained untouched, though that may not be true. You were confronted with the fact that all these sailors must have been very stocky to put it mildly, the bunks could not have been more than five feet in length.

I learned to have enormous respect for the crew of '*Cutty Sark*', during our work on board. That those men living in considerable deprivation were able to sail her at fifteen knots through some of the worst seas in the world was truly remarkable.

When I eventually sailed with Captain Cater on '*Clan Macdonald*', he was Commodore of the Clan Line and he held an Extra Masters Certificate in Sail - rare even in those days. I felt greatly honoured to sail with a man whose apprenticeship had closely mirrored the crew of '*Cutty Sark*'.

Tony LEE (1949 - 1951)

I am sure others will have better memories than I. However my main one is of watching the Jolly Boat going from '*Worcester*' to '*Cutty Sark*' to put up the riding light on certain evenings.

I'm not sure why '*Cutty Sark*' had to have a riding light, because she was moored, not at anchor, but she did. Probably Port of London Regulations, because she was close to the main shipping channel. I think there was only one riding light, but it may have been two.

In winter evenings, when a spring tide was running, this was very hard work. The Jolly Boat was then double banked (two cadets on each of the four oars) and it was a struggle to get up against the very strong ebb tide that, at such times, used to funnel down between the two ships. It is amazing to consider (in this safety conscious age) that cadets (admittedly fairly senior ones) were sent to do this without any officer supervision (the duty officer could observe them from '*Worcester*' but would have been powerless to do anything if the Jolly Boat had been swept away).

It was believed by those of us who did not do this task, that secret smoking was carried out on '*Cutty Sark*' by some of the cadets involved. Of course, because of the serious fire risk, this was strictly forbidden.

I suspect that somewhere out there will be at least one OW who was actually a member of that crew and will be able to give you much more exact information.

John HOUGHTON (1946 - 1948)

George HARRIS (1946 -1948) (Fore Port) and I became good friends within weeks of joining '*Worcester*' at the same time in May 1946, even though I was in Fore Starboard. We soon seemed to find trouble regularly, such as my getting a beating from Fah Windsor for pulling a face as I resented him calling me 'Holy Joe' (because I resembled the ship's Curate, and because both George and I had volunteered as Communion Servers in the ship's chapel) whilst scrubbing decks. Then there was the time when George and I were nabbed by the Second Officer whilst reading a book in a plain brown paper cover which was doing the rounds, entitled '*The Technique of Sex*', and Chief Officer Richardson inflicted hammock drill upon us.

What has this got to do with '*Cutty Sark*', you may ask? Because we were able to read the forbidden tome whilst we were hidden (or so we imagined) from prying eyes in the Lamp Room, giving '*Cutty Sark*'s anchor lights their daily brass polish, whilst also improving our education.

At about this time '*Cutty Sark*'s' Ship Keeper resigned, and so we were given the extra duty of rowing the small dinghy across the raging Thames tides to the ship, morning and evening, to set and strike the anchor lights. On one occasion, having made the crossing from '*Worcester*' not only in spring tides but also in a gale, we managed to lose the forestay lamp halyard from its block. It happened that George was about double my weight at the time, and you may guess who had to monkey up the stay in the gale to reeve the halyard again.

Suffice to say, when we had finally managed to row the dinghy back to the ship, the Duty Officer berated us for taking so long about it. Fortunately a new Ship Keeper was soon employed, and our fun curtailed.

Because we both joined P&O at the same time in 1948, and were appointed to different ships, we drifted apart somewhat but remained good friends, until sadly George died of an acute illness some years later, soon after gaining command in the P&O group company Strick Line.

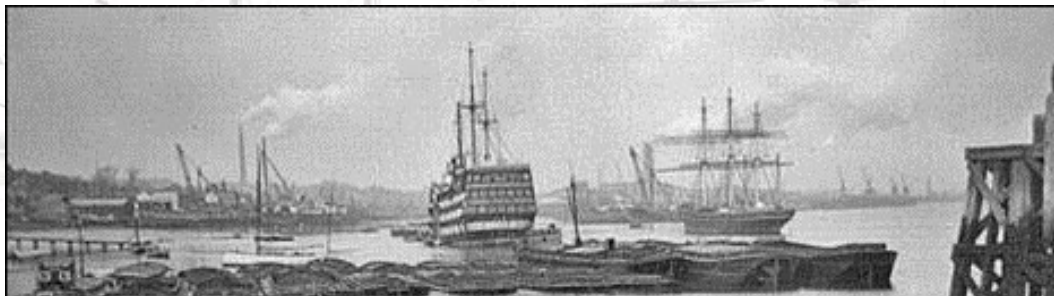
John LONGSTAFF (1948 - 1950)

Thanks for your contact, I have also passed it on to three contemporaries (1948 -50) Terry LYONS, John HAIGH and Dudley BOTTING with whom I am in regular contact.

My most vivid memory although the date a little is uncertain and probably the Section Day (we were in summer rig spring 1950) when the event was being televised for a BBC Children's hour programme, Don CHURCH (1948-1950), the current CPO had the traditional task of firing the Schermuly rocket over the 'Cutty Sark'. With unintended accuracy it hit the mizzen topmast of 'Cutty Sark'. The ship's spars at this time were in poor condition so the rocket well and truly penetrated the woodwork.

Our canvas hammocks at the time were made from 'Cutty Sark' sails - at least mine was so marked. My first wire splice was also made from a wire stirrup from one of 'Cutty Sark's' yards. Obviously the clipper's seagoing days were written off and useful material was being recycled!

Am currently looking through old photo albums for historic shots of our Village (Wilmington/Dartford) and finding odd photos from 'Worcester' days. The attached, which I have cropped to create a panorama was taken in 1950 from the MTB, used by the local sea-scouts, moored at the Empire Mill Paper Wharf. It conveys quite a realistic impression of the area at that time.



Bill DIXON - PHILLIP (1942 - 1943)

My memories of being aboard '*Cutty Sark*' in 1942-43 include 'swinging the lead' and 'Holy-stoning' the deck. Whilst an apprentice on a Fort (RFA) ship the Chief Officer ordered a supply of Holy-stones for the tough London crew. To show their appreciation, they made a key to the bosun's locker and threw the lot overboard.

Ian BUIST (1943 - 1945)

Greetings from Virgil, Ontario, Canada! It was a delight to receive your email and to know that restoration of the '*Cutty Sark*' is forging ahead. Even the name brings to mind nostalgic scenes of the old ship, the most recent and, I fear, the last was in 2002 when we visited London and took the River Boat cruise to Greenwich, stopping long enough to walk to where she was in dry dock and, foolishly perhaps, reaching over to touch the hull one last time.

I was at Foots Cray Place from 1943-1945 before moving on to RN College, Greenwich and the RNR. Our day trips to Greenhithe were looked forward to not only as a change (a day out really) but an opportunity to indulge the imagination as we walked the decks and tried to imagine life in and on the narrow confines of a rolling, pitching vessel. I can almost smell the smell of tarred rope! I recall that the rigging scared me, I have always been afraid of heights and ladders and grateful that I was never 'ordered aloft' and that by the time I was in a sea-going ship (cruiser and destroyer) I had something solid under my feet! I recall that 'Heaving the Lead' was both fun and a challenge. One feared the ridicule and censure that would follow if the line ended up inboard instead of at river bottom.

As a first-term cadet, one of our subjects was the recognition of various sailing ships, the fitting out of them right down to small details. Our teacher and mentor was Mr ('Deadeyes and Lanyards') Reed whose task it was to teach us the use and importance of 'Knots and Splices'. Going on board '*Cutty Sark*', even for short day trips, to see first hand the rigging and the various usages of rope, helped me, I think, to appreciate what at first seemed to be another 'boring history lesson'!

I wish you every success in your important role to preserve the dignity of the '*Cutty Sark*' and to remind people of the courage and fortitude of those who sailed her. I believe that we need to be reminded of the Past if we are to endure the Future!

Jack Le BRECHT (1947 - 1949)

My happiest times on the ship were working with the 'rigging party'. As such during the summer of 1948 it was my privilege to paint 'Nannie' while hanging in a bosun's chair over the bow of 'Cutty Sark'.

Perhaps not much of an anecdote but an experience that I shall never forget.

Terry J LYONS (1948 - 1950)

My sixth and final term on 'Worcester' started with me still being a Senior Badge cadet with delegated responsibility for the 'Cutty Sark', including trying to keep her clean of cement dust, washing down on a Saturday morning using buckets and of course, tending to the anchor lights.

About 0200hrs. one night, I was raised by the night-watchman telling me that the after anchor light (oil light) had gone out. So, after creeping out of my hammock located in 'Main Starboard', I dressed as quietly as possible, crept up to the Main deck and thence down to the boat platform, to man the dinghy to cross to 'Cutty Sark'.

I boarded 'Cutty Sark', and yes, the light was out alright - perhaps I had not trimmed the wick properly, or I hadn't filled the oil reservoir (cannot remember which). But I tended the light, relit it, and put it in its housing on the poop, and thence proceeded back to the dinghy.

At this time the tide had turned to flood, and as I was rowing past 'Cutty Sark's' rudder (which was fixed with plates to the stern post), I heard a creaking noise - the rudder moved, and looking up to the poop saw the steering wheel move - just a couple of spokes to port and then to starboard. I could have sworn that there was a man at the wheel - a really eerie sensation. Although it was a warm night (summer term 1950), shivers went up and down my spine - I was mighty glad to get back to the security of my hammock.

Alan Stevie HODGES (1948 - 1950)

Let me say how delighted I am that '*Cutty Sark*' is being repaired after her disastrous fire, I did fear that she might be beyond it. I only have a couple of anecdotes concerning her. The first being that in the Summer Term of 1950, when the Superintendents from Leadenhall Street came down for Section Day, the Chief Cadet Captain, the late D. A. 'Don' CHURCH (1948-1950) demonstrated his expertise with the Schermuly Rocket Pistol, and scored a bulls-eye right into the mainmast of the venerable lady.

The second was on the last night of that same term, three other 'leaving termers' and I swam over to the ship smoked a cigarette, in the Captain's cabin, and then swam back and swarmed up a rope which we had hung from the Games Room port. (Don Church was not among the miscreants). Quite a few years ago, I went to see the ship and revisited the scene of my crime. At the time I was building a model of her, and I wanted to be sure that I got all the colours right. She is much admired in my office at home.

Ken HAMILTON (1942 - 1945)

I actually lived aboard her when mum was changing houses in about May 1943. There was a small group of us and I can claim to have slept aboard her, which not many can say!

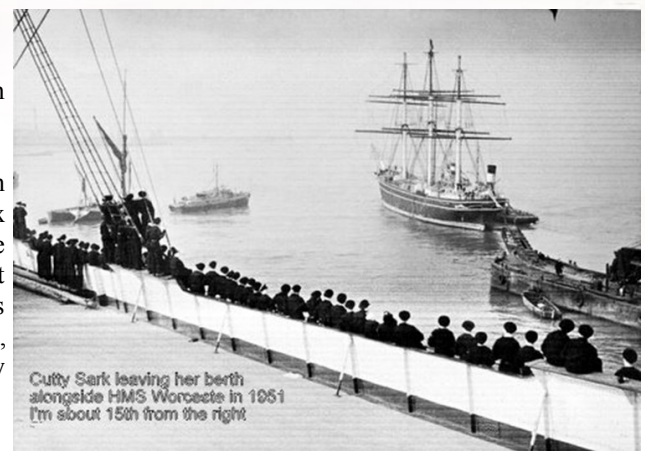
Unfortunately I will not be able to take another trip to UK as at 82 I do not enjoy long distance travelling but am keen to hear of any news of the old ship.

I run a reading programme for 24 pupils at a local school in New Zealand, and one of my books is about '*Cutty Sark*' and the failure of her rudder in the South Indian Ocean when leading '*Thermopoly*' back from Shanghai to London. Ships of wood with men of steel.

Tony MASKELL (1949 - 1951)

The photo on the left shows the Schermuly rocket being fired, it was an annual event, this was from memory in the summer of 1950.

Two notables were Captain Marsh on the starboard side of the mizzen mast, he was the BP Training Superintendent although he was an ex Squadron Leader in WWII. Captain Hopwood, at the port side of the mizzen mast was the Senior Examiner of Masters and Mates in London at that time. The rocket was an out of date one used for sending a line across the water. On this occasion it hit the port mizzen stays on 'Cutty Sark', which by that time were a little suspect, and they carried away, so a party had to be sent over to 'Cutty Sark' to make them safe.



Cutty Sark leaving her berth
alongside HMS Worcester in 1951
I'm about 15th from the right

The other picture is of 'Cutty Sark' leaving her berth alongside 'Worcester', I think the first time she had moved since being placed there in 1938. She was on her way up to Deptford for dry-docking and a coat of paint before being a piece of the Festival of Britain in 1951. I am about the 15th. from the right.

Strangely, I saw this same photo, blown up considerably, in a Motel that I stayed in; in a New South Wales country town called Tamworth, they had a thing about sailing ships, clipper types anyway. Although I stayed a few times subsequently at the Motel, it had changed hands and the incoming owners were not into clipper ships and the photo had been taken down and no one knew where it had gone.

Roger MORRIS (1951 - 1952)

The following is an extract from a book on Seamanship for modern sailing vessels of which Roger is a co-author, the extract is about accepting a line from a Line throwing apparatus:

‘Here we are only concerned with an emergency; most likely an engine breakdown. If there is time, sort out your legal position before accepting the tow and if the offer is verbal, make sure you have witnesses. Once you have accepted the offer you will normally be under instruction from the towing vessel.

Once the line is fast clear all hands away from the bits as the towing vessel takes up the load.

Line throwing apparatus is only usually used in circumstances where a line cannot be passed in any other way. If it is used to pass a line to you, make sure hands are under cover; they are horribly inaccurate. One of the authors was required to practise firing a line from his training ship across to the ‘Cutty Sark’ which lay about sixty metres away. Aiming between the fore and main mast he managed to hit the fore topmast where the rocket embedded itself fizzing away mightily. What it would do to a person does not bear thinking about!’

Please see Roger’s painting on the back page.

Cadets aboard ‘Cutty Sark’ waving farewell to ‘Worcester II’ dressed for war 3rd. November, 1945, leaving for moorings at Grays, Essex where she was laid up.



Jon FARMER (1946 - 1948)

The War was over and HMS *‘Worcester III’* was fully operational at her moorings in the Thames off Greenhithe. Some fifty yards off the starboard beam lay the *‘Cutty Sark’*, also on fore and aft moorings, and both ships were racing each other into the fierce ebb tide.

Onboard *‘Worcester’* was cadet Gordon SCHERMULY (1947-1949), the great grandson of William Schermuly, inventor of the line throwing rocket and numerous types of distress flares. Also onboard *‘Worcester’* was a complete set of the latest Schermuly line throwing rocket equipment. It was decided that this would be an ideal time to demonstrate the apparatus to the entire cadet complement with cadet Schermuly doing the honours. However, in spite of the fact that his father, William Schermuly's grandson, had demonstrated the line throwing rocket at the tender age of eight, cadet Schermuly explained that he hadn't had the same experience. In the end, Captain Gordon STEELE VC (1907-1909) elected to give the demonstration himself.

All the cadets gathered round Captain Steele on the upper deck as he demonstrated opening the box full of carefully flaked line. The standing end was made fast to a cleat and the running end bent onto the short length of fire proof line which also served as the rocket's tail. From another box came the pistol and a detonating cartridge was inserted in the breach then the rocket slid down the muzzle.

Captain Steele took up a stance, much like the picture on the lid of the line box, and aimed the pistol over the starboard bulwark. All the cadets made a rush for vantage points along the bulwark in anticipation of the great moment. However, at the last moment, Captain Steele adjusted the position of the line box with his foot and was caught off balance when he pulled the trigger which also spoiled the aim. The rocket and trailing line shot over the bulwark and streaked towards the *‘Cutty Sark’*, entering her rigging just aft of the mainmast. Various parts of the rigging deflected the rocket and, by the time it was spent, the rocket line had created a real old 'cat's cradle' with the rocket swinging in mid air some 30 feet above the deck.

A line of cadets was mobilized to heave on the standing end of the rocket line but it held fast up in *‘Cutty Sark's’* rigging thus making her the captive prize of HMS *‘Worcester’* !!! Of course this situation could not be allowed to carry on for long and the line was cut thus giving *‘Cutty Sark’* back her freedom. As *‘Cutty Sark’* was unmanned, a boat's crew was dispatched from *‘Worcester’* to see if they could untangle the rocket line. However, cadets were forbidden to climb the rigging as much of it was rotten, and the rocket was still swinging there when I left *‘Worcester’* two or three terms later. I sometimes wonder what the riggers thought when they started to remove the masts, prior to renovation, and found the 'cat's cradle'.

Barry BROWNING (1949 - 1950)

Talk of rattling down the main mast or the use of 'Cutty Sark' as a smoker's escape hatch will probably not intrigue members of the public. So my memories - apart from my being scared witless that my own knots might not hold my weight up around the top - are probably not useful. It does occur to me, however, that you and the Trust may not be aware that the BBC filmed an interlude in 1949 or 1950 which was quite often used as a 'filler'.

Taken from the upper deck of 'Worcester' it showed the passing scene and, of course, much of it included the 'Cutty Sark' lying alongside.

Denis DROWN (1950 - 1951)

Most years I visit London and ride the ferry to Greenwich and back to see how the 'Cutty Sark' progresses.

I remember actually going aloft (this was in 1950-51) when the rigging was getting a bit dodgy.

Mike FODEN (1950 - 1951)

I was on the ship in 1950 - 51. I do not have any personal remembrances of 'Cutty Sark' as I believe I only went on board her once in the two years I was there!

However for at least a year during that period the 'keeper' of the old windjammer was a cadet named Gregory BRANDON (1949 - 1951). He was obsessed by her and spent as much legitimate time as he could aboard her. (Later - he was the Master on 'Cutty Sark' when it went to dry dock for its first estimate.)

Unfortunately our association has lost contact with Greg - Mike last heard of him, many years ago when he was growing bananas in the West Indies!

Graham DANTON (1946 - 1948)

I do have three memories of '*Cutty Sark*', where we sometimes had seamanship lessons. I recall descending to the keel, standing on it, and being horrified that there were no bulkheads between stem and stern! Maybe some were fitted later? Secondly, I am ashamed to say I carved my initials near the top of her rudder one fine day in 1947.

Finally, Mr Windsor, the signals instructor, took a party of us across for seamanship and he instructed a young new cadet to climb the rigging as far as he could.

Most of us knew the ratlines were rotten and Windsor should certainly have known it. The boy fell from about twenty feet up, went THROUGH the safety nets which were also rotten, and landed on the deck, shaken and stirred, but unharmed. Whereupon, Mr Windsor told him to bend over, whacked him on his stern with a semaphore flagstick and ordered him aloft again. Happily, this time he didn't fall. Was this education or utter incompetence?

We regarded it as part of the training process but can you imagine what 'elf'n safety' would say today - if indeed they could even speak!! The boy was just fourteen.

Brian LETTEN (1950 - 1952)

I used to live not far from Blackheath Village, but that was many moons ago. I liked to nip down to Greenwich every so often to see the Cutty, thank heavens they have managed to save her after the fire.

Can't remember too much about '*Cutty Sark*' though she was in a mess when I joined '*Worcester*' in 1950. Her rigging was in tatters, the deck houses were in a mess and there were rumours that her hull wasn't too sound either. Hence her move to Greenwich I suppose. Far too expensive for '*Worcester*' to keep up. The war years had done their worst.

We didn't go over to her very often, but most of the cadets that did belonged to the Draggers Union. I do remember sitting in the Captain's cabin one day thinking it was a damn shame we couldn't take her to sea like the '*Pamir*' or '*Passat*' (the dreams of a fifteen year old!).

I have a wonderful print of her by S. Francis Smitheman in my office, never tire of looking at her. However, I did find a pair of parallel rulers on her one day, under some old shelving that was laying in the bottom of a cupboard in one of the side cabins. I think the wood is lignum vitea, very dark and black and the hinges are brass I believe. The ruler can't be too old as it's stamped 'Made in England', but obviously they must date back to the days before she arrived in Greenhithe in 1938. They have been well used, but still in workable condition.

Tony BULL (1951 - 1952)

I do recall the night that a ship collided with '*Cutty Sark*' causing her to range alongside '*Worcester*'. The ships Company were assembled until tugs arrived and the problem was sorted. '*Cutty Sark*' lost the arm of her figurehead (it was later recovered from the river) and '*Worcester*' starboard platform was damaged. I do have one, or maybe two photographs showing me taking some old salts - one of whom is '*Cutty Sark*'s' sailmaker, in a gig for a visit to '*Cutty Sark*' - *see the Front Cover*.



Colin BROWN (1951 - 1953)

I recall that during my time on '*Worcester*' in 1952 two cadets, both very strong swimmers, swam from the ship to '*Cutty Sark*'. Unfortunately or fortunately whichever way you look at it they were seen while crossing a lighted patch I believe by one of the staff and they were duly met on their return to the ship.

Punishment I do not recall, the names of the cadets I do, one a special shipmate of mine during my stay on '*Worcester*'. I likewise recall the special Hog Messes that were held on board at the end of term by the '*Cutty Sark*' hands usually I believe three or four, no doubt out there is one of these special cadets, not definitely sure but think our own computer wiz kid John ODELL (1949-1952), was one.

Douglas MODEL (1949 - 1950)

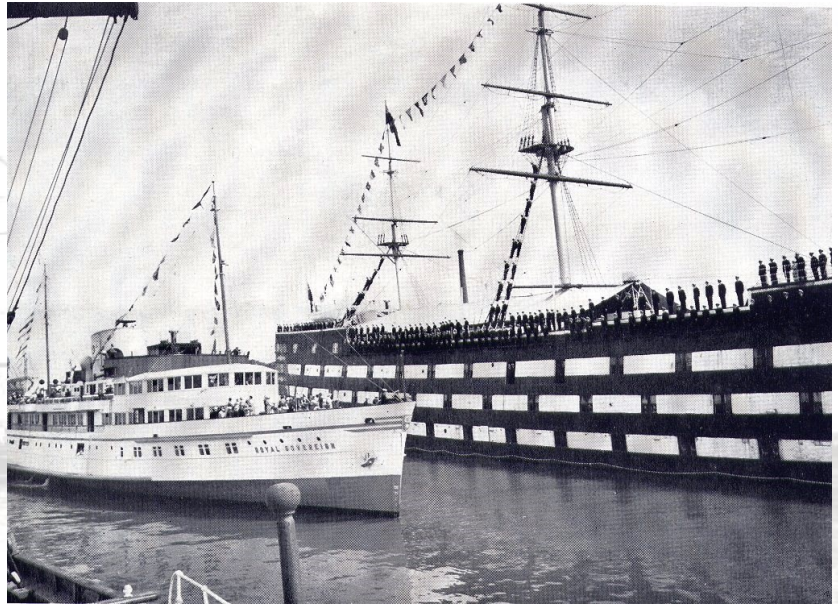
I was a 'Worcester' Cadet from 1949-50, but I only went on 'Cutty Sark' three or four times. However, there were 'Cutty Sark' hands whose job was to keep her clean and maintained. In addition, a few souls more daring than I, swam across to 'Cutty Sark' at night in the summer when the tide wasn't flowing.

I have very fond memories of my two years on 'Worcester' and was interested in the names of the people below who you mailed. I recognize the names Derrick CUTCLIFFE (1939-1940) and Garry DADDS (1948-1950), and very clearly remember and can picture the face of Dick MARCHMONT (1948-1950), and others I knew as Don MASON (1946-1947) and Geoff CLARKE (1948-1950).

I am now a retired doctor, but the sea made such an impression upon me at a formative age that I look upon myself as first a seaman and then a doctor. I am much prouder of being a Master Mariner than having several medical degrees! For one thing, it sounds so much more romantic!

I thoroughly enjoyed the Thanet lunch in 2009, as I saw about six friends who had been on 'Worcester' with me. Sadly I was unable to attend this year as I was teaching medical students in the Caribbean, and am scheduled to do so next year as well.

'Royal Sovereign' passing between 'Worcester' and 'Cutty Sark' - at the end of the summer term to take the cadets and parents to Tower Hill for their summer leave.



Michael DREW (1943 - 1945)

It is the Summer Term, 1943, and I am a first- termer at 'Worcester'. All 'Worcester' cadets had been evacuated from the Training ship, HMS 'Worcester', moored off Greenhithe, to Foots Cray Place, near Sidcup, Kent, partly to avoid bombing raids against shipping, but also to allow the Thames Patrol to base their Naval crews aboard the ship.

We retained full access to 'Cutty Sark', which had been given to our College before the War and was moored close to 'Worcester'. She provided us with a base for boatwork on the Thames, use of the hand lead, hoisting and lowering boats by hand on radial davits, and general ship maintenance and seamanship.

One day per week a party of some fifteen cadets from a particular term would be appointed to form the 'Cutty Sark' party, and, dressed in our working uniforms, with sea-boots, oilskins and packed lunches, would fall-in on the parade ground at 0900hrs, march to Albany Park station, take the train to Greenhithe, and march to the jetty opposite 'Cutty Sark'. On the way, one cadet would nip into a bakers shop in the village to order numerous muffins to be baked, at the cadets' expense, and picked up still hot, later that day on our return through the village, to eat on the return journey.

'Cutty Sark' was fitted with a small platform near the foremast shrouds on the starboard side from which to 'Heave the Lead'- take soundings with the hand lead-line. I enjoyed this activity, in spite of being left-handed. The lead line was very much designed for right-handers, so that was the way I learned to do it. Later in my career I was to use the hand lead in preference to an echo sounder on many occasions, particularly as a tramp-ship Second Mate working in shallow rivers in West Africa; also when trying to find an anchorage on steep-to coral atolls by hand-sounding over the bow of the ship.

Hoisting boats by hand on radial davits required a lot of cadet labour and good co-ordination. After the boat was hooked on to the two rope falls, the falls would be led through snatch blocks, and the ends led along the deck, with a separate team of cadets to pull on each fall to ensure the boat was being hoisted level. Once this was achieved the two teams would 'marry' the two falls together and hoist away as one team by walking back together. Since the deck was not long enough to allow them to walk back very far, the cadets at the rear end would eventually let go and then run to the front end of the falls again. This activity would be done at the double, and was quite exciting. When the boat was fully hoisted, a cadet on each pair of bitts would stopper the rope off, and all the other cadets would throw their end of the rope towards the bitts, to give rapid slack for securing the fall to the bitts.

We were not allowed to climb 'Cutty Sark's rigging, due to its condition, which was a disappointment. Due to wartime restrictions on materials, maintenance of the running and standing gear carried a low priority.

The 'Cutty Sark' party would take an hour of rowing a double banked cutter and other, smaller boats. Finally, we were allowed an hour in the swimming pool, based in the grounds of Ingress Abbey, then marched, via the baker's shop for our hot muffins, then return to Foots Cray Place.

Peter FELLOWS (1948 - 1950)

I was Senior Badge Cadet for 'Cutty Sark' in 1949-1950. With my accomplice we used to row round twice a day to tend to the oil anchor lights.

On Saturdays we used to repair and clean on board. There was a half full Calor gas stove, and we used to have baked beans on toast as a regular Saturday treat which was a delight compared to the grotty meals on 'Worcester'.

One Saturday I found a secret drawer in the captain's wardroom, and contained therein was an original House Flag. Like the idiot I was I gave it to the chief officer Mr. Richardson, as far as I know it was never seen again!

Adrian B. DANN (1947 - 1949)

One of my contemporaries was Gordon SCHERMULY (1947-1949) - sadly deceased, whose great grandfather had invented the Schermuly rocket. Schermuly's nickname on 'Worcester' was 'Whoosh' and at any open days he was the one to fire the rocket and line over the rigging of 'Cutty Sark'.

The only regular cadet visits were the two who were given the job of rowing around morning and night to light or extinguish the riding lights. I remember boarding the 'Cutty Sark' on two occasions and that, to my recollection, was about average - she was in a bad state of repair and of course we were all forbidden to climb any rigging.

David KELLARD (1946 - 1948)

The 'Cutty Sark' - from time to time I served on working parties to the ship during my time on 'Worcester' from 1946 to 1948.

However my only claim to fame as far as 'Cutty Sark' was concerned was to win a competition for 'heaving the lead' from the chains of 'Cutty Sark' - I believe this was in 1948.

I cannot remember which Shipping Company sponsored the prize which was a book of my choice. I chose The Shipmaster's Business Companion which was, as I recall, presented by Anthony Eden (Deputy Leader of the Conservative Party) at the Annual Prize giving.

Peter HOOKER (1945 - 1947)

The College was still based at Sidcup in 1945 awaiting the new steel hulled 'Worcester III' to be readied for occupancy .

'Cutty Sark' was already in place alongside, I cannot recall the month but about twenty first termers were aboard her for practical seamanship to signal farewell to the old 'wooden wall' 'Worcester II'.

'Worcester II' was used as an ack-ack gunship , part of the defence of London perfectly situated as the Luftwaffe used the Thames as a navigation aid on their way to bomb London.

Unfortunately, this service shook the oak timbers so as to make her unsafe for future use. On that day 'Worcester' cadets manned the rigging and deck of 'Cutty Sark' to give three cheers to the old ship as she was towed away, another cadet and I (sorry over the years his name has gone!) had the honour of dipping the ensign in salute .

Another fond memory is of wire splicing instruction on board from the original cabin boy who became a deck hand aboard 'Cutty Sark' on several of her memorable voyages. Needless to say he spliced wire as if it was hemp rope and had some great yarns to tell !? Again his name has gone with the years! Unfortunately we cadets were not allowed to man the yardarms for major events as in the past much to our chagrin.

Dick CHUDLEY (1950 - 1952)

I went through my albums from these ancient times to find these photos, they have lasted surprisingly well. Here is 'Cutty Sark' leaving Greenhithe in February 1951 to dry-dock at Deptford prior to the 'Festival of Britain' celebrations, taken from the deck of 'Worcester'. You can see the PLA launches, the work barge used to lift the mooring and the tug that took her away.

I was half way through my time at 'Worcester' when this happened. I remember going aboard 'Cutty Sark' for seamanship classes but by that time the rigging was too suspect to allow us to go aloft!



Ken McLEOD (1951 - 1953)

One of the first times we went to 'Cutty Sark' was to carry out a small temporary repair to the after port corner of the saloon deck-head where there was a hole in it to keep the rain out using a small piece of canvas cut from an old hammock.

On another occasion quite a number of us went over to help lower the yard on the foremast before being towed away up to Greenwich, where we were all lined up on the main deck, clapped on to the pretty heavy purchase and taking the strain to allow one of our rigging crew to remove the locking pin.

When this was done and removed we were ordered to lower slowly. I remember there was some apprehension amongst us, as there was some shaking as it came down. When it was about three or four feet above the gunwhale, another one of the riggers jumped on to the gunwhale to presumably guide it into place. However, fortunately, he was safely away when there was a noise of something parting and the yard dropped down on to the gunwhale with a crash.

Another memory that comes to mind, when a cadet was nearly injured one evening during a very strong wind when we were below preparing to get our hammocks rigged, there was a tremendous crash on the starboard side, we all realised that the bow of 'Cutty Sark' had broken adrift.

Cadet Roland MUDWAY (1951-1953) was the nearest to one of the windows, to see what was going on, but very fortunately suddenly realised that the main noise he could hear was the passing along the ships side of the mooring cable about a foot from his head!

My father and a business associate from British Paints gave the paint to smarten up the ship at that time.

I was also a member of the Guard of Honour when Prince Philip came down river on the PLA flagship to accept 'Cutty Sark' on behalf of the Preservation Society. *See pages 38 and 39.*

William BARNARD (1948 - 1950)

I have unearthed and looked through the old video cassette I mentioned to you previously which includes a close-up of 'Cutty Sark' in Carrick Roads; the shot is of maybe twenty seconds duration taken from a boat passing at probably thirty feet off. The name at bow and stern is clearly visible as is all of the rig but I should emphasise that the film is certainly not of the highest quality.

When clearing my late mother-in-law's house in 1981 we suddenly had a suitcase full of cine films some of which had already started to become distinctly sticky in their cans so we acted as quickly as possible to preserve what we could.

We didn't have the means to view them so could only hand them to a local bloke offering a copying service and let him get on with it, the result was somewhat chaotic but at least the films were preserved.

The tape runs for over an hour and a half and to obviate your having to search for the place you want I've left it stopped just prior to the 'Cutty Sark' shot. *Author: I understand that William's family have been in contact with The Cutty Sark Trust regarding this film.*

Regarding my memory of making cocoa in the cabin, apart from knowing that I did it I have been unable to recall any details - poor effort on my part really considering it was only half a century ago! I seem to recall that a cadet was nominated 'Cutty Sark' Hand but for what period I can't recall.

Peter HUTCHINSON (1952 - 1953)

I was on 'Worcester' when 'Cutty Sark' broke adrift, her bowsprit raked along 'Worcester' and in the morning we were all collecting wooden splinters as souvenirs, also we marvelled at how one of Crouches small launches managed to tow her back, a tribute to her stream line shape. Also I was there when the Duke of Edinburgh came down for the handing over ceremony, a group of cadets were a guard of honour with rifles.

Also I was there when a heeling experiment was organised. All the cadets were mustered on 'Cutty Sark' giving their weight as they came aboard, and told to stand in a line. We all moved to the other side and the deflection of a pendulum was measured, calculating her stability, sorry I can't remember the result. Like all the cadets, I have always had a great admiration for the ship. Whilst at sea I made a sailing model, 5ft. long and 3.5ft. High, I am still working on it and hope one day to sail it with radio control.

Brian MARTIN (1952 - 1954)

My first visit to 'Cutty Sark' was quite thrilling for me as a young cadet. I was put into a group of other cadets, to go and give 'Cutty Sark' her Saturday weekly clean.

I was impressed by the whiteness of her decks, the low space between the decks where the crew lived and a lot of brassware that needed 'globbing', I think that was the term we used for Brasso.

I felt quite in awe of being on this famous ship, and although it is over sixty years ago since my first visit to 'Cutty Sark', I still retain the memory and emotion.

John HAIGH (1948 - 1950)

I remember getting up in a 'pea-souper' having been unable to sleep with fog horns crashing and banging, and seeing this shape of what seemed to be a 'huge' ship on 'Worcester's' starboard quarter and 'Cutty Sark's' port quarter, with both her anchors down.

I remember that when the 'pea-souper' cleared the ship in question turned out to be 'England' of the Currie line, not such a huge ship in the light of day, but her starboard anchor had interfered with 'Cutty Sark's' mooring and I seem to remember that she had to slip her starboard anchor to avoid any more problems, and I presume that it is still there to this day.

Tim AVENS (1951 - 1954)

In 1951, I joined *'Worcester'* as a 'new boy' and after a couple of terms *'Cutty Sark'* returned from Deptford where she had been an exhibit at the Festival of Britain 1951.

Then in the 1952 gales and floods, *'Cutty Sark'* was cut adrift by some loose lighters that broke away from Everard's moorings a little upstream from *'Worcester'*. *'Cutty Sark'* swung round towards *'Worcester'* and the bowsprit shattered, also the main yards broke off - we cadets all ran to the port side of *'Worcester'* to avoid being hurt. Fortunately nobody was injured. However there was a bit of cleaning up to do!



When *'Cutty Sark'* was recovered and brought back to her moorings, some months later, I was appointed to be a *'Cutty Sark'* hand and the job was to put up the anchor lights at dusk and take them down in the morning, trim the wicks and refill the lamps ready for the next evening. I then became the senior *'Cutty Sark'* hand and started serious work on her. I spent many months, scraping the black paint off the saloon woodwork with my penknife and then French polishing it.

Then we re-covered the seating so that when the Duke of Edinburgh came to accept the ship on behalf of the newly appointed *'Cutty Sark'* Preservation Society she would be all shipshape and Bristol fashion.

'Cutty Sark' hands would go into the galley and make toast, no butter, we were still on rations, but we did have jam and marmalade. Very cosy...

Another job we had to do was to replace rotten ratlines and when a big job came along about fifty cadets were brought over to man the halyards so we could take down the yards that were not safe to leave aloft any longer.

When the day came for the Duke of Edinburgh to come aboard, we had dressed ship with flags and everything looked great. Captain STEELE VC (1907 - 1909), the Captain Superintendent, shook hands with the Duke and 'Cutty Sark' was handed over. A few months later, I had the privilege of going up the Thames, not sailing unfortunately, but towed by tugs to East India Dock for some repair work before going into the dry dock at Greenwich. This was my last term on 'Worcester' and I was a senior Cadet Captain and Queens Gold Medal winner, which I still proudly possess along with the sextant that went with it.

The photos were taken with my box brownie and developed and printed by myself. The photos are looking up and looking down. – we spent a lot of time up that rigging, up over the futtocks - *the photos were about 1953.*

Archie BISHOP (1952 - 1954)

As Cadet Captain in charge of the Tier Boat in the spring of 1954, we were responsible for 'looking after' 'Cutty Sark' and made daily visits to check all was well.

In practice there was not a lot we could do (other than to have a crafty smoke) but I recall on one occasion climbing the main shrouds and putting my hand on the futtock chains in order to help climb up onto the first platform (pride would not let us use the lubber hole!).

To my horror, as soon as I put my weight on the chain it fell away in my hand! Fortunately I was still holding onto the top of the shroud with the other hand, but it was a nasty moment and I didn't go up there again!



John BUTT (1953 - 1954)

I was in Mizzen Division on '*Worcester*' and remember well when '*Cutty Sark*' was presented to the Nation by the Board of Governors.

It was accepted by HRH Prince Philip and prior to his visit virtually all hands were on board cleaning ship. I remember scrubbing below decks where the headroom was so low we were on our hands and knees. God knows how long it had been since the previous scrub. Anyway she looked shipshape for the handover. One of the coveted jobs was 'skipper' of '*Cutty Sark*' who with a team of two used to spend their Saturday mornings whilst the rest of us were cleaning ship aboard '*Worcester*' or in the estate party which was the responsibility of the band. Two great skives as once our duties were finished we could sit around onboard '*Cutty Sark*' probably having an illegal fag below decks or in the case of the estate party down to the '*Worcester*' Tea Rooms for a decent breakfast (also illegal) and then into the woods swinging from a hawser suspended from an overhanging tree.

I also remember when I was serving on the early days of the '*QE2*' we carried a beautiful scale model of '*Cutty Sark*' made in silver by Aspreys. It was in a large showcase and was on show outside the Columbia restaurant for several trips to draw attention to her whereabouts in Greenwich for our tourists travelling to Europe. I remember it even had the forward winches going in opposite directions.

Ian HARRISON MBE (1951 - 1954)

I joined the '*Worcester*' in 1951 and went to sea with Ellerman and Bucknall in 1954. I never liked scrubbing decks or any of the normal duties undertaken by new cadets so volunteered for the rigging party and then as a '*Cutty Sark*' hand.

I had heard so much about '*Cutty Sark*' from my grandfather so was thrilled to have the privilege 'of actually working' on her. There were normally two '*Cutty Sark*' hands so we could do very little except pump her out, clean some brass and try and keep her tidy and ship shape. I do remember that before I became an official hand a crowd of us spent part of a summer term painting her topsides. As a smoker '*Cutty Sark*' provided an ideal place to have the crafty weed. The galley was also a favourite place on the ship and as the food on the '*Worcester*' was somewhat questionable we took advantage of the stove in the galley to warm tins of beans and to make a hot drink especially in the winter.

I can't remember where we got the fuel from to burn in the stove (best forgotten) and I often wonder why we were never challenged about the smoke coming out of the stove chimney.

I will never forget the day I thought I had sunk '*Cutty Sark*'! Two of us had been told take chipping hammers and check the bulkheads to see how serious the rust had become.

I started on the after most bulkhead deep in the bottom of the hold and with my normal enthusiasm started hammering away until after a particularly heavy blow my hammer went straight through the bulkhead. Immediately a powerful jet of water came forcefully out of the hole I had made. I was terrified and looked on in horror, however after a couple of minutes the force of the water diminished and with great relief I realised that it was not the Thames that was coming in but a head of water that had built up over the years behind the bulkhead.

Other memories include getting the yards down prior to '*Cutty Sark*' being taken up to Greenwich. We did this in the winter and it was cold and quite tricky as some of the rigging was rotten and you had to be careful what you got hold of. We had not heard of health and safety in those days. I remember we hung a block and tackle on the fore stay to enable us to lower the fore main yard. The fore stay, a very thick wire, broke and the yard dropped to the deck. Fortunately, no one was hurt.

On the top of the foremast there was a large metal hoop designed to hold the topgallant mast in place. This was one of my favourite places to sit with my legs through the hoop and enjoy the view. It was a wonderful place to sit and think, away from the hustle and bustle of life on board '*Worcester*'.

Jeremy LLOYD-DAVIES (1949 - 1951)

I was on '*Worcester*' 1949-51 and used to go round to '*Cutty Sark*' as coxswain of the second gig. We would tie up and roam the ship but were prohibited from climbing the rigging as in a parlous state.

I'll always remember the leather banquettes in the aft cabin and the rather not unpleasant smell that years of trading must have impregnated into the very fabric of the ship. Regretfully, I did not swipe any mementoes from the ship but just have my own memories!

Malcolm DUNCAN (1952 - 1954)

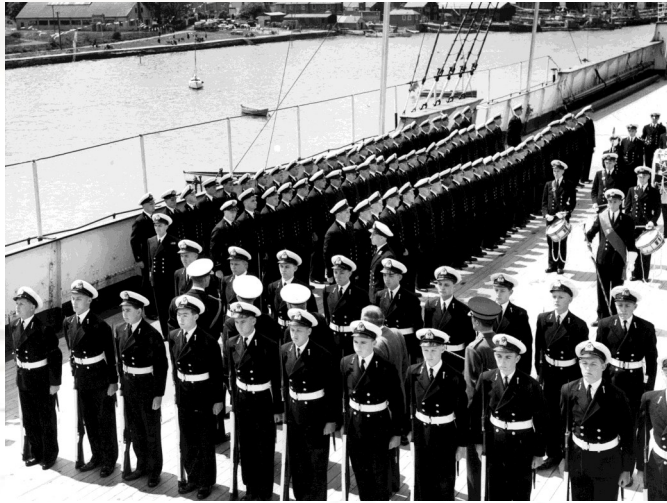
I was at HMS 'Worcester' from April 1952 to 1954 and was very privileged to be part of the Guard of Honour for Prince Philip when he visited the ship to accept the 'Cutty Sark' for the Preservation Society.

I was even more privileged as I was the only cadet spoken to by Prince Philip during his inspection of the Ship's company. He asked questions such as how long had I been on the ship and what did I plan to do in my subsequent sea career.

I have some of the press photos of the event also a picture of Prince Philip with Captain Gordon STEELE VC. (1907-1909) on the main deck of 'Cutty Sark'. I don't remember the names of many of my fellow Guard but they are nearly all visible in the pictures I have. Some I know have died, my mate Michael ELL (1952-1954) being one of them.



Robin COLE (Right) and I - same term., we were good mates.



I remember crawling all over 'Cutty Sark' but not what we were sent there to do. I was stroke of the Tier Boat at the time.

I like to tell people that I must have been one of the last people to handle the sails of 'Cutty Sark', intending them to get completely the wrong idea, as the incident I refer to is when I was sent with a working party to move sails stowed in a storage area on 'Worcester'! Probably there are not too many people around who can claim to have coaled the ship either!

Prince Philip talking to me. I was the only cadet Prince Philip spoke to during his inspection. Michael ELL, another Southend lad, is in the front row, 3rd. from left.



*Above - Prince Philip with Captain Gordon STEELE VC.
below decks on 'Cutty Sark'.*



*Right: - Inspection party walking through the two ranks of
the Guard of Honour, the Third Officer Colin STEERE (1945-1947) is
behind Prince Philip. I am 2nd. from left. Robin COLE (1952-1954) is
2nd. from the right end of the row.*



HMS 'Worcester III', 'Cutty Sark' & the yawl 'Katrine' – Painted by Roger MORRIS (1951 - 1952).