

The "CUTTY SARK" _____

PRESERVATION SOCIETY

Hon. Press & Information Officer
Stanley Richards, D.S.C.

Telephone: Waterloo 5000
Extns. 7700 - 6233

PRESS BUREAU
THE COUNTY HALL
WESTMINSTER BRIDGE
LONDON S.E.1

THE "CUTTY SARK'S" LAST DAY AFLOAT

Enclosed is information supplementary to "The Log of the Cutty Sark's last day afloat" which will have reached you with my letter of 6th December.

Also enclosed $\left. \begin{array}{l} \text{is} \\ \text{are} \end{array} \right\}$ the special $\left\{ \begin{array}{l} \text{pass} \\ \text{passes} \end{array} \right\}$ for which you have applied.

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6th December, 1954.

Dear Sir,

The "Cutty Sark's" last day afloat

I write to send you information about the arrangements for the movement of the "Cutty Sark" from East India Import Dock to Greenwich on Friday, 10th December, when predicted tidal conditions will be suitable - and it is hoped that the weather will be too.

As you will see from the enclosed information, the main facilities for covering the "Cutty Sark's" last day afloat will be

- (a) in the tug "Kenia"
- (b) in the "Cutty Sark" herself
- (c) on the dockside at Greenwich

Facilities for (a) and (b) especially are inevitably limited. Reporters or photographers using facilities (a) will be landed at Greenwich Pier so that they may also cover most of the operations from position (c).

Attention is specially drawn to the fact that reporters or photographers making the passage in the "Cutty Sark" cannot be put ashore at Greenwich until about 2.30 p.m., the earliest time that a gangway can be rigged.

If you made a request for facilities for the intended movement of the ship on 12th November (which had to be cancelled), there is no need to re-apply; but if you wish to alter your request

P. T. O.

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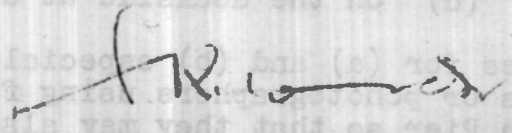
THE PRESS & INFORMATION OFFICE
STATIONERS' HALL, 1, ABchurch Lane, E.C.4A
Telephone: 4775-4776
Telex: 7105-4776

or cancel it, or if you have not made a request and wish to do so, would you please let me know as soon as you possibly can. Passes will be forwarded to reach you by Thursday morning at latest.

For facilities under (a) or (b), a pass will also be needed from the P.L.A. (please telephone ROY.2000) for access to the East India Import Dock, the nearest pedestrian entrance to which is in East India Dock Road, adjacent to the north entrance to Blackwall Tunnel. The nearest entrance for cars is the Iron Bridge Gate in East India Dock Road - east of the approach to Blackwall Tunnel.

It is regretted that it will not be possible to provide refreshments on board the tug or the "Cutty Sark"; passengers may, therefore, wish to bring sandwiches and flasks. Light refreshments will, however, be provided in the vicinity of the dock at Greenwich from 1 o'clock.

Yours sincerely,



P.T.O.

MOVEMENT OF THE "CUTTY SARK" FROM EAST INDIA DOCK
TO GREENWICH ON FRIDAY, 10th DECEMBER, 1954

THE LOG OF THE "CUTTY SARK'S" LAST DAY AFLOAT
(SUBJECT TO REVISION AFTER THE EVENT)

9th December

Final test, if necessary, of the temporary gate to the dock at Greenwich.

Study of weather reports and tidal information provided by the Port of London Authority in readiness to take the final decision next morning on whether conditions are suitable for the operation. This decision will be taken by the Society's Hon. Consulting Engineer (Mr. J. Rawlinson) in consultation with Mr. C. K. Maddox (Shipyard Manager, Messrs. R. & H. Green & Silley Weir Ltd.), and Mr. Tom How, the Pilot.

10th December

01.00 - Tugs "Gondia", "Java" and "Kenia" enter East India Import Dock.

08.05 - Low water - Open temporary gate to dry berth at Greenwich. Apart from some water coming in during tests of the gate, 10th December will be the first and last time that the dock will be filled. Flood banks to a height of about 18" all round the dock have been built of material excavated from approach channel to dock, as a precaution against the chance - remote but not impossible - of the tide reaching an exceptional height during the operation.

09.45 - Press representatives will special passes for the "Cutty Sark" (in East India Import Dock) should be on board.

09.50 - Press representatives, with special passes for the tug "Kenia" should be on board (in East India Import Dock). (This tug is being provided by William Watkins Ltd., who are generously making the services of all three tugs freely available for the operation.

10.00 - Pilot and crew on board "Cutty Sark" for the passage.

"Gondia" and "Java" secure towing hawsers on board "Cutty Sark".

"Cutty Sark's" wires let go. Ship under way in tow (probably "Gondia" ahead and "Java" astern and later alongside starboard side aft).

11.15 - "Cutty Sark" in the stream and all tugs clear of the East India Dock Gate. Off Blackwall Point and enter Blackwall Reach.

11.30 - Press representatives with special passes for the dockside at Greenwich should have arrived. There will be limited facilities for the public to watch from outside site boundary fence in Greenwich Church Street.

11.40 - Enter Greenwich Reach.

Cross Greenwich Meridian for the last time (the ship will cross the Meridian four times during this last "voyage").

11.45 - Off Royal Naval College (South Side) and Island Gardens (North Side).

If necessary secure alongside Greenwich Pier.

11.55 - "Cutty Sark" enters approach channel to the dry berth. "Kenia" lands passengers at Greenwich Pier and they proceed to dock-side to join other press representatives.

12.30 - Shore lines secured on board. Tugs slipped. Hauling-in operation begins.

Water high enough (and still rising) for ship to clear the gate in its lowered position and enter the dock itself. (Beam clearance 20" each side; keel clearance "just enough".)

13.26 - High Water - ship in position over keel block.

14.15 - Tide ebbed enough to put the ship down onto the keel block.

14.30 - Temporary timber shores rigged to support ship. Gangway down. Passengers leave the ship. Dock still emptying as tide ebbs.

17.00 - Water below level of "Cutty Sark's" keel. Temporary gate closed and dock pumped dry.

Monday, 13th December

Alternative day, should weather and tide conditions on 10th December prove unsuitable. All times would be approximately 2½ hours later than for Friday.

NOTE: The following will be available to assist B.B.C., Newsreel Company and Press representatives:-

Col. H. L. Hollis, Secretary to the "Cutty Sark" Preservation Society	} in the tug "Kenia"
Mr. Frank G. G. Carr, Chairman of the Technical Committee of the Society	} in the "Cutty Sark"
Mr. S. Richards, Hon. Press and Information Officer for the Society	
Mr. W. J. Rawlings, L.C.C. Press Bureau	} on the dockside at "Greenwich"

SUPPLEMENT TO THE LOG OF THE
CUTTY SARK'S LAST DAY AFLOAT

Captain Irving and other surviving
"Cutty Sark" apprentices

Captain C. E. Irving, C.B., R.D., R.N.R., who now lives in Westminster, will be on board the "Cutty Sark" for her last passage. He joined the "Cutty Sark" as an apprentice under Captain Richard Woodget in 1885 at the age of 13 years. Captain Irving had already been at sea for a year and sailed round the world. And he was to do this three times more in the "Cutty Sark" before he was 17. Later, Captain Woodget's two sons also served in the "Cutty Sark" as apprentices under their father. Captain Richard Woodget junior now lives at Overy Staithe, King's Lynn, not far from his brother, Captain S. P. Woodget. Another surviving apprentice is Mr. C. MacDonald of Shaldon, Devon.

The "Cutty Sark"

For this operation on her last day afloat, the "Cutty Sark" has had to be lightened as much as possible to reduce her draught. Upper masts and yards have been removed as well as deck houses and ballast. But if of necessity the "Cutty Sark" seems not her real self above water, there will be consolation and to spare as the tide recedes and most people for the first time see revealed the beauty of the "Cutty Sark" below waterline. If there is any one part of her which holds the secret of her speed and grace at sea, then surely it must be this wonderful example of streamlined simplicity and efficiency.

The "Cutty Sark" will be flying -

Her original house flag - at the main (improvised) identifying the fleet to which she belonged - that of Captain John ("Old White Hat") Willis.

The Red Ensign - at the ensign staff aft.

Her own private signal "JKWS" - four flags in the Mercantile Code hoisted on the mizzen (improvised) identifying her as the "Cutty Sark" of London.

Her flag for special occasions - a blue burgee, 5'6" at the hoist and 24' long, bearing the ship's name in white letters.

Mr. Tom How will be the "Honorary Pilot" for the "Cutty Sark's" passage to Greenwich. Mr. How is 62 and lives at Ditchling in Sussex. He has been a Pilot for some 30 years. During the last year he was working on the "Mulberries". Since then he has twice brought the "President" down river and back again to Blackfriars. He has piloted the "Chrysanthemum" twice on similar trips. He has taken the "Wellington" up river to her berth above Blackfriars and took the "Discovery" down the Thames when she was last moved.

The Tugs and their Captains

The "Java" was built in 1905 and the "Gondia" and "Kenia" in 1927. The "Java" served on contraband control in the Downs in 1915 and with "Kenia" was engaged on similar work at the

beginning of the Second World War. From 1940, "Kenia" was on rescue duties and based on Harwich while "Java" and "Gondia" were at Dunkirk and Milford Haven and later at Londonderry and Reykjavik, Iceland, respectively. In 1944 they were both back in the Thames for Mulberry and Phoenix units. In peace time these tugs have been engaged on river and coastal towages and ship work in the Thames.

The present Masters of the tugs are:-

"Java"	-	Captain Frank L. Smith
"Gondia"	-	Captain Charles Pratt
"Kenia"	-	Captain William H. Simmons

All three have spent practically a life-time in tugs, starting as "Boys" in 1915 or before and then as Deck hands and Mates before promotion to their own commands. They all have stories to tell of service in tugs in two world wars. And all three live at Gravesend. Captain Smith, when master of Tug "Fabia" went to the assistance of H.M.S. "Blanche" when she was mined. The destroyer sank while in tow and Captain Smith picked up her entire crew of over 200. Later in the war he was out of action after a near miss from a mine; but was soon back again and preferred to stay with the "Fabia" rather than accept the offer of the post of King's Harbour Master at Londonderry. Captain Pratt, stationed in the Downs on Contraband Control during the First World War, saved the crew of the "Nautilus" when she sank and he pulled several ships off the Goodwins. He was commissioned in the R.N.R. in 1916. During 1939-45 he was at Dover on harbour work, was at Boulogne and Calais during the evacuation of the B.E.F. Later he was on Convoy work, first at Milford Haven and then at Reykjavik, Iceland. During that time he helped tow a number of mined and torpedoed ships. Captain Pratt helped the "Helena Modjeska" when on the Goodwins. He also assisted the tank steamer "Newlands Hill" which caught fire and exploded after being in collision. The bow of the ship fell off and he towed the remainder from the Downs to Sheerness. Captain Simmons was at Dunkirk and then at Methil (the East Coast Convoy Assembly port) and Londonderry. During the war he assisted the "City of Derby" off the rocks at Elieness and assisted the "Atheltemplar" when she was bombed off the East coast and towed her to the Firth of Forth.

The dry dock at Greenwich

The dry dock is between King William Walk and Greenwich Church Street, just upstream of the Royal Naval College. The site has been made available by the London County Council and will eventually form part of a large riverside open space.

The dock is constructed of mass concrete and is 265 ft. long by 60 ft. wide. The level of the floor is such that the ship can be floated in on a high tide after her draught has been reduced. The width of the dock is designed so that most of the ship's hull will be visible from ground level, and there are viewing platforms (approached by stairs at both ends of the dock) about 4' above the level of the ship's keel.

At the inshore end of the dock is the commemorative stone laid by H.R.H. The Duke of Edinburgh when he visited the site on 3rd June, 1954.

To float the ship into the dock a channel 45 ft. wide by ~~about~~ 20 ft. deep has been cut from the dock to the river, and lined with steel piling. The material removed includes part of Garden Stairs and Greenwich Pier. At the forward end of the dock steel piles have been driven across the entrance channel and a width of between 39 ft. and 40 ft. of these piles has been made into a gate, hinged at the bottom at dock floor level, so that the gate can be lowered into a recess in the bed of the channel.

After the ship has passed over the gate and into the dock and the dock has emptied on the falling tide, the gate will be raised and strutted in position to prevent any water entering the dock.

Completion of the forward end of the dock will then proceed in the dry; the entrance channel will be filled in, the piling withdrawn, and the end of the Pier and the Garden Stairs reconstructed.

The construction of the dock has been undertaken by Sir Robert McAlpine and Sons, Ltd., under the direction of Mr. Joseph Rawlinson, C.B.E., Hon. Consulting Engineer to the "Cutty Sark" Preservation Society and Chief Engineer to the London County Council. The design of the dock has been approved by the Royal Fine Art Commission.

Work on the "Cutty Sark" herself is in the hands of Messrs. R. & H. Green and Silley Weir, Ltd., and under Mr. Rawlinson's direction. Both firms have generously undertaken their contracts on a non-profit basis.

The berth at East India Import Dock where the ship has been since 18th February, 1954, has been made available by the Port of London Authority.

The hauling-in operation at Greenwich - will be in the immediate charge of Messrs. R. & H. Green & Silley Weir's shipyard Manager (Mr. C. K. Maddox) and the Foreman Shipwright (Mr. A. H. Smith). The "Cutty Sark" will be berthed stern first, her bows towards the river. She will be hauled in by a stern rope (taken over from the tug aft), passed through a block at the inshore end of the dock and thence to a crane. The Foreman Shipwright will have a team of about 20 to man the head-rope (taken over from the leading tug), to man four docking tackles (for'ard and aft on each side of the ship) and to rig the temporary shores when the ship is down on the keel block.

Arrangements for guests at Greenwich

Nothing in the nature of a ceremony is contemplated for 10th December, but the Chairman of the "Cutty Sark" Preservation Society (Mr. Henry Barraclough) has joined the Chairman of the L.C.C. (Mr. Victor Mishcon) in inviting a few guests to watch the operation from the dockside at Greenwich. Those invited include:-

The Mayor of Greenwich and other representatives of the Greenwich Metropolitan Borough Council
The President, Vice-Presidents and Governors of the "Cutty Sark" Preservation Society (including the Chairman and Members of the Society's Technical Committee)
Leading members of the L.C.C. and the Council's chief officers concerned
The Member of Parliament for Greenwich and the local L.C.C. members.
The Chairman and other members of the Greenwich "Cutty Sark" Committee
Representatives of Messrs. R. & H. Green & Silley Weir, Ltd.,
Sir Robert McAlpine & Sons, Ltd., the Port of London Authority,
and Messrs. William Watkins & Co., Ltd..

Arrangements have also been made at the suggestion of the Admiral President of the Royal Naval College for about 200 [redacted] officers from the College to watch the operation.

Paintings of the "Cutty Sark's" last voyage - are being specially undertaken for the Preservation Society by Mr. Norman Wilkinson, R.I., and for the Trustees of the National Maritime Museum by Leslie A. Wilcox. Both artists will see the operation on 10th December. (Mr. Wilkinson from the tug "Kenia" and Mr. Wilcox from the dockside at Greenwich.)

The future of the "Cutty Sark"

With the end of the "Cutty Sark's" last day afloat, will begin a time of preparation for the opening of a new era of service for the last of the Clippers. Not only will she be a wonderful memorial to the Merchant Navy ships of bygone days and the men who built and sailed them - in peace and in war - but also an inspiration to the British Merchant Navy of today and tomorrow, a centre of interest to visitors from the home country and abroad, and a source of knowledge and encouragement to young people interested in sea-going careers. The "Cutty Sark" is to be a "live" ship again; and not the least of the practical ideas for her future use will be as a centre of educational work in co-operation with the L.C.C. and local education authorities. At certain leading Nautical Training Schools, the Preservation Society is creating "Cutty Sark" Bursaries for boys who wish to go to recognised Merchant Navy Training establishments but whose parents might otherwise not be able to gratify such an ambition. The Society's Board of Governors has already set up an Education Committee under the chairmanship of Captain W. H. Coombs. The engineering side of the Merchant Navy will not be forgotten. The first Bursary has been awarded in co-operation with the Corporation of Lloyds to Cadet A. J.R. Watson, who lives in Folkestone with his widowed mother and who is now in his first term at the Nautical College, Pangbourne. It is for such "Cutty Sark" Bursaries that the Society intends to use any funds over and above those needed for the preservation and maintenance of the "Cutty Sark".

The appeal for funds continues

The funds of the "Cutty Sark" Preservation Society now total just over £200,000 including amounts promised and under covenant. The Board of Governors look forward to the immediate target of £250,000 soon being reached and indeed surpassed so as to make an outstanding success, not only of the preservation of the

"Cutty Sark" but also of the Board's plans for the future use of the ship and the enlargement of the Bursary scheme. In addition to all that is being done by a great many subscribers and well-wishers all over the world, including the most successful efforts made in each of the Australian Commonwealth States, there are now nine "local" committees helping in the drive for funds. In Canada there are two committees under the chairmanship of Mr. R. C. Stevenson (Montreal) and Captain B. L. Johnson, D.S.O., R.C.N.(R) (Vancouver); in Scotland there is a committee under the chairmanship of Mr. Alastair Montgomerie, D.S.C.; in Wales there are two committees under the chairmanship of Mr. W. G. Liley (Cardiff and District) and Mr. G. E. Aeron Thomas, C.B.E. (Swansea and District); in England there are three committees for Humber and District (Chairman, Col. R. Alec Smith), the North-East Coast (Chairman, Col. R. Mould Graham, O.B.E., M.C., T.D., D.L.) and Greenwich (Chairman, Mr. J. N. Dean); and there is a special committee for the Tea Trade under their chairman, Lt.-Col. R. E. Culverhouse, T.D.

Some facts and figures about the "Cutty Sark"

Launched at Dumbarton - 23rd November, 1869

Regd. Length - 212 feet; Beam - 36 ft.
Depth - 21 feet; 963 tons gross

Height of main mast (main truck to load waterline) - 155'

Plain sail area - about 32,000 sq. ft. - developing equivalent of 3,000 horse-power at 17 knots.

Sailed on her maiden voyage }
from London for Shanghai } - 16th February, 1870

Last voyage in the tea trade - 1877
(Woosung to London)

First voyage in the wool trade }
(Melbourne to New York) } - 1879

Last voyage in the wool trade }
(from Brisbane to London) and } - 1895
sold to the Portuguese }

Brought by Capt. Wilfred Dowman }
and brought again under the } - 1922
Red Ensign. Towed to Falmouth }

Presented by Mrs. Dowman to the }
Thames Nautical Training College } - 1938
Towed to Greenhithe to join }
H.M.S. Worcester }

"Cutty Sark" Preservation Society }
registered } - October, 1952

"Cutty Sark" handed over to the }
Preservation Society and recei- }
ved on the Society's behalf by } - 28th May, 1953
their patron, H.R.H. The Duke }
of Edinburgh }

Highest speeds - 17 and 17½ knots

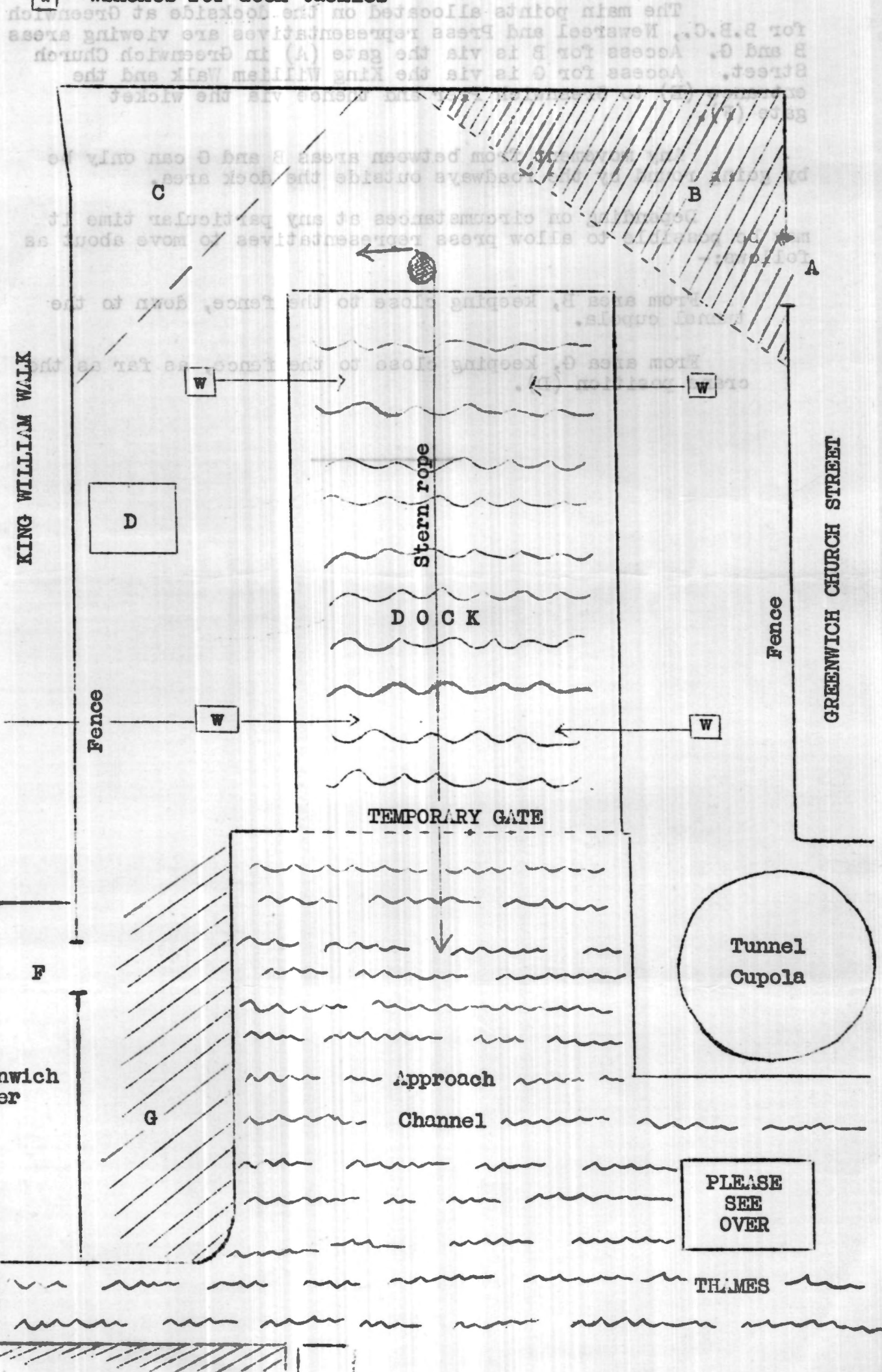
Longest distance }
for 24 hours' run } - 363 miles

8th December, 1954

Docking of "Cutty Sark" at Greenwich - 10th December, 1954
Diagram of dock area (not to scale)

- A - Gateway to viewing area B
- C - Reserved for Royal Naval College
- D - Probable position of crane for hauling on stern rope
- E - Entrance to Greenwich Pier
- F - Wicket gate to viewing area G

W - Winches for dock tackles



- F - Wicket gate to Greenwich Pier
- E - Entrance to Greenwich Pier
- D - Probable position of crane hauling on stern rope
- C - Reserved for Royal Naval College Cadets
- A - Gateway to viewing area B

IMPORTANT
Press Facilities

The main points allocated on the dockside at Greenwich for B.B.C., Newsreel and Press representatives are viewing areas B and G. Access for B is via the gate (A) in Greenwich Church Street. Access for G is via the King William Walk and the entrance (E) to Greenwich Pier and thence via the wicket gate (F).

Any movement from between areas B and G can only be by going round by the roadways outside the dock area.

Depending on circumstances at any particular time it may be possible to allow press representatives to move about as follows:-

From area B, keeping close to the fence, down to the tunnel cupola.

From area G, keeping close to the fence, as far as the crane position (D).

