

Full & By



*Crew newsletter of the barque
James Craig April 2003*

'Golf Day'

Wednesday 8th May

By Peter Davey

The Tall ships golf tournament will Tee off from the London. This tournament is a 9 hole course though any participants are welcome to go around the buoy and make it a 18 holes.

1800. London Hotel (1870) 234 Darling St opposite the roundabout. Was once the base for The Sydney Push, a group of anti-establishment intellectuals and writers that included Germaine Greer and Clive James

1830. The first hole is a short par 3 up 255 Darling St to the Monkey Bar. Ex Cricketers Arms changed from a workers pub to a non Balmain pub. Suggest one drink only. Lose a stroke if participants have more than one drink.

1900. The second is a down hill par 3 to the Royal Oak (1878) 38 College St on the corner of Curtis St. Old world atmosphere with a great collection of marine artifacts.

1930. The third is a down hill par 3 to the Dry Dock (1857) 90 College St. Balmain's oldest licensed watering hole, where the participants will have an hours rest giving them time to visit the excellent galley.

2030. Fourth a short up hill par 3 to The Sir William Wallace, (1879) on the corner of Cameron & Short Streets, Birchgrove. Keen TV viewers should recognise the inside. A tiny established named after the 13th-centuary Scottish patriot and featuring a poster of a former Balmain resident Mel Gibson.

2100. Fifth a long up hill par 5 to The Riverview, 29 Birchgrove Road, Birchgrove. The establishment was formerly owned by Dawn Fraser.

2130. Sixth a par 4 down hill to The Town Hall on the corner of Darling & Mullens/Rowntree Sts.

2200. Seven a par 4 down hill to 89 Mullens St. to Dicks on the corner of Beatie and Mullens St.

2230 Eight a par 1 to the Exchange (1886) National Trust Pub with its elegant balcony and popular upstairs Safari Bar (should be achieve a hole in one)

2300 Nine a short par 4 up hill to the Unity Hall (1875) Balmain's premier venue for live Jazz 292 Darling St. A great place to pick up or be picked up. (The Labour party held their first meeting in this establishment.)

To make par for the hole the participants must drink one standard drink at each hole. Failing to achieve this will be an automatic bogey. Two drinks per hole equals a birdie etc. Participants are to mark their own card. Teams will be invited form the James Craig, Savanen, Bounty and any other visiting tallships.

Buses (442) Leave York St QVB (Stand Bravo) every 20 mins for Balmain and every 20 mins Balmain for City at night, Frequent ferries from Darling St and Circular Quay.



A well-equipped golfer prepared for any conditions.

Women at sea.

At least 20 women are known to have served in the Royal Navy between 1650 and 1815, including William Brown, a black woman who spent a dozen years aboard British warships as a topman . eventually promoted to captain of the forecandle. According to London's Annual Register, September 1815: "Her features are rather handsome for a black ... She exhibits all the traits of a British tar and takes her grog with her late messmates with the greatest gaiety. (What's changed)

Book review

A FRESH APPROACH TO KNOTTING AND ROPEWORK

There are 1500 diagrams in this book, illustrating the tying and use of some 500 knots. I consider it excellent value and if you have only one knot book this should be it. Any book, which includes 31 different bowline knots, must be worth having. As an added bonus it has been written, illustrated, typeset and published in Australia.

At \$10.95 (including postage) it is excellent value. I obtained my copy from Boat Books \$10.95 including postage

<http://www.boatbooks-aust.com.au/>

This low resolution (72 dpi) PDF of James Craig Crew News is optimised for screen display. Small file size minimises email problems but printouts will look "soft."

If you would like to do good quality printouts from your computer (pictures look much better) a higher resolution (300dpi) PDF is available by contacting - webman@optushome.com.au

Due to computer problems (well, finger trouble, actually) some material has been lost. If you have previously submitted material that has not appeared, please re-submit it.

CDs of photos appearing here and others are available free of charge to crew members for their personal use or for promotion of the James Craig.

James Craig Crew News

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Production and photos (except where credited to others) by John Spiers

All crew members and others associated with the James Craig are very welcome to submit material for this newsletter

The opinions expressed in this newsletter may not necessarily be the viewpoint of the Sydney Maritime Museum, the Sydney Heritage Fleet or the crew of the James Craig or its officers.



Broken Bay trip





Through the bridge for a party in Cockle Bay





James Craig created a major public event (and some worrying moments for captain and crew) when she moved into Cockle Bay for Harbour Week during March. At a dinner attended by officers and those crew members prepared to climb into monkey suits, the World Ship Trust's Maritime Award was presented by the governor general, with a special individual award recognising our patron and major benefactor, Robert Albert. Photos JS, Steve Robinson and Barry Flakelar



Calamity at Sea.

1st Day 0' March '03.

When recently I were shanghaied to crew aboard a Barque o' the name o' the Clan Mac Craig, I were witness to a most extraordinary event.

Upon comin' on board, I were caused to join the fore-watch and came to know the ship's doctor, since he were so kind as to pay us all a visit, whilst we was at our task of gettin' the focs'l ready. He had come to see that all was well with us like, and I must say from his concern and manor, not a better gentleman is ya likely to find any place, 'cept perhaps the Captain his good self.

After seein' to our' needs of health, he excused his self as he had a hunger 'most sharp set' he had said, and that he would go below to seek out the Captain's Steward for refreshment.

Later, whilst we were restin' after havin' set the squares in a lively fashion and bein' well underway, I saw our good doctor sittin' down by his self near by. He were holdin' his head on the side like, it seemed to me, so I supposed he'd injured his self in some way. I resolved to see for me self that he were well attended, and as I approached I realized that it was his ear he were holdin,' and that he were also talkin' to his self in the most peculiar fashion like.

I stopped dead in me tracks, as it were, an listened, forgive me good friends but I did. However As I did so, I came to understood that he thought he were in a hospital like, and were giving orders and such to his crew and all. I were truly taken aback by this development in such a fellow as our good doctor, so much so, that I resolved to report this occurrence, post haste and 'umbly as it were to me Watch Leader.

So I approached our senior hand and 'umbly begged his pardon, where by I made me report, and he being a goodly fellow and fine seaman his self had me



take my report, straight way as it were, to the mates as fast as I could.

This I did, and again made me report, most 'umbly indeed, to the second mate he bein' close at hand when I reached the Quarter Deck. Upon hearing what it was I had to say, he his self called for the Mate to attend to me story. When he heard me report, he were so anxious for the well bein' of our good Doctor, that he called for the Capt. God bless his good soul.

Upon hearing that which were said, the Captain, Lord bless him, bade me keep watch upon our good Doctor and report immediate, as it were, any change in the good fellow's condition.

Later close to the end o' the fore-noon watch our good Doctor made a most splendid recovery like. He was no more a holdin' his head, nor could he be seen talkin' to his self. Upon witnessing this I made me report to the Mates who bein' concerned and thorough gentlemen their selves, made report to the Captain, who

hearin' this were most relieved to be sure, God bless him.

However some time later, durin' the second half of the first dog watch, and bein' some time after the midday meal was served to passengers, I beheld a most unusual sight to be sure. Almost every where that I was caused to look, I saw afore me, many o' the passengers and some small number o' the crew, similar like, afflicted as was our good Doctor afore. I can't say for sure, one way or tother, if the crew were returned from below or no, bein' as I was only recent like come aboard the Clan Mac Craig. I can only say that the number were so great as to cause our good Captain sufficient alarm as to put back to port as soon as could be, given our course and speed naturally.

Further more, the malady were so fierce among some of the passengers that they appeared, to all concerned, that they was arguin' with their selves like, not with each another mind, just with

their selves. Some it were seen even yellin' aloud like, with words such as, "*can you hear me now*" and "*you're breaking up*" one was even asking his self, "*I'm havin' a great time, will I see ya soon?*"

Some of us lowly hands, in hearing such things resolved not to go below, but stay aloft if could be done, and so avoid such a fate as those poor soles on deck. However as we approached our birth at Darling Harbour, we was much relieved, to be sure, to see that many o' those that was afflicted were once more in good health. But, our jubilation was short lived indeed, for no sooner had we docked than it were noticed, by yours truly o' course, a fresh out break ashore like.

After such an ordeal as was had at sea, we was sorely poor prepared to face this new threat ashore, so we small number o' us loyal sailors did then have a thorough good wet and sung many a shanty, so as to take our minds off the hazards of sea and land.

Even our good Captain and Mates joined us, and many a fine toast was had to our a fine ship and crew, God bless 'em all.

Yours 'umbly at your service,

X His mark

Bag O'Wrinkle,
Fore Topman,
Clan Mac Craig.

Some visitors get the rare privilege of climbing the mast.





Scenes from our new year outing



Dipping the ensign

By Peter Davey

If you were on board for the harbour cruises on Friday the 9th of August you would have noticed that I dipped our If Ensign to the HMAS Sydney who dipped her White Ensign in return.

Salutes of all sorts and descriptions are as old as history. Ships' salutes in the days of sail were carried out by striking or lowing topsails or by letting fly sheets, and by the firing of guns. The firing of guns in the olden times was responsible for a most prodigal waste of ammunition and the practice was curtailed. The fact of shortening sail or letting fly sheets inferred that the person saluting was willing to place his ship at a disadvantage in the matter of speed, and the firing of guns denoted the fact that he was temporarily unarmed on account of the time taken in those days to reload the cannons.

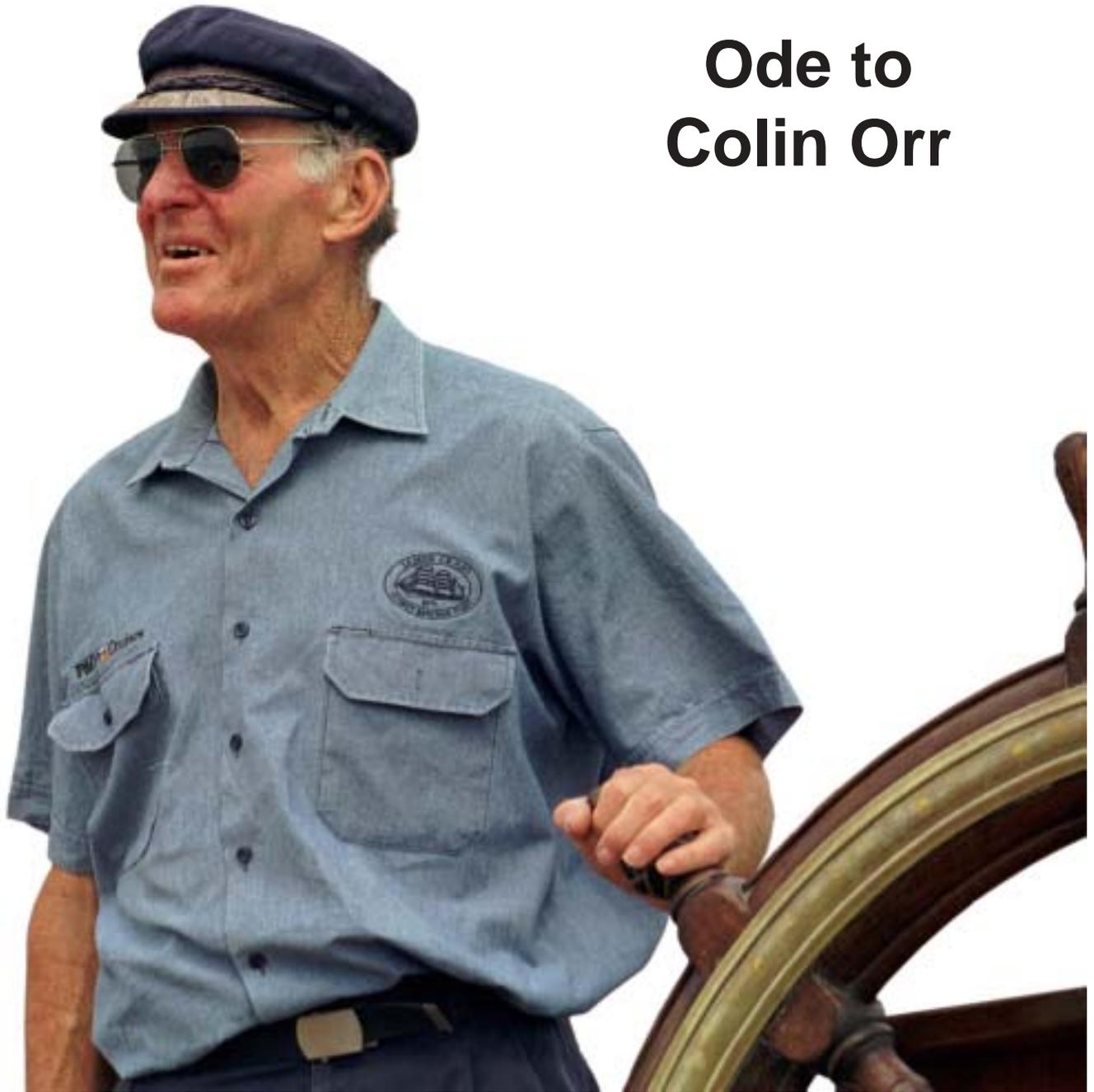
The insistence by British vessels of the Flag being saluted was partly responsible for the first Dutch War 1652-4. The real reason for the War was because England wanted to break Dutch trading monopolies and to enforce her the right to search Dutch ships for French goods.

There was a special clause in the treaty of Westminster, April 5th, 1654, that the ships of the United Provinces were to accord the salute in British Seas. The Dutch formally conceded the salute in 1673

The instructions on this subject were embedded in the King's Regulations up to the Trafalgar period, when they were somewhat modified and non-compliance was to be reported and not enforced by shot of gun. Nowadays, though there are no written regulations stating that merchant ships shall dip to the White Ensign but it is considered an act of courtesy.

When I was an Ordinary Signaller in the RAN my favourite position for entering harbour was manning the White Ensign on the quarterdeck. Whilst all the ships company were fallen in and standing at attention, I was stationed by the white ensign armed with a set of binoculars, ostensibly to check out merchant ships dipping their ensigns but checking out beaches, nurses quarters, likely pubs etc.





Ode to Colin Orr

Well it's time to go now, haul away the anchor, haul away
the anchor, it's our sailing time.
get the tops'ls on her, haul away the halyards, haul away the
halyards, it's our sailing time.
Get her on her course now, Nor' East a quarter East, Sir,
North East a quarter East.
His course is true.

Our dear Colin Orr, we'll miss you all-the-more,
Our shipmate, quartermaster, friend.
One day we'll follow you, way aloft, (but not-too-soon)
And you'll steer us in the Craig pointing high.

Feel the seas run under., haul away down channel, haul away
down channel, on the morning tide.
And when yer days are over, lend an oar for heaven, lend an
oar for heaven, it's our sailing time.
Yes, it's time to go now, keep her full and by, keep her full
and bye now, it's our sailing time.

Our dear Colin Orr, we'll miss you all-the-more,
Our shipmate, quartermaster, friend.
One day we'll follow you, way aloft, (but not-too-soon)
And you'll steer us in the Craig pointing high.

The James Craig Reeelers 22 February 2003