

Part 2: extract for editing and mark-up

[The age of sail]

CH Greyhounds of the Sea

For less than 30 years in the ^{nineteenth} century, the great clipper ships of Britain and ^{the United States} speed across the oceans making fortunes for their owners and galvanizing the public imagination. Built for speed, at the very end of the age of sail, these trim, sleek greyhounds of the ocean were loved for their beauty as much as for the excitement of the the great annual Tea races of the midⁿ nineteenth century.

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(illustration – Frederick Schiller Cozzens, 'Flying Cloud', watercolour, 1909)

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A Description

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A Origins

Until 1834, the East India Company had held a monopoly over the tea trade from China, and it sailed massive ships, called 'East Indiamen', to bring tea to London. These ships could carry ^{enormous} massive amounts of cargo, up to 1,200 tons by 1800, but they were slow. The journey ^{two} out to China and back took ^{two} full years.

□ In 1845 an American launched ^{this clipper} one of the first clipper ships, the 'Rainbow', for the tea trade. She made the journey from Canton to New York in just 102 days [#] slicing more than ^{two} weeks from the previous record. Then in 1849 American ^{two} boats gained the right to transport tea from China to London. The first to arrive, on 3rd December 1850, was the 'Oriental' [#] just 97 days after leaving Hong Kong [#], three times faster than the East India men and British merchants were horrified [#] with many thinking that British shipping was doomed now that the Americans ^{had} joined the China ^{tea} trade.

The British maritime fraternity ^{was} were not prepared to give up ^{so} quietly, however. In 1850, the first British tea clipper, 'Stornaway', was launched, and the race was on.

(map of Clipper route here?)

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The annual tea races ^{really} ~~rarely~~ took off in 1853 when new ports closer to the tea producing areas were opened up ^{at} such as Fouchow. The annual race captured the imagination of Londoners. Telegrams ~~was~~ sent *en route* kept every one posted on the progress of each ship, and crowds lined the Thames to see the final stages of the race. Vast sums were wagered on the outcome – by the ship owners, their crews and the betting folk of the city. Most famous of all the tea clipper races was the Great Tea race of 1866. For most of the journey the ten clippers which left Foochow on 28 May remained in sight of each other, but when they reached the channel Ariel and Taeping pulled away. When they entered the Thames luck took a hand ^{at} the Taeping happened to get the faster tug and docked a mere twenty minutes ahead of Ariel ^{at} 99 days after they had left China. The race was declared a dead heat and the ship owners decided to share the winners premium, and the ships crews shared their winners bonus.

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AQ8 - sp? Fouchow / Foochow

AQ9 - sp? Taeping / Taiping

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Set as break out box

~~box~~ Racing for profit ^{box head}

The Victorians believed ^{at that} the fresher the tea, the better it was, and the first tea to arrive in London each year attracted a substantial premium for the ship owner. The cargo of the winning ship could earn a premium of as much as 6d. a pound

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Two rivals – cutty sark and thermopylae

(illustration – John S. Smith painting, 'Cutty Sark racing Thermopylae')

A The Cutty Sark

On the afternoon of Monday 22 November, 1689, a beautiful little clipper ship displacing 963 tonnes was launched ^{at} from Scott and Linton's ship yard at Dumbarton, on the Clyde. She carried a name that was to become famous through out

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the world, and was destined to win a place in British hearts second only to Nelson's immortal Victory. Her name was the Cutty Sark.

□ The Cutty Sark was built for John 'Jock' Willis whose greatest wish was for her to win the annual tea race from China. Sadly ^{Cutty Sark} it only carried tea until 1877 and never beat her greatest rival The Thermopylae.

(A) The Thermopylae

The Thermopylae was an extreme clipper built in 1868 in [?] for the China tea trade. On her maiden voyage, Captained by Robert Kimball, Thermopylae ~~broke the~~ made a record crossing from Gravesend to Melbourne in 63 days and continued to record many other startling performances. In 1872, Thermopylae left Shanghai with a cargo of tea for London, in company with the Cutty Sark after racing each other for two weeks, the Cutty Sark lost her rudder after having passed the Sunda Straits. Thermopylae finally arrived in London only seven days ahead of her rival. Though the Cutty Sark made some good performances she never managed to outrun the Thermopylae.

(A) The End of an era

The decline of the great era of the clipper ships was ~~firstly~~ due to the economic crisis of 1857 and ~~secondly~~ due to the gradual introduction of the steamship. Although clippers could be much faster than early steam ships, they depended on the vagaries of the wind, while steamers could keep to a schedule. ~~In the end~~ The final blow was the opening of the Suez canal in 1869, which provided a great short cut for steamships ^{travelling} between Europe and Asia and gave them the advantage of greater efficiency. They swiftly took over the China tea trade, though these plodding workhorses never captured the public imagination as the beautiful clippers ^d have done.

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Six great ^cclippers - a table of comparison

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?	date	type & size	Origins	Notes
<u>Ariel</u>	1865	Extreme composite 59.22 metres x 10.17m	Designed by William Rennie and built by Robert Steele & Co. (Greenock) for Shaw, Lowther & Maxton of London.	Equal winner of the Great Tea Race of 1866. In late 1872, Ariel left London bound for Sydney and was not heard of again.
<u>Houqua</u>	launched 1844	first true clipper AQ15	Designed by Nat Palmer and built by Brown & Bell of New York for China merchants A.A. Low & Bro.	Named after a Chinese merchant she was dogged by ill luck during her career and Houqua disappeared at sea after leaving Yokohama in 1864.
CLIPPER SPARK	1869	composite extreme tonnes AQ17	Designed by Hercules Linton and built for 'Old White Hat' Jock Willis. AQ16	Only surviving clipper but severely damaged by fire during conservation in 2007.
<u>Rainbow</u>	1845		Designed by John W. Griffith and built by Smith & Dimon of New York for China merchants Howland & Aspinwall.	extensive criticism of ^{the} radical design caused delays in her construction, allowing rival Houqua to be launched 9 months earlier.
<u>Thermopylae</u>	1868	extreme composite clipper 948 tonnes 63.6 m x 10.8 m m x 6.27 m	Designed by Bernard Waymouth of London for George Thompson and built by Walter Hood & Co., Aberdeen.	Designed as an extreme clipper for the China tea trade.

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Part 2 continued

In the Garden Weekly

NEWSLETTER OF THE PORT ESSINGTON GARDEN CLUB AUTUMN / 2008

n/ Gardening for fun and fitness

By Carolyn Barkling-Madd

THERE'S NO NEED to pay for expensive gym membership any more. You can get all the exercise you need in your own backyard. Gardening is good for you! It doesn't just offer kilojoule burning exercise through using all the major muscle groups, it also increases flexibility and strengthens the joints.

You don't need to spend the whole day in the garden toting topsoil and digging out dead trees - just 30 minutes of moderate exercise a day is all you need to improve your health and prolong your life. Even broken into short bursts of just minutes of exercise at a time is enough, provided you reach a total of 30 minutes a day.

t/ More than just fruit and veg

A gardening work out brings more benefits than just a crop of fruit and vegetables for the table. You can:

- Shed some excess weight
- Lower your blood pressure and cholesterol levels
- Reduce your risk of heart disease and diabetes
- Prevents or slows osteoporosis
- Improve health and live longer
- Reduction in stress, because gardening offers complete distraction from other worries bothering you

Backed by research

Barbara Answorth, in an article in the *Medicine and Science in Sports and Exercise* journal (1993, pages 71-80), worked out how much exertion was needed for different kinds of garden exercise. (see the table below).

Garden Exertion table versus other

Garden Activity	Other activity	Exertion needed
Watering the yard, standing	Knitting, sewing	1.5
Seeding a lawn, applying fertilizer	walking for shopping	2.5
Trimming shrubs or trees	Moderate walking	3.5
Raking yard, planting seeds or shrubs	bicycling moderately	4.0
Weeding and cultivating garden, planting trees	cleaning, golf	4.5
Clearing land, laying turf	Softball or baseball	5.0
Mowing with a hand mower, shovellings	aerobics class, swimming	6.0

We already know how relaxing gardening is, but now Barbara Ainsworth's study proves you can replace other exercise regimes with every day gardening.

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Strawberry growing

By Rodney Barkling-Madd

Choosing the best variety for our climate is the secret to growing good berries and producing an abundant crop.

Fragaria vesca, the variety known as 'Fraises des Bois' is one of my favourites. It has white berries, so it doesn't attract the birds, which means there's no competition for the fruit! Despite the lack of red colour, it's a juicy, aromatic, delicious little berry. You'll never find this one in the supermarkets - it's far too fiddly to pick and too delicate to transport. And it likes our cool weather.

Another *Fragaria* variety that I like is 'Alinta', which was actually developed in Australia. It has lovely big berries, orange/red in colour, and very tasty. A more energetic plant, it can reach 20 centimetres in height.

A big variety to try is Cambridge Rival, which is said to have the sweetest, most intense, flavour of all the strawberries on the market today. It's also quite a vigorous plant.

All varieties will produce fruit throughout the summer and into early autumn. Like all strawberries, they like a nice rich soil, with plenty of organic matter, and regular watering, especially in windy or hot weather.

Strawberries can look lovely in special terracotta strawberry pots and will also grow well in hanging bags. See page four for our special photo feature, showing you how to plant a strawberry pots.

Once you have eaten your home-grown strawberries, you won't ever buy them in punnets again.*

Gourmet spuds.

By Pete Privet, BSc

Space for growing potatoes can be found in even the smallest vegetable garden. They don't need a lot of work, but will reward you with plentiful crops - you'll get at least ten spuds from each seed potato you plant, as well as a glorious flavor. Plant in early winter for a generous summer crop.

If you decide to grow some of the special heirloom potatoes, you will also experience a range of flavours, shapes and colours that you would never find in the shops. Try Sapphire for a surprising purple potato - just think of the look on the kids' faces when you serve purple mash with the chops! Or you might prefer to stick with an old favorite, the King Edward, first grown in 1902. It makes the best roast potatoes you will ever eat, and one nursery claims you will get a yield of nearly twelve kg or every eight seeds planted. I call that a good result.*

Kids corner

By Skye Barkling-Madd

Kids can win a special prize this year at our annual garden show. It's for growing the tallest sunflower. Will you beat the world record? The tallest sunflower ever reached 7.76 metres tall. It was grown in the Netherlands in 1986. Sometime sunflowers grow taller than a house and you need a ladder to pick them! People try to grow big flowers too - the biggest ever was grown in Canada. It measured 86 centimetres across its bright yellow face.*

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