

## The Old Ships And Their Captains

The "Oulton"  
HR. GRACE, Dec. 23—The Oulton" did good work under both Captains Keefe and Hennessey, never meeting any mishap going back and forth to Liverpool with one exception when Capt. Hennessey took a load of herring from Labrador to New York. Capt. Hennessey retired in 1878 and took up the Labrador business. His descendants are living here today. He established a fine business at Armavir where he was noted for the fine quality of the fish he shipped, unexcelled on any part of the coast for its cleanness and whiteness.

The "Oulton" was given to Capt. Layton and the writer of the article from whom we gathered these notes says that he can well imagine Mr. John Munn calling Layton into his office and telling him that he was giving him charge of the "Oulton" and that he must keep up the great record of Keefe and Hennessey. Little did he think that Capt. Layton would beat them all and would make a record for all time for sailing vessels—probably a record that was never beaten.

Layton took the "Oulton" in April 1878, and in ten months she made three voyages to Liverpool and back, and also a Sydney trip for a load of coal. The round trip was 67 days for the first and 79 days for the second and third. But Layton did better work ahead.

The next year, 1879, she left Hr. Grace on February 17th and made the trip to Liverpool in 18 days. She left on her next trip to Liverpool in May and made this trip in 15 days. In ten months of that year she made four round trips to Liverpool. Leaving Hr. Grace on January 28th 1880 she arrived at Liverpool in 18 days and got back to Hr. Grace on April 22nd. On June 1st she was again east-bound and on August 1st was home again—a trip of 60 days. The next round trip is made in 55 days, takes twenty days for a trip to Sydney and back and by January has completed four trips to Liverpool and one to Sydney, N.S.

(To be continued)

## More About The Old Ships

THE THOMAS RIDLEY  
HR. GRACE — The ship Thomas Ridley was built on Carbonear Beach in February 1852. She lasted 35 years, being lost in 1887. During that period she underwent extensive repairs twice at New Perlican by Mr. George Pittman, a shipwright well known at that time.

The Thomas Ridley was a brig full rigged and built of hardwood. She was copper fastened which would account for her durability. She was 24 feet wide and carried her width well fore and aft which gave her a wide deck. She was over 12 feet deep in her hold and had a very long, thin transom built in the old fashioned English style. On her large cutwater, she carried a figure-head featuring a man standing with a beaver hat on. This represented Mr. Thomas Ridley of the firm of Thomas Ridley & Sons. The ship was familiarly known as the Ridley.

In the year 1865, the Ridley brought that dread disease, the smallpox, from Ireland to Carbonear. She was put on the quarantine grounds and some of her crew who had died were buried on Carbonear Island. In spite of every precaution known at that time, the disease spread at Carbonear and several died of it during that winter.

The Ridley was built for the fish trade to Europe and for the sealing voyage when she could get home time enough to be fitted out. Her crew on foreign voyages was ten men all told and on her sealing voyages 80 men.

The late Capt. John Horwood who sailed for some years on the Ridley and later wrote of his voyages and of many others of the old ships has told of an eventful voyage made in 1800. We shall recount the story in our next notes.

## The Old Clippers Charles W. Oulton

HARBOUR GRACE, Dec. 29—In the nine years that Capt. Layton commanded the Charles W. Oulton, he crossed the Atlantic 20 times, once to Barbadoes, and four intermediate.

This was a record indeed.—but on the 21st August, 1867, Capt. Layton had made his last voyage. Sorrowing men carried him ashore and to his bed from which he never rose. He had made his last earthly journey.

The "Oulton" was given in command of Capt. Bill Fitzgerald. He had been mate with Capt. Layton, he held command of her for two years making good records on voyages to Barbadoes, Plymouth, Labrador etc. In June 1869, he was sent to Nova Scotia for a cargo of lumber. Two ships, the Anastasia and the Resolven had already been lost on the quest of this cargo. The "Oulton" got the lumber on board, but the treacherous fogs and currents of St. Mary's Bay dragged the ship on to the rugged rocks of Golden Bay where the captain and crew were forced ashore and the ship abandoned as a total loss. On July 10th, 1869.

## Harbour Grace History

THE OLD SHIPS "DEVIL"  
AND "SHEITAN"

Thirty or more years ago, the late H. F. Shortis told the story of two ships whose names may, by now, be forgotten, but, which were at that time of sufficient interest to be referred to in a book by the famous English writer, Basil Lubbock. These ships had the strange names of "Devil" and Sheitan" and both were employed in the Newfoundland trade in the early 1870s.

On the 17th of August, 1878, a vessel, schooner rigged, and chartered by Puntun & Munn, sailed from Harbour Grace. She is described as handsome a model as ever sailed in and out of any Newfoundland port with faultless lines, and her interior fitted out regardless of cost. Her cabin fittings were of mahogany and walnut, very artistically finished. She looked to be more of a pleasure yacht than an ordinary carrying vessel. Rigging and sails were of superior quality, her masts were of the best pitch, pine and clearly showed that they had been put into position by a master hand. She was painted all black outside, and her prow was surmounted by a life size representation of his satanic majesty, having all the attributes of that individual, even to horns, tail and hoofs.

It has been told that no refractory boy could ever be found near Munn's wharf when this vessel was in port during the night. Daytime, she attracted many to view this unusual figure head.

The Devil was registered at Preston, England, 148 tons. The captain and crew used to tell the story of how the ship got its name. It seems that when the senior partner of the shipping firm at Preston died, his vast wealth, shipping, etc., were divided among the two sons. They decided to increase the number of their square rigged ships and employed the most competent shipbuilders and artisans to do this job. No expense was spared and when the ship was ready for launching, the first dispute arose between the brothers. This was the keynote to the ship being called the "Devil" One of the owners was firm in wishing that the ship be named after his wife. The other desired another name and so the argument went until one partner said "you can call her the Devil if you like". The other brother replied "the Devil it shall be", and immediately went about putting his decision into effect.

The ship became one of ill repute, but her story will have to be told in a further column.

## "The Devil And The Sheitan"

HARBOUR GRACE—Continuing the story of the ship the "Devil" from last week:

This vessel was registered and was chartered in the fruit and other trades and eventually came to Newfoundland. A full sized representation of His Satanic Majesty as described before was placed on the prow of the ship while the name, in large gilt letters adorned the port, the starboard bow as well as the stern.

There was a strange fatality connected with the ship from the very first. No matter what captain and crew went in her, they were always in a state of intoxication, quarrelling and fighting, using knives and other implements towards each other. It is said that the captain and crew who were in Newfoundland, spent half or three fourths of their time in the lock-up and kept the constables employed in trying to preserve the peace and preventing them from knifing or shooting each other.

Even the elements rebelled against this ship. Upon one occasion during a south-west gale, she dragged her anchors and kept battering at Golden's Wharf until she presented a most pitiful sight, the stern and quarter being smashed and much other damage done. She was repaired, loaded (the crew put on board by the police) and sailed for Labrador to load fish for the European market. She sailed from Labrador and in six days and eighteen hours arrived in England from Punch Bowl and this news was telegraphed to Puntun and Munn. The story of the fast run was the topic of interest for many a day.

After the voyage, the Court of Admiralty took action and compelled the owners to alter her name and she was called the "Newsboy". She was lost sometime after awhile on a voyage from England to the Mediterranean and thus disappeared from the Merchant Marine.

The same firm built a sister ship alike in every particular except the name and the figure head. The second ship was called the "Sheitan", secondly only to the devil himself in Chinese demonology, but of the female sex. She had a figure head of a woman of very stern aspect and one who looked to be able to keep up the end of her plank in breeding mischief, dissension, etc.

This ship also was in Newfoundland on many occasions. The Sheitan, Capt. Murdoch, was 130 tons with a crew of six men and was registered at Preston, England and cleared for Labrador with goods from Puntun and Munn on August 2nd., 1869.

The sailing qualities of these two ships were wonderful and perhaps the run from Pnch Bowl to England was never equalled by any sailing vessel.