

# "THREE IN CHARGE."

A Story of the Sea.

BY W. CLARK RUSSELL.

## CHAPTER II.—Continued.

That very same day I remember—I mean that day on which the quarrel at the table happened—Mr. Wilson came on deck while Capt. Parfitt was pacing the weather-side, keeping a lookout, and with an air of aggression stared into the compass, then looked aloft, also very aggressively, and then sent his eyes around the sea line, making a motion with his head that was offensive with its suggestion of criticism. Presently, taking his stand abreast the mizzenmast to leeward, he asked the man at the wheel how the ship's head was. The fellow replied:

"Let her come to three-quarters of a point," called out Mr. Wilson. "And, Capt. Parfitt, you will be so good as to trim sail."

"Keep her as she goes!" roared Parfitt.

"You are making too much westing," exclaimed Mr. Wilson.

"Leave the deck, sir!" bawled Parfitt.

"By what chart are you sailing, I should like to know?" sneered Mr. Wilson. "Why, Hamme, man, we aren't bound to Madras."

An angry quarrel followed, a mere affray of words, indeed, but it was hard to guess at what instant the blow would come, with a long and shameful scuffle on top of it. The sailors forward stood staring aft, thoroughly enjoying the spectacle of the two men gesticulating and bawling at each other. Pres-



UP THROUGH THE HATCH CAME CAPT. PUNCH.

ently, up through the hatch came Capt. Punch, borne by a brace of sailors, who struggled up the steep companion steps with purple faces, panting and blowing, while Punch sat holding on tightly and cursing the builder of the ship for constructing a companion way that gave a man no room to turn in.

"What is it all about?" shouted the old fellow as his bearers dumped him down upon the deck.

"The ship's being headed for Madras," cried Mr. Wilson with a contemptuous laugh.

"He's a liar, and he knows he's a liar," said Parfitt.

"You're making too westerly a course to suit me," exclaimed Capt. Punch, and he ordered the man at the wheel to shift the helm by a spoke or two.

"D'ye suppose," cried Capt. Parfitt, approaching Capt. Punch close, and snorting his words into the old seaman's jolly, round, brick-red face, "that I've taken charge of this sugar-box to learn navigation from you?"

"I ain't dea' to keep your distance," responded Capt. Punch. "This sugar-box is going to get home, and I don't mean to let you put her ashore, betwixt this and the London docks, and so I tell 'ee. I've heard of navigators, you must know, whose reckoning by account has landed them by four degrees of longitude inland—same thing may happen with some folks' sextants. My course is your course, and you'll please to stick to it."

"There's not even yet southing enough," said Mr. Wilson.

"Yes, there is," cried Capt. Punch, "you don't want to teach me navigation, do 'ee?"

Capt. Parfitt rushed into the cabin and returned with a chart, which he laid open on the deck at Capt. Punch's feet. He then went down on his knees



HE THEN WENT DOWN ON HIS KNEES.

and indicated the course with a square thumb, occasionally pounding the chart with his fist until the deck echoed again, and the blows whenever Capt. Punch laughed or shook his head or uttered any observation that was distasteful to Capt. Parfitt.

I left them disputing and walked some distance forward to smoke a pipe. After a while Capt. Parfitt left the deck, taking his chart below with him, and some-what later Capt. Punch was borne into the cabin by the two sailors. When Mr. Wilson found himself alone he stepped over to the wheel, and I guessed by the twirl which the man at the helm gave the spokes that Mr. Wilson had shifted the course.

This, indeed, proved the case. Scarcely had ten minutes elapsed when Capt. Parfitt's servant arrived on deck and called out to Mr. Wilson:

"The Capt'n's orders are that the ship is to be brought to the course which she was steering when he was carried below."

"My compliments to Capt. Punch," answered Mr. Wilson, "and tell him he has given me charge of this vessel, and that I'm not going to learn navigation at my time of life from any man alive, be his name Parfitt, or be his name Punch, or be his name Judy, by thunder!"

This insolent speech reached the ears of Capt. Punch, who was below in the cabin under the skylight, which lay wide open. The roar that followed was that of a bull. It was by no means inarticulate, however. The sea words the old fellow employed were so much to the purpose that Mr. Wilson, coming to the skylight, cried down:

"It's all right, sir; it's all right, don't excite yourself," and he then audibly directed the man at the wheel to bring the ship to the course commanded by Capt. Punch.

I was astonished to find Mr. Wilson acting in opposition to Capt. Punch. He had shipped as Punch's first mate, and Punch was indisputably his chief, however Parfitt might have stood in this complicated business. But I speedily discovered that Mr. Wilson was an extraordinarily conceited and very old-fashioned man. He guessed that old Punch was no going to improve in health, and so, since Punch had made him master of the ship, he was clearly determined to remain master at all costs, in defiance even of Punch himself.

All three men had notions of their own as to the course to be steered. One was for the course to the eastward or something to the southward of the eastward. Capt. Punch had a tall-tale compass in his cabin and when he was too ill with the gout to be carried on deck he would send his servant to the man at the wheel with instructions to luff or to let her go off as it might happen. But these alterations in the direction were by no means to the liking of the other two. Capt. Parfitt was able to contrive to his own satisfaction only when the carpenter happened to have the watch, for if an order came from Punch when Capt. Parfitt or Mr. Wilson was on deck it was instantly countermanded, with the result that when the captains met in the cabin they would quarrel wildly for an hour at a time, threatening one another with the law, often clinching fists, indeed, and on more than one occasion very nearly coming to blows.

## CHAPTER III.

The frequent changing of the ship's course, together with the incessant plotting and quarreling of the three captains, and there were times when I would think that we should never double the Cape of Good Hope at all, but that, on the contrary, the three captains would quarrel themselves out of all perception of the ship's true reckoning and end either in putting the vessel ashore or in sending a boat to land on the first bit of coast they might sight to learn from the natives of the place where we were. Often, as I could observe, they differed merely to spite one another. For instance, Capt. Parfitt, on quitting the deck, would leave the ship under all plain sail, royal set and tacks boarded, but Wilson, who kept watch and with the ship's carpenter (acting in this respect as chief mate, though the moment he arrived on deck he asserted himself as captain), took command and carried out his own ideas of steering and of carrying sail and the like, without the least regard to the views and instructions of Parfitt and Punch. Wilson, in fact, was on relieving the deck after Parfitt had gone below, would look up at the sails, and then round up on the sea, as though studying the weather, then coolly sing out orders to clew up this and haul down that, taking not the least notice of Parfitt, who, on hearing the men crying out at the ropes, would rush on deck and ask Wilson what he meant by hauling up sail in the face of a high barometer, while through the skylight you might hear the voice of Capt. Punch roaring out to know what sail the ship was carrying and what that fellow, Wilson, meant by altering the course by three-quarters of a point.

Even about such a matter as side-lights, lights in the quarters, or frequent, Parfitt insisted upon exhibiting lights, saying that he was a married man, with a family of children dependent upon him, and that he was not going to be run down and drowned out of hand because Punch was a rapacious old hunk and did not do his duty as a shipmaster; while Punch, on the other hand, swore that there should be no side-lights exhibited on his ship; that he had managed to pass thirty-eight years at sea without ever having been in collision and without ever having more to show in a moment of extremity than the binnacle lamp; that oil was dear; that he was captain; and that the boatswain would not know what to do if the side-lights were shown.

It will be shown that no ship was ever more miserably uncomfortable to a passenger than the Biddy McDougal was to me. Fortunately, the sailors were a body of respectable men. They took their orders as they received them, grinning, indeed, when those words were contradictory, and sometimes g umbling pretty loudly when they were put to unnecessary work through one captain countermanding the instructions which another had given before leaving the deck. Indeed, had the crew been mutinously disposed, they might have found plenty of excuses for conduct that need not have stopped short of actual "piracy," which, to be plain, is another word for running away with a vessel.

We were to call at Capetown, and I had made up my mind, if heaven ever permitted me to cast anchor in Table Bay, to go ashore and represent the state of the ship to those who might be empowered to deal with the three captains, though I would sometimes think that it was doubtful whether there was any remedy within the reach of the authorities to apply, for it was certain that Punch was still in command of the ship, and next, that, being in command, he had a right to intrust the charge of the vessel to the chief mate while he was confined below by illness, so that despite the King's orders, Parfitt had no official representation on board, had no claim upon the obedience of Mr. Wilson, and could achieve no end by loggins him or by threatening. Indeed, Parfitt seemed to have guessed as much, for

often as he talked of "breaking" the ship, as he called Wilson, and sending him forward, I do not think that he ever attempted to do so, though repeatedly and sarcastically invited to the attempt by Capt. Punch and Wilson himself.

It came at last to pass that on a certain day we were supposed to be off the Cape of Good Hope. We were then exactly two months and three weeks out from Rangoon—that is to say, we had occupied eleven weeks in measuring the Indian and the Southern Oceans down to that part of the sea where we were supposed to be. I say supposed, not as you may conclude because the three captains, as I call them, had lost all reckoning and knew no longer where the ship was, but because the weather had been so thick for no less a period than ten days that never once was the sun, the moon or a star to be seen, and the position, therefore, of the Biddy McDougal was wholly calculated by what is termed dead reckoning.

Dead reckoning means briefly the finding out the speed of a ship through the water per hour by means of a contrivance called the reel log. When the speed is ascertained it is entered in the log book. Allowance is then made for what is called leeway, if any leeway exists, and the sum of the speed, together with the courses which may

have been steered, enables the mariner to mark down upon his chart with more or less accuracy the points of latitude or longitude at which his ship has arrived.

The three captains were agreed in their dead reckoning. They could find no cause for a quarrel in the indication of the dead log. The allowance for leeway was admitted, and the courses steered were admitted, but unhappily the three captains had been at logger-heads over the reckoning before the thick weather came on. Capt. Punch had made the ship's situation a degree or two more than Mr. Wilson found it. Wilson's longitude was several leagues hence when the day arrived which, according to Parfitt's reckoning, should show the ship to the westward of Agulhas, the arguments and quarrels were incessant, because Wilson swore that the ship's longitude was at least sixty miles east of that cape, while Punch on the other hand insisted in maintaining that the latitude was not what Wilson and Parfitt represented and that the vessel's course, therefore, required more nothing.

So matters stood on a dull, heavy, thick day, as well I remember. There was a light breeze off the port bow, and a long ocean swell was sluggishly rolling up from the southward. I do not recollect that the lead was hoisted. Every man of the three skippers was cocksure of the ship's position on his own account, but I do not say that any one of them ever once ordered a cast of the lead to be taken. There was nothing to be seen. The sea line was shrouded by vapor to within two or three miles of the vessel. Occasionally there was a rumbling of thunder in the south, but no lightning.

Thus it remained throughout the day, and throughout the day the three captains did nothing but alter one another's directions to the man at the wheel. All day long Capt. Punch was in a towering passion. He said that he knew the ship's whereabouts as surely as though Table Bay lay open before him; that Parfitt was out by leagues and Wilson utterly wrong; that both men might thank God that he was too much afflicted to occupy his proper post on deck in such damp and filthy weather, or—and here he would shake his immense gouty fist at the skylight and bawled in sending a boat to land on the first bit of coast they might sight to learn from the natives of the place where we were. Often, as I could observe, they differed merely to spite one another. For instance, Capt. Parfitt, on quitting the deck, would leave the ship under all plain sail, royal set and tacks boarded, but Wilson, who kept watch and with the ship's carpenter (acting in this respect as chief mate, though the moment he arrived on deck he asserted himself as captain), took command and carried out his own ideas of steering and of carrying sail and the like, without the least regard to the views and instructions of Parfitt and Punch. Wilson, in fact, was on relieving the deck after Parfitt had gone below, would look up at the sails, and then round up on the sea, as though studying the weather, then coolly sing out orders to clew up this and haul down that, taking not the least notice of Parfitt, who, on hearing the men crying out at the ropes, would rush on deck and ask Wilson what he meant by hauling up sail in the face of a high barometer, while through the skylight you might hear the voice of Capt. Punch roaring out to know what sail the ship was carrying and what that fellow, Wilson, meant by altering the course by three-quarters of a point.

Even about such a matter as side-lights, lights in the quarters, or frequent, Parfitt insisted upon exhibiting lights, saying that he was a married man, with a family of children dependent upon him, and that he was not going to be run down and drowned out of hand because Punch was a rapacious old hunk and did not do his duty as a shipmaster; while Punch, on the other hand, swore that there should be no side-lights exhibited on his ship; that he had managed to pass thirty-eight years at sea without ever having been in collision and without ever having more to show in a moment of extremity than the binnacle lamp; that oil was dear; that he was captain; and that the boatswain would not know what to do if the side-lights were shown.

It will be shown that no ship was ever more miserably uncomfortable to a passenger than the Biddy McDougal was to me. Fortunately, the sailors were a body of respectable men. They took their orders as they received them, grinning, indeed, when those words were contradictory, and sometimes g umbling pretty loudly when they were put to unnecessary work through one captain countermanding the instructions which another had given before leaving the deck. Indeed, had the crew been mutinously disposed, they might have found plenty of excuses for conduct that need not have stopped short of actual "piracy," which, to be plain, is another word for running away with a vessel.

We were to call at Capetown, and I had made up my mind, if heaven ever permitted me to cast anchor in Table Bay, to go ashore and represent the state of the ship to those who might be empowered to deal with the three captains, though I would sometimes think that it was doubtful whether there was any remedy within the reach of the authorities to apply, for it was certain that Punch was still in command of the ship, and next, that, being in command, he had a right to intrust the charge of the vessel to the chief mate while he was confined below by illness, so that despite the King's orders, Parfitt had no official representation on board, had no claim upon the obedience of Mr. Wilson, and could achieve no end by loggins him or by threatening. Indeed, Parfitt seemed to have guessed as much, for

often as he talked of "breaking" the ship, as he called Wilson, and sending him forward, I do not think that he ever attempted to do so, though repeatedly and sarcastically invited to the attempt by Capt. Punch and Wilson himself.

It came at last to pass that on a certain day we were supposed to be off the Cape of Good Hope. We were then exactly two months and three weeks out from Rangoon—that is to say, we had occupied eleven weeks in measuring the Indian and the Southern Oceans down to that part of the sea where we were supposed to be. I say supposed, not as you may conclude because the three captains, as I call them, had lost all reckoning and knew no longer where the ship was, but because the weather had been so thick for no less a period than ten days that never once was the sun, the moon or a star to be seen, and the position, therefore, of the Biddy McDougal was wholly calculated by what is termed dead reckoning.

Dead reckoning means briefly the finding out the speed of a ship through the water per hour by means of a contrivance called the reel log. When the speed is ascertained it is entered in the log book. Allowance is then made for what is called leeway, if any leeway exists, and the sum of the speed, together with the courses which may

have been steered, enables the mariner to mark down upon his chart with more or less accuracy the points of latitude or longitude at which his ship has arrived.

The three captains were agreed in their dead reckoning. They could find no cause for a quarrel in the indication of the dead log. The allowance for leeway was admitted, and the courses steered were admitted, but unhappily the three captains had been at logger-heads over the reckoning before the thick weather came on. Capt. Punch had made the ship's situation a degree or two more than Mr. Wilson found it. Wilson's longitude was several leagues hence when the day arrived which, according to Parfitt's reckoning, should show the ship to the westward of Agulhas, the arguments and quarrels were incessant, because Wilson swore that the ship's longitude was at least sixty miles east of that cape, while Punch on the other hand insisted in maintaining that the latitude was not what Wilson and Parfitt represented and that the vessel's course, therefore, required more nothing.

So matters stood on a dull, heavy, thick day, as well I remember. There was a light breeze off the port bow, and a long ocean swell was sluggishly rolling up from the southward. I do not recollect that the lead was hoisted. Every man of the three skippers was cocksure of the ship's position on his own account, but I do not say that any one of them ever once ordered a cast of the lead to be taken. There was nothing to be seen. The sea line was shrouded by vapor to within two or three miles of the vessel. Occasionally there was a rumbling of thunder in the south, but no lightning.

Thus it remained throughout the day, and throughout the day the three captains did nothing but alter one another's directions to the man at the wheel. All day long Capt. Punch was in a towering passion. He said that he knew the ship's whereabouts as surely as though Table Bay lay open before him; that Parfitt was out by leagues and Wilson utterly wrong; that both men might thank God that he was too much afflicted to occupy his proper post on deck in such damp and filthy weather, or—and here he would shake his immense gouty fist at the skylight and bawled in sending a boat to land on the first bit of coast they might sight to learn from the natives of the place where we were. Often, as I could observe, they differed merely to spite one another. For instance, Capt. Parfitt, on quitting the deck, would leave the ship under all plain sail, royal set and tacks boarded, but Wilson, who kept watch and with the ship's carpenter (acting in this respect as chief mate, though the moment he arrived on deck he asserted himself as captain), took command and carried out his own ideas of steering and of carrying sail and the like, without the least regard to the views and instructions of Parfitt and Punch. Wilson, in fact, was on relieving the deck after Parfitt had gone below, would look up at the sails, and then round up on the sea, as though studying the weather, then coolly sing out orders to clew up this and haul down that, taking not the least notice of Parfitt, who, on hearing the men crying out at the ropes, would rush on deck and ask Wilson what he meant by hauling up sail in the face of a high barometer, while through the skylight you might hear the voice of Capt. Punch roaring out to know what sail the ship was carrying and what that fellow, Wilson, meant by altering the course by three-quarters of a point.

Even about such a matter as side-lights, lights in the quarters, or frequent, Parfitt insisted upon exhibiting lights, saying that he was a married man, with a family of children dependent upon him, and that he was not going to be run down and drowned out of hand because Punch was a rapacious old hunk and did not do his duty as a shipmaster; while Punch, on the other hand, swore that there should be no side-lights exhibited on his ship; that he had managed to pass thirty-eight years at sea without ever having been in collision and without ever having more to show in a moment of extremity than the binnacle lamp; that oil was dear; that he was captain; and that the boatswain would not know what to do if the side-lights were shown.

It will be shown that no ship was ever more miserably uncomfortable to a passenger than the Biddy McDougal was to me. Fortunately, the sailors were a body of respectable men. They took their orders as they received them, grinning, indeed, when those words were contradictory, and sometimes g umbling pretty loudly when they were put to unnecessary work through one captain countermanding the instructions which another had given before leaving the deck. Indeed, had the crew been mutinously disposed, they might have found plenty of excuses for conduct that need not have stopped short of actual "piracy," which, to be plain, is another word for running away with a vessel.

We were to call at Capetown, and I had made up my mind, if heaven ever permitted me to cast anchor in Table Bay, to go ashore and represent the state of the ship to those who might be empowered to deal with the three captains, though I would sometimes think that it was doubtful whether there was any remedy within the reach of the authorities to apply, for it was certain that Punch was still in command of the ship, and next, that, being in command, he had a right to intrust the charge of the vessel to the chief mate while he was confined below by illness, so that despite the King's orders, Parfitt had no official representation on board, had no claim upon the obedience of Mr. Wilson, and could achieve no end by loggins him or by threatening. Indeed, Parfitt seemed to have guessed as much, for

often as he talked of "breaking" the ship, as he called Wilson, and sending him forward, I do not think that he ever attempted to do so, though repeatedly and sarcastically invited to the attempt by Capt. Punch and Wilson himself.

It came at last to pass that on a certain day we were supposed to be off the Cape of Good Hope. We were then exactly two months and three weeks out from Rangoon—that is to say, we had occupied eleven weeks in measuring the Indian and the Southern Oceans down to that part of the sea where we were supposed to be. I say supposed, not as you may conclude because the three captains, as I call them, had lost all reckoning and knew no longer where the ship was, but because the weather had been so thick for no less a period than ten days that never once was the sun, the moon or a star to be seen, and the position, therefore, of the Biddy McDougal was wholly calculated by what is termed dead reckoning.

Dead reckoning means briefly the finding out the speed of a ship through the water per hour by means of a contrivance called the reel log. When the speed is ascertained it is entered in the log book. Allowance is then made for what is called leeway, if any leeway exists, and the sum of the speed, together with the courses which may

have been steered, enables the mariner to mark down upon his chart with more or less accuracy the points of latitude or longitude at which his ship has arrived.

The three captains were agreed in their dead reckoning. They could find no cause for a quarrel in the indication of the dead log. The allowance for leeway was admitted, and the courses steered were admitted, but unhappily the three captains had been at logger-heads over the reckoning before the thick weather came on. Capt. Punch had made the ship's situation a degree or two more than Mr. Wilson found it. Wilson's longitude was several leagues hence when the day arrived which, according to Parfitt's reckoning, should show the ship to the westward of Agulhas, the arguments and quarrels were incessant, because Wilson swore that the ship's longitude was at least sixty miles east of that cape, while Punch on the other hand insisted in maintaining that the latitude was not what Wilson and Parfitt represented and that the vessel's course, therefore, required more nothing.

So matters stood on a dull, heavy, thick day, as well I remember. There was a light breeze off the port bow, and a long ocean swell was sluggishly rolling up from the southward. I do not recollect that the lead was hoisted. Every man of the three skippers was cocksure of the ship's position on his own account, but I do not say that any one of them ever once ordered a cast of the lead to be taken. There was nothing to be seen. The sea line was shrouded by vapor to within two or three miles of the vessel. Occasionally there was a rumbling of thunder in the south, but no lightning.

Thus it remained throughout the day, and throughout the day the three captains did nothing but alter one another's directions to the man at the wheel. All day long Capt. Punch was in a towering passion. He said that he knew the ship's whereabouts as surely as though Table Bay lay open before him; that Parfitt was out by leagues and Wilson utterly wrong; that both men might thank God that he was too much afflicted to occupy his proper post on deck in such damp and filthy weather, or—and here he would shake his immense gouty fist at the skylight and bawled in sending a boat to land on the first bit of coast they might sight to learn from the natives of the place where we were. Often, as I could observe, they differed merely to spite one another. For instance, Capt. Parfitt, on quitting the deck, would leave the ship under all plain sail, royal set and tacks boarded, but Wilson, who kept watch and with the ship's carpenter (acting in this respect as chief mate, though the moment he arrived on deck he asserted himself as captain), took command and carried out his own ideas of steering and of carrying sail and the like, without the least regard to the views and instructions of Parfitt and Punch. Wilson, in fact, was on relieving the deck after Parfitt had gone below, would look up at the sails, and then round up on the sea, as though studying the weather, then coolly sing out orders to clew up this and haul down that, taking not the least notice of Parfitt, who, on hearing the men crying out at the ropes, would rush on deck and ask Wilson what he meant by hauling up sail in the face of a high barometer, while through the skylight you might hear the voice of Capt. Punch roaring out to know what sail the ship was carrying and what that fellow, Wilson, meant by altering the course by three-quarters of a point.

attributed to Parfitt's ignorance as a mariner. So far as passengers are concerned, perhaps there is no great matter of a moral to be gathered from this brief narrative; yet, even in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell me that among his passengers he does not occasionally meet with a nautical man, sometimes a yachtman and sometimes a naval officer—who has the highest possible opinion of his own judgment and who will lose no opportunity of giving his opinion and vexing the soul of the legitimate skipper by impertinent criticism, by offers of help and by downright counsel. Intending passengers who are going to sea in these advanced seafaring times ships may be found at sea with more than one commander, though one only has any claim to the title. Will any shipmaster tell