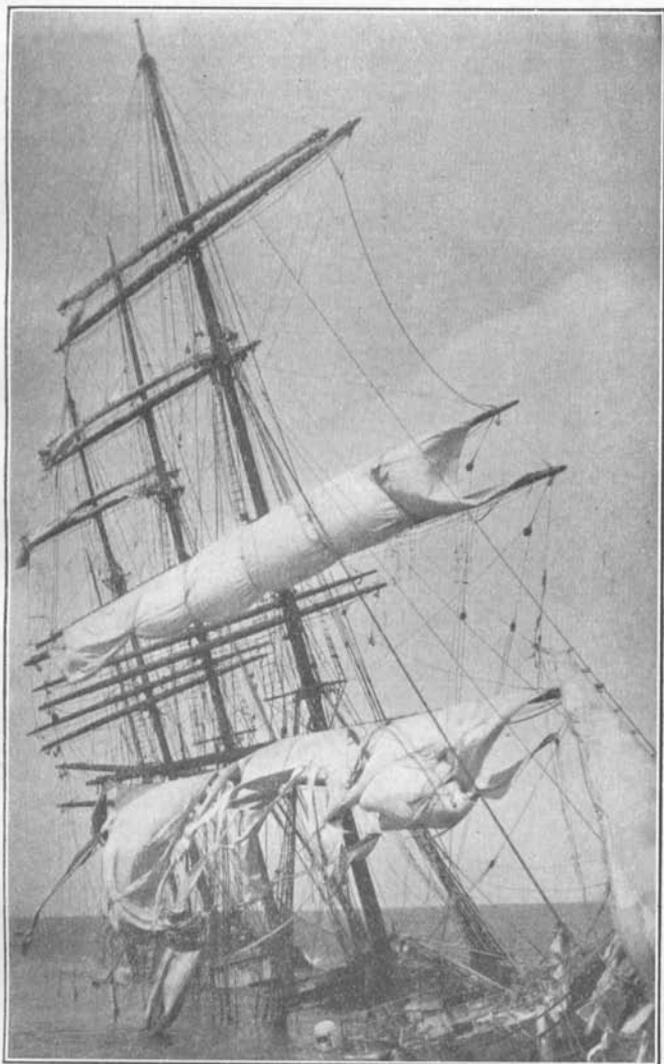


# Sea Breezes

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A pathetic picture of the *Colonial Empire*, ashore  
on the Thunderbolt Reef, Algoa Bay,  
South Africa.

Photo lent by Mr. F. W. Cooper.

# The *Lennie* Mutiny

The following is an interesting account submitted by Mr. L. O'Toole, in reply to a query in the September issue.-Ed.

The *Lennie* was a full-rigged ship of 950 tons, registered at Yarmouth, Nova Scotia. In October, 1875, she left Antwerp for New Orleans with a motley crowd in her fore-castle. This comprised four Greeks, three Turks, an Austrian, a Dane, an Englishman, a Belgian steward (the hero of the piece, named Van Hoydonck), and a Dutch cabin boy, Henri Trousselot. The after-guard comprised Capt. Hatfield, of Liverpool (I believe, a Canadian), an Irish Mate, J. Wortley, and the Second Mate a Scotchman named Richard Macdonald. As might be expected, there was trouble from the start. At the trial, the crew alleged brutality, but the Steward, in the traditional manner of stewards, said they were very well treated. Certain it is that the treatment was not excessively brutal, and with such a crowd forward, discipline would have to be stiff.

Sprang at the Captain and stabbed him.

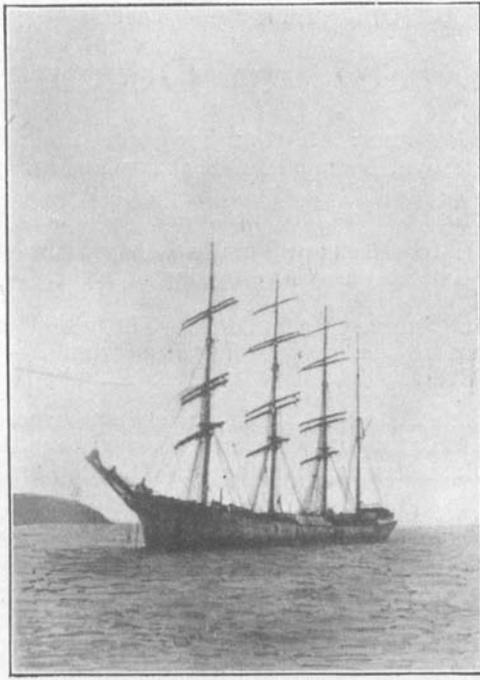
The trouble came to a head in the Bay of Biscay whilst all hands were tacking ship. The Mate was on the fore-castle tending the headsails, whilst the "old man" was aft with the Turks and Greeks. In slacking away the braces, one of the Greeks bungled, and on being sworn at sprang at the Captain and stabbed him. The Second Mate went to the rescue, but he, too, was murdered. The mutineers then went forward after the Mate, who took refuge on the foreyard. From there he was shot down and finished off on deck. The mutineers knew nothing about navigation, so they spared the Steward, with the result shown in the following extract, taken from the *Graphic* of March 11th, 1876 :-

"The *Lennie* mutineers were examined at Bow Street, on Saturday last, when Van Hoydonck, the Steward, told how on awakening early on the 31st October, he heard a row on deck, and the Captain calling out in a choking voice as if his throat was cut. Five shots were then fired, and after some running about on deck, as if in pursuit of someone, the eleven mutineers came down to the cabin and coolly announced that they 'had finished.' The ship was then on its way to America; but the mutineers asked the Steward to navigate to Gibraltar, whence they intended to go to Greece scuttle the ship, and land in her boats with any portable valuables they could find.

Defied the remaining five.

"Hoydonck, however, steered for the British Channel, but the mutineers, though knowing nothing of navigation, suspected they were not going where they wished, and sent him below. They were, however, soon glad to place the ship again in his hands, and in about a week they anchored in Ile de Ré, off the French coast, and Hoydonck, assisted by the boy, wrote some notes in French and English asking for police aid, and threw them overboard enclosed in bottles. One of these papers had been picked up, and was read in Court. After lying at anchor some days, six of the mutineers went on shore, and soon after they had landed a gunboat came out in answer to distress signals hoisted by Hoydonck, who, armed with a revolver, defied the remaining five. The rest was easy, the five murderers were at once arrested, and the use of the telegraph led to the capture of the other six the same night."

The trial resulted in three Greeks and a Turk being sentenced to death. Van Hoydonck was rewarded with £50, and at Antwerp received the Knight



The *North Star*, of London, at one time commanded by the father of Mr. Victor Jones whose Notes appear on **page** 116.

of the Order of Leopold, whilst the lad received the Civic Cross of the Second Class.

I rather fancy Mr. Hands has confused the *Lennie* mutiny with that of the *Caswell*, a Scottish barque. She sailed from Glasgow in the autumn of '75 with a Scottish and English crew. At Buenos Ayres some men were discharged, and three Greeks and two Maltese shipped in their place. The *Caswell* then went to Valparaiso, whence she started home on New Year's Day, 1876. Four days out, one of the Greeks, on being admonished by the Captain, sprang upon him and stabbed him to death. The other Greeks and Maltese joined in and murdered the First and Second Mates and the Steward. The rest of the crew were then forced to swear allegiance to the mutineers, and the ship proceeded. Off the Rio Plate, the Maltese took the longboat and left the ship, and after two days there was a struggle and the mutineers were overcome. The ship was navigated home by James Carrick, an A.B., who had never been out of the forecabin. During the voyage two of the Greeks died of their wounds, but the other, Christopher Baumbo, was convicted at Queenstown.

Whilst the vessel was at Bristol, people were allowed aboard at sixpence a time, the funds going to the murdered men's relatives. Immense crowds went aboard (more than a thousand the first afternoon), but when it was found people were cutting up the woodwork for mementoes, the ship was closed. I wonder if any Bristol *Sea Breezes* have one of these gory relics? It would be interesting, too, to know the end of these notorious ships.



N.B.- In justice to the memory of Capt. Henley Hatfield, I am asked to state that he was not a bully, but a very kind-hearted man.-En.