

Taranaki

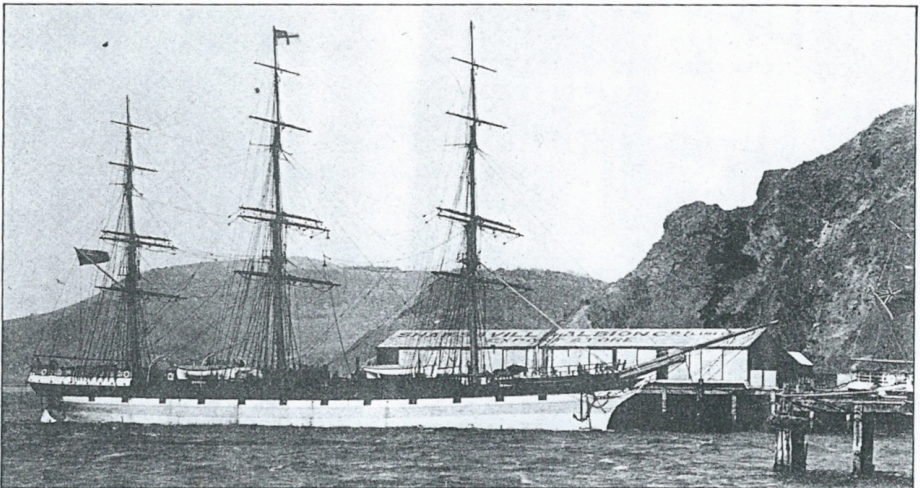


A Clipper

From The Young Officers Scrap & Reference Book of F L Moth

January 1888

Launched in January 1877
Gross Tonnage 1,199
Net tonnage 1,126
Length 228 feet 2 inches
Breadth 35 feet 2 inches
Depth 20 feet 9 inches
Poop 41 feet long and fo'c'sle of 37 feet
Built by Scottish Shipbuilder Robert Duncan



The Taranaki made no less than 24 Voyages between Great Britain and New Zealand.



Her fastest was in 1879 under the command of Captain Wright. She ran from Glasgow with 326 passengers to Port Chalmers in 75 days. Her next best run under Captain Gordon was in 1888 when she ran from Gravesend to Port Chalmers in 78 days. One of her longer runs

occurred in August 82 when under Captain Gordon and adverse weather she took 106 days from East India Docks to Port Chalmers. This was one of the voyages my Father as an apprentice provides vivid details of the voyage.



List of Time on the Taranaki:-

Ship	Rank	Joined	Left	Time
HMS Worcester	Cadet	2 nd May 86	31 st July 87	1 year
SS Taranaki	App	26 th Oct 89	3 rd Jun 90	7 months 10 days
	App	8 th Aug 90	2 nd May 91	8 months 25 days
	App	22 nd June 91	20 th April 92	9 months 28 days
	App	25 th Aug 92	13 th Jun 93	9 months 19 days

All Voyages were under Captain Gordon

26th Oct 1889 Sailed from London to Dunedin.

Homeward Bound 89 Days

Returned on the 5th June 1890 in Ship Taranaki From Dunedin to Horn 21 days. Arrived at East India Dock 85 days out 89 days from BI Dock to Heads

Outward Bound 89 Days

Friday 8th Aug. 1890 sailed from East India Docks in the Taranaki On the 13th out of channel and close hauled crossed the line 42 days out passed mer of the Cape 56 days out passage 89 days. Confirmed by Port Charmers Museum (8th Aug. 1890 to 5 Nov. 1890 Gordon 89 days.)

Homeward Bound 114 Days

Jan. 9th 1891 sailed from Port Charmers. Rounded the Horn in 25 days, Experiencing very mild weather . In lat. 30°, long 20° on the 51st day out. Later end of Feb. wind very steady from N. W. close hauled 7 knots 16th March in 2° S. Lost S. E. trades. Doldrums till 20th NE Trades strong & squally. Crossed line on 18th lost Trades in 25 N. Calms & Catspaws (light breeze). Under upper top sails. Wind shifted from SW to NW 84th day out wind shifted ahead (April 4th) till April 29th. (April 20th out of stores except spuds & meat Fair wind up channel. East India Docks on May 2nd at 7:30

Outward Bound 102 Days

June 22nd 1891 Monday left East India Docks 24th Pilot left us. Head wind till July 1st. July 10th Friday .Bent fair weather sails in Lat. 37° Long 17 W. 16th to 26th light N E. Trades. In lat. 10°N on July 26th August 2nd picked up SE Trades.

4th Crossed the line 43 days out Over hauling blocks August 16th 30 S. 19 W. Wind aft Bending best sails. August 19th Passed mer of G. Made 317 miles that day August 21st going 10 Knots 22nd 12 Knots. Hove too Biggest sea August 29th Sat at 7 am Carpenter and 2nd mate (Dry) fell off Port yard arm of the main upper top sail. Matthews lost. Sept. 21st to 30th Forbes in bunk. 29th 40 S. 150 E. 180 miles off Sudies. Sept 30th Passed Snares at 3 am: Oct. 2nd Dropped anchor off the heads at 8 PM Oct. 3rd towed into bay Oct. 5th Mon. alongside wharf.

Homeward Bound 104 Days

Jan. 7th 1892 Sailed from Port Charmers. Passed mer of Horn 5th Feb. 29 days out.

25th of Feb. lat. 27 S. March 8th crossed the line NE trades, strong and squally. March 20th 16°N March 23rd bent sails lat. 25 long 46 W. 75 days out. April 1st head wind 1200 miles lizard 10th still head wind 400. Northerly wind up to Beachy Head £40 tug Docked 20th April 1892

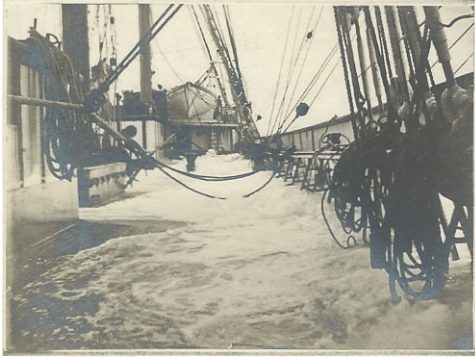
Outward Bound 106 Days

Sailed from East India Dock 25th August 1892

Captain Gordon brings with him his old chief officer, Mr. Samuel, Mr. Brody being second, and Mr. Sumner third, while Mr. Gardier still occupies his old position as chief steward. She brings some 1193 tons of cargo, 504 tons of measurement goods 589 tons deadweight and 10 tons gunpowder. We are happy to state that no casualties have occurred. One fact is worthy of mention; that after passing the Cape be Verde only one vessel was sighted. We are indebted to Captain Gordon, who with his usual courtesy supplied us with the following report of the passage;-

Left the docks on the afternoon of August 25th; proceeding to Gravesend, and after taking in gunpowder left again on the following morning, but owing to head winds anchored off Deal same day; got under weigh again on the 28th and proceeded down channel, and experienced moderate to strong W. and S. W. winds until September 1st, on which day she landed her pilot of Teignmouth, and took her final departure from Start Point on the evening of September 3rd; had variable winds and passed the Island of Madeira on September 14; met no N. E. trade winds, having but a succession of light baffling S. and S. W. winds with heavy rain until October 4th; when in Lat. 5.10 N. ,Long. 17.51 W. , she took the first of the S. E. trades, and on October 7th crossed the equator in Long. 22.14 W. The S. E. trades were only moderate , and carried her down to lat. 22.30 S. and long 23 W. They were succeeded by moderate S. E. and easterly winds to lat. 33 S., long 8 W., when N. E. and N. W. winds set in ; crossed the meridian of Greenwich on October 25th, and rounded the Cape of Good Hope

on October 30 in lat. 40 S. with a S. W. breeze the weather was being very unsettled. During her passage across the Southern Ocean she experienced very unsettled weather, with heavy squalls and occasional westerly gales attended by heavy seas, until passing the meridian of Cape Leuwin on November 19th, having great difficulty in making the



southing owing to the heavy S. and S. E. seas which prevailed. Passed the island of Tasmania on November 29th in lat. 47 S. Similar weather continued until December 2nd, when the wind chopped round from N. N. E. to S. W. with heavy thunder, and was succeeded by heavy gales with furious sleet squalls

and very heavy seas, compelling the vessel to be hove to for 30 hours, when the gale moderated and was followed by S. W. and N. W. winds with squally unsettled weather. At 6 PM on December 7th she sighted the Snares, and on the following day sighted Stewart Island. At 8 PM on that day she encountered a N E. gale with thick fog, which held un-

til the morning of the 9th when the gale moderated, and was succeeded by light westerly winds and calms, with a low barometer, and on the following day the winds did not hold in one quarter for more than a few hours, accompanied by heavy thunder and rain; early on the morning of the 11th a



light S. W. breeze set in which brought her up to the Nuggets; at 8 am ,still keeping a S. W. breeze, she sighted Cape Saunders at 4 PM , and reached the heads at 6 PM, towing into port as above . No ice or wreckage was seen across the Southern Ocean Arrived 11th December 1892. See also Report Arrival of Taranaki

Homeward Bound 61 days

Sailed from Port Chalmers 20th Feb. 1893 passed Chatham Islands 23rd Feb. 21st March, hove to for 48 hours 3rd mate washed off the end of the jib boom, next wave washed him into the back ropes. 28th March



spoke to the Matilda Ducia (barque) Lat. 56 long 75 E. On 30th March rounded Horn. Spoke the M Ducia twice more in Lat 30°S. and 20° N. In 25°N sighted a vessel which proved to be a derelict brig “Annie III Walston” Docked 20th April with £20 wages in pocket.

An Atlantic Tramp 1895

The old derelict schooner Fannie E Walston has just turned up within the line of European traffic. She has been knocking about the Atlantic without a crew for more than 3 years, has been reported over 50 times and drifted more than 10,000 miles or more.

Ship's Gig Race

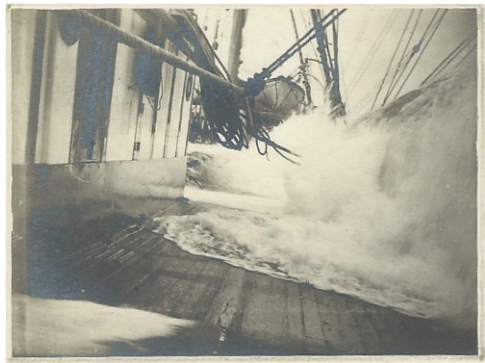
A meeting of the sailing committee of the Dunedin Regatta as held in Mr. Myers rooms last evening when it was decided to pay over the prize money to the winners on Friday evening next. It was also decided that the Boy's Dingy Race, which was postponed owing to the roughness of the water should be rowed off on Saturday next at 3 PM A letter was received from Captain Thompson, one of the Judges at the regatta stating that in the Ship's Gig races the Tarranaki crew Brophy, coxswain)were the winners and not the Waipa's crew as stated in the published reports. *Crew of apprentices F L Moth was Stroke.*



This report gives some idea of the hazards encountered at sea.

In the eight voyages here the 2nd and Carpenter fell off the Port yard arm . The mate was lost and the carpenter confined to his bunk for 10 days. during a later voyage the 3rd mate was lost.

The carrying of 10 tons of Gunpowder was another hazard in the ship which also meant that the voyage was extended as gunpowder had to be loaded separately and unloaded before the ship could proceed to port.



ARRIVAL OF TARANAKI

We welcome the arrival of the ship Taranaki from London, which was reported from Cape Saunders at 5 PM yesterday, when the Tug Plucky proceeded down to tender her, bringing her inside the heads at 7 PM under the charge of Pilot McDonald. On reaching the lower harbour she was met by the customs boat, and the answers to the usual questions relative to the health on all on board being satisfactory, she was admitted to pratique by Dr. Drysdale (health officer), boarded and cleared by Captain Gray (Customs Surveyor), continuing her course as far as the Quarantine ground, where she anchored at PM, having on board some 383 packages of gunpowder, which will be transhipped to the powder schooner Ark this morning, so that she can be towed to Dunedin. Her passage had been an exceptionally long one for this fine vessel, having occupied 94 days land to land and 114 days port to port, but when we consider that she was detained 10 days in the channel, met with exceptional stormy weather across the Southern Ocean, and 5 days have lapsed from the Snares to the heads, she has not done amiss, and we congratulate Captain Gordon and his officers on the excellent condition the vessel comes into port

