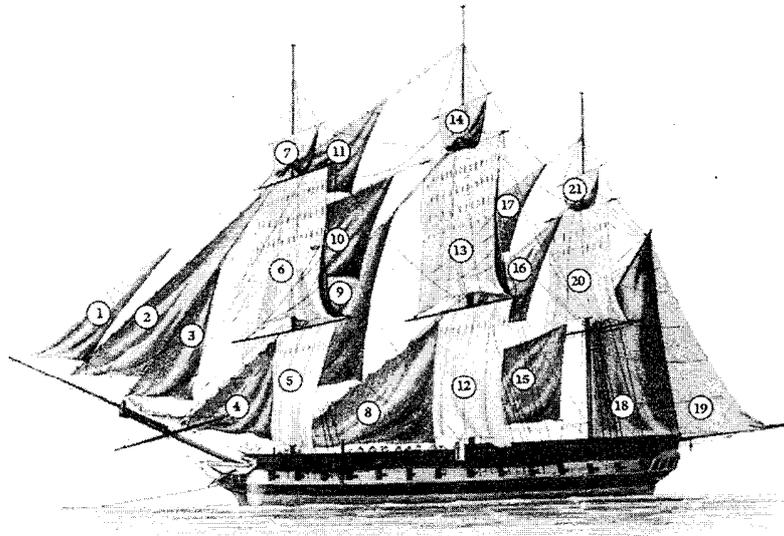


Voyage of the 'London'

Sailed from Gravesend, England, 2 January 1842 and arrived at Wellington, New Zealand, 1 May 1842

The "LONDON" was a barque of 700 tons. A barque was a vessel with three or more masts, all of them fully square rigged except for the after mast, which was fore-and-aft rigged with a boom. Note the mizzen sail and boom (18 & 19) below. Note: In contrast to a barque, a 'ship' was square rigged on all masts. The "London" was commanded by Captain Thomas Atwood. His wife Susannah accompanied him on the voyage. The Surgeon Superintendent was W. M. Turnbull M.D. The ship was initially due to sail, reputedly on her second voyage, in November under the command of Captain Gibson, but was held up and there was a change of captains. There were seven cabin passengers, sixteen intermediate passengers and some 280 steerage passengers whose fares of 20 pounds each were paid by the New Zealand Company.



The sails of a square-rigged ship, hung out to dry in a calm.

- | | |
|-----------------------------|-------------------------------|
| 1 Flying jib | 12 Mainsail, or course |
| 2 Jib | 13 Maintopsail |
| 3 Fore topmast staysail | 14 Main topgallant |
| 4 Fore staysail | 15 Mizzen staysail |
| 5 Foresail, or course | 16 Mizzen topmast staysail |
| 6 Fore topsail | 17 Mizzen topgallant staysail |
| 7 Fore topgallant | 18 Mizzen sail |
| 8 Mainstaysail | 19 Spanker |
| 9 Main topmast staysail | 20 Mizzen topsail |
| 10 Middle staysail | 21 Mizzen topgallant |
| 11 Main topgallant staysail | |

Illustration source: Serres, Liber Nauticus.

Courtesy of The Science and Technology Research Center,
The New York Public Library, Astor, Lenox, and Tilden Foundation

The passenger list names 55 married couples, 14 single men, 13 single women, 24 children under fourteen and 15 under seven. During the voyage there were at least 20 deaths, 1 being a crewman lost overboard, 15 of them were children, (one was the twelve-month-old Edwin Chamberlain on 5th February.) Two births took place during the voyage (the second was twins who also died the same day) and a third the day after arriving in Wellington. One of the steerage passengers was William Jenkins who was a Wesleyan minister. He also acted as official Government Interpreter. In 1863 he conducted a party of fourteen Maoris to England to be presented to Queen Victoria. He had two sons (in-law), William Naylor and Thomas Hunt.

The Passenger List

(Joseph) Thomas Atwood - Captain & ship's logs – Contributor
 W. M. Turnbull M.D. - Surgeon Superintendent – Contributor

Cabin Passengers:

Susanna Atwood - Captain's wife
 Charles Empson - Kept a diary journal – Contributor
 James Kellham
 Georgenia Kellham
 Mrs William Sheppard
 Mrs Henry Torres
 Mrs Margaret Wills - First pheasants & a failed hive of bees

Intermediate Passengers:

Edward M. E. Abbott
 William Calvert
 Robert Suckling Cheeseman - 39
 Anne Cheeseman - 26
 Annie Cheeseman - 4
 Robert Suckling Cheeseman - 2
 William Dale
 Capt. Daniel Dougherty
 Sarah Dougherty & - Two unnamed children
 William Hamilton
 Mrs Emma Martin & - Two unnamed children
 Thomas Rider
 Richard Wallace

Steerage Passengers:

James A'Court - 25 Agriculture Labourer
 Catherine A'Court - 21
 William Andrews - 29 Agriculture Labourer
 Eliza Andrews - 28
 James Barb - 29 Agriculture Labourer
 Mary Barb - 26 Died at sea 17 Mar.1842,
 Chronic Dysentery
 Thomas Barb - 2 Died at sea 8 Mar.1842, Diarrhoea
 William Barb - 3 months. Died at sea
 5 Mar.1842, Diarrhoea
 William Barrett - 33 Painter & Glazier
 Mary Ann Barrett - 33
 Mary Ann Barrett - 9
 Sarah Barrett - 7
 Caroline Barrett - 6
 William Barrett - 4
 Sophia Barrett - 3
 Ellen Barrett - 3 months.
 Francis Bee - 21 Baker & Sawyer
 Ann Bee - 19
 Ellen Bee - 10 weeks
 Timothy Benton - 41 Sawyer
 Mary Benton - 44
 Eliza Benton - 16 Servant
 Frances Benton - 15 Servant
 Thomas Benton - 12
 Jonathan Bidmead - 29 Farm Labourer
 Sarah Bidmead - 27
 Caroline Bidmead - Infant
 William Bird - 19 Agriculture Labourer
 Mary Bird - 18 Injured in companionway accident
 "hysteria" – surgeon's comment.
 William Brewer - 35 Agriculture Labourer &
 Cook on board ship
 Caroline Brewer - 30
 Sarah Brewer - 13
 William Brewer - 10
 George Brewer - 4
 Henry Burling - 31 Gardener
 Mary Burling - 32
 Caroline Burling - 14 Sempstress
 Henry Burling - 10
 Rose Burling - 7
 Alfred Burling - 4
 Charles Burling - 3 Died at sea 9 Mar.1842, Marasmus
 Arthur Burling - 9 months.
 James Cattell - 38 Carpenter
 Mary Cattell - 35
 Harriett Cattell - 13

Steerage Passengers (continued):

James Cattell - 8 twin
 Caroline Cattell - 8 twin
 Eliza Cattell - 6 months.
 William Cattell - 23 Carpenter
 Elizabeth Cattell - 21
 William Henry Cattell - 6 months.
 Thomas Chamberlain - 35 Agriculture Labourer
 Susannah Chamberlain - 32
 William E. Chamberlain - 9
 Sarah Ann Chamberlain - 7
 Giles E. Chamberlain - 3
 Edwin E. Chamberlain - 8 months (actually 11 mths at sailing)
 Died at sea 5 Feb.1842, Bronchitis just after his first birthday.
 William Clarke - 11 nephew of Louiza Fitchett below
 Joseph Clarke - 9 nephew of Louiza Fitchett below
 Joseph Collier - 29 Bricklayer
 Harriett Amelia Ann Collier - 21
 John Power Collins - 39 Boot & Shoemaker
 Margaret Collins - 38
 Jeremiah Collins - 17 Boot & Shoemaker
 John Collins - 7
 Samuel Collins - 4
 Raymond Collins - 2
 Richard Conlan - 27 Farm Labourer
 Mary Conlan - 26
 Ellen Conlan - 1
 Charles Dixon - 23 Sawyer
 Mary Dixon - 22
 Sarah Dixon - 3
 David Dixon - 8 months
 Joseph Dixon - 26 Sawyer
 Mary Dixon - 26
 John Dixon - 2
 Joseph Dixon - 9 months Died at sea
 3 Jan.1842, Pneumonia
 Samuel Dockray - 28 Agriculture Labourer &
 Cook on board ship
 Hannah Dockray - 32
 Margaret Dockray - 9
 Ann Dockray - 3
 Thomas Dockray - 1
 William Eades - 33 Brick maker
 Frances Eades - 32
 Frances Eades - 9
 James Eades - 8
 Matilda Eades - 7
 John Eades - 2
 Robert Edwards - 40 Agriculture Labourer &
 Sheep shearer
 Phoebe Edwards - 36 Died at sea 24 Feb.1842, Typhus
 Giles Edwards - 16 Agriculture Labourer &
 Sheep shearer
 George Edwards - 14 Agriculture Labourer &
 Sheep shearer
 Israel Edwards - 10
 Jane Edwards - 7
 Charles Edwards - 6
 Herbert Edwards - 4
 Henry Edwards - 9 months. Died at sea
 28 Feb.1842, Diarrhoea
 George Felgate - 40
 Martha Felgate - 41
 Merinder Felgate - 19 Servant
 John Felgate - 18 Agriculture Labourer
 Benjamin Felgate - 15 Agriculture Labourer
 Louiza Felgate - 14 Servant
 Elizabeth Felgate - 10
 Maria Felgate - 7
 James Felgate - 4
 John Fitchett - 33 Painter & Glazier
 Louiza Fitchett - 32 – 2 Clarke nephews above
 Louiza Fitchett - 9
 John Fitchett - 7
 William Fitchett - 5

Steerage Passengers (continued):

Alfred Fitchett	- 3
George Fitchett	- Infant
Thomas George Florence	- 28 Bricklayer
Celia Florence	- 28
William Jabez Hall	- 35 Wheelwright & Agricultural Lab.
Maria Hall	- 33
William Hall	- 12
Joseph Hall	- 10
David Hall	- 8
John Hall	- 5
Thomas Hall	- 8 months.
William Harvey	- 53 Carpenter
Sarah Harvey	- 47
Sarah Harvey	- 22 Sempstress
Charles Harvey	- 21 Carpenter
Alfred Harvey	- 18 Carpenter
John Harvey	- 17 Carpenter
Joseph Herbert	- 27 Labourer
Sarah Herbert	- 27
Jesse Herbert	- 1
Walter Hodder	- 24 Agricultural Labourer
Emma Hodder	- 27
Elizabeth Mary Hodder	- 10 months.
William Holder	- 39 Sawyer
Martha Holder	- 36
Emma Phillis Holder	- 10
Thomas Holder	- 7
Mary Holder	- 10 months.
Edward Hollingworth	- 26 Carpenter & Joiner
Phillis Hollingworth	- 22
Benjamin Hollingworth	- 3
Joseph Hollingworth	- 1
Alexander Hurley	- 35 Baker
Ann Hurley	- 36
John Hurley	- 11
Henry Hurley	- 9
Eliza Hurley	- 7
William Hurley	- 3
Daniel Hurley	- 3 months.
John Ikin	- 36 Cabinet Maker
Jane Ikin	- 27
John Ikin	- 11 months.
John Charles James	- 40 Flax Dresser
Eliza James	- 35
Edward James	- 16
Amelia James	- 15
Ellen James	- 12
Clara James	- 9
Emma James	- 3
Louisa James	- 4 months
William Jenkins	- 28 Upholster & Cabinet
Catherine Jane Jenkins	- 22
Jane Tutin Jenkins	- 2 Died at sea 30 Mar.1842, Hydracephalis
John Wesley Jenkins	- 1 Died at sea 2 Feb.1842, Diarrhoea
Henry Jones	- 30 Agricultural Labourer
Mary Jones	- 28
Maria Jones	- 8
John Jones	- 7
Elizabeth Jones	- 3
Mary Jones	- 6 months. Died at Sea 18 Apr 1842, Marasmus
John Judd	- 24 Agriculturist, Gardener & Labourer
Selina Judd	- 24
Joseph Judd	- 5
A. Rushton Lawreston	- 20 Sempstress & Servant to Mrs Margaret Wills
Thomas Lockyer	- 39 Carpenter & Joiner
Elizabeth Lockyer	- 39
William Lockyer	- 19 Carpenter
Christopher Lockyer	- 15
Mary Ann Lockyer	- 12
Elizabeth Lockyer	- 6

Steerage Passengers (continued):

\ Diarrhoea

Eliza Ann Lockyer	- 4 months. Died at sea 16 Feb.1842,
Joseph Michael McCarthy	- 27 Shoemaker
Mary Ann McCarthy	- 22
(son) McCarthy	- Born at sea 16 Feb.1842
David Watt Marshall	- 32 Blacksmith
Jean Marshall	- 31
Alexander Marshall	- 7
Henry Marshall	- 3
Margaret Marshall	- 10 days.
William Mason	- 41 Blacksmith
Lucy Ann Mason	- 41
Lucy Ann Mason	- 16 Sempstress
William Frederick Mason	- 14
Charles Matthews	- 31 Cordwainer & Harness Maker
Elizabeth Matthews	- 27 \Diarrhoea
Edwin Matthews	- 4 months. Died at sea 25 Jan 1842,
William Nicols	- 27
Samuel Poulter	- 21 Agricultural Labourer
Mahalah Poulter	- 20
John Remington	- 21 Painter & Glazier
Rebecca Remington	- 19
Mary Ann Remington	- Born at sea 2 May 1842 day after arrival at Port Nicholson (Wellington)
Charles Rogers	- 25 Agricultural Labourer & Shepherd
Eliza Rogers	- 23
Ann Rogers	- 11 months.
Joseph Saunders	- 36 Bricklayer & Labourer
Rose Saunders	- 34
Mary Saunders	- 9
Ann Saunders	- 9 months.
William Saunders	- 20 Gardener
Maria Saunders	- 20
James Scott	- 36 Bricklayer & Plasterer
Catherine Scott	- 22
James Short	- 31 Agricultural Labourer
Charlotte Short	- 31
Reuben Short	- 9
Job Short	- 7
Elijah Short	- 3
Ryan Short	- 1
Stephen Stockbridge	- 30 Gardener
Mary Stockbridge	- 29
Louise Stockbridge	- 7
Caroline Stockbridge	- 6
James Stockbridge	- 4
Stephen Stockbridge	- 3
William Stockbridge	- 1 Died at sea 4 Feb.1842 Bronchitis
(twins) Stockbridge	- Born & Died at sea
John Tarr	- 33 Agricultural Labourer
Elizabeth Tarr	- 27
William Tarr	- 7
Hannah Tarr	- 5
Mary Ann Tarr	- 6 months.
John Tattle	- 37 Blacksmith & Brazier
Ann Tattle	- 35
Lavinia Tattle	- 17 Servant
Charles Tattle	- 10
Eliza Tattle	- 6
John Webber Tattle	- 5
Ann Elizabeth Tattle	- 2
Joseph Taylor	- 30 Gardener
Elizabeth Taylor	- 27
William Thomas	- 33 Carpenter
Sophia Thomas	- 33 sister to Mrs Ann Woesley
Margaret Thomas	- 10
Henry Thomas	- 2
(son) Thomas	- 10 weeks.
John Tomkins	- 38 Bricklayer
Mary Tomkins	- 37
William Tomkins	- 17 Bricklayer
Emma Tomkins	- 14 Sempstress
John Tomkins	- 12
Ann Tomkins	- 10
Maria Tomkins	- 8

Steerage Passengers (continued):

Mary Tomkins	- 3
Nathaniel Whale	- 33 Grocer – No embarkation order
Amelia White	- 27 Milliner
David Williams	- 29 Cabinet Maker

Steerage Passengers (continued):

Eliza Williams	- 25
Catherine Williams	- 2
Elizabeth Williams	- 1 Died at sea 19 Mar.1842, Bronchitis
Thomas Woesley	- 29 Agriculture Labourer
Ann Woesley	- 33 sister to Mrs Sofia Thomas

<http://freepages.genealogy.rootsweb.com/~ourstuff/London42.htm>

A Journal Record of The 1842 Voyage

This record is compiled from the journal and official logbooks of Captain Atwood, the journal of Doctor Turnbull, and a detailed diary kept by cabin passenger Charles Empson.

Saturday 1st January 1842

Passengers came on board the ship at Gravesend at 5pm.

Sunday 2nd Jan.

Captain Joseph Atwood came on board at noon. The ship weighed anchor at 1pm and proceeded to leave the port of Gravesend in the charge of a steamer. The winds were variable, it was a very cold day. By 5.30pm the weather was getting thick. The ship lay off Chapman Head for the night.

Monday 3rd Jan.

At 7am the ship weighed anchor and proceeded still in charge of the steamer. Crossed the flats at 3pm. And at 7.30pm rounded the North Foreland and cast off the steamer. Much sail was raised for the trip down the Channel and passengers spent their time making everything secure and clearing the decks. The weather was very cold and unpleasant. The pilot was still aboard. A child, Joseph Dixon aged 9 months died of pneumonia and was buried at sea.

Tuesday 4th Jan.

There was a fresh breeze blowing. The weather was fine and clear. Mr Davidson the pilot left the ship at noon. Most of the people on board were sick.

Wednesday 5th Jan.

Off the Isle of Wight. Lost sight of land this day. Efforts were being made to bring bees to New Zealand and they had to be fed. Plants were also being transported in boxes with glass tops. Some were broken and had to be repaired. The 'London' was rumoured to be 'crank' which proved to be quite true.

(In seamen's language the 'London' was considered a 'crank' or 'cranky ship'. This means that the ship had an odd, unstable character liable to be overset, or too easily careened under press of sail, as a ship when too narrow, or has not sufficient ballast to carry full sail. In layman's terms it meant that the 'London' sailed with a permanent lean to one side. The inference here is that it reflected on the way the ship was built. On the other hand it may have been caused by the way the cargo was loaded into the ship's hold, or perhaps had moved during rough weather. Extreme cases of 'crank' rendered a ship quite unstable and liable to capsise. - See entry for 24th. January)

Thursday 6th Jan.

Some people were starting to take their meals regularly. For cabin passengers breakfast was at 9am, lunch at noon, dinner at 3pm, tea at 6pm, supper at 8pm.

Friday 7th Jan.

The weather was getting warmer.

Saturday 8th Jan.

The weather had become exceedingly rough and everyone on board was very sick. The only ones to escape were the doctor (Mr Turnbull) and a cabin passenger, Charles Empson. The ladies in cabins were very ill, and had not yet appeared on deck. Charles Empson's comment from his diary was, "They are all old married people so that I am afraid we shall have a dull time of it."

Sunday 9th Jan.

The weather was fine and cloudy. The emigrants were mustered on deck for a divine service at 10am. The surgeon performed the service. There was no service for the crew.

Monday 10th Jan.

The weather was fine with light winds. The ship was travelling in a southwest direction. Charles Empson comments, "The Captain is a good sort of fellow. Mr Turnbull the doctor is a young man, rather queer, a Dutchman going with the ship to India."

Tuesday 11th Jan.

The weather deteriorated with squalls and rain.

Wednesday 12th Jan.

Gales with strong gusty winds and heavy seas. Charles Empson comments, "It is a grand though awful sight to see the ship in a gale of wind as she is just now. I was standing on the poop when she shipped a lean and I got a pretty good ducking - the doctor happened to say how much he should like to see a gale of wind the evening before, and we therefore considered it his doing and we mean to duck him."

Thursday 13th Jan.

The bad weather continued with strong gales, violent gusts of wind and heavy seas. The ship was labouring heavily and shipping great quantities of water. Dinners rolled around the decks and everything went from one side of the table to the other. The gale continued all through the night with thunder and lightning.

Friday 14th Jan.

The gale had calmed a little with only strong breezes and clear weather, but the ship kept rolling in the heavy seas. This didn't last for long and the gales returned worse than before. It was impossible to do anything on board because the sea was knocking the ship around so much. It was extremely unpleasant for everyone on board.

Saturday 15th Jan.

All the passengers were glad to see daylight. The ship had shipped great quantities of water and took a heavy lurch and stove in the lee quarter boat during the night. As the day progressed the weather became more moderate and the heaving seas calmed a little. The doctor decided he had had enough of gales.

Sunday 16th Jan.

The weather was cloudy with showers. The emigrants were not gathered for a divine service. The lady cabin passengers came on deck for the first time on the trip and were introduced to the men.

Monday 17th Jan.

Passed the island of Madeira at about 5am. It had been a lovely moonlit night. The ship was travelling at 11 knots an hour. A large ship was sighted astern - it was supposed to be the 'BUCKINGHAMSHIRE'.

Tuesday 18th Jan.

Everyone was getting their sea legs. There was not much sickness onboard now. It was getting much warmer - it was 66°F (19°C) - a big improvement on the 44°F (7°C) it had been when they left England. On Tuesday night, "We heard the New Zealanders (there were several Maoris onboard who were returning home) on the greater deck by moonlight. Some of the passengers requested that they go through their war dances - We were all amused to see them, but there is something very frightful in their screams. We intend to have them by daylight to see their expressions of countenance."

Wednesday 19th Jan.

Weather was fine.

Thursday 20th Jan.

Moderate steady breezes and fine weather. They entered the tropics having crossed the Tropic of Cancer.

Friday 21st Jan.

The ship was now 189 miles off St Antao (one of the Cape Verde Islands) and the weather was still fine and breezy.

Edwin Chamberlain's first birthday.

Saturday 22nd Jan.

The ship passed within ten miles of St Antao's north coast - no appearance of cultivation or houses on this mountainous island.

Sunday 23rd Jan.

Cloudy with a stiff breeze blowing. The captain held a divine service for crew and emigrants on the poop deck. Captain Atwood said a prayer and Mr Shepherd undertook the duties of Clerk. No sermon was read. The ship was 'very uneasy' in the fresh squally weather later in the day.

Monday 24th Jan.

The captain and passengers began getting concerned about the ship. It was lying over too far and was only doing ten knots. A Dutch ship passed the 'London', but it was felt that if the 'London' had not been so 'crank' it would have been able to catch up to them.

Tuesday 25th Jan.

Fresh winds and fine weather. Logged 219 1/2 miles. The temperature was 75°F (24°C) and the diary comment was, "I think I never saw such delightful moonlight nights in my life. In the calm it's exceedingly oppressive." The Dutch vessel which passed them the day before was the 'JAN DANIEL'. Edwin Matthews aged 4 months died from diarrhoea.

Wednesday 26th Jan. Latitude 6.0.0 North Longitude 21.15.45 West.

All sails were set. They travelled 124 1/2 miles with light breezes and fine weather. Temperature was up to 78°F (26°C). A diary comment was, "How different this is to the 26th of January in England - here we are trying to get into a cool place, and you are all crowded around the fire. And we only 24 days distant from England". There was no relief from the heat and humidity - "It is too warm to write, read, smoke or do anything at all". How much worse it must have been for the steerage passengers!

Thursday 27th Jan.

Fine weather, light steady breezes. "It is now so warm that I hardly know how to contain myself. It is still too warm to read, smoke, or do anything at all, so I shall leave this till tomorrow." Sighted a brig.

Friday 28th Jan.

The weather was still hot, fine, with light steady breezes. Temperature was 82 - 83°F (28°C). "We are now getting very near to the line where we expect to be bothered with calms and light airs. If we get well across the line we shall probably make a very quick passage." Lost sight of the brig.

Saturday 29th Jan.

Weather changed to hot and sultry with heavy rain, thunder and lightning. They travelled only 47 miles. The mizzen topmast sail was carried away at 7am. At first it was thought that lightning had struck the ship but they decided that the ship had had too much sail up. They were "caught up by the vessel pitching with too much sail on her - it being very well... I suppose we shall have another rigged in a day or two. Sighted brig, caught two sharks."

Sunday 30th Jan.

Weather changed again. Calm with light breezes. This was the worst day on the voyage for miles travelled, 23 1/2 - 25 1/2 in 24 hours. "This is the worst days work that we have done yet but we cannot expect to do much, so near the line, for vessels have sometimes been becalmed here for three weeks or a month - I hope we shall meet with some homeward bound vessel. Divine service was held on the poop deck for all aboard. It was conducted by the captain and the doctor."

Monday 31st Jan. Lat 1.11 N Long 18.11.45 W; Temp. 82°F (28°C); 38½ miles

Was a cloudy day with light winds, hot and sultry. A child this morning died, several other passengers and crew were very ill. The hot weather depressed everyone's spirits. All the bees were found dead. (The passenger list does not record any deaths for this date but does indicate that during the voyage Mrs Mary Stockbridge gave birth to twins that also died. No date is given in the passenger list for this unfortunate event and as all of the other listed deaths are accounted for, the above diary entry possibly relates to this incident.)

Tuesday 1st February 1842; Lat 16m Nth of the equator Long 19.21.45 W; Temp. 82°F; 78½ miles

Light steady breezes and fine weather in the morning. A sail was sighted. "We are now only 16 miles from the equator. Six vessels are in sight, all bound the same way as us, making for the line. It is as good as any race, in fact it appears like one. Who should get across the line first - we managed to pass one of them, an English barque, in style - saw a large ship homeward bound but she was too far from us. "Crossed the line at about 8pm and dispensed with the usual ceremonies. Extra tobacco was served out to the men on the captain and passengers account. Squally and rainy at night."

Wednesday 2nd Feb. Lat 41 miles South of the equator Long 21.22.45 W; Temp. 81°F; 130 miles

Light variable winds, cloudy weather, occasional passing squalls and rain. Several sails in sight. Charles Empson said "We have now thank goodness crossed the line and we are to have champagne for dinner which bye the bye - it is to have twice a week - nevertheless we have plenty of port, sherry and claret." John Jenkins aged 1 died from diarrhoea.

Thursday 3rd Feb. Lat 1.33 S Long 22.34.30 W; Temp. 81 F; 130 miles

Moderate and steady breezes, fine weather. Charles says, "The heat is so great that I have been obliged to have my dog clipped, which has altered his appearance from a Newfoundland to a Pointer. I hope now to get him out safe."

Friday 4th Feb. Lat 3.20 S Long 24.28.30 W; Temp. 81 F; 132½ miles

Fine weather with steady trade winds. Charles says, "There is a great deal of disease amongst the children on board – William Stockbridge aged 1 died from bronchitis, we have now lost five since leaving England."

Saturday 5th Feb. Lat 5.40 S Long 26.15.45 W; Temp. 82 F; 174½ miles

Moderate winds, fine weather. [Edwin E. Chamberlain aged 8 months](#) (*actual age 1 year & 15 days – maybe a small child for his age, or perhaps he got extra privileges or benefits with an understated age-*ijc**) [died from bronchitis](#).

Sunday 6th Feb. Lat 7.46 S Long 27.28 W; Temp. 82 F; 161 miles

Fine weather, moderate trade winds. At 10.30am the emigrants were mustered for divine service. Charles says, "I find that on this ship, the last voyage made the distance from Land's End to Wellington in 121 days. This journey is nearly the same route so we hope to do it in less time." Weather very sultry.

Monday 7th Feb. Lat 10.2 S Long 28.17.15 W; Temp. 82 F; 146½ miles

Fine weather and steady breezes in the morning. Weather deteriorated later. Squally. Ship very unsteady travelling at 7 knots. Often obliged to take in top gallant sails. Charles said, "Mr Kelham and I are employed in learning the New Zealand language - he has a grammar with him - we sometimes speak a few words with the natives who are quite delighted to find that we know a little of it - it is from what I can learn a pretty musical language and something like the Italian in sound."

Tuesday 8th Feb. Lat 12.30 S Long 28.50 W; Temp. 81 F; 169½ miles

Fresh trade winds and fine clear weather. The heat was very oppressive. It was too warm to kill sheep or pigs. "Nine of our pigs have died since leaving England."

Wednesday 9th Feb. Lat 14.49 S Long 29.16 W; Temp. 80 F; 155 miles

Charles states, "While passing under the sun we stood in our own shadows, the sun being exactly over our heads. We saw a brig a long way to the westward of us - we do not expect to meet with any vessels homeward bound, we being so far to the west."

Thursday 10th Feb. Lat 17.16 S Long 29.29.45 W; Temp. 75 F; 159½ miles

Clear weather with occasional squalls. Charles said, "With this wind the ship lies over very much indeed; so much that from the quarter boat on the weather side we can see halfway down her copper. So far we have been very fortunate in the weather."

Friday 11th Feb. Lat 19.36 S Long 29.40.15 W; Temp. 81 F; 179 miles

Moderate steady trade winds, cloudy and squally. "Capsized all the soup at dinner yesterday, but this is nothing extraordinary." ([Susannah Chamberlain's thirty-fourth birthday, and probably a sad affair after losing her young baby just six days ago.](#))

Saturday 12th Feb. Lat 22.14 S Long 29.36.15 W; Temp. 81 F; 163 miles

Clear weather with moderate steady trade winds. Occasional squalls. At 2.15am they saw the island of Trinidad (approximately 1,100kms. off the coast of South America) about 15 miles away. Ship and brig in sight. Charles said, "Had it been calm we might have gone ashore and shot plenty of pigs and goats. A ship passed it at the same time that we did, but quite close to it, which had a very pretty effect."

Sunday 13th Feb. Lat 24.12 S Long 29.13.15 W; Temp. 81 F; 136½ miles

Fine weather and moderate steady trade winds. Divine service was held on the poop deck at 10.30am for all passengers and crew. It was conducted by the captain and doctor. Charles said, "Last night we passed the Tropic of Capricorn where we left the trade winds. We are now in the variables again and westerly winds are expected. There is a two hour time difference with Greenwich, Greenwich being ahead."

Monday 14th Feb. Lat 25.56 S Long 28.10.15 W; Temp. 83 F; 167 miles

Light steady winds, fine and clear. Valentines Day – "I believe they are keeping it amongst the emigrants." They saw a sail 25 miles away to the east.

Tuesday 15th Feb. Lat 26.36 S Long 25.16 W; Temp. 81 F; 186 miles

The day started with moderate steady winds and fine weather but later became squally. A ship and schooner in sight. Charles said, "The ship early this morning was a long way ahead of us but by 3pm we managed to get up to her but they evidently did not like it for they smothered her with canvas. We exchanged signals which is done by hoisting coloured flags each having a proper number." The other ship was travelling from Liverpool to Calcutta. Mrs Lockyer's child Eliza Ann aged 4 months died from diarrhoea. Mrs Joseph McCarthy's baby son was born.

Wednesday 16th Feb. Lat 27.13 S Long 22.39 W; Temp. 81 F; 128½ miles

Started the day with a fresh steady breeze and fine weather. Later it was squally and dark with much heavy rain.

Thursday 17th Feb. Lat 26.53 S Long 21.0 W Temp. 78 F; 103½ miles

Squally weather.

Friday 18th Feb. Lat 28.9 S Long 21.52.45 W; Temp. 78 F; 111 miles

Started the day with a fresh breeze and cloudy weather. In the afternoon the sea developed a heavy head swell.

Saturday 19th Feb. Lat 29.56 S Long 22.22.45 W; Temp. 75 F; 135½ miles

Increase in breezes and squally weather.

Sunday 20th Feb. Lat 32.4 S Long 23.16.45 W; Temp. 76 F; 145½ miles

Fresh steady breezes with a heavy head swell. Divine service was held. Conducted by the Captain and the doctor.

Monday 21st Feb. Lat 32.31 S Long 21.21 W; Temp. 72 F; 143 miles

Fresh steady breezes, heavy seas. The fore topsail yard was carried away in the slings. Was sent on deck and found to be rotten. Charles said, "We had just comfortably dined when the fore topsails yard was carried away. Fortunately no one was hurt but it impeded our sailing very much, but we hope to have the other rigged tomorrow."

Tuesday 22nd Feb. Lat 34.21 S Long 18.28.15 W; Temp. 75 F; 180miles

Fresh breezes, cloudy and squally. A very unpleasant night. About 1am Captain Dougherty, an intermediate passenger, was taken ill of a paroxysm of the brain, during which he attempted to shoot himself and also to throw himself out of the porthole. Screams were heard from between the decks and Mr Dougherty was found halfway out of the stern porthole. He was in a state of undress. They got some ropes and tied his feet to a post in the cabin and after pulling on it for about an hour they succeeded in getting him back in the cabin. He was grinding his teeth and stared most awfully. He made several attempts to get away on deck so they bound him hand and foot and tied him to his bed. The doctor took a large quantity of blood from him and he became better. Charles was one of the first in the cabin and stayed till 4am. The exertion of holding Captain Dougherty down and the heat of the cabin made it necessary to leave then.

Wednesday 23rd Feb. Lat 34.30 S Long 15.56.15 W; Temp. 79 F; 141 miles

Moderate breezes, cloudy with squalls. Captain Dougherty was much better but had no recollection of his state the previous night.

Thursday 24th Feb. Lat 34.30 S Long 14.5 W; Temp. 71 F; 89 miles

Fine and calm weather. Mrs Phoebe Edwards, an emigrant aged 36, died of typhus fever at 6am leaving a husband with seven children. Her body was committed to the deep. Charles said, "There is now a great deal of disease onboard. Thank goodness we are now getting into cold weather, which I hope will have a beneficial effect amongst the emigrants."

Friday 25th Feb. Lat 36.24 S Long 9.57 W; Temp. 69 F; 226½ miles

Fresh breezes and cloudy weather. Heavy rain at midnight. A barque and brig in sight. They sighted and passed the brig within four hours. The brig did not hoist any colours, nor did the 'London'. It was usual for the smaller boat to hoist the colours first. Charles wondered if they didn't relish being beaten shamefully.

Saturday 26th Feb. Lat 36.49 S Long 7.53.45 W; Temp. 69 F; 103½ miles

Fresh steady breezes, squally, much heavy rain in the afternoon. By 6pm it was calm but by 9pm there was a heavy confused swell and the ship was pitching very heavily. There was still a great deal of illness aboard - the boatswain, carpenter, three sailors and three of the New Zealanders (Maoris) are on the sick list - one of the New Zealanders is not expected to live.

Sunday 27th Feb. Lat 36.41 S Long 7.21.30 W; Temp. 68 F; 49½ miles

Light winds, thick rainy weather followed by heavy rain and heavy confused seas. There was no divine service. They saw many albatross. They sighted and passed a Dutch vessel.

Monday 28th Feb. Lat 36.29 S Long 6.24 W Temp. 68 F; 73 miles

Fresh breezes and cloudy, drizzle. Mrs Edward's infant Henry, aged 9 months died this morning from diarrhoea. In the light winds the passengers amused themselves trying to catch albatross.

Tuesday 1st March 1842; Lat 36.18 S Long 5.7.30 W Temp. 70 F; 56½ miles

Early morning heavy rain with lightning. C. Mathews, one of the New Zealanders, died of bronchitis and was buried at sea. Charles said, "All of the New Zealanders attempted to hear the service read over the deceased and two of them

cried piteously the whole time. We are now getting on very slowly indeed. In fact we have been doing so little lately as to lay aside all hopes of making a very quick passage. We are all well, but tired of the passage.”

Wednesday 2nd Mar. Lat 37.29 S Long 2.7 W; Temp. 64 F; 167 miles

Fresh breezes, squally and humid. Charles said he caught the first and only albatross that had been taken. It measured 9 1/2 feet (2.9 metres) from wingtip to wingtip. He preserved the head and feet - the head as a curiosity and the feet he understood made good tobacco pouches. (*Giles Chamberlain's fourth birthday.*)

Thursday 3rd Mar. Lat 37.17 S Long 0.8.30 W; Temp. 70 F; 67½ miles

Light breezes, fine weather.

Friday 4th Mar. Lat 38.31 S Long 4.18 E; Temp. 67 F; 221 miles

Hazy with constant rain. During the last nineteen days, with only two exceptions, it had rained every day. Wet weather on board the ship was most unpleasant. Charles thought the rain was worse than the wind. He said that they had had a dull time of it lately.

Saturday 5th Mar. Lat 37.53 S Long 8.53.45 E; Temp. 63 F; 183½ miles

Thick rainy weather. Charles said, “We are now obliged to resort to our greatcoats against it being very cold. Still, it is much more pleasant than the weather on the line.” William Barb aged 3 months died from diarrhoea. Strong current E.N.E.

Sunday 6th Mar. Lat 37.31 S Long 11.10.45 E; Temp. 66 F; 181½ miles

Variable winds, fine then cloudy with occasional squalls. Very heavy southwest swell. No divine service. They caught seven albatross, fastened labels of parchment around their necks with the name of the ship, captain, where it was bound and their latitude and longitude, by whom it was caught and when, and then let them go again. The largest albatross had a wingspan of 10 1/2 feet (3.2 metres).

Monday 7th Mar. Lat 38.8 S Long 12.5.45 E; Temp. 67 F; 59½ miles

Cloudy with the winds shifting from all points. Heavy swells. Mr Dougherty appeared on deck today. He was much better. Several of the other invalids are restored to health again.

Tuesday 8th Mar. Lat 37.32 S Long 15.0.0 E; Temp. 70 F; 176½ miles

Steady breezes and fine weather, heavy squalls in the afternoon. 150 miles from the Cape of Good Hope. The passengers were thinking, “When we are around the Cape, two thirds of the journey will be over, thank goodness.” The Barbs remaining child, Thomas aged 2 died in the morning. Charles Burling aged 3 died at midnight from miasmas.

Wednesday 9th Mar. Lat 37.22 S Long 15.57 E; Temp. 67 F; 99 ½ miles

Steady breezes and fine with heavy gusts later on. They were all anxious to put in at the Cape but the Captain said no. They were disappointed because it was such a very long way to New Zealand.

Thursday 10th Mar. Lat 38.29 S Long 16.34 E; Temp. 70 F; 111 ½ miles

Fine clear weather, steady breezes. They saw a Dutch ship that they had seen last Sunday week.

Friday 11th Mar. Lat 39.54 S Long 20.3.15 E; Temp. 74 F; 177 ½ miles

Moderate steady winds. Heavy swells, the ship was labouring heavily. They passed the Cape of Good Hope. Charles said “We are expecting everyday to see some whales but have not yet met with any. We are generally surrounded by birds both large and small.”

Saturday 12th Mar. Lat 39.28 S Long 22.39.15 E; Temp. 72 F; 84 miles

Cloudy and calm with tremendous heavy swells. They saw about a hundred large porpoises which passed close to the ship. They attempted to harpoon some of them but without success.

Sunday 13th Mar. Lat 40.48 S Long 25.49.30 E; Temp. 65 F; 173 ½ miles

Fresh steady breezes and cloudy. By noon they were having mists. There were many porpoises about. No divine service. Drizzle, thick fog. Lightning by 8pm.

Monday 14th Mar. Lat 40.44.49 S Long 29.30.15 E; Temp. 62 F; 179 miles

Freshening breezes, hazy weather, heavy head swell. The ship was pitching heavily.

Tuesday 15th Mar. Lat 40.40 S Long 33.19.30 E; Temp. 61 - 68 F; 187 ½ miles

Steady breezes, squally, hazy. Heavy swells. Passed much whales feed.

Wednesday 16th Mar. Lat 40.48 S Long 37.50.45 E; Temp. 62 - 68 F; 207 miles

Coming to New Zealand – Revised April 2014

Strong breezes, cloudy with squalls, heavy seas. Strong winds carried away the fore topmast studding sail boom. Early morning heavy rain but later fine. The ship was labouring. They had travelled about 9,800 miles from England. They were averaging 6 miles per hour. They were 6,300 miles from New Zealand. They expected to have done 10,000 miles by tomorrow. It was thought that they would probably have travelled 17,000 miles by the time they reached New Zealand.

Thursday 17th Mar. Lat 40.46 S Long 42.0.0 E; Temp. 67 F; 194 miles

Fine weather with strong breezes developing later into fresh gales, cloudy weather. Heavy seas presenting a very magnificent experience. The ship was labouring heavily. Mary, aged 29 the wife of Joseph Barb, one of the emigrants, died during the previous night. She had been ill since she left England with chronic dysentery. Their only two children had also died on board and he is very ill. She was committed to the deep at midnight.

Friday 18th Mar. Lat 40.21 S Long 46.20.30 E; Temp. 58 - 63 F; 214 miles

Moderate gales, heavy seas, ship was labouring. At 6am the infant daughter of Eliza Williams died. Charles said, "Last night we were rather alarmed at smelling fire in the cuddy. On searching we found it to be in Mr Kelham's cabin where the bed was on fire. The whole of the burning portion was immediately thrown overboard. It was caused, it is supposed, by leaving a lucifer match on the bed. It was fortunately found out early, for had it gone on for a short time it would have set the whole poop on fire; his being the stern cabin and the wind at the time right aft, but thank God all is safe."

Saturday 19th Mar. Lat 39.55 S Long 49.21.15 E; Temp. 60 F; 126 ½ miles

Fresh steady breezes and cloudy. A heavy swell. They caught three more albatross' today. They killed them and kept the skins for the down which is very fine. Elizabeth Williams aged 1 died from bronchitis.

Sunday 20th Mar. Lat 41.1 S Long 53.52 E; Temp. 66 F; 215 ½ miles

Fresh breezes, hazy, rain. Heavy swell. No divine service. "My dog developed distemper and mange" writes Charles. He was afraid it wouldn't make it to New Zealand.

Monday 21st Mar. Lat 40.45 S Long 59.1.30 E; Temp. 58 - 65 F; 200 miles

Thick rainy weather.

Tuesday 22nd Mar. Lat 40.40 S Long 63.34.45 E; Temp. ? 186 ½ miles

Increasing breezes and squally. Heavy seas. Ship labouring badly. Charles says "I am now getting horribly tired of the passage and am equally anxious to get there. No one can form an idea how delighted I shall be to arrive. It is the same with those on board with me."

Wednesday 23rd Mar. Lat 40.45 S Long 67.34.15 E; Temp. ? 186 ½ miles

Strong breezes and squally. Heavy seas. They saw two lunar rainbows last night which were very beautiful. Charles said he believed they were only visible at sea.

Thursday 24th Mar. Lat 41.24 S Long 71.29 E Temp. ? 193 miles

Fresh gales, cloudy with rain. Charles said "this blowing weather makes the ship very uncomfortable."

Friday 25th Mar. Lat 41.9 S Long 75.31.15 E; Temp. ? 199 miles

Gales and rain. "This morning we passed the islands of St Paul and Amsterdam (in southern Indian ocean) - the former of which is particularly remarkable for its hot springs on this island - a person may have caught a fish with a hook in a pond on one side and, while on the hook, put the fish into a hot spring on the other side and cook it quite sufficient to be eaten. We passed three degrees southward of them, therefore we did not sight them," remarked Charles. It was Good Friday today - no divine service.

Saturday 26th Mar. Lat 41.23 S Long 79.50.30 E; Temp. 63 F 185 miles

Steady breeze and fine but later squally with rain.

Sunday 27th Mar. Lat 42.5.6 S Long 84.16.45 E; Temp. ? 236½ miles

Increasing breeze carried away the fore topmast studding sail yard and split the sail in two. Easter Sunday. Emigrants were mustered - no divine service. They saw four large whales today quite close to the ship. Mr Dougherty, who had been in the whaling trade told them the whales were about 80 feet long (about 24 metres). They were soon lost from sight.

Monday 28th Mar. Lat 42.19 S Long 88.18.15 E; Temp. 63 F; 177 miles

Light breezes, drizzling rain.

Tuesday 29th Mar. Lat 42.21 S Long 91.54.15 E; Temp. ? 147 miles

Coming to New Zealand - Revised April 2014

Cloudy and squally. William Graham, a seaman, went aloft at 12.40am to furl the sails but fell from the rigging into the sea. The ship was immediately rounded to, a lifebuoy was cut away and the starboard cutter was lowered with Mr Walter, third officer, and 5 men. At 1.30 the cutter returned having seen nothing of the body. In the afternoon they had heavy gusts of wind, hail, and it was very cold.

Wednesday 30th Mar. Lat 43.3 S Long 94.33 E; Temp.? 144½ miles

Strong breezes fine clear weather in the morning, squally thick drizzle later on. The wind was blowing tremendously from the southeast, only one sail was set. We are hove to - we are scarcely making any headway. Another child Jane Jenkins aged 2 died last night from hydrocephalus. "We have already a long list of deaths from the doctors report and fear the number will increase."

Thursday 31st Mar. Lat 42.28 S Long 93.47.15 E; Temp. 57 F 39½ miles

Strong gales, violent squalls, constant rain, southeast winds. They had had an unpleasant night. The water was continually running through all our cabins and there was not a dry place to stand upon in the whole ship. The poor people on board were very much alarmed and many of them were praying the whole night through. The gale broke at 6am. It had lasted 24 hours. There was another death in the crew - Mr W. Brown. He had died at 7am and was buried at sea at noon. This was the heaviest gale they had experienced.

Friday 1st April 1842; Lat 42.8 S Long 97.3.15 E; Temp.? 179 miles

Strong breezes, heavy squalls, heavy seas.

Saturday 2nd Apr. Lat 42.25 S Long 101.2.15 E Temp. 58 F; 213 miles

Fresh breezes and cloudy.

Sunday 3rd Apr. Lat 42.26 S Long 104.43.30 E; Temp. 63 F 203 miles

Thick hazy weather. Charles said, "I find that from Gravesend to New Zealand without landing is too long a time to be on board. For the last month I have lost my appetite entirely, though at the same time I am enjoying good health. I hear that some of the people below have got the ---- which combined with many other things makes us most anxious to get there."

Monday 4th Apr. Lat 42.33 S Long 108.41 E; Temp.? Miles ?

Thick hazy weather.

Tuesday 5th Apr. Lat 42.54 S Long 112.19.45 E; Temp. ? 207½ miles

Very cloudy, moderate winds. The doctor was short of medicine and wrote to the captain to ask him to put into Hobart town for a fresh supply. "I shall be very glad if he does so for it is very prettily situated and well worth seeing. It is about 8 days sailing from here and ten from New Zealand," said Charles.

Wednesday 6th Apr. Lat 43.24 S Long 115.53.45 E; Temp. 63 F 174½ miles

Slight breeze and cloudy weather.

Thursday 7th Apr. Lat 43.45 S Long 120.0.30 E; Temp. ? Miles ?

They passed some seaweed today. This was a sign that they were getting near to land. They were now only about 1800 miles from Van Dieman's Land (Tasmania).

Several bets have been made amongst the passengers regarding the 'Clifford' - they were pro and con whether the ship had arrived in New Zealand before us. She had sailed 14 days earlier than us.

Friday 8th Apr. Lat 43.36 S Long 124.43.30 E; Temp. ? Miles ?

Cloudy and drizzle. Another New Zealander has died. Two out of seven New Zealanders have died. "It is extraordinary how averse these people are to taking medicine - this was the principal cause of their deaths, for neither of them could be induced to take what the doctor prescribed."

Saturday 9th Apr. Lat 43.36 S Long 129.17.15 E; Temp. 59 F; 217 miles

Cloudy with a heavy swell from the southwest.

Sunday 10th Apr. Lat 43.15 S Long 133.27.15 E; Temp. 63 F; 178 miles

Heavy squalls, rain and hail. Heavy seas running - shipping water over all. "Last night we were sitting reading when she shipped a sea right into the cuddy - so that we were obliged to mount the table till it took its departure again. The only entertainment we have during a gale of wind is to watch the emigrants on deck with their dinners, hot water, ---- in their hands and the sea coming over upsetting 6 or 8 at a time, saving ---- when it comes into the cuddy."

Monday 11th Apr. Lat 43.43 S Long 136.58.45 E; Temp. 58 F; 170 miles

Fresh gales, violent gusts of wind, rain and hail.

Tuesday 12th Apr. Lat 44.22 S Long 140.13.30 E; Temp. 58 F; 177 miles

Squally weather, heavy seas.

Wednesday 13th Apr. Lat 43.54 S Long 144.37.30 E; Temp. 59 F; 192 miles

Cloudy, hazy and drizzling rain. "We are now only a very short distance from Van Dieman's Land - indeed if it was clear we might see it. We shall pass it in the night, but if possible sight it in the evening. Two more of the emigrants were taken gravely ill last night and one young woman broke her arm."

Thursday 14th Apr. Lat 44.38 S Long 148.21 E; Temp. ? ; 206 miles

Cloudy with a strong breeze. "I was delighted this morning when the steward came to tell me that we were in sight of land. I looked out of my porthole and saw the land in the distance (about 50 miles), with the sun just rising. I can never fancy that our passage is nearly at an end."

Friday 15th Apr.

Squally showers. The passengers were becoming excited at the thought of journey's end.

Saturday 16th Apr. Temp. 60 F; 191½ miles

Fine with moderate breezes.

Sunday 17th Apr. Temp. 64 F; 178 miles

Fine clear weather, steady breezes. Fine moonlit night, very pleasant.

Monday 18th Apr. Temp. 66 F 156½ miles

Mary Jones aged 6 months died from miasmas. No other entries.

Tuesday 19th Apr. Temp. 65 F; 170 miles

Cloudy with squalls.

Wednesday 20th Apr.

"Tomorrow we hope to sight the long looked for land of New Zealand, but should the wind continue as it is at present we shall not be able to get to Port Nicholson for a few days yet. What a delightful sight the land will be to all on board, which though is the most dangerous part of the passage should we meet with bad weather."

Thursday 21st Apr. 107½ miles

Cloudy with light winds. "Thank goodness we can now see the land of promise though we are about 60 miles from it. We can also see Cape Farewell which is the point we have to round. We unfortunately got a headwind and are now making direct for Mount Egmont which they say is visible 100 miles off in clear weather. Should the wind shift we shall be onshore at Wellington in 24 hours from this time, which I calculate would be rather pleasant."

Friday 22nd Apr. Temp. 60 F; 88½ miles

Increasing breezes, squally rain. "We have now lost sight of the land again having been obliged to run from it as the wind is blowing right through the Straits in just the opposite direction to that we want it to."

Saturday 23rd Apr.

Strong gales and rain. "I feel it now very hard that we should be knocking about here after making the land which we had been trying for, for four months past. It quite disheartens everyone onboard, but I suppose we shall get back again someday and in the meantime make the most of it."

Sunday 24th Apr. 118½ miles

Strong breezes, fine and squally. "We all felt very uneasy and exceedingly anxious last night on seeing the land so near to us and blowing a gale of wind at this time and setting us on a lee shore and knowing how crank the vessel is she could but with difficulty work off. We had but very little sail set at the time and although it was blowing so hard we were obliged to set more and either carry the masts away or work off. However she did it very well and this time I was glad to get away from the land, it being on the right. The land we saw is supposed to be Cape Egmont, near Mount Egmont. We are still going away from our destined port but surely it cannot last much longer."

Monday 25th Apr. Temp. 64 F; 70 miles

Strong gales and cloudy. Heavy seas. The ship was labouring heavily and shipping quantities of water over all. "Still going away from the point we wish to steer for and every mile we go now we shall have to make again sooner or later. No land in sight but the gale appears to be blowing itself out and abating a little. I am getting tired of so much blowing weather. I do not think we have had so hard a gale or so rough a sea since we have been out before. I sit on the poop

nearly all day watching the ship, how beautifully she goes over the seas. It is a grand sight, especially before the novelty has worn off, to see a ship a short distance off in the same gale is also very grand.”

Tuesday 26th Apr. 52½ miles

Light steady breezes, fine clear weather. Another barque is nearby. “We are still doing very badly and there is no land in sight. We have now not enough wind to take us to Wellington in a week. I am losing all patience.”

Wednesday 27th Apr. 135½ miles

Cloudy at first with later fine clear weather. They saw Mount Egmont about 90 miles away. “At last we have fallen in with the land again and got fine weather with it. We could only see the peak of Mount Egmont it being clouded over and we being so far off, but it must be an enormous height above the level of the sea judging from the view we had of it. We could only see the snowy top above the clouds, but it was a pretty sight. We hope to have a better view of it tomorrow morning - we shall be nearer.”

Thursday 28th Apr. Temp. 64 F; 110 miles

Moderate steady breezes, fine clear weather. There was land in sight on both sides of the ship. “Three native canoes passed close to us in crossing the Straits which gave us an opportunity of seeing them in their native state - they wore a blanket and that around the waist - the natives we had onboard went out to the jib boom and made a most tremendous noise which those in the canoes returned with interest and then passed on. Those we have onboard and which are by no means fine men are superior in appearance to those we have just seen - I shall soon be able to judge better of these savages as we expect to be onshore in a few hours.”

Friday 29th and Saturday 30th Apr.

At daylight they made sail and worked towards the entrance to Port Nicholson. At 2pm the ship brought up 15 fathoms abreast of Barrett's reef. Somes Island was in front, N by E. The log contains 36 hours it ends at midnight on the 30th to begin the harbour log. “We are now anchored within 7 miles of the town of Wellington and consider ourselves inside the Port. This is the first time our anchor has been let go since we left the shores of old England. We have a signal flying for a pilot but none comes yet so I suppose we must wait or perhaps fire a gun presently. There are several vessels astern which appear to be bound to and one ahead coming from Wellington. The vessel ahead turned out to be the government brig ‘Victoria’. Captain Richards lowered his boat and came aboard and told us he was bound to Nelson. He reports that we have been seen from the town but supposed to be the ‘Clifford’ which vessel left London more than a fortnight before us, so we have beaten her, which I am not sorry for as several on board have previously bet me two to one that she would be at Wellington before us. I win about five pounds by it.”

“Captain Richards told us where Nelson was and gave a very good account of it which put me in good spirits. He left immediately having a fair wind. The schooner ‘Susannah Ann’ then passed us on her way in. We told them to report us and send out a pilot, which they promised to do directly they got in but they advised us to up anchor and get in. This our captain did not fancy, so remained quiet.”

Sunday 1st May 1842

The morning began with light baffling winds and cloudy with rain. The pilot came onboard at 2am. At 4am we hoisted short and made sail with the wind from the southeast and stood in towards the harbour. At noon they anchored in Lambton Harbour in the ---- and furled the sails, with a fresh breeze from the south and thick rainy weather (120 days after leaving Gravesend). “Before the vessel was anchored a number of boats came out to us and the decks --- amongst the number was a Mr ----- who I had met before in London. I went ashore in Mr Wades whaleboat. It was blowing hard and raining heavily. We got onshore wet through. I dined at Barratt's Hotel. I was surprised to find so good a dinner and so much company - about 30 sat down. We soon got into conversation as they were all anxious to hear the news. Five other vessels arrived the same afternoon, but all small compared with our good old ship - the pride of the harbour and no mistake!”

Monday 2nd May

Born to John and Rebecca Remington a baby girl, Mary Ann, on arrival at Port Nicholson.

For anyone interested in more information and perhaps in following the lives of families and people who sailed aboard the London, check out the following resource...

“No Simple Passage”

By Jenny Robin Jones

published 2011 by Random House - ISBN 978 1 86979 510 8

This book was written about the journey of the “London” from England to Port Nicholson, New Zealand in 1842. It also follows the lives of many of her passengers after their arrival. The author, Jenny Robin Jones is a descendant of passengers mentioned above, John Remington aged 21 his wife Rebecca Remington aged 19, through their daughter, Mary Ann, born on their arrival.