

Extracted from
“The New Zealand Herald, Auckland, March 20, 1865”

Bombay, Ship, 937 tons, Sellars, from London.

Passengers-

George and Maria Marshall; John and Elizabeth Parkers; Thomas and Sarah Hardwicks; Richard, Elizabeth, William, Thomas and Julia Marsden; Andrew, Ellen, Elizabeth, Margaret and Andrew Sturgeon; Edward, Catherine and Edward Millbourne; Joseph and Jane Hall; William, Agnes and Thomas Blair; James, Ann and Jessie Robinson; Thomas, Elizabeth, Elizabeth, and Hedley Currie; Joseph and Jane Bensley; William R and Eleanor Ecob; Robert and Elizabeth Marten; Read, Sarah, Mary Ann and Frederick Wykes; Thomas, Isabella, Isabella, and Elizabeth Younger; Richard, Christina, Emmeline and Mary Tregoweth; Robert, Jane, Robert, Jane, Edwin, Robert and Mary Bulkey; Thomas, Catherine, Mary Ann and Thomas Langham; George and Esther Rooke; William, Jean, and Beautrice Cuthbert; Herbert, Sophie and Sophie Day; Mary, Henry, Henry and Charles Barns; Thomas and Jemima Edwards; Frederick, Rhoda and Sarah Piercy; William, Mary and George Reed; William, Ann, Ann and Fanny Burtimore; James, Bridget, Michael and Margaret Hennessy; George, Susan, Peter and Ann Winter; Samuel and Sarah Buttress; George, Harriet, George, William, Sarah and Augusta Wreford; John, Susan, Arthur, Charles, Tom and Emily Gillard; Andrew and Mary McSkein; Joseph, Sarah, R., Mary and J. Williams; Joseph, Emma and Catherine Wooderson; John B. and Jane Tabb; George and Jane Church; Edwin, Maria and Edwin Clark; Robert and Julia Jamieson; Henry, Susannah and Charles Cantell; John and Margaret Swinbank; William, Mary and Andrew Johnston; George Johnston; Henry, Mary and Eliza Cander; Charles, Mary, Elizabeth and James Flag; John and Jane Randell; Christopher, Esther and George Woff; Thomas and Esther Taylor; Walter, Elizabeth, Elizabeth and William Bird; Thomas, Sarah and Emily Brooke; William, Mary Ann, Elizabeth, Ellen, Arthur and Augustus Sawyer; Henry, Harriett and Harry Evans; Joseph, Coney, Joseph, George and Henry Wooton; Lake, Elizabeth, Matthew and Leah Ballard; Hugh and Margaret Thomas; John, Catherine and John Cowen; Edward and Margaret Hall; James, Elizabeth, Emma and James Evans; Joseph and Eliza Mays; Thomas, Ann, Alfred and Sarah Jones; George, Catherine and George Martin; John and Sarah Jessup; William and Ann Turpin; Alfred and Harriet Abbott; Joseph, Eliza and Harriet Harrison; Solomon, Esther and Mary Stockman; Thomas, Ann, Mary, Rose and Benedict Waring; Thomas, Ann, Ann and Mary Eaves; John and Fanny Wilkinson; Theodore, Elizabeth and Edwin Lucas; W., C., Elizabeth, William and Elizabeth Pegott; John C. and Ann Freesh; Edward and Ellen Fahy; William, Margaret, James, and William Jones; John, Harriett, Mary, and Harriet Dalbeth; William, Jessie, and Ellen Case; Edward and Ellen Allison; Leasing and John Parker; Richard Warden; Patrick Connelly; John and James Sturgeon; James Mellburn; Robert Curry; William Tregoweth; Harry and John Belkey; William Richard; Thomas Bullock; J. Webber; Frank and Matthew Wreford; John, William Gillard; John Fearnley; John Williams; Fairy Matson; Thomas Wills; Samuel Breach; Robert Wooderson; William Surnbank; Thomas, Robert Johnston; George Saunders; Hugh Mann; William Clark; Walter Patteson; W. Partridge, Thomas Jones; W.L. Charles Anderson; W. Sturgess; Thomas Perry; Charles, John and William Sawyer; Daniel Boyle; Alfred Andrews; Frederick Smith; Henry Golding; W. Vince; W. Goodfellow; Thomas Christy; Charles Wootten; David Elder; Thomas and Samuel Hall; James Connell; George McMutton; Duncan Cramb; William Comthwaite; George Parker; Charles Collings; Frederick and George Gouge; Josiah Adams; Mary and Catherine Parker; Alice and Elizabeth Marden; Mary Sturgeon; Margaret and Sarah Robinson; Sarah and Hannah Curry; Elizabeth and Sarah Wykes; Sarah Younger; Mary Nicholls; Maria Higgins; Drucilla Wreford; Jane and Mary Gellard; Julia Look; Ann Williams; Phoebe Wooderson; Elizabeth Jones; Carl Stockman; Rachel and Leah Moses; Jane Prior; Harriet Woosten; Jane, Mary, Ellen, and Rebecca Hall; Martha Higgington; Joseph Besworth; Thomas A Dudley; George Sharp;

Thomas Green; William Landen; John Hughes; John Mould; Thomas Funnell; Charles W Pearson; John, Harriet, Sarah, and James Bass; Robert and Jane Boor; Michael, Ellen, and Amelia White; John, Sarah, Margaret, and John Wilson; William and Mrs Cooper; John, Alice, Ann, and Elizabeth Donoran; Susan and Mary Howe; Mary Le Brun; Ann Ord; Matthew and Thomas Curry; Joseph and Emma Whitworth; Jacob, Jane, Henry and Rebecca Wright; Thomas, Mary and Thomas Le Brun; Emily and Jane Marshall; Alfred, Mary, Ann, Agnes and Alfred Howe; William and Amelia Jones; John H Denham. Total 386

ARRIVAL OF THE SHIP BOMBAY – DISMASTED.

Early on Saturday morning the signal was hoisted at the flagstaff denoting that a man-of-war steamer was coming in, and it was immediately concluded to be the Eclipse from the East Coast. When she showed round north head, however, it proved to be the Curagoa, with a large ship in tow dismasted full of passengers and which afterwards ran up her numbers as the Bombay. Intense excitement then prevailed amongst those who had assembled on the wharf, expecting to hear in a few minutes that some of the unfortunate passengers had been killed or drowned. When the Curagoa got abreast of Holmes's wharf the tow rope was cut, and, leaving the Bombay to come up the harbour herself the Curagoa steamed into the man-of-war offing and anchored. The Bombay also anchored shortly afterwards off Queen-street Wharf and no sooner was the cable down than the ship was visited by boat-loads of persons from the shore, who learnt that the ship had encountered the full force of the recent gales, which were felt in Auckland, and during which she lost all her masts and sails, but no person had been hurt. The Bombay, and her commander, Captain Sellars, are well and favourably known in these waters, and many of the citizens went on board to sympathise with him seeing the crippled condition in which his vessel had arrived in port.

We do not remember seeing a vessel come into port in a more distressing condition than the Bombay. She appeared to be almost a complete wreck, and it is a wonder that some of the immigrants on board numbering 400 souls, were not killed or drowned. The Bombay fell in with the gale on the 8th instant. In the evening of that day the bowsprit was carried away to the knight-heads. The fore-top mast, fore topsail-yard and fore-topgallant-royal also went with the bowsprit the same evening. Several masts and yards were sprung, and all the sails attached were blown away. The ship rolled very heavily during the night, and the cries of some of the passengers are described as being fearful. Early on the following morning the ship gave a sudden lurch and her mainmast by the board, mizen topmast and everything attached, were carried away. The mizen mast was also sprung, and the starboard boat was carried away. The passengers were greatly alarmed, and did not believe they should ever reach Auckland. Fortunately no accident of any serious nature occurred during the three days of the gale, either to the crew or passengers; and on the morning of the 11th the barque Constance went to her assistance, and towed her until she was in a position to proceed on her voyage. The Curagoa picked her up on Friday near Cape Brett, and immediately returned to port with the Bombay in tow.

The Bombay brings a full cargo of general merchandise, and four hundred passengers, most of whom are Government emigrants. She has arrived in harbour in a most cleanly and creditable manner, more especially her 'tween decks. Immediately she anchored she was boarded by the Customs' officer, who expressed himself highly pleased with the very cleanly state in which she arrived, and asking the question to the passengers, as to whether they had any complaints to make, they replied "No we have been well treated, and thank Captain Sellars for his kindness to us during the voyage."

We are indebted to Captain Sellars for the following report of the voyage, giving full particulars of the gale:-

November 23, 8 am.: Sailed from Gravesend with light westerly winds, and at 6 pm., came to anchor off the North Foreland, with strong westerly breezes and rain, Lay wind-bound under

the North Foreland until the 30th, then weighed, and proceeded with light westerly winds, and anchored in the Downs.

December 1st: Strong S.W. gales and strong sea, 2nd, more moderate and hazy weather; got under weigh, and proceeded down channel against strong breezes and gales.

December 4th: Landed the pilot off Sloanage, and again proceeded on our voyage, with strong gales and rain; on the 8th, abreast of the Lizard; exchanged signals with the ship Trevalian, bound for Calcutta; had a continuance of strong S.W. gales, with rain and hail, until the 13th, in lat 45N23, and long 9W37; then got wind from the north, and went cheerily on until the 17th, when in lat 33N10, and long 17W43., got a return of our enemy the Sou'westers. Strong gales continued until the 21st. On the 18th, sighted the islands of Madeira, bearing S.E, distance 23 miles, From the 21st to the 26th had westerly winds, moderate, ship slipping along pretty well with them. The N.E trades were moderate, and commenced in lat 18N30, long 29W19., continuing until the 31st. Got the S.E. trades, on January 3rd, 1865, in lat 17N., and long 26W10., out 39 days from Gravesend and 34 days from the Downs; had fine steady S.E trades until we sighted the island of Trinadad, on the 11th, which was passed at a distance of 10 miles; on the same afternoon signalled the British ship Moravian, from Melbourne to London, out 46 days; at 8 p.m. lost S.E. trades and had calms and squalls through out the night; from thence until reaching the meridian of Greenwich had light winds and fine weather. Hence until we reach the meridian of the Cape, had fine strong breezes, making good averages, which was reached on the 28th, making 52 days from Eddystone, and 62 from Gravesend. From thence up to 40'E, had fine smart breezes, and squally, with occasional showers of rain; and from 40'E, up to 190'E, had light westerly winds and calms, making very poor progress. Afterwards up to the meridian of Hobart Town, had fine strong breezes and fine weather the whole way, rounded Tasmania on the 27th April without sighting it. Wind light and variable, from N.W. to N.E., and back to N. until noon of the 8th March, when the wind began to freshen from the N.E., with small rain, and by 6p.m. had freshened considerably. Shortened sail to double reefs, and stowed main course, cross-jack, and spanker; at 8.20p.m. the ship was struck with a violent squall from the S.E, which carried away the bowsprit to the kings-heads, also, fore-topmast, fore-topsail-yards, topgallant royal-yards. The main-topgallant and royal masts, and upper topsail-yard were sprung, and all sails attached were blown away. After some amount of labour and difficulty got wreck cut away from the ship, fearing that some of the heavy spars might, with the mass of ironwork attached to them, chafe a hole in the side of the vessel. By midnight got clear of all the wreck of any consequence, with wind blowing very hard, with high, short, cross, and confused sea running, making ship roll heavily.

The 9th commenced with the same kind of weather, and as the day advanced the gale increased, until it was blowing with hurricane violence, with terrific gusts of wind, and blinding drift of salt water spray, the only sail set being the upper topsail, and that lowered down on top of the lower one which had already blown clean away. Early in the day the ship gave a sudden lurch in a terrific gust, carrying away the mainmast by the board also the mizen topmast, and all attached thereto, and springing the mizenmast, which for some time we despaired of saving, but succeeded at last; cross-jack blew from the gaskets, and spanker from mast. Cut away all gear as quickly as possible for the safety of the ship; and at 4p.m. the starboard quarter boat, although extra lashed, blew clear away from the after-davit, and had to be cut away to prevent doing further damage. Wind still continuing to blow as hard as ever, and ship rolling fearfully – almost a complete wreck, but still keeping remarkably light. At 8p.m., still blowing hard from the south, and veering quickly round. By 10p.m. had hauled to S.S.W. At this point the weather was brightening up and the barometer rising, which never sank lower than 29'23; still blowing hard, but gusts not so severe. Midnight, moderating; barometer at 29'50. Ship lying-to with tarpaulin in mizen rigging; all hands employed in clearing away the wreck.

10th, at 6am., Found fore-trees gone. Secured the yards with difficulty; the ship rolling heavy and straining a good deal, but neither shipping nor leaking any water of consequence. Noon, moderate and cloudy, 4p.m. got foresail bent and set. 10p.m., bent mizen topsail and set it to steady the ship. Kept her head to wind and sea as much as possible. Also had a portion of the bowsprit fast, by a warp from forward, to assist in doing same. Midnight, ship rolling and sea striking heavily under counter at times; wind falling light at S.W.

11th: A.M., light winds and showery. At daylight commenced clearing away and sending down stump of fore-topmast. Carpenter getting a jury one ready, and other spars for mainmast, with assistance from several of the passengers.

At 7.30 ship hove in sight; signalled her, when she immediately bore away for us. She proved to be the barque Constance of Auckland, and also bound for that port. Asked her to report us at Auckland, but Captain Elliott kindly offered to take us in tow until relief was at hand or the ship put in condition to proceed on our voyage, which was readily and thankfully accepted, fearing that in the disabled state of the Bombay, and a number of souls on board, if caught in another gale on the west coast of New Zealand, nothing could be done. At 10a.m. the Constance took us in tow, wind continuing light from S.W. Noon, fore course crossjack and mizen staysail set; busily employed getting our jury masts and gear ready. At 8p.m. light winds and fine weather. Midnight, calm and cloudy.

12th. - Calm and cloudy with occasional light flaws of wind from the westward until 5a.m., then got a light breeze from about W.N.W. At 9a.m., got up jury mainmast. Noon, continued light airs, and by 6p.m. got up jury fore-topmast.

Got out bowsprit, and set the following canvas:- Maintop gallant sail and royal mainmast, cross-jacks and mizen-stay sails, fore-course and jib. By midnight had fine westerly breezes, going along at the rate of seven knots. The Constance doing very well.

13th:- A.M., fine steady breezes and showery. At 2.30 A.M., our tow rope broke. Shortened sail and hauled it in. Made sail again and proceeded. Constance shortened sail and came back again at 7 A.M., but having the ship nearly in a manageable condition, did not require any further assistance in the shape of towage. Desired him to proceed on to Auckland and to report our condition to my agent, W. Grahame: so that in case of foul winds retarding our progress, they might send us the assistance of a steamer. Noon, light and fine. At 6P.M. had fore-topsail with fore topsail and lower studding sails on her.

14th:- Light air and fine clear weather. Barometer getting very high. Got all jury gear rigged and set sail.

15th:- Light winds and calm; variable till noon, at 6A.M. made Three Kings, bearing E. by W., distance 14 miles. Midnight light winds and clear weather.

16th:- Sighted North Cape at noon, S. by W., distance 11 miles. Saw a schooner in shore.

17th:- A steamer hove in sight, which proved to be H.M.s.s., Curagoa, Commodore Wiseman, bound for Melbourne. The Curagoa at once took us in tow off Cape Brett, and brought us safely into port at 11 A.M. on Saturday.

The End

Note:

The Following Passenger names are Spelt are Different in “Herald” and “Southern Daily Times” and in some cases the Family is different as well:

Herald:

Thomas and Sarah Hardwicks; Richard, Elizabeth, William, Thomas and Julia Marsden; Edward, Catherine and Edward Millbourne; William, Agnes and Thomas Blair; Thomas, Elizabeth, Elizabeth, and Hedley Currie; Joseph and Jane Bensley; William R and Eleanor Ecob; Robert and Elizabeth Marten; Read, Sarah, Mary Ann and Fredk. Wykes; Thomas, Isabella, Isabella, and Elizabeth Younger; Richard, Christina, Emmeline and Mary Tregoweth; Robert, Jane, Robert, Jane, Edwin, Robert and Mary Bulkey; ; Thomas, Catherine, Mary Ann and Thomas Langham; William, Jean, and Beaurice Cuthbert; Herbert, Sophie and Sophie Day; Frederick, Rhoda and Sarah Piercy; William, Ann, Ann and Fanny Burtimore; George, Susan, Peter and Ann Winter; Samuel and Sarah Buttress; George, Harriet, George, William, Sarah and Augusta Wreford; John, Susan, Arthur, Charles, Tom and Emily Gillard; ; Andrew and Mary McSkein; Joseph, Sarah, R., Mary and J. Williams; Henry, Susannah and Charles Cantell; Henry, Mary and Eliza Cander; John and Jane Randell; William, Mary Ann, Elizabeth, Ellen, Arthur and Augustus Sawyer; Joseph, Coney, Joseph, George and Henry Wooton; Lake, Elizabeth, Matthew and Leah Ballard; John, Catherine and John Cowen; Alfred and Harriet Abbott; Joseph, Eliza and Harriet Harrison; Thomas, Ann, Mary, Rose and Benedict Waring; W., C., Elizabeth, William and Elizabeth Pegott; Edward and Ellen Fahy; James Mellburn; J. Webber; John, William Gillard; Fairy Matson; Thomas Wills; Samuel Breach; William Surnbank; Hugh Mann; W.L. Charles Anderson; W. Vince; W. Goodfellow; ; Charles Wootten; George McMutton; William Comthwaite; Alice and Elizabeth Marden; Drucilla Wreford; Jane and Mary Gellard; Harriet Woosten; Martha Higgington; Joseph Besworth; Robert and Jane Boor; John, Alice, Ann, and Elizabeth Donoran;

(Emily and Jane Marshall; John and Elizabeth Parkers; not in the “Southern Daily Times” Passenger list.)

Southern Daily Times:

Thomas and Sarah Hardwick; Richard, Elizabeth, William, Thomas and Julia Warden; Andrew, Ellen, Elizabeth, Edward, Catherine and Edward Millburn; William, Fynes and Thomas Blair; Thomas, Elizabeth, Elizabeth Medley Curry; James and Jane Bently; William R Escott; Robert and Elizabeth Martin; Read, Sarah, Mary Ann and Frederick. Whyes; Thomas, Isabella, and Elizabeth Younge; Richard, Christina, Emmeline and Mary Tregouth; Robert, Jane, Edwin, Robert and Mary Bebkery; ; Thomas, Catherine, Mary Ann and Thomas Laughan; William, Jean, and Beautrice, Cuthbert; Herbert, Sophia and Sophia Day; Frederick, Rhodes and Sarah Pusey; William, Ann, Ann and Tommy Burtimore; George, Susan, Alfred and Ann Winter; Samuel and Sarah Ann Buttress; George, Hannah, George, William, Sarah and Augusta Wreford; John, Susan, Arthur, Charles, Tom and Emily Filbard; ; Andrew and Mary McSkim; Joseph, Sarah, Richard, Mary and James Williams; Charles, Susannah and Charles Cantell; Henry, Mary and Eliza Camden; John and Jane Randall; William, Mary Ann, Elizabeth Helen, Arthur and Augustus Sawyer; Joseph, Carry, Joseph, George and Henry Wootton; Luke, Elizabeth, Matthew and Leah Ballad; John, Catherine and John Cowan; Alfred and Harriet Harrison; Thomas, Ann, Mary Rose and Benedict Waring; W., C., Elizabeth, William and Elizabeth Peggott; Edward and Ellen Fahey; James Millburn; John Webber; John, William Fellard; Fanny Matson; Thomas Mills; Samuel Mearch; William Turnbank; Hugh Manne; W.and Charles Lenderton; William Vince; William Goodfellow; ; Charles Woollen; George Mullin; William Crinthwaite; Alice and Elizabeth Warden; Priscilla Wreford; Jane and Mary Gillard; Harriet Woollen; Martha Wiggington; Joseph Bosworth; Robert and Jane Boore; John, Alice, Ann, and Elizabeth Donovan;

(Henry, Susannah and Hannah Wooderson; not on Herald passenger list.)

Total, 397