

# In Memory of DONALD MACKINNON,

COMMANDER OF THE  
SHIP "TAEPING,"



LIEUTENANT IN THE ROYAL  
NAVAL RESERVE.

Born in the Island of Tyree, Argyleshire. Died, Aged 39, on board the S.S. "Roman," Table Bay, January 19th, 1867. Buried in Cape Town.

A BRAVE AND SKILFUL SEAMAN, HIS LIFE A SACRIFICE TO HIS GALLANTRY AND HUMANITY. A DEVOUT MAN, EXEMPLARY AS SON, HUSBAND, FATHER, AND FRIEND—LAMENTED BY ALL.

FROM THE "TIMES," LONDON, SEPT. 23RD, 1867.

The Times alluding to the *Taeping* being the first ship in the Great Race from China for two years in succession (on this occasion by over eight days), although not making, as in the last contest, the quickest voyage of the year, remarks:—Last year it will be remembered that the *Taeping*, having to wait the return of the steam-tug which took the *Fiery Cross* over the bar of Foo-Chow-Foo, gave the *Ariel* two hours' start, and eventually arrived in dock half-an-hour before her. So close a race over so long a course was absolutely unprecedented, and great preparations were made on both sides for the renewed encounter. Capt. Mackinnon, the late commander of the *Taeping*, not satisfied with the success he had already achieved, brought all his skill and experience to bear on the improvement of his ship. The yards were shifted from the mainmast to the fore, proportionately larger ones being fitted to the main, thus enabling him to spread a much greater breadth of canvas. How judicious were these and other alterations has been proved by the result; but Captain Mackinnon himself was not spared to enjoy his success, as on his voyage out he succumbed to the injuries he had received during his successful exertions in saving a passenger steamer in danger of total loss off the Island of Coll.

## THE GREAT SHIP-RACE FROM CHINA TO LONDON, 1866.

THE great race between nine of the swiftest sailing-ships in the China Trade, competing with each other all the way from Foo-Chow-Foo to London, for the premium offered by the London Tea Importers on the arrival of the first cargo of this season's teas, was decided on Wednesday, the 5th inst., when the *Taeping* got into the London Docks at 9.45 p.m., the *Ariel*, which came next, getting into the East India Dock half-an-hour later, and the third ship, the *Serica*, into the West India Dock at half-past eleven that night.

The following are the names of the nine ships:—*Ada*, *Ariel*, *Black Prince*, *Chinaman*, *Fiery Cross*, *Flying Spur*, *Serica*, *Taeping*, and *Taitsing*. The struggle, however, was between the *Fiery Cross*, *Ariel*, *Taeping*, and *Serica*. The *Fiery Cross* obtained a start of one day over the others. The *Serica*, *Ariel*, and *Taeping*, crossed the bar of Foo-Chow-Foo in company together, May 30th.

At eight o'clock on the morning of Wednesday, the 5th inst., the *Ariel* and *Taeping*, which had lost sight of each other for seventy days, found themselves off the Lizard, running neck and neck up the Channel under every stitch of canvas that could be set, with a strong westerly wind. During the whole day the two ships kept their position, dashing up the Channel side by side in splendid style, sometimes almost on their beam ends, every sea sweeping their decks. On approaching the pilot station off Dungeness the next morning, they each fired blue lights to signalize their position. At daybreak the pilots boarded them at the same moment, and the race was continued in the same exciting manner till they arrived in the Downs, where they both took steam-tugs to tow them to the river. The ships had to shorten sail to enable the tugs to come up and pick up the hawsers to take them in tow. This was about eight o'clock a.m., the tugs starting almost simultaneously, and both ships still neck and neck. The *Taeping*, however, was fortunate enough to have a superiority in the power of the steam-tug, and reached Gravesend some time before the *Ariel*. The *Serica* followed closely upon them. She passed Deal at noon, and got into the river with the same tide which carried the *Taeping* and *Ariel* up the river to the docks, when the result of this extraordinary race was declared to be as follows:—

- 1st. *Taeping*, docked in London Dock 9.45 p.m.
- 2nd. *Ariel*, docked in East India Dock 10.15 p.m.
- 3rd. *Serica*, docked in West India Dock 11.30 p.m.

The *Taeping*, therefore, was the winner of the premium, 10s. per ton extra to be paid to the first sailing-vessel in dock with new teas from Foo-Chow-Foo.

The time occupied on the voyage by the three ships has been ninety-nine days, being seven days shorter than the time occupied by the *Fiery Cross* and *Serica* last year. The *Taeping*, indeed, though not in the race of last year, made the passage then in five days' less time than they did. Captain Mackinnon, the commander of the *Taeping*, is a native of the island of Tyree, in Argyleshire, and a Lieutenant in the Royal Naval Reserve.—*Illustrated London News*, Sep. 22nd 1866.

"DAILY TELEGRAPH," LONDON, SEPT. 12, 1866.

THE annual dispatch of the earliest teas from China has always been an interesting event, and a prize has usually been offered to the ship which outstrips all her competitors, and brings her cargo first to the market. There is nothing new in the fact of such a race as that decided last week, nor has it been even peculiar to the China trade. But it is in the special circumstances and details that the struggle between the three clippers has presented so many points of interest. Nine swift ships, laden with the first crop, left Foo-Chow-Foo on dates varying from the 29th of May to the 6th of June last; but only four of the nine really competed for the prize—the *Fiery Cross*, the *Ariel*, the *Taeping*, and the *Serica*. Three sailed on the 30th of May. The *Fiery Cross* started on the 29th; but, though she had a day's clear start of her rivals, she lost the race. The others, leaving China at the same time, sailed almost neck and neck the whole way, and finally arrived in the London docks within two hours of each other! A struggle more closely contested, or more marvellous in some of its aspects, has probably never before been witnessed. The *Taeping*, which won, arrived off the Lizard at, literally, the same hour as the *Ariel*, her nearest rival, and then dashed up Channel, the two ships abreast of each other. During the entire day they gallantly ran side by side, carried on by a strong westerly wind, every stitch of canvas set and the sea sweeping their decks as they careered before the gale. Off Dungeness the following morning, the pilots boarded them at the same moment, and at the Downs, steam-tugs were waiting to tow them to the river. It was at this point that the fight was really decided. Both vessels were taken in tow simultaneously, and again they started neck and neck. The *Taeping*, however, reached Gravesend first, the *Ariel* at her heels, and the *Serica* a good third; and she entered the dock at a quarter before ten o'clock on Thursday evening, just half-an-hour in advance of the *Ariel*, and an hour and three-quarters before the *Serica*. The *Taeping* has thus secured the prize, which is an extra freight of ten shillings a ton on her cargo of tea and Captain MACKINNON has gained what we suppose may be called the blue ribbon of the sea—a distinction which, beyond doubt, he amply deserves.

ACCIDENT TO A STEAMER.—On Thursday last, the screw-steamer, *Chieftain's Bride*, narrowly escaped being lost. She was crossing from Tyree to Tobermory, and when about 1½ mile to the south-east of Coll, was struck by a sea and thrown on her beam-ends. She had on board a lot of cattle and sheep, fifty-four of which had to be thrown overboard, and most were lost, some managing to swim ashore. This caused her to put back to Coll, where she was lightened, and the wind having moderated, after about a couple of hours she proceeded on her journey, arriving in Oban early on Friday morning. One dealer lost seventeen head of cattle and twenty-six sheep by the unfortunate mishap. But for the exertions of Captain Mackinnon of the *Taeping*, who was on board, most likely the vessel would have gone down. Her gangways were carried away, but the damage was soon repaired.—*Glasgow Herald*, Oct. 3rd 1866.

## THE LATE CAPTAIN MACKINNON OF THE "TAEPING."

THIS gallant officer, who has achieved so many laurels in connection with the China clippers, is, we regret to state, no more. Taken ill . . . on the outward voyage of the *Taeping*, he was landed at Algoa Bay on the 31st December, and conveyed to the hospital. He so far recovered as to be enabled to proceed on his journey homeward, but at Table Bay he was arrested by a fresh attack of illness, to which he succumbed. A native of Tyree, he was only in his 40th year, and in Glasgow and Greenock, where he was well known and greatly respected, the intimation of his comparatively early decease has caused much sincere regret.—*Glasgow Citizen*, Feb. 23rd, 1866.

## CAPTAIN MACKINNON.

THE celebrated clipper *Taeping* has lost her talented commander, Captain Mackinnon, who died on the 19th January last, at Table Bay. The captain was a native of the island of Tyree, and was born in 1826. Being bred a sailor, he obtained his first command in the barque *Jane Brown*, of Greenock. He made in that vessel one of the fastest passages of that period

from the St. Lawrence, and was in consequence presented by the late Provost Paterson, the owner, with a gold watch. He afterwards commanded other vessels sailing from the Clyde, and his first entry into the China trade was as Captain of the *Ellen Rodger*, in which he made several successful passages. He was subsequently appointed to the *Taeping*, with which vessel he made an extraordinary run home from Amoy in 1865, and also won the China race of last year. Captain Mackinnon held a commission as Lieutenant in the Royal Naval Reserve. He has left a widow and three children.—*Illustrated London News*, March 9th, 1867.

## DEATH OF CAPTAIN MACKINNON.

ON 3rd December last the *Taeping*, then on her outward voyage, put into Algoa Bay and landed Captain Mackinnon, who had been prostrated for three weeks previously. The captain went into hospital, where he remained till wholly or partially recovered. He then started on his homeward journey, but at Table Bay he was again struck down with illness, and there he died, in the 40th year of his age. Captain Mackinnon, was a native of Tyree. Bred a sailor, he has for upwards of twenty years past been voyaging in tropical climates, and his recent feats in navigation prove him to have been a seaman of great experience and more than ordinary skill.—*Glasgow Herald*.

CAPTAIN MACKINNON served his time with the late Captain Nicol of Greenock, and his first command was the barque *Jane Brown* of this port. He made in that vessel one of the fastest passages from the St. Lawrence of that day, and was, in consequence, presented by the late Provost Paterson, the owner, with a gold watch. He afterwards commanded other vessels sailing from the Clyde, and his first entry into the China trade was as captain of the ship *Ellen Rodger*, in which he made several successful passages. He was afterwards appointed to the *Taeping*, with which vessel he made an extraordinary run home from Amoy in 1865, and also won the China race of last year. Captain Mackinnon, who has left a widow and three children, was a thorough seaman, a perfect gentleman, and a man of indomitable energy.—*Greenock Advertiser*.

THE GREAT OCEAN RACE FROM CHINA LAST YEAR.—Captain Mackinnon, who commanded the *Taeping*, the successful ship in this contest last year, and of whom an obituary notice subsequently appeared in our columns, received some very severe injuries in his gallant (and successful) efforts to save the passengers and crew of the steamer *Chieftain's Bride*, which was in danger of being totally lost while crossing from the island of Tyree to Tobermory, in October last, he being then on his way to rejoin his ship. After leaving England his injuries rapidly assumed a most serious character. When his ship had reached a point 1,000 miles beyond Algoa Bay he became so ill that it was necessary to put back to that port. There, being anxious to reach home and rejoin his family, he took passage to England in the steam-ship *Roman*, but died as that vessel entered Table Bay, and was buried in Cape Town. In justice to the memory of this gallant sailor, it is necessary to contradict a paragraph which has appeared in several of our contemporaries, and in a portion of our own impression, to the effect that the *Ariel* was the winner of last year's race. Our readers will remember that when we gave our illustration of the event, we stated that, although the race was the closest on record, the *Taeping* was the absolute winner. In addition to this we may now add that, as the *Ariel* left the bar of the Min river some hours before the *Taeping*, and as both ships arrived simultaneously in the Downs (from which two points many bets are laid), it may be affirmed that Captain Mackinnon fairly won the race on its merits, particularly when it is mentioned that he suffered some detention from lying to, with his characteristic humanity, to assist a disabled vessel which he encountered on his voyage.—*Illustrated London News*, May 18th, 1867.

After quoting the last paragraph, the *Glasgow Herald* of May 21st, 1867, says:—The *Taeping* is 767 tons, and was built in 1863, while the *Ariel* is 853, and was built in 1865. Both vessels were built at Greenock. All parties agree in stating that the late Captain Mackinnon won the race last year through superior seamanship.