

John “Jack” Rankine 1868 – 1948

On 2 December 1862 John Rankine, a 24 year old marine engineer, married Sarah Miller Kennedy, a 21 year old spinster. The ceremony took place at the home of the bride and her parents 8 Houston Street, Glasgow after Banns according to the Forms of the Free Church of Scotland. John was the son of Robert Rankine, a master baker, deceased, and Marion Rankine née Nisbet and was living at 40 Elderslie Street, Glasgow. Sarah was the daughter of David Kennedy, a foreman rigger, and Agnes Kennedy née Beveridge.¹

John and Sarah had 11 children: Marion Nisbet b1863, David Kennedy b1865, twins Sarah and John b1868 (the subject of this story), Agnes Beveridge b1869, Robert b1871, Jane Brown b1873, Richard Sims Donkine b1875, Elizabeth b1877, William b1879 and Isabella Drummond b1880.

Twins Sarah² and John³ were born 20 minutes apart on 12 January 1868 at 6 Duke Street, Kilmarnock, Ayr. The informant was their aunt Jane Rankine.

By 1871 John, a marine engineer superintendent aged 32, and Sarah, aged 30, and their family Marion aged 7, David aged 5, twins Sarah and John aged 3, and Agnes aged 2, were living at 56 Beaumont Street North Shields, Northumberland, England. Visiting them was John's unmarried sister Jane aged 48. Also in the household was Jane Roseby, a 19 year old general servant.⁴

By 1881 John, a marine engineer superintendent aged 42, and Sarah, aged 40, and their family Marion aged 17, David an engineer apprentice aged 15, twins Sarah and John aged 13, Agnes aged 12, Robert aged 9, Jane aged 7, Richard aged 5, Elizabeth aged 3, William aged 2 and Isabella aged 8 months had moved to 21 Payne Street North Shields, Northumberland, England. Also living with them was Janet Kennedy, a widow aged 55, who was described as John's step-mother.⁵ Was this a mistake? Perhaps she was his wife's step-mother.

There is an interesting story concerning the murder of John's brother Robert Rankine in 1884: *“In the Spring of 1884 a Mr Rankin was found murdered in a gruesome fashion at his lonely cottage near Moscow. He was said to be well-to-do, however although no clues were found, theft was considered to be the motive; the guilty party was never brought to book. Mr McNabb, a retired police officer, related that in his opinion the murder was carried out by a somnambulist who was therefore unaware of the deed. He had never ventured this opinion officially for fear of being laughed out of the force.”*⁶

¹ <https://www.scotlandspeople.gov.uk/> 1862 Rankine John – Kennedy, Sarah Miller (Statutory Marriages 644/09 0360)

² <https://www.scotlandspeople.gov.uk/> 1868 Rankin, Sarah (Statutory registers Births 597/92)

³ <https://www.scotlandspeople.gov.uk/> 1868 Rankin, John (Statutory registers Births 597/93)

⁴ www.ancestry.com.au 1871 England Census Class:RG10; Piece:5117; Folio:9; Page:11; GSU roll:847395

⁵ www.ancestry.com.au 1881 England Census Class:RG11; Piece:5081; Folio:109; Pge:17; GSU roll:1342227

⁶ https://en.wikipedia.org/wiki/Moscow,_East_Ayrshire

An article appeared in The Evening Telegraph on Tuesday March 25 1884 under the heading “*Kilmarnock Murder*” and confirmed the previous reference I found: *A reward of £100 has been offered for information which will lead to the discovery and conviction of the murderer or murderers of Mr Robert Rankin, who lived alone in Volga Bank Cottage at Moscow, near Kilmarnock, and who was murdered on the night of Tuesday, the 11th instant. It is also mentioned that there were stolen from the body a gold lever watch (No 34,611), and two gold albert chains. Information is to be given to Captain McHardy, RN, Chief Constable of Ayrshire; or J Pollock Stevenson, Procurator-Fiscal of Ayrshire.*

More details about the village of Moscow and Robert’s murder are found in a newspaper article “*Old villages and towns steeped in history*” published in the Herald (Scotland) on 19 March 1997 “*Another East Ayrshire gem is the village of Moscow which has become a tourist curiosity principally due to its association with its Russian namesake. Moscow is one of those villages that you miss if you blink as you drive through. But although there is no library to house the complete works of Marx or Dostoyevsky, there are some intriguing similarities; the Volga burn runs through the village and one of the oldest houses is still called Volga Bank. Another landmark is a house, once the local Coaching Inn built in 1820 by a co-operative of farmers, which until fairly recently was called the Kremlin and then Random Rouble. Russian visitors are not uncommon either, and a few years ago Nikolai Dolgoplov, then deputy editor of Pravda, visited the village when he came to Scotland on a media tour. With an estimated population of around 150 the village may be small but it has achieved notoriety, mainly from the mysterious Moscow Murder which took place at Volga Bank house in 1884. According to The Galston Supplement of March 4 that year, 60-year-old Robert Rankin (reputed to be an eccentric who lived alone), was found dead, lying in a pool of blood with an ugly wound on his forehead and a hammer clutched in his right hand. The night before he had been seen supping whisky at the Inn with a guest, but to this day the murder remains unsolved.*”⁷

The death certificate for Robert Rankine shows he was a retired master baker, aged 57, the son of Robert Rankin, Baker Master (dead) and Marion Rankine ms Nisbet (dead). He died between 10.30pm on March 11 and 3pm on March 12 1884 at Volga Bank Cottage, Moscow, Kilmarnock. The cause of death was stated as “*believed to have been murdered*”. The informant was his brother John Rankine of 21 Payne Street North Shields England, father of John Rankine who married my great-great aunt Winifred.⁸ In the Register of Corrected Entries the cause of Robert’s death was given as “*asphyxia from manual strangulation. PM examination of body made by Drs MacFarlane and Munro, Kilmarnock.*”⁹

By 1891 John, a consulting engineer aged 52, and Sarah aged 50, and some of their family had moved again and were now living at 16 Ribblesdale Road Hornsey, Middlesex, England -

⁷ <https://www.heraldsotland.com/news/12333351.old-villages-and-towns-steeped-in-history/>

⁸ <https://www.scotlandspeople.gov.uk/> 1884 RANKINE, ROBERT (Statutory registers Deaths 597/ 100)

⁹ <https://www.scotlandspeople.gov.uk/> 1884 RANKINE, ROBERT (Statutory registers Corrected Entries 597/00 003 104) (RCE)

Sarah aged 23, Agnes aged 22, Jane aged 17, Richard a civil service clerk boy aged 15, Elizabeth aged 13, William aged 12 and Isabella aged 11.¹⁰

John and Sarah's son John Rankin (sic), born 1868, of Kilmarnock, arrived in Sydney, New South Wales, Australia as 1st engineer on the steamship *Kaffir* on 22 December 1896.¹¹ This appears to be his first visit to Sydney. The ship had departed South Africa on 10 November 1896, stopping at Port Pirie, South Australia, and then Melbourne, Victoria on its way to Sydney.¹² The following newspaper reports provide some details about the *Kaffir*, its cargo and its movements.

The Daily Telegraph reported on Wednesday 23 December 1896 that "*The steamer Kaffir, of the British and Colonial line, arrived yesterday, and took up a loading berth at the Quay. The Kaffir is a fine stamp of the modern cargo-carrier. She is built of steel, and was launched from the yard of Messrs R Dixson and Co in 1892. Captain Bean has command. The Kaffir loaded a quantity of ore at Port Pirie, and afterwards proceeded to Melbourne, where she took in 4000 bales of wool. She is to complete her loading here, and will sail direct for Dunkirk and Antwerp.*" The *Kaffir* sailed from Sydney on 31 December 1896¹³ having loaded "5730 bales wool. She also takes from Melbourne and Port Pirie, 3316 bales wool and 2009 tons sulphide ore already on board".¹⁴

Between 1891 and 1897 John's parents John and Sarah and some of their children had returned to Scotland. Sadly John's father, a consulting mechanical engineer, died at 3am on 19 March 1897 at The Cottage, Grougar, Kilmarnock. He was 58 years old. The cause of his death was chronic renal failure and chronic bronchitis, both of unknown duration, as well as hypostatic pulmonary congestion of 2 days duration.¹⁵

The *Kaffir* arrived in Sydney again on 2 November 1897 with John still engaged as 1st engineer.¹⁶ According to the Daily Commercial News and Shipping List on Wednesday 3 November 1897 "*The British and Colonial steamer Kaffir, Captain Bean, with 1470 tons ore shipped at Port Pirie, arrived last night. The Kaffir will go into dock for cleaning and painting, and will then load for London and Hull.*" By Monday 8 November 1897 The Daily Telegraph reported that "*The steamer Kaffir, of the British and Colonial line, will be berthed at the Quay to-day to load wool for London and Hull.*"

¹⁰ www.ancestry.com.au 1891 England Census Class:RG12; Piece:1063; Folio 63; Page 59; GSU roll: 6096173

¹¹ State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; NRS13278, [X243 -X244] reel 536

¹² Daily Commercial News and Shipping List Tue 1 Dec 1896; Daily Commercial News and Shipping List Mon 14 Dec 1896

¹³ The Daily Telegraph Fri 1 Jan 1897 Shipping Departures December 31

¹⁴ Daily Commercial News and Shipping List Thurs 31 Dec 1896

¹⁵ <https://www.scotlandsppeople.gov.uk/> 1897 Rankine, John (Statutory Deaths 597/00 0109)

¹⁶ State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; NRS13278, [X249-X250] reel 542

The shipping departures column in The Australian Star reported on Monday 22 November 1897 that the steamer *Kaffir* had departed Sydney for London and Hull on November 20. The *Kaffir* returned to Sydney in November 1898 and September 1899 but John was no longer working on that ship.¹⁷

During one of his trips to Sydney on the *Kaffir* John, who was known as Jack, must have met and fallen in love with Winifred (known as Winnie) Chester, my great-great aunt. Winifred's father Thomas Ditton Chester was a successful stevedore on the Sydney wharves and her 3 brothers also worked on the wharves so it is likely that she met John through them.

According to a family story that came down the generations from Winifred's brother, Charles Chester (my great grandfather), Winifred married a Scot, Jack Rankin (sic) who was a ship's engineer and they both went to New Zealand where she died and he returned to Scotland.¹⁸ As I eventually discovered through my research this story turned out to be true. A similar story came down the generations to Lucinda de Vries, a great granddaughter of Winifred's brother Thomas Chester and shared with me by Lucinda in 2016 when we first made contact by email. She said that Winifred "*married a lovely man named Jack Rankine who was a Sea captain sailing between NZ and Aust. they had no children and both died in 1935 in NZ.*"

Winifred Eveline Chester, or Hill (illegitimate) was born on 27 November 1877 at 4 Princes Street Sydney to Emma Allen Hill aged 28, birthplace England and Thomas Chester aged 51, a stevedore born in Kent England. Emma, of 4 Princes Street, was the informant on her daughter's birth registration.¹⁹

Nothing is known about Winifred's early years. The first mention of her was as a witness at the marriage of her brother Charles Chester to Ethel Shergold, my great-grandparents, in Sydney on 11 January 1899 at the Scots Church, York & Jamieson Streets Sydney.²⁰

At some time after Charles and Ethel's marriage Winifred left Sydney for Scotland. Surprisingly no records have been found of Winifred's arrival in the UK. Her name may have been mistranscribed from the shipping lists. So that is a mystery waiting to be solved.

However, Winifred did indeed travel to the UK and at age 22 she and John, 32 were married after Banns according to the Forms of the United Presbyterian Church on 5 September 1900 at the Cottage, Moscow, Kilmarnock, Ayr, Scotland. Witnesses were John's sister Elizabeth Rankine and Alan B Coull. Winifred and John gave their usual residence as The Cottage, Moscow, Kilmarnock. John gave his parents' names as John Rankine, marine engineer

¹⁷ www.records.nsw.gov.au Index to Vessels Arrived, 1837 - 1925

¹⁸ *Recollections of my grandmother Perpetua Chester nee O'Brien in 1983 and 1985*

¹⁹ NSW birth indexes 3254/1877 HILL WINIFRED E EMMA ALLEN SYDNEY

²⁰ NSW marriage indexes 194/1899 CHESTER CHARLES H H SHERGOLD ETHEL SYDNEY

superintendent (dec'd) and Sarah née Kennedy. Winifred gave her parents' names as Thomas Ditton Chester, stevedore and Emma Chester née Wigginton.²¹

John and Winifred's marriage was announced in the Sydney Morning Herald on Saturday 20 October 1900 and Monday 22 October 1900:-

RANKINE - CHESTER - October 5, at The Cottage, Grougar, Galston, by the Rev D J Allison, John Rankine, chief engineer, ss Buenos Ayrean, of the Allan line, to Winifred Evelyn, youngest daughter of Thomas Ditton Chester, late stevedore, Sydney, Australia.



Buenos Ayrean, Allan Line steamship built 1879 at Dumbarton by William Denny and Co²²

The ss *Buenos Ayrean* sailed between Glasgow and the Canadian cities of Quebec and Montreal.²³ This explains why I couldn't find any records of John returning to Sydney.

Winifred was still in Scotland for the 1901 Census that was taken on the night of 31 March/1 April. She was staying at Grougar Cottage in the village of Moscow, Kilmarnock with her widowed mother-in-law Sarah Rankine aged 59, living on her own means, her brother-in-law William 21, bombardier (sic) Royal Field Artillery and her sisters-in-law Sarah 33 and Isabella 20. Winifred is described as Sarah's "daughter-in-law, a visitor". John was probably away at sea. The 1901 census also collected data on the number of windows in a house, Grougar Cottage had 7, and the other houses on the same page had one or two windows maximum, so Grougar Cottage must have been a substantial house.²⁴

Sadly for Winifred her father Thomas Ditton Chester died in Sydney on 16 December 1901 while she was still in Scotland.

It is likely that Winifred wanted to return to Australia or at least to be closer to her family in Sydney because on 1 May 1902 John joined the Union Steam Ship Company of NZ Ltd as 2nd engineer on the *Aparima*.²⁵ The *Aparima* was built at Dumbarton for the Calcutta-New

²¹ <https://www.scotlandspeople.gov.uk/> 1900 Rankine, John – Chester, Winifred E (Statutory Marriages 597/00 0216)

²² <http://www.norwayheritage.com/>

²³ <http://www.bac-lac.gc.ca> Immigration Records, Passenger Lists

²⁴ <https://www.scotlandspeople.gov.uk/> 31/03/1901 Rankine, Winifred E (Census 1901 597/00 001)

²⁵ Wellington City Archives www.wellington.govt.nz/services/archives Reference No: AF015:1:38, Engineers retirement files, Union Steam Ship Company of New Zealand Ltd, 1921-1958

Zealand trade and launched on the Clyde on 24 February 1902. The new steamer was scheduled to leave Glasgow in April destined for Calcutta and thence New Zealand.^{26 27}

The Lyttelton Times of 10 March 1902 gives some interesting details about the new steamer: *“The Union Steamship Company's new twinscrew steamer Aparima, which was launched recently at Dumbarton, will, as regards size and equipment (says the Wellington Post) be far in advance of any cargo steamer in the company's fleet. Her dimensions are: Length, 430 ft; beam, 54ft, and depth of hold, 31ft 6in. She will have a dead weight capacity, exclusive of special bunkers, of about 460,000 cubic feet, or over 11,000 tons. She will be fitted for 2000 tons of water ballast, and will have a mean draught of 25ft. Her engines will be capable of maintaining a speed of 11 knots when the steamer is fully loaded. As she is to be used in the Calcutta-New Zealand trade, a teak shelter deck running fore and aft has been erected, and will be capable of accommodating 500 horses. The builders, Messrs Denny Bros, will hand over the Aparima next April, in time for her to proceed to Calcutta for July shipments of jute goods and other Eastern lines. On arrival at New Zealand she will return to Calcutta with horses.”*

With John looking forward to a new job on the *Aparima* Winifred departed the UK at Liverpool on the *Medic*, a White Star liner, on 22 May 1902 and arrived back in Sydney²⁸ on 12 July 1902. She is listed as “Mrs W Rankine” in the ship’s manifest and travelled 3rd class.²⁹ She is also named in the shipping list in the Sydney Morning Herald on Monday 14 July 1902 as “Mrs Rankine”. The Daily Commercial News and Shipping List reported on Thursday 10 July 1902 that *The Medic left Liverpool on the 22nd May, Capetown the 13th June, Albany 30th June, Adelaide the 5th July; arrived at Melbourne on the 7th July, is due at Sydney on the 12th July*. No doubt Winnie’s family in Sydney was pleased to see her again after an absence of at least 2 years and to hear about her travels across the globe. It is likely that she remained in Sydney with her family for the next few years as the ships John was working on travelled between New Zealand and Calcutta (the *Aparima*), Tasmania and Sydney (the *Karori*) and then the Trans-Tasman run between New Zealand and Australia (the *Moeraki*).

The *Aparima* sailed from Fiume³⁰ on 18 May 1902 with a cargo of 850 horses for the Cape of Good Hope. She arrived in Cape Town on 12 June after a voyage of 25 days before proceeding to Durban where her cargo of horses was to be landed before continuing on to Calcutta. Coincidentally the ship that Winifred was travelling on to Sydney left Cape Town on 13 June so possibly she was able to spend a short time there with John before the *Aparima* departed for its next destination, Calcutta.

²⁶ SOUTHLAND TIMES, 1 MARCH 1902; OTAGO WITNESS, 5 MARCH 1902; EVENING POST, 2 FEBRUARY 1931

²⁷ NEW ZEALAND TIMES, 9 JULY 1902

²⁸ www.ancestry.com.au UK, Outward Passenger Lists, 1890-1960

²⁹ www.ancestry.com.au New South Wales, Australia, Unassisted Immigrant Passenger Lists, 1826-1922 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2007

³⁰ https://en.wikipedia.org/wiki/History_of_Rijeka formerly known as Fiume

The *Aparima* was due in Calcutta on 8 July to load for New Zealand and depart in early August for a month long journey to New Zealand.³¹ However, *"The local office of the Union Steamship Company is advised that the Aparima arrived at Calcutta on Friday, 11 July from the Cape."*³² The *Aparima* must have loaded faster than expected as it was reported she was due to leave Calcutta for New Zealand on 25 July, earlier than anticipated, with her next port of call at Auckland.³³ However, the Auckland Star reported on 6 August 1902 that *"The new steamer Aparima left Calcutta for New Zealand on July 30, and will make Wellington her first port of call in this colony. She is not expected to call at Auckland."* The New Zealand Times reported on 8 August 1902 that *"The Union Company's steamer Aparima left Calcutta on July 30 for New Zealand ports. She has the following cargo on board: - For Wellington - 1200 tons; Lyttelton, 800 tons; Dunedin, 2250 tons; Bluff, 2550 tons: total 6800 tons. She makes Wellington her first port of call, and is due there about the end of the month."*

So far the *Aparima's* voyage from Glasgow had passed uneventfully until a fire broke out on board in the forward bunkers off Western Australia so the ship headed 70 miles back to Albany. The news was reported in the Evening Post on 21 August 1902:-

Albany, 20th August

The Union Company's steamer Aparima, bound from Calcutta to New Zealand, has arrived here with her cargo on fire.

The fire was first noticed smouldering in the vessel's forward bunkers on Sunday, but it was not till 11 o'clock yesterday morning, when 70 miles past Albany, that the situation became so serious that it was decided to put back.

Soon after it was apparent that the fire had extended to No 2 hold. The latter was uncovered, and the flames mounted over the bridge. By concentrating the efforts of the crew on the hold all night the fire was got sufficiently under control to allow the hatches to be closed.

Since the vessel's arrival water has been pumped into the bunkers. Should the appliances on board prove ineffectual, a dredge will be employed to flood the bunkers, in which it is estimated there is a hundred tons of coal. Smoke is still issuing from No 1 and No 2 holds, and the bunkers and decks are sprung and the fittings damaged.

The vessel has a cargo of 8000 tons. It is believed 2000 tons in No 2 hold is badly damaged, and a quantity in No 1 hold considerably damaged.

The fire being subdued

Extent of the damage

(Received August 21, 10.22am

Albany, this day

At latest reports the fire was still smouldering in the hold of the Aparima, but was being subdued. The deck is badly sprung, and the officers' cabin scorched. It is feared that about 4000 tons of cargo, which includes consignments of jute and spices, are damaged. The bunkers, where there are some 800 tons of coal are smouldering.

³¹ EVENING STAR, 28 MAY 1902, EVENING STAR, 13 JUNE 1902

³² LYTTTELTON TIMES, VOLUME CVII, ISSUE 12867, 14 JULY 1902

³³ NEW ZEALAND HERALD, 8 JULY 1902

[The present trip is the Aparima's first to the colonies. She was built by Messrs Denny Bros at Dumbarton, and only recently launched. She is 430 ft long, 54 ft wide, and has a deadweight capacity of 8300 tons. An idea of her may be gauged by the fact that she very closely resembles the New Zealand Shipping Company's steamer Paparoa. She left Singapore on the 9th instant for Wellington, and on discharge of cargo was to have been fitted for the carriage of livestock and despatched to Sydney.]

The Evening Star reported on 26 August 1902 that “The master of the Aparima advises the Union Steam Ship Company that the full extent of the damage to the ship cannot yet be ascertained, but he expects to get away from Albany on Thursday. The cargo in No. 2 hold is more or less damaged by fire and water, but as far as can be seen there is no damage to cargo in any other holds. No. 2 hold is supposed to contain the following cargo, but it is not known for which ports it is consigned. Information on this point, however, is expected shortly: - 2,500 bales gunnies, 17,000 bags bone meal, 296 bags tapioca, 200 bags rice, 1,150 bales rattans, 820 chests tea, 80 bales matting, 12 bales canes, 25 bags pepper, 10 cases nutmegs, 5 cases cloves, 30 cases pines, 5 cases shellac, 1 bale carpets, 1 case chinaware.”

The Aparima left Albany on Wednesday 3 September 1902 en route to Hobart “for a supply of bunker coal, and then proceeds on to Wellington.”³⁴ She arrived in Hobart on 10 September where she “took in 200 tons of coal” and “left for Wellington at 7am” the next day.³⁵ She arrived in Wellington in the early morning of 17 September 1902 as reported by the Evening Star that day:

Arrival of the Aparima

[Special to the Star]

WELLINGTON, September 17 - Early this morning the Union Company's new steamer Aparima arrived from Calcutta, Singapore, Albany, and Hobart. She was launched last April; on the 1st May she left Scotland to ship horses on behalf of the Imperial Government at Fiume for Durban; from that South African port she proceeded to Calcutta, thence to Singapore, and on the 8th August (carrying about 800 tons of cargo, comprising principally jute, rice, tea, oil, and spices) she steamed out for Wellington direct. All went well until the 17th, when it was noticed that the coal in the forward bunker was smouldering. Two days later the outbreak had become so serious that the cargo in No. 2 hold had become aflame. Strenuous efforts were made to suppress the fire, but without avail. Captain Courbarron then headed his steamer for Albany. The manner in which the fire was flooded out at that port is too recent to bear repetition. Exactly what damage the cargo has suffered will not be known until after its discharge, but an inspection of that in the forward hold is anything but encouraging. The ship has suffered no very serious damage. She will be sent on to Dunedin after her Wellington cargo has been unshipped.

The Aparima was built by Denny Bros, of Dumbarton. She has a registered tonnage of 5,703 gross and 4,683 net. She measures 640 ft in length and 54 ft in width, and has twin screws. On

³⁴ NEW ZEALAND HERALD, 8 SEPTEMBER 1902

³⁵ The Mercury (Tasmania) Thu 11 Sep 1902

her trial trip thirteen knots an hour were covered. When loaded she can steam eleven knots. Captain Courbarron is in command, and has under him Mr J McDonald as chief officer, Mr J Wallace as second, Mr R Leech as third, and Mr F Jelley as fourth officer. Mr J Dove is chief engineer, Mr T Rankin (sic) second; and Mr L D Grigg is purser.

The Evening Star continued its report the next day with statements from the officers on board the *Aparima*:

“WELLINGTON, September 18 - The officers of the steamer Aparima state that even after getting into port at Albany the situation was not without great danger. Three explosions took place in the bunker, the hatches on two occasions being blown from their positions almost as high as the funnel. Some two or three days later the fire, after much laborious work, was successfully subdued, and the steamer was able to continue her voyage to Wellington. The deck of the steamer appears to be very badly sprung in different places, and the officers' cabins are scorched. The bulk head between holds No 1 and 2 was not tight, and it is assumed as a matter of certainty that the cargo in both was much damaged. The quantity involved is about 4,000 tons. The electric plant on the steamer was almost completely ruined. The exact amount of the damage will not be known until after the cargo has been discharged.”³⁶

On 18 September 1902 the New Zealand Times reported on the arrival of the Aparima and the fire on board:

“Soon after 6 o'clock yesterday morning the Union Steam Ship Company's fine new steamer Aparima arrived in the harbour from Calcutta, Singapore, Albany and Hobart, and was berthed at the Glasgow Wharf, when her hatches were immediately lifted and the work of discharging her Wellington cargo was proceeded with. The Aparima is fresh from the builders' hands, having been launched last April at the yard of Messrs Denny Bros., Dumbarton. She is of 5703 tons gross and 3683 tons net, and is intended for trade between New Zealand and Calcutta. Captain Courbarron, a well-known officer in the Union Company's service, is in command, and Mr J McDonald is the chief officer. These two officers proceeded specially from New Zealand to bring out the Aparima. The other officers of the ship are: - Second officer, Mr J W Wallace; third, Mr R Leech; fourth, Mr F Jelley; purser, Mr L D Grigg. The engine department is controlled by Mr J Dove. The steamer left Scotland on the 1st May to load horses at Fiume on behalf of the Imperial Government for Durban. The war was still in progress when she started on the voyage, but on arrival at her destination peace had been declared. From Durban the vessel went to India to load general cargo for New Zealand. She called at Calcutta and Singapore, loading some 8000 tons of cargo, comprising mainly, jute, rice, tea, and spices.”

In conversation with a "Times" reporter the officers gave a complete narrative of the recent fire on the vessel. The Aparima, they stated, left Singapore, on the 8th August for Wellington direct. All went well until Sunday, 17th August, when it was noticed that the coal in the

³⁶ EVENING STAR, ISSUE 11686, 18 SEPTEMBER 1902

bunkers was smouldering. There was nothing, however, to cause uneasiness. At 11 o'clock on the morning of the following Tuesday it was ascertained that the coal had taken fire in the forward bunker. Water and steam were at once poured into the compartment, but it very soon became apparent that the bulkhead must have become sufficiently heated to fire the cargo in No 2 hold. The hatches were promptly taken off, and with the admission of air flames burst forth, rising above the bridge. All hands concentrated their efforts in the hold, and it was discovered that the bulkhead was red-hot between decks, and that much cargo was alight. At 3 o'clock pm, when the seriousness of the case became apparent, the captain decided to put back for Albany. The vessel was then some seventy miles beyond that port. A night of anxiety and hard work ensued. Before Albany was reached the hold was again closed up, and a six-inch steam pipe laid on to overcome the outbreak.

Upon arrival Captain Jones was appointed by Lloyd's agent to make a survey, and Mr Carrington, resident Government engineer at Albany, was taken off to the ship to see whether the pumping appliances of the dredge would be required. As little trouble was threatened from the cargo it was decided first to continue with the ship's pumps to flood the bunker. Gradually the smoke diminished and matters improved, so that the services of the dredge were not availed of. On the evening of the 20th the bunker was still smoking, but the volume was much reduced. That the situation was not without great danger was revealed by the fact that on the following morning three explosions took place in the bunker, the hatches on two occasions being blown from their positions almost as high as the funnel. Some two or three days later the fire, after much laborious work, was successfully subdued, and the steamer was able to continue her voyage to Wellington. The deck of the steamer appears to be very badly sprung in different places, and the officers' cabins are scorched. The bulkhead between holds No 1 and 2 is not tight, and it is assumed as a matter of certainty that the cargo in both is much damaged. The quantity involved is about 4000 tons. The electric plant on the steamer is almost completely ruined. The exact amount of damage will not be known until after discharge. The Aparima is to proceed to Dunedin after the Wellington cargo has been put out.

The Otago Daily Times reported on 18 September 1902 that “*The ss Aparima, which arrived at Wellington yesterday, will come on to Lyttelton, Port Chalmers, and the Bluff with part cargo. After discharging she will undergo a thorough overhaul in the holds damaged by fire prior to her departure for Calcutta.*”

The Aparima's voyages to Calcutta sometimes called at Australian ports on the way and may have given John an opportunity to spend time with Winnie. The ship departed Auckland on her first voyage to Singapore and Calcutta via Newcastle, New South Wales, on 6 November 1902³⁷ with 147 horses on board.³⁸ She arrived in Newcastle on Tuesday 11 November and departed on Friday 15 November 1902³⁹ with a cargo of “5200 tons coal, 20 bags straw, 150

³⁷ *The Sydney Morning Herald* Thurs 6 Nov 1902

³⁸ *Daily Commercial News and Shipping List* Fri 7 Nov 1902

³⁹ *The Sydney Morning Herald* Wed 12 Nov 1902

*bags oats, 1050 bags chaff, and 40 horses”.*⁴⁰ Winnie may have taken the train from Sydney to Newcastle, a distance of about 160 km, to spend some time with John, if his work commitments permitted free time.

The *Aparima* arrived in Calcutta on 17 December 1902⁴¹ and left on 4 January 1903 “*for New Zealand via Singapore and Samarang. She makes Auckland her first port of call, and is due on the 2nd February. She then proceeds to Wellington and South.*”⁴²

Another opportunity for John and Winnie to spend some time together occurred in late May – early June 1903 when the *Aparima* arrived in Sydney from Picton NZ on Saturday 30 May on her way to Calcutta.⁴³ The ship departed Sydney for Calcutta via Newcastle on 3 June.⁴⁴

On one of her trips from Calcutta to Auckland the *Aparima* broke one of her propeller shafts as reported in the New Zealand Times on 8 September 1904:

“The Union Company’s cargo vessel Aparima, which arrived at Auckland on Monday, from Calcutta, broke one of her propeller shafts on August 22nd, nine days after leaving Singapore. The Aparima is a twin-screw vessel, and while the repairs to the broken shaft were being carried out she was able to steam along at a speed of about eight knots per hour, working one engine. Inside forty hours, the disabled shaft was repaired, by means of a coupling chain, the break having occurred near the engine. During the remainder of the voyage a speed of about ten knots per hour was maintained. Permanent repairs will probably be effected on the arrival of the vessel at Port Chalmers. Captain C McDonald has with him the following officers: - Chief, Mr R G Bell; second, Mr R G Leech; third, Mr J Baldwin; purser, Mr H O Ellis; chief engineer, Mr H J Dove; second Mr J Rankine; third, Mr H Sinclair; fourth, Mr W G White; fifth, Mr E A Binns; chief steward, Mr E Creswell.”

Another fire on board the *Aparima* happened while she was berthed at Calcutta as reported in the New Zealand Times on 16 January 1905:

“After an absence of about a year from Wellington, the Union Company’s twin-screw cargo steamer Aparima made her re-appearance yesterday afternoon from Calcutta, via Singapore, Samarang and Auckland. The vessel berthed at No. 1, south, Queen’s Wharf, and will discharge the following cargo: - 160 tons of gunnies, 30 tons bone meal, 35 tons castor and linseed oil, 182 tons tea, 985 bales kapok, 175 tons sundries. In reference to the outbreak of fire on the vessel whilst at Calcutta, it appears that the alarm was raised at 7.30 p.m. on November 26th. Smoke issued from No. 5 hold. The Calcutta Harbour Board’s fireboat Hooghli came to the assistance of the ship’s crew, who flooded the lower hold. The fire was supposed to have originated by spontaneous combustion amongst jute. The hold was practically full of cargo, distributed for all ports, consisting mainly of tea, gunnies, jute and

⁴⁰ *The Daily Telegraph* Mon 17 Nov 1902

⁴¹ *LYTTELTON TIMES*, VOLUME CVIII, ISSUE 13005, 22 DECEMBER 1902

⁴² *HAWKE'S BAY HERALD*, VOLUME XXXVIII, ISSUE 12344, 14 JANUARY 1903

⁴³ *Evening News* Tues 26 May 1903; *The Sydney Morning Herald* Mon 1 Jun 1903

⁴⁴ *The Daily Telegraph* Thurs 3 Jun 1903

matting. The whole of the hold was discharged, but the extent of the damage will not be known until the general average adjuster's statement has been received. The vessel is to be surveyed at Dunedin. Fine weather was experienced between Calcutta and Singapore, but between Singapore and Samarang, and until clearing the Great Barrier reefs, heavy rains prevailed. From thence to Auckland fine weather was experienced. Captain C McDonald has with him the following officers: - Chief, Mr G H McDonald; second, Mr R G Leech; third, Mr D Stanley; purser, Mr H O Ellis; chief engineer, Mr H J Dove; second, Mr J Rankine; third, Mr W J White."

John had completed his last trip on the *Aparima*. His next position on the *Moeraki* was reported in the New Zealand Herald on 23 February 1905 "*Mr White, second engineer of the Union Company's steamer Moeraki, will leave that vessel on her return to Wellington from Sydney next week, in order to proceed Home to join the company's new turbine steamer Maheno at Dumbarton as second engineer. Mr Rankin, late second engineer of the Aparima, will join the Moeraki at Wellington in place of Mr White.*"

Like the *Aparima* the *Moeraki* had also been built at Dumbarton and launched in 1902.⁴⁵ The *Moeraki* was placed on the Trans-Tasman run (between various ports in Australia and New Zealand). However, it seems that John didn't join the *Moeraki* until its departure from Wellington for Sydney on 3 June 1905⁴⁶ as his name appears in the ship's manifest for the *Karori* as Chief Engineer between Devonport, Tasmania and Sydney for about 4 weeks in March and April 1905, his name last appearing in the ship's manifest on arrival in Sydney on 25 April 1905.⁴⁷ John's name next appears in a ship's manifest as 2nd engineer when the *Moeraki* arrived in Sydney on 7 June 1905.⁴⁸ Perhaps he took leave during May to spend time with Winnie in Sydney.

The Master's return of staff on board the *TSS Moeraki* at Melbourne on 2 September 1905 shows that J Rankine, second engineer, joined the USS Company of NZ Ltd in March 1902, had a monthly salary of £18/-/-, and that he was insured for £400 with AMP.⁴⁹

John's brother Richard Sims Donkin Rankine who had "*joined the Colonial Service in 1894 as a clerk in Fiji*"⁵⁰ married New Zealander Hilda Gertrude Akerman Dalzell in 1906.⁵¹ The Otago Witness on 1 August 1906 in the Table Talk column announced that "*A marriage has been arranged, and will shortly take place, between Miss H Dalzell, of Napier, late of Oamaru, and Mr Rankyn, secretary to his Excellency the Governor of Fiji.*" No wedding

⁴⁵ LYTTELTON TIMES, VOLUME CVII, ISSUE 12866, 12 JULY 1902

⁴⁶ NEW ZEALAND TIMES VOLUME XXVII, ISSUE 5606, 5 JUNE 1905

⁴⁷ *Mariners and Ships in Australian Waters: State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922. NRS 13278*

⁴⁸ *Mariners and Ships in Australian Waters: State Records Authority of New South Wales: Shipping Master's Office; Passengers Arriving 1855 - 1922; NRS13278, [X296] reel 2023*

⁴⁹ New Zealand ship and marine society <https://www.nzshipmarine.com/> on page 23

⁵⁰ *The Marcus Garvey and Universal Negro Improvement Association Papers, Vol. X: Africa for the Africans, 1923-1945, page 50*

⁵¹ NZ marriage indexes 1906/6142 Hilda Gertrude Akerman Dalzell Richard Sims Donkin Rankine

notice has been found in the newspapers, however, on 1 September 1906 the Auckland Star reported that “*Mr R F D Rankine, private secretary to the Governor of Fiji, and Mrs Rankine, arrived from the South this morning, and are staying at the Grand Hotel.*” I wonder if John and Winnie attended the wedding.

John’s youngest sister Isabella, a spinster aged 27, married J A MacLachlan, a 33 year old solicitor, on 1 August 1907 at Moscow, Kilmarnock, after Banns, according to the Forms of the United Free Church of Scotland. Isabella was living at Moscow, Kilmarnock while her husband lived at 82 Hill Street Garnethill, Glasgow. His parents were Alexander MacLachlan, Lieutenant of Police, and Margaret MacLachlan ms Macleod (deceased).⁵²

On 17 August 1907 the Lyttelton Times reported that “*Mr Smith, chief engineer of the ss Moeraki, went ashore at Dunedin on account of indisposition. Mr Rankin, second engineer, is acting in his place.*” Then on 27 September 1907 the Otago Daily Times reported that “*Mr J Rankin, late second of the Moeraki, is now chief of the Taieri.*”

John’s life at sea was not ideal for a young married couple who were yet to set up a home together after 7 years of marriage. As his retirement file shows he wanted a shore position so in October 1907 he applied for the job of Chief Engineer on the *Terawhiti* when she first arrived in Wellington, New Zealand. The *Terawhiti* had been “*built at Leith for service in Wellington harbor and Cook's Strait*”. She had departed Leith on 3 June and arrived in Wellington on 15 August 1907.⁵³ Then finally a report in the Shipping News of the Dominion on 14 October 1907 advised that “*Mr J Rankin, late of the Union Company's Moeraki, arrived by the Moura from south yesterday to take up his duties as engineer on the Terawhiti*”. John was with the *Terawhiti* from October 1907 to March 1925.⁵⁴

Winifred's death certificate states she had been in New Zealand for 28 years so that makes her arrival date about 1907 and coincides with John’s application for a shore position. It also confirms that she had remained in Sydney for 5 years, possibly with her mother or other family, while John was working on the *Aparima* on the Calcutta run, the *Karori* on the Tasmania-Sydney run and then the *Moeraki* on the Trans-Tasman run.

On Saturday 28 September 1907 Winnie left Sydney on the steamer *Maheno*. There were 335 passengers on board.⁵⁵ At long last Winnie was finally on her way to Wellington to be with John. She arrived there at 9am on 2 October 1907. Her name appears in the newspaper and passenger manifest as travelling in saloon class.^{56 57}

⁵² <https://www.scotlandspeople.gov.uk/> 1907 Rankine Isabella Drummo (Statutory registers Marriages 597/180)

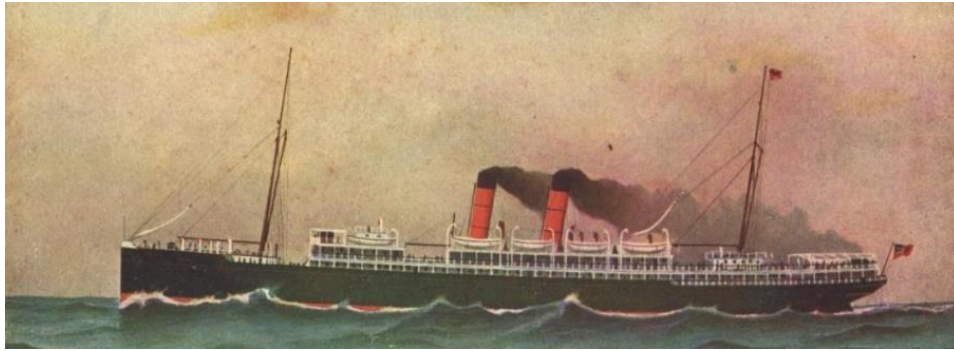
⁵³ POVERTY BAY HERALD 15 AUGUST 1907

⁵⁴ Wellington City Archives www.wellington.govt.nz/services/archives Reference No: AF015:1:38, Engineers retirement files, Union Steam Ship Company of New Zealand Ltd, 1921-1958

⁵⁵ The Sydney Morning Herald Monday 30 September 1907

⁵⁶ Evening Post 2 October 1907

⁵⁷ www.familysearch.org "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:KLYL-WL9 : 3 July 2019>), Rankine, 2 Oct 1907; citing ship , Archives New Zealand, Wellington; FHL microfilm 004459907.



Maheno, the steamship whose hull now lies rusting on the beach at Fraser Island, QLD ca. 1905⁵⁸



*Maheno aground on Fraser Island QLD⁵⁹ c1935
Item is held by John Oxley Library, State Library of Queensland*



The hulk of Maheno in 2007⁶⁰

The next mention of John is found in the Evening Post's report on 15 January 1910 when "This morning arrangements were made by the New Zealand Shipping Company to have the Union Company's powerful tug Terawhiti despatched from Wellington to the scene of the

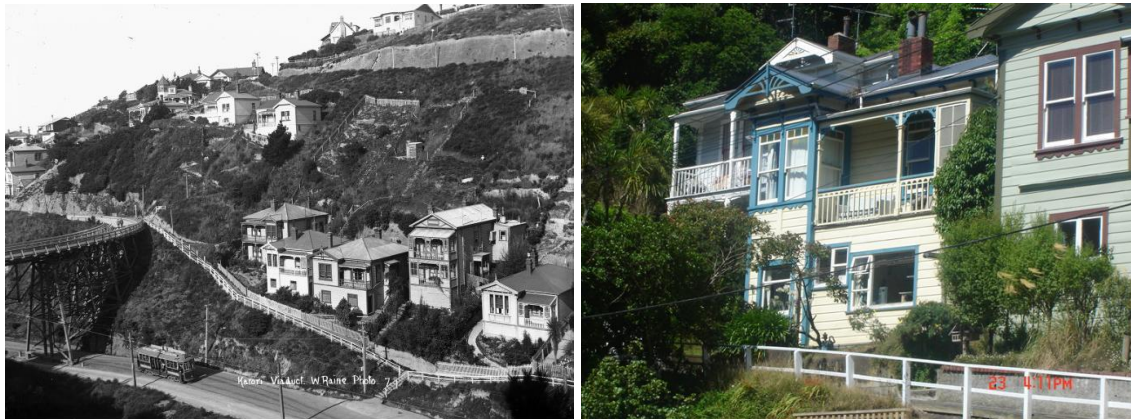
⁵⁸ https://en.wikipedia.org/wiki/SS_Maheno

⁵⁹ https://en.wikipedia.org/wiki/SS_Maheno

⁶⁰ https://en.wikipedia.org/wiki/SS_Maheno

mishap to the Kaipara, in Rangitoto Channel, Auckland. The tug was accordingly got in readiness and provisioned for the voyage to Auckland, extra hands were signed on, and she sailed early this afternoon.... Captain J W Holmes will have the following officers associated with him for the salvaging expedition.... chief engineer, Mr John Rankine. ”

By 1911 the Wellington North Electoral Roll shows that John, a marine engineer and Winifred were living at Karori Road, Kelburne.



Left: John and Winifred's home in Karori Road Kelburne is in the group of 5 houses in the foreground, second from the left c1910⁶¹

Right: John and Winnie's house in 2008 (white with blue trim)

The Hastings Standard reported in its Personal column on 17 March 1913 that John took holiday leave that month: *“Mr H J S Johnson rejoined the Manuka as third engineer on Friday in place of Mr Geo Luke, who was transferred to the Terawhiti as chief engineer in succession to Mr Rankine. The last-mentioned is on holiday leave.”*

On 14 March 1913 John and Winnie departed Wellington on the *Manuka* in saloon class for their holiday to Sydney⁶² arriving there on 18 March 1913.⁶³ They spent 18 days in Sydney, presumably visiting Winnie's family. On 5 April John and Winnie departed from Sydney on the *Moeraki*⁶⁴ in saloon class, arriving back in Wellington on 9 April 1913.⁶⁵ An account of the voyage was given in the Dominion on 10 April 1913: *“The Moeraki from Sydney direct, berthed at the Queen's Wharf No. 1 North, at 6.15 p.m. yesterday, encountering easterly winds and seas throughout the trip. The vessel left the New South Wales port at 4.30 p.m. on Saturday last, and on the following day she encountered the south-easterly gale which visited*

⁶¹ National Library New Zealand

⁶² www.familysearch.org "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:QJDK-RVLQ> : 6 July 2019), Rankin, 1913; citing ship , Archives New Zealand, Wellington; FHL microfilm 004513421.

⁶³ *The Daily Telegraph* Wed 19 Mar 1913

⁶⁴ NELSON EVENING MAIL, 5 APRIL 1913

⁶⁵ www.familysearch.org "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:QJDJ-GP6T> : 6 July 2019), Rankine, 9 Apr 1913; citing ship , Archives New Zealand, Wellington; FHL microfilm 004466014.

Wellington on Saturday-night. She kept on her course, and the weather moderated as she approached the New Zealand coast. From midday on Tuesday to midday yesterday the vessel covered 322 miles, but whilst in the storm, progress was not very fast.” John’s arrival back in Wellington was reported in several newspapers: *“Mr Rankine, chief engineer of the Terawhiti, who has been on holiday, returned to Wellington from Sydney by the Moeraki yesterday.”*⁶⁶ *“Mr J Rankine, chief engineer of the tug Terawhiti, who has been on holiday, returned to Wellington by the Moeraki yesterday.”*⁶⁷

The Wellington North Electoral Roll shows that in 1914 John, a marine engineer and Winifred were still living at Karori Road Kelburne.

The first indication of Winifred and John’s house number came when Winifred made her will on 27 June 1916 at the Public Trust Office, Wellington and gave her address as 173 Karori Road Wellington. Her solicitor was JW McDonald, with witnesses being Ernst P Hay solicitor and E Bryan typist.

On 19 June 1917 the Evening Post reported on another salvage job where *"Captain R J Fowler is master of the Terawhiti and Mr John Rankine chief engineer"*.

In 1919 the Wellington North Electoral Roll shows John and Winifred were still living at 173 Karori Road.

On 21 July 1919 the Evening Post reported that *“Mr John Rankine was elected president of the Institute of Marine Engineers at the annual meeting of the Institute held on Friday last.”*

John’s brother, Richard Sims Donkin Rankine, Receiver-General, Fiji, was appointed a Companion of the Order of St Michael and St George (CMG) by King George V in his 1919 Birthday Honours:

*Chancery of the Order of
Saint Michael and Saint George,
Downing Street,
3rd June, 1919.*

The KING has been graciously pleased, on the occasion of His Majesty's Birthday, to give directions for the following promotions in and appointments, to the Most Distinguished Order of Saint Michael and Saint George: -

To be Ordinary Members of the Third Class, or Companions, of the said Most Distinguished Order

*Richard Sims Donkin Rankine, Esq, Receiver-General, Fiji.*⁶⁸

⁶⁶ NEW ZEALAND TIMES, 10 APRIL 1913

⁶⁷ EVENING POST, 10 APRIL 1913

⁶⁸ SUPPLEMENT TO THE EDINBURGH GAZETTE, JUNE 5, 1919 pages2063-2064

In 1920 and 1922 Wise's NZ Post Office Directory shows that John, a marine engineer, was still living at 173 Karori Road Wellington.

John and Winnie departed Wellington at 11.15am on the *Manuka* bound for Sydney on 6 October 1921.^{69 70} The Sydney Morning Herald reported on Monday 10 October 1921 that "A wireless message was received last night from the captain of the Union Company's steamer *Manuka* advising that he would arrive in Watson's Bay at 6 am today. The *Manuka* will berth at the Margaret street wharf at about 8 am." Five weeks later, on 16 November 1921 Winnie and John boarded the *Maheno* at the Margaret Street wharf for their departure from Sydney at 3pm to return home to Wellington.⁷¹ They arrived there on 20 November 1921.^{72 73}

Winnie's mother Emma, aged about 73, moved to New Zealand in about 1922 to live with her daughter and son-in-law John.⁷⁴ No record has yet been found of her arrival in New Zealand but it's likely that the decision for Emma to move to New Zealand was made during Winnie and John's visit to Sydney in late 1921. Emma had married Roderick Wight, a man half her age, in January 1912.⁷⁵ A family story says he squandered her inheritance from Winnie's father Thomas.⁷⁶ By December that year he had deserted her so she moved in with her son Charles and his wife Ethel (my great-grandparents) who were living at 134 Burton Street Sydney.⁷⁷ Later Emma moved in with her daughter-in-law Violet Chester, wife of her son Thomas.⁷⁸

⁶⁹ www.familysearch.org "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:KLIV-BQ8> : 4 July 2019), W E Rankine, 1921; citing ship , Archives New Zealand, Wellington; FHL microfilm 004480432.

⁷⁰ *EVENING STAR*, 6 OCTOBER 1921

⁷¹ *The Sun* Tues 15 Nov 1921; *Daily Commercial News and Shipping List* Thu 17 Nov 1921

⁷² *Daily Commercial News and Shipping List* Tue 22 Nov 1921

⁷³ www.familysearch.org "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:KLYR-RKZ> : 3 July 2019), J Rankine, 21 Nov 1921; citing ship , Archives New Zealand, Wellington; FHL microfilm 004466225.

⁷⁴ NZ death certificate 1927/1555 Wight Emma

⁷⁵ NSW marriage indexes 3909/1912 WIGHT RODERICK WIGGINTON EMMA WOOLLAHRA

⁷⁶ *Recollections of my grandmother Perpetua Chester nee O'Brien in 1983 and 1985*

⁷⁷ *New South Wales Police Gazette* 4 Dec 1912, p492

⁷⁸ Email in 2016 from Lucinda de Vries, a great granddaughter of Thomas and Violet Chester



Winifred's mother Emma Wigginton aka Allen, Hill and Chester (courtesy of Lucinda de Vries, a great granddaughter of Winifred's brother Thomas)

John's brother Richard visited New Zealand again as reported in the social pages of the Ladies' Mirror on 2 October 1922: "*Mr Rankine, CMG, Governor of Nyassaland (British East Africa), has arrived in Hamilton, where Mrs Rankine is visiting her mother, Mrs G Dalzell, of Ohaupo Road.*" Richard and his wife Hilda and their 2 children departed Wellington for Sydney on the *Manuka* on 2 February 1923. Also travelling with them in saloon class was Hilda's sister, Miss Vida Dalzell.^{79 80 81} Their destination was British East Africa. Vida was given a garden party in the week prior to her departure. She wore "*a pretty frock of floral fuji with large cream hat and roses.*"⁸²

As mentioned earlier John had been with the *Terawhiti* from October 1907 until March 1925.⁸³ His next appointment was as chief engineer on the *Kiwitea*. In the Evening Post on 6 April 1925 it was reported that "*Mr John Rankine, chief engineer of the tug Terawhiti, will sail by the Remuera to-morrow on a six month's trip to England and Scotland. He will be accompanied by Mrs Rankine, and as chief engineer will bring out to New Zealand one of the new steamers being built for the USS Co. This vessel will leave Glasgow wharf direct for sea at daybreak on Tuesday, 7 April. Passengers must embark not later than 8 o'clock tonight*

⁷⁹ www.familysearch.org "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:KL12-DKZ> : 4 July 2019), R Rankine, 1923; citing ship , Archives New Zealand, Wellington; FHL microfilm 004480441

⁸⁰ *EVENING POST*, VOLUME CV, ISSUE 28, 2 FEBRUARY 1923

⁸¹ <https://www.bdmonline.dia.govt.nz/> 1889/14475 Dalzell Vida Marion Gertrude Helen Joseph Steel

⁸² *WOMEN'S WORLD*, *WAIKATO TIMES*, 10 FEBRUARY 1923

⁸³ Wellington City Archives www.wellington.govt.nz/services/archives Reference No: AF015:1:38, Engineers retirement files, Union Steam Ship Company of New Zealand Ltd, 1921-1958

(Monday), 6th April, surrendering their contract tickets at the gangway. Baggage will be received at the vessel until NOON and "CABIN" Baggage must be alongside not later than 4 pm THIS DAY. " In the Late Shipping Section "The New Zealand Shipping Company advises that the departure of the Remuera from Wellington for Home has been postponed. The vessel is now expected to leave here at daybreak tomorrow for Southampton and London, via Pitcairn Island, Panama and Curacao. "

As John and Winnie were to be away for 6 months Winnie's mother Emma now aged 75 returned to Sydney before they left. She departed Wellington on the Huddart-Parker steamer *Ulimaroa* on 5 March.⁸⁴ The Sun reported on Monday 9 March 1925 that "*From New Zealand the steamer Ulimaroa is due at Sydney at 5 pm to-day. She will berth at Huddart, Parker's wharf, Miller's Point.*"



Ulimaroa, courtesy State Library Queensland
<https://www.flotilla-australia.com/huddart.htm>

With Emma safely in Sydney John and Winnie departed Wellington on the *Remuera* on 7 April 1925⁸⁵ travelling in second saloon class.⁸⁶ The Evening Post reported that the *Remuera* arrived in Curacao, a small Caribbean island off the Venezuelan coast, on 1 May⁸⁷ and at Southampton on 14 May.⁸⁸

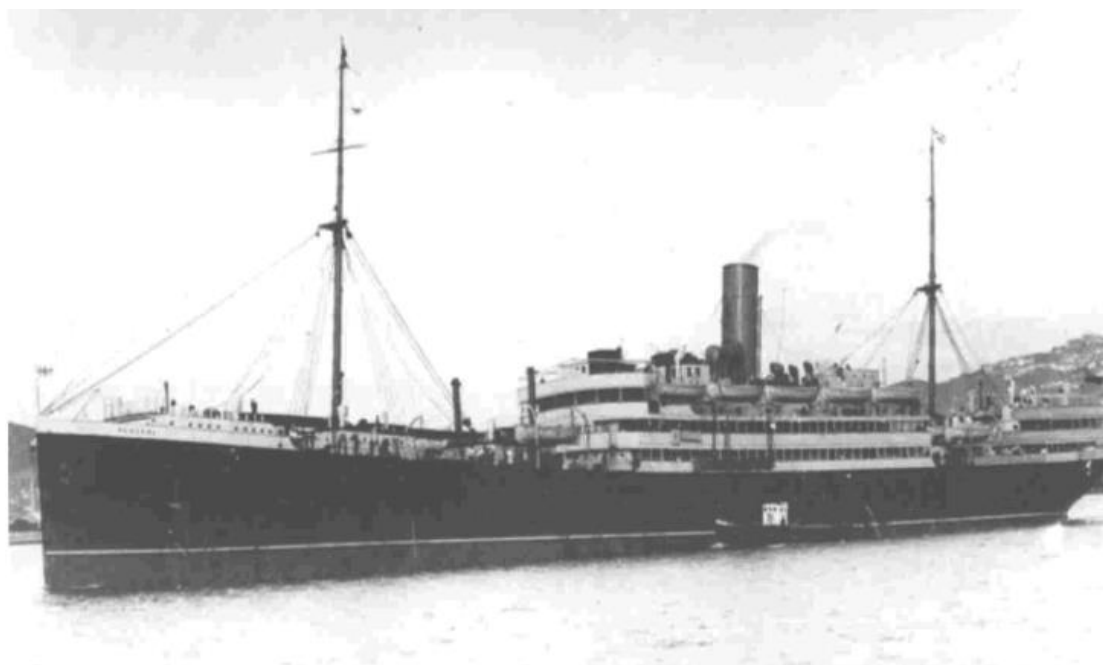
⁸⁴ www.familysearch.org "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:KL1P-SPB> : 4 July 2019), E Wight, 1925; citing ship , Archives New Zealand, Wellington; FHL microfilm 004480458

⁸⁵ www.familysearch.org "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:QJDV-MC65> : 6 July 2019), W E Rankine, 1925; citing ship , Archives New Zealand, Wellington; FHL microfilm 004480459.

⁸⁶ Evening Post 7 April 1925

⁸⁷ Evening Post 4 May 1925

⁸⁸ Evening Post 16 May 1925



The Remuera on which John and Winifred travelled to the UK in 1925⁸⁹

The shipping manifest of incoming passengers to the UK reveals that Mr J Rankine aged 57 and Mrs WE Rankine aged 47 sailed from Wellington as second class passengers on the New Zealand Shipping Company's *Remuera* on 7 April 1925 via Pitcairn Island, Panama and Curacao. They arrived at Southampton in May 1925. John's occupation is given as engineer and Winifred's as domestic duties. Their proposed address in the UK was Moscow, Galston, Ayrshire⁹⁰ where John's family lived.

No doubt once John and Winnie had arrived in the UK he would have been busy with the Union Steam Ship Company's new collier as reported in the Newcastle Morning Herald and Miners' Advocate on Saturday 4 July 1925: "*The Union SS Company have been advised that their second collier for the Greymouth (NZ) trade was successfully launched on June 22. She has been named Kiwitea.*"

Winifred's departure from the UK was difficult to find as her surname "*Rankine*" had been mistranscribed in the Ancestry indexes as "*Pauline*". She departed Southampton on 31 July 1925 on the *Ruahine*. She had been staying at Moscow, Galston.⁹¹

The progress of the *Ruahine* on her voyage to Wellington was reported in the New Zealand newspaper Evening Post on 19 August 1925 "*The New Zealand Shipping Company has received advice that the Ruahine, en route from Southampton to Wellington and Auckland, arrived at Colon on Saturday, and cleared the Panama Canal on the same day.*" On 24 August the newspaper reported that the "*Ruahine left Southampton on 31st July for Wellington and Auckland; left Curacao on 12th August; due at Wellington on the 5th*

⁸⁹ <https://www.newzealandshipping.co.nz/History/Photos/Remuera1911.htm>

⁹⁰ www.ancestry.com.au UK, Incoming Passenger Lists, 1878-1960

⁹¹ www.ancestry.com.au UK, Outward Passenger Lists, 1890-1960

September. (NZS Co)”. The Evening Post shipping column shows that the *Ruahine* arrived on 6 September⁹², a day later than expected. However, the *Ruahine* Inward Manifest shows the arrival date as 7 September and that Winnie had travelled in second class.⁹³ The Evening Post of 7 September 1925 under the heading *Women in Print*” announced that “Mrs J Rankine of Karori road, who has been on a visit to Scotland, returned by the *Ruahine* yesterday.”

More news of the Union Steam Ship Company’s new collier *Kiwitea*, that John travelled to the UK to bring back as chief engineer, was reported in the Daily Commercial News and Shipping List on Thursday 30 July 1925 and Wednesday 5 August 1925: “It is announced that the Union Co's two new colliers *Karitigi* and *Kiwitea* are to load at Montreal, under the New Zealand Co's Eastern Canadian Service, for New Zealand ports.

The Karitigi is to sail on August 25 for Auckland, Wellington, Picton, Lyttelton and Dunedin, and the Kiwitea will sail during September for Auckland, Wellington, Lyttelton and Dunedin. On completion of discharge, both vessels will be handed over to the Union Company.”

Further news of the progress of the *Kiwitea* is found in the Daily Commercial News and Shipping List on Thursday 19 November 1925: “Advice has been received in Sydney that the steamer *Kiwitea* is now en route from Tampico with a cargo of asphaltum. She left that port on October 24 for Sydney, Melbourne and Adelaide.

The Kiwitea is a new cargo steamer of 2350 tons gross, and was only launched this year to the order of the Union Steamship Coy of New Zealand, Ltd.” Also on Thursday 26 November 1925: “To the agency of the Union Coy, the steamer *Kiwitea* has wirelessly that she will arrive at Sydney next Wednesday. She is bringing a cargo of asphaltum from Tampico.”

By December the *Kiwitea* was finally on the home run to Wellington: “*The Kiwitea, one of the Union Company’s new cargo steamers, leaves Newcastle today for Wellington, and should arrive here about Sunday. The vessel was built by William Gray and Company, Ltd, Hartlepool.*”⁹⁴

With John due back home arrangements were made for Winnie’s mother Emma to return to Wellington. She left Sydney on the *Maheno* on 5 December 1925⁹⁵ arriving on 8 December 1925 having travelled in second class.⁹⁶ The voyage was not without its drama as reported in The Sydney Morning Herald on Saturday 5 December 1925: “*The Union Steam Ship Company's passenger steamer Maheno was held up for several hours in Sydney again yesterday owing to the absence of firemen from duty at sailing time.*

⁹² EVENING POST 7 SEPTEMBER 1925

⁹³ www.ancestry.com.au "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:KLB8-9W4> : 4 July 2019), W E Rankine, 7 Sep 1925; citing ship , Archives New Zealand, Wellington; FHL microfilm 004466392

⁹⁴ EVENING POST, 15 DECEMBER 1925

⁹⁵ EVENING POST, 5 DECEMBER 1925

⁹⁶ www.ancestry.com.au "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:KLB8-6K9> : 3 July 2019), Mrs E Wight, 8 Dec 1925; citing ship , Archives New Zealand, Wellington; FHL microfilm 004466395

Passengers and friends had time for long farewells at sailing time. Following the growing custom, firemen dallied ashore and when a move was made to remove the ship from her berth to an anchorage in Athol Bight, the remaining members of the stokehold crew scrambled on to the wharf. After some hours, the missing men were rounded up and taken to the ship by a launch, thus permitting the vessel's departure after sunset. ”

On 20 December 1925 John finally arrived home in Wellington as reported in the Evening Post on 21 December 1925: “An arrival in the stream at 4.30 pm yesterday was the Union Company’s new cargo steamer *Kiwitea* with coal from Newcastle.....the vessel berthed at 6.20 pm at the Railway Wharf. The *Kiwitea* was built by Messrs William Gray and Co Ltd West Hartlepool.... .

Captain Donald McDonald is in command of the Kiwitea and his officers arechief engineer, Mr J Rankine. ”

In 1925 Wellington City Council renamed many of Wellington’s streets including a section of Karori Road where Winnie and John lived. Their section became Glenmore Street but retained the same house numbers as previously.⁹⁷ So the New Zealand Post Office Directories in 1926 and 1927 then listed John Rankine, a marine engineer at 173 Glenmore Street Wellington.

The Evening Star elaborated on the *Kiwitea* in its report on 23 February 1926: “*The Union Company’s new cargo steamer Kiwitea, which arrived from England recently, reached Auckland from the south on Thursday to discharge timber and coal from Westport and Greymouth. The vessel is a sistership to the Kartigi and Kaponga, both new steamers. All these vessels are built on the top side cantilever frame system and have a length overall of 292ft 6in, breadth 44ft 3in, and depth 21ft 1½in, with poop, bridge, winch decks, and forecastle. The double-bottom topside tanks and large after and fore peaks are constructed for a carriage of water ballast. There are eight steam winches and a warping winch aft, ten steel derricks, and ten coaling gaffs for the quick handling of cargo; steam steering gear direct on the rudder, with telemotor control on the bridge; steam windlass, stockless anchors; fore and aft rig lifeboats carried on Welin davits, and steel hatch. The Kiwitea is in command of Captain A B Sizer, who has with him the following officers: - Chief, Mr A M Lucas; second, Mr F O'Neill, third, Mr H Pike; chief engineer, Mr J Rankin; second, Mr D Clark; third, Mr J Mallock; wireless operator, Mr W Parkinson. ”*

In July 1926 John met with an accident whilst working at one of the winches of the *Kiwitea* at Westport NZ resulting in the total loss of his left eye.⁹⁸ I have found no mention of this accident in the NZ newspapers and am unable to pinpoint the date by checking the movements of the *Kiwitea* from 26 June to 29 July.

⁹⁷ Karori Historical Society <http://www.karorihistory.org.nz/streets.htm>

⁹⁸ Wellington City Archives www.wellington.govt.nz/services/archives Reference No: AF015:1:38, Engineers retirement files, Union Steam Ship Company of New Zealand Ltd, 1921-1958

The next mention found of John was in the Otago Daily Times on 26 October 1926 where the following announcement was made: “*Mr Rankine, chief engineer of the Karetu, has joined the Waihora in a similar capacity.*” There is a discrepancy with the information in John’s retirement file as the order of the ships he worked on after the *Terawhiti* was *Kiwitea*, *Waihora*, *Karetu* and lastly *Kurow* but newspaper reports mentioning him by name show the order as *Kiwitea*, *Karetu*, *Waihora* and *Kurow*.

The Evening Star reported on a voyage of the *Waihora* on 20 January 1927, with John as chief engineer, under the heading of *Waihora from Calcutta*: “*A voyage of exceptional fine weather, with calm seas, was the experience of the Union Company’s freighter Waihora, proceeding from Calcutta to Wellington. The ship reached Dunedin this morning to continue discharging. She sailed from Port Chalmers on October 23 for Newcastle, where she arrived on October 29, after a good passage across the Tasman Sea. After bunkering at Newcastle she left on October 30 for Calcutta via Torres Strait, Singapore, and Malucca Strait. Torres Strait was cleared on November 7, Singapore was passed on November 17, and Malucca Strait the following day. Leaving Malucca Strait the Waihora ran into moderate monsoons, which lasted until arrival at Calcutta on November 23. General cargo, including woolpacks, gunnies, etc, were loaded, and the Waihora cleared Calcutta on December 7 for Wellington direct via Cape Leeuwin. The only bad weather the vessel experienced was from December 22 to December 24, when she encountered a rough head sea. Fine weather and calm sea from Calcutta, except for the three days, ruled until arrival at Wellington. Captain J Baldwin retains command of the Waihora and has the following officers with him: - Chief, Mr J H Miller; second, Mr W Cole; third, Mr D W Blacklaws; chief engineer, Mr J Rankine; second, Mr B Clark; third, Mr A McConville; fourth, Mr W McMurren; wireless operator, Mr J McIntosh; chief steward, Mr W Brown. The Waihora’s local cargo is expected to be all discharged by Saturday, and the ship will be docked at Port Chalmers on Monday. She will leave Port on Tuesday for Bluff to complete discharge. Thence the Waihora sails for Wallaroo, Adelaide, and Melbourne to load for New Plymouth, Auckland, Wellington, Lyttelton, and Dunedin.*

John’s mother-in-law Emma Wight had been in New Zealand for 5 years when she died on 3 March 1927 aged 77 years at John and Winnie’s home, 173 Glenmore Street, Wellington. The cause of Emma’s death was chronic nephritis and myocardial degeneration. She was last seen by Dr A E Park on the day she died.⁹⁹ She was buried at Karori Cemetery on Saturday 5 March 1927. Her death and funeral notices appeared in the Evening Post on 3 March 1927:- “*WIGHT - On the 3rd March, 1927, at 173, Glenmore street, Emma Wight, beloved wife of Rodrick Wight, and loved mother of Mrs J Rankine, in her 78th year.*” “*The Funeral of the late Emma Wight will leave her daughter’s residence, 173 Glenmore Street, on Saturday, the 5th March, 1927, at 11am for the Cemetery, Karori. (Private interment).*”

⁹⁹ NZ death indexes 1927/1555 Wight Emma 77Y

John's posting to the *Waihora* was a short one as a number of NZ newspapers reported her sale to Japanese buyers in November 1927: "*After being laid up at Port Chalmers for several months, the Union Company's cargo steamer Waihora has been sold, to Japanese buyers. She was built for the company in 1907 by Swan, Hunter, and Wigham Richardson, at Newcastle, England. She is a steel, single-screw steamer of 4638 tons gross, 385 ft long, 52.1 ft in breadth, and 26.9 ft in depth. The date of departure of the Waihora for delivery to her new owners is as yet uncertain, but it will probably be some time next month.*"¹⁰⁰

It is assumed that John joined his last ship, the *Kurow*, as chief engineer some time in 1927 prior to the sale of the *Waihora*. No newspaper articles have yet been found to confirm a date.

In the 1928 Wellington Suburbs General Roll John, an engineer and Winifred (occupation given as "married" as recorded in all previous rolls) were still living at 173 Glenmore Street.¹⁰¹

A couple of articles in the New Zealand newspapers mention John's movements in December 1929 and April 1930:

*Mr W S Hall has joined the Kurow as chief engineer, relieving Mr J Rankine for holidays.*¹⁰²
*The Kurow recommissions with the following engineers: - Chief, Mr J Rankine; second, Mr P McMaster; third, Mr L Jellyman; fourth, Mr H Vartha.*¹⁰³

And Winnie had a trip to Auckland as reported in the Personal Notes column of the Evening Post on 1 October 1930: "*Mrs J Rankine, Glenmore street, who has been visiting Auckland, has returned to Wellington.*"

On 15 December 1930 John wrote the following letter to his employer, the Union Steam Ship Co of New Zealand Limited from the *SS Kurow* Westport :

DA Aitken Esq

General Manager

Dear Sir

I have received notice that you intend retiring me from the service on the 12th of January 1931. I had a very severe accident losing my left eye when I was chief engineer of the "Kiwitea" working at one of the winches which will go very much against me getting other employment. Under the circumstances I do hope the Company will grant me some remuneration.

I am

Yours most respectfully

*John Rankine*¹⁰⁴

¹⁰⁰ Otago Daily Times on 30 November 1927

¹⁰¹ www.ancestry.com.au New Zealand, Electoral Rolls, 1853-1981 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2010. Original data: New Zealand Electoral Rolls, 1853-1981. Auckland, New Zealand: BAB microfilming. Microfiche publication, 4032 fiche.

¹⁰² PRESS, 2 DECEMBER 1929

¹⁰³ EVENING STAR, 19 APRIL 1930

On 27 January 1931 the Superintending Engineer Mr J Smith wrote a memorandum to the General Manager of the Union Steam Ship Co of NZ stating details of John's service with the company and recommending a retiring allowance of 6 months' salary.

On 30 January 1931 the Assistant General Manager advised Mr Smith that his recommendation had been approved and a cheque was being prepared. The AGM then sent a memorandum to Mr W Green advising him that a retiring allowance of 6 months' pay at 38 pounds 10 shillings per month had been approved (a total of 231 pounds) and that he should draw a cheque.

The following article appeared in the Dominion newspaper on 3 February 1931 under the heading Mess Table Gossip

“Mr J Rankine, chief engineer of the Kurow, has retired from the Union Company's service. Mr Rankine, who was born in Ayrshire, Scotland, entered the Union Company's service on May 1 1902 as second engineer of the Aparima, and was later for 2 years second engineer of the Moeraki. Subsequently he was acting chief engineer of the Kauri and chief engineer of the tug Terawhiti from October 1907 till March 1925. He later served as chief engineer on the Kiwitea, Waihora, Karetu and Kurow. Mr J Nelson has joined the Kurow in place of Mr Rankine.”

John remained a member of the Wellington branch of the Marine Engineers' Institute after he retired and was elected as one of the 7 councillors in April 1931.

On 14 August 1931 a photo of the Executive of the Wellington Branch of the Institute of Marine Engineers appeared in the Evening Post showing John in the back row, 4th from the left. It is the only photo I have found of John.

¹⁰⁴ Wellington City Archives www.wellington.govt.nz/services/archives Reference No: AF015:1:38, Engineers retirement files, Union Steam Ship Company of New Zealand Ltd, 1921-1958



M. P. Andrew Photo.

EXECUTIVE OF THE WELLINGTON BRANCH OF THE INSTITUTE OF MARINE ENGINEERS.—
Back row (from left), Messrs. A. G. Wilson, A. T. Smith, B. Sommerville (secretary), J. Rankine, L. Hall, J. Le C. Morgan. Front row, Messrs. V. I. Burns, J. P. Burns, P. Mackenzie (president), P. H. Davey, H. M. Neilson (treasurer). Two members—Messrs. H. G. Luke and W. M'Murran—are absent.

John attended social events held at the Marine Engineers' Institute as reported in the Evening Post on 30 November 1931: *"The annual smoke concert of the Wellington branch of the New Zealand Institute of Marine and Power Engineers was held in the Institute building on Saturday evening, when Mr P McKenzie presided over a large attendance of members. The toast of "The Mercantile Marine" was proposed by Mr J Rankine During the evening an excellent programme of musical and elocutionary items was given, including items by the Lyric Quartet."*

John's mother Sarah Rankine died at 2 am on 10 April 1932 at Moscow, Kilmarnock. She was 92 years old. The cause of her death was given as senility. Her son William Rankine of 6 Buckingham Street Glasgow was the informant. He gave her parents' names as David Kennedy, ship's rigger (deceased) and Agnes Kennedy ms Beveridge (deceased).¹⁰⁵

John posted a death notice in the Evening Post on 11 April 1932

"RANKINE - On the 10th of April, 1932, at Kilmarnock, Scotland, Sarah Kennedy Rankine, aged 91 years, beloved mother of John Rankine, 173 Glenmore street, Wellington."

¹⁰⁵ <https://www.scotlandspeople.gov.uk/> 1932 Rankine, Sarah (Statutory Deaths 597/00 0185)



Grave of John's parents John Rankine and Sarah Kennedy Rankine, High Kirk Churchyard, Kilmarnock Scotland¹⁰⁶

*In loving memory
Of
My dear husband
John Rankine
Who died at Moscow Grougar
19th March 1897 aged 58 years
Also of
Sarah Rankine
Wife of the above
Who died 10th April 1932
Aged 92 years*

John's brother Richard received a knighthood in 1932. The announcement appeared in the Supplement to the London Gazette on 3 June 1932:

*"Chancery of the Order of Saint Michael and Saint George
3rd June, 1932*

The KING has been graciously pleased, on the occasion of His Majesty's Birthday, to give directions for the following promotions in, and appointments to, the Most Distinguished Order of Saint Michael and Saint George: -

To be Ordinary Members of the Second Class, or Knights Commanders, of the said Most Distinguished Order: -

*Richard Sims Donkin Rankine, Esq, CMG, British Resident for the Zanzibar Protectorate "*¹⁰⁷

¹⁰⁶ Find A Grave, database and images (<https://www.findagrave.com>: accessed 31 January 2020), memorial page for Sarah Kennedy Rankine (1840–10 Apr 1932), Find A Grave Memorial no. 173262168, citing High Kirk Churchyard, Kilmarnock, Kilmarnock, East Ayrshire, Scotland ; Maintained by Pixturn (contributor 47729036)

¹⁰⁷ <https://www.thegazette.co.uk/London/issue/33831/supplement/3571/data.pdf>

The Evening Post reported on Richard's knighthood on 11 August 1932 and mentions his brother John:

*"HONOURED BY THE KING
COLONIAL ADMINISTRATOR*

Many friends in New Zealand will be pleased to learn of the knighthood conferred by His Majesty the King on Mr Richard Sims Donkin Rankine, CMG, formerly Colonial Secretary of Fiji and now British Resident at Zanzibar. Sir Richard, who was created KCMG in the latest Birthday Honours, is well known in New Zealand, having married a New Zealand lady (Miss Hilda Dalzell, eldest daughter of the late Mr J S Dalzell, of Oamaru) and being a brother of Mr John Rankine, of Glenmore street, Wellington, for many years Chief Engineer in several of the Union Steam Ship Company's vessels. A son of the late Mr John Rankine, Sir Richard was born at Tynemouth, Northumberland. He entered the Colonial Service at Fiji in 1894, and after serving as Private Secretary to three successive Governors was appointed Assistant Colonial Secretary of Fiji in 1909, and Receiver-General and Commissioner of Stamps in 1910. He acted as Colonial Secretary on many occasions, and in 1919 proceeded to India as personal representative of the Governor on Special Mission on the question of the emigration of Indians to Fiji. In 1920 he was appointed Chief Secretary of Nyasaland, and acted as Governor in 1921, 1923, 1924, and 1926. He represented Nyasaland at the Colonial Office Conference. He was Chief Secretary to the Government of Uganda from 1927 to 1929, and acted as Governor of Uganda in 1928. In 1930 he was appointed British Resident for the Zanzibar Protectorate. Sir Richard and Lady Rankine are expected to pay a holiday visit to New Zealand shortly."

Sadly John's much-loved wife Winnie died on 11 February 1935 at Hobson Street Private Hospital, Wellington, aged 56. The cause of her death was toxæmia operation, general peritonitis from ruptured appendix. Her illness had lasted 10 days. Her death certificate states that she had been born in Sydney, NSW and had been in New Zealand for 28 years. She had married in Scotland at age 21 to John Rankine. There were no children of the marriage. The informant was K Clarke, undertaker, Wellington.¹⁰⁸

Winnie's death notice appeared in the Evening Post on 12 February 1935

RANKINE - On February 11, 1935, at Wellington, Winnie, the dear wife of John Rankine, 173 Glenmore Street. (Funeral private. No flowers, by request.)

Winnie was buried on 13 February 1935 with her mother Emma Wight in Karori Cemetery, Wellington. Rev Albert Brian Kilroy, a Presbyterian minister, conducted the funeral service, probably at St Andrew's Presbyterian Church, The Terrace, Wellington where he became the minister in charge on 18 October 1934.¹⁰⁹

¹⁰⁸ New Zealand deaths 1935/14086 Rankine Winifred Evelyn 56Y

¹⁰⁹ EVENING POST, 19 OCTOBER 1934



*In Loving Memory
Of
my dear Mother
Emma Wight
Wife of R Wight Sydney
who passed away 3 March 1927
aged 77
Thy Will Be Done¹¹⁰*

While Emma's grave appears to be made of concrete there is a detached piece of red granite on the grave with the word "Sweetheart", thought to have been placed there by John in memory of his beloved wife Winnie.

Winnie had made her will on 27 June 1916 at the Public Trust Office Wellington and appointed them to be her executor and trustee. She left her estate to John, unless he pre-deceased her, then she provided for any child/ren she may have, for her mother and 3 brothers, and for her mother-in-law and John's siblings.¹¹¹

John continued to be enrolled as an engineer at 173 Glenmore Street in the Wellington Suburbs General Roll in 1935.

John departed Wellington at 3.50 pm on 1 April 1935 on the *Ruahine* bound for London via Panama and Curacao.¹¹² He arrived in London on 11 May 1935 giving his intended address in the UK as Moscow, Galston, Ayrshire but indicating his intention to return to New Zealand.¹¹³

¹¹⁰ NZ Cemetery Transcriptions Karori Cemetery Area 9 Block A Row 12 Plot 16

¹¹¹ www.archives.govt.nz RANKINE Winifred Evelyn, Wellington probate files R23111905 AAOM 6029 826/56165

¹¹² EVENING POST, 30 MARCH 1935; EVENING STAR, 2 APRIL 1935

¹¹³ www.ancestry.com.au The National Archives of the UK; Kew, Surrey, England; Board of Trade: Commercial and Statistical Department and successors: Inwards Passenger Lists.; Class:BT26; Piece:1070

Four months later John, aged 68, of 6 Buckingham Street Glasgow, retired, country of intended future permanent residence, Scotland, departed London on 19 September 1935 on the *Rangitiki* bound for Auckland NZ.¹¹⁴ The ship was due to land there on 23 October. An advance list of passengers shows that John was travelling in tourist class.¹¹⁵

The Auckland Star announced in the Table Talk column on 23 October 1935 that the *“Rangitiki arrived at 2.35 am after a fine trip from England”* with *“a thousand bags of English mail”*. The Shipping News column on the same day reported that although the ship arrived at 2.35 am she anchored *“in the stream”* and *“berthed at the Queen’s wharf at 7.30, and landed her passengers during the morning.”* The Evening Star of the same day further explained that *“her southern passengers came south by train to Wellington to-day to connect with the ferry steamer tonight.”* It appears from newspaper reports that the *Rangitiki* was continuing on to Wellington 3 days later to discharge the rest of its cargo there so passengers travelling further south continued their journey by train. It is likely that John travelled back to Wellington by train.

Less than 2 months later John was booked on the *Rotorua* for London via Panama. It was originally advertised as leaving from Napier on Friday 20 December 1935¹¹⁶ but didn’t sail until the following day.¹¹⁷ The shipping manifest shows that a wide variety of people were passengers on the *Rotorua* including a journalist, a company director, a masseuse, a school teacher, a nurse, a shop assistant, a salesman, a buyer and a carpenter.¹¹⁸ All spent Christmas at sea that year as reported in an article in the Evening Post on 24 December 1935 *“Along the varied trade routes between New Zealand and the rest of the world there will be many ships spending Christmas Day at sea, some close to this country, others thousands of miles away. Not that Christmas cannot be celebrated on sea as well as on land, but for the men on the ships it is a melancholy festival, for they are far from their friends and homes. Ships in the New Zealand-London trade will be widely scattered this Christmas. The New Zealand Shipping Company’s ...Rotorua, which sailed from Napier on Saturday, will be on the way to Pitcairn Island.”*

John travelled in tourist class on the *Rotorua* and arrived in London on 30 January 1936. According to the inward passenger list John was aged 68 and retired and gave his proposed address as Moscow, Galston, Ayrshire. Under Country of Future Intended Future Permanent Residence the box *“Other parts of the British Empire”* was ticked.¹¹⁹ However, there is no

¹¹⁴ www.ancestry.com.au UK and Ireland, Outward Passenger Lists, 1890-1960 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012. Outwards Passenger Lists. BT27.

¹¹⁵ New Zealand Herald 10 October 1935

¹¹⁶ EVENING POST, 19 DECEMBER 1935

¹¹⁷ EVENING POST, 24 DECEMBER 1935

¹¹⁸ "New Zealand, Archives New Zealand, Passenger Lists, 1839-1973," database with images, FamilySearch (<https://familysearch.org/ark:/61903/1:1:QJDK-H7XR> : 6 July 2019), J Rankine, 1936; citing ship, Archives New Zealand, Wellington; FHL microfilm 004509036

¹¹⁹ www.ancestry.com.au The National Archives of the UK; Kew, Surrey, England; Board of Trade: Commercial and Statistical Department and successors: Inwards Passenger Lists; Class:BT26; Piece:1094

evidence that he returned to New Zealand. Perhaps his short visit to New Zealand was to sell his home and settle his affairs before returning to his homeland.

An advertisement in the Situations vacant of the Evening Post on 16 January 1936 was seeking a “*Capable Girl, light house hold duties, sleep in or out. Apply 173 Glenmore Street.*” John had arrived in the UK on 30 January 1936 so maybe the advertisement was placed by the new owner of his house.



PROMINENT VISITOR
Sir Richard Rankine, for many years
in the Colonial Service, who is
visiting New Zealand.

John's brother Richard on a visit to New Zealand in 1937¹²⁰



In the 1938 Wellington West General Roll John was enrolled at 173 Glenmore Street but it is unlikely that he was still living there.

John, a retired marine engineer and widower of Winifred Chester, died aged 80 at Moscow, Kilmarnock at 1.45 am on 22 January 1948. The cause of his death was bronchitis from which he had suffered for 8 days and pulmonary oedema for 2 days. His brother William of 7 Tavistock Drive, Newlands, Glasgow was the informant.¹²¹

¹²⁰ NEW ZEALAND HERALD, 18 DECEMBER 1937

¹²¹ <https://www.scotlandspeople.gov.uk> 1948 Rankine, John (Statutory Deaths 597/00 0029)

The family of John Rankine 1868 - 1948

| | | | |
|---|----------------------------------|---|---|
| Parents Robert RANKINE (-Bef 1897) Marion NISBET (-Bef 1897) | | Parents David KENNEDY Agnes BEVERIDGE (-Bef 1862) | |
| Husband  John RANKINE Born Abt 1839 Chr Died 19 Mar 1897, Moscow Kilmarnock Ayr Scotland Buried High Kirk Churchyard, Kilmarnock Scotland DthCau | | Wife  Sarah Miller KENNEDY Born 1841, West Derby Lancashire England Chr Died 10 Apr 1932, Moscow Kilmarnock Ayr Scotland Buried High Kirk Churchyard, Kilmarnock Scotland DthCau | |
| Marriage 2 Dec 1862 - 8 Houston Street Glasgow Scotland | | | |
| Children | | | |
| 1 | Marion Nisbet RANKINE (1863-) | 7 | Jane Brown RANKINE (1873-) |
| 2 | David Kennedy RANKINE (1865-) | 8 | Richard Sims Donkin RANKINE (1875-1961) |
| 3 | Sarah RANKINE (1868-) | 9 | Elizabeth RANKINE (1877-) |
| 4 | John RANKINE (1868-1948) | 10 | William RANKINE (1879-1948) |
| 5 | Agness Beveridge RANKINE (1869-) | 11 | Isabella Drummond RANKINE (1880-) |
| 6 | Robert RANKINE (1871-) | Click to Add a Child | |

Compiled by

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