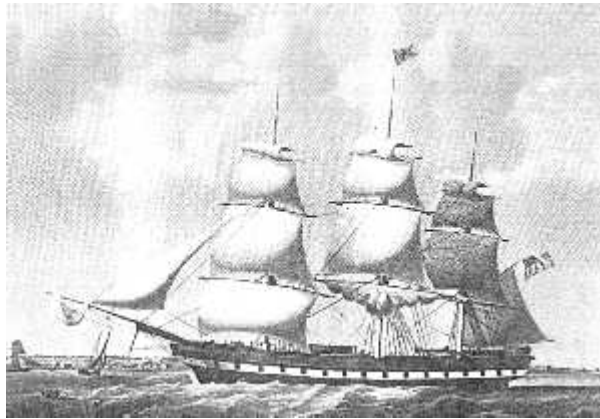


THE GUY MANNERING



The U.S. ship Guy Mannering was built at New York by William H. Webb, New York, for Robert L. Taylor and Nathaniel W. Merrill's line (called in Liverpool the Black Star Line) of sailing packets between New York and Liverpool, and launched in March 1849.

Dimensions: 1,418 tons; 190 ft x 42 ft 6 in x 29 ft 8 in (length x beam x depth of hold); 3 decks (the first three-decked merchant vessel built in the United States); draft load 24 ft.

The name Guy Mannering was derived from a romance published by Sir Walter Scott in 1815; Taylor & Merrill had already given names derived from Scott's works to two earlier ships built for them by William H. Webb, the Marmion (1846), and the Ivanhoe (1847).

It's inaugural trip from New York to Liverpool was in April/May 1849. Her return voyage saw her sail from Liverpool on May 22nd 1849, arriving in New York on June 28th 1849 with a passenger list of mainly Irish emigrants but a small subset of 58 lead miners and their families from the Allendale area of Northumberland, England, who had been been blacklisted following an industrial dispute. The ship's passenger list from this voyage may be seen at <http://www.genuki.org.uk/big/Indexes/PassengerLists/GuyMannering.html>

Passenger lists for subsequent trips from Liverpool to New York in 1851 and 1854 show the same preponderance of Irish emigrants.

March 1851 - http://www.immigrantships.net/v7/1800v7/guymannering18510303_02.html

August 1854 - <http://www.immigrantships.net/v7/1800v7/guymannering18540816.html>

The ship plied other routes apart from Liverpool – New York. Patrick Carrucan, with his bride Mary and his younger brother Peter, sailed from Liverpool on the Guy Mannering in 1857 on their 90 day voyage to Australia. The shipping records list the travellers, who were not Assisted Migrants, as follows:

... Patrick and Mary Carrocan, ages 30 and 23, married, farmer, Irish, and Peter Carrocan, 24, single, farmer, Irish, on the Guy Mannering in 1857 from Liverpool to Melbourne.

The ship departed Liverpool on the 22nd August 1857 and arrived in Melbourne on 24th November 1857 - a journey of just over 90 days. There were 402 passengers in the Intermediate and Steerage. The Argus of Saturday 24th October 1857 carried an advertisement for the ship, under WHITE STAR LINE where it is described as *a mammoth three-decker clipper ship, constructed at New York and one of the strongest and fastest ships afloat*. The cabins and saloons would have been beautifully fitted out and decorated, but no doubt Patrick, Mary and Peter were in Steerage which would have been fairly sparse. Apparently a seaman on the voyage, Charles Reynolds, a native of Portsmouth, New Hampshire, USA, fell from the "mizen topgallant-yard" and was drowned (The Argus, Wednesday 25 November, 1857, page 4).

Frank Carrucan has commemorated that 1857 trip from Liverpool to Melbourne with his own oil painting which he unveiled in late 2017.



The Guy Mannering by Frank Carrucan

On 30th November 1865, under the command of Charles Brown, the Guy Mannering cleared New York for Liverpool, with 6 passengers, a crew, including the captain, of 32, and a cargo of 1611 bales of cotton, 5326 bushels of wheat, 33,986 bushels of corn, and 4 cases of cotton goods. On the afternoon of 31st December 1866, the Guy Mannering was wrecked on the west coast of the island of Iona, with the loss of 17 lives. The following accounts document the disaster:

Report, dated Iona, 1 January 1866, published in the New York Herald, 26 January 1866, p. 3a-b:

The ship Guy Mannering, of New York, Brown, which sailed from New York Dec[ember] 2, with a cargo of cotton and grain, for Liverpool, became a total wreck here at about 3 PM on the 31st ult[imate] (as previously reported). There were 36 passengers on board, 19 of whom were saved, and 17 were lost. After leaving New York they had a very favorable passage the first week, after which fearful storms all the rest of the passage. Their first set of sails were blown off to ribbons, and then the remaining canvaas [sic] in like manner; the cargo twice shifted, and the crew got disabled by day and night's incessant labor. The passengers were then made to work the vessel, and during the last week, from having no sails, they were tossed to and fro, and gradually drifted to the lee shore, and by the morning she had drifted out of sight, close to the shore, on the west side of Iona. In half an hour she parted amidships, within a quarter mile of the beach. The first mate swam ashore over the huge breakers. He was followed by seven or eight others, but they quickly disappeared among the debris of cotton, &c. The captain struck out for the shore, turned back when half way, and held on by some pieces until about eight o'clock. He was given up for lost by all, but about eight o'clock there was a faint cry heard from a piece drifting in, and every effort was used to reach him, when he was found quite benumbed, and most tenaciously holding on. He must have been five hours in the water, during which the sea was washing over him. The sailors, as picked up, were carried to the nearest houses and duly attended to, as also the captain, who is, considering the circumstances, wonderfully well. On the 1st inst[ant] three bodies were washed ashore. Most, if not all, the cotton will, it is expected, be saved.

A report from Glasgow, dated 23 January 1866, and published in the Herald for 9 February 1866, p. 5f, states that 900 bales of cotton had been landed "in a more or less damaged state".

Report from the Receiver of Wrecks at Oban to the Board of Trade, published in the Times (London), 23 January 1866, p. 9e:

The Board of Trade have received the annexed report from the Receiver of Wrecks at Oban, taken on oath, respecting the total wreck of the packet ship Guy Mannering, from New York, off that coast. Captain Charles Brown, the master, states that his ship was of 1,610 tons register, and was owned by Messrs. Robert L. Taylor and other merchants of New York. She was laden with a cargo of cotton and grain, and had six passengers. She left New York for Liverpool on the 2d of December, and all went well for the first three days. On the fourth day she encountered a severe gale from N.W.; a continuation of heavy gales during the rest of the passage. It sometimes blew a complete hurricane, which carried away yards and sails, caused the death of two seamen, and made the ship leak badly, and shifted the cargo. The crew were exhausted from pumping and working the ship. On the 31st of December, at half-past 2 p.m., the weather was stormy, with the wind blowing from the west. The ship had 8 ft. of water in the hold, and the sails were all blown away. Finding the ship drifting to leeward among rocks, where it was not likely they could save themselves, he [the captain] thought it advisable to run her into

Machar-bay, on the west side of Iona. As soon as the ship touched the ground she immediately began to break up, and in less than half an hour the whole shore was strewn over with pieces of wreck and bales of cotton; 16 persons were drowned, 19 were saved by swimming on pieces of wreck and bales of cotton. The people of the island, at the risk of their own lives, took them out of the water. They afterwards kindly provided for them and received them into their homes. The Receiver of Wrecks adds that from what he could learn from the captain and those that were saved, the ship had all her sails and spars carried away and the cargo shifted so much that she had become unmanageable. He says he has no reason to doubt the truth of the statements, and he believes that the casualty could not have been avoided. The loss is estimated at 40,000 L. The ship and cargo were insured.