# JOURNAL OF J. J. GURNEY 1837-1840



without any landmarks; the Captain hoped to be caught sight of land. As we sailed swiftly at night before a strong breeze, I was more nervous & anxious than I felt; yet a quiet feeling at bottom, in the belief that all would be right, was graciously permitted. I had retired to rest under this feeling when the pleasant tidings were brought that the Tuscar lights were in sight. I had ventured tremblingly to pray that we might make that light. A good night followed. This morning we have been enjoying a delightful sail ~~[illegible]~~ - the Irish & Welsh Coast both in sight. We are now about 40 miles from Liverpool & have just taken in a pilot. No account of the arrival of any of the steam boats. How remarkably has my course been ordered for me as it relates to sailing in this vessel. How abundant has been the kindness with which the Lord has dealt with the very weakest & most unworthy of his servants. I hope I am in a good degree bowed in humble gratitude before Him who made heaven & earth. The newspaper brought by the Pilot mentions the death of Lord Durham, which I really feel. O that the necessary change may have taken place in him - I believe I went as far as I could with him in Canada. My dear friend E.P.L. seems by my last letter to have had a view of my ~~landing~~ arriving about the 15th. Remarkably verified is this prediction - verily.

But

Earlham First Day 8mo of 23d.

my own chamber - aft.

The wonders of the last week - the flowing in of perfect pleasure is almost past journalising. After the last entry we had to undergo the mortification of being being compelled to lay to during the night, as the Pilot was afraid of attempting to force over the bar at the midnight high tide; & it was not until 10 o'cl. in 1st day morng. the 16th that we again set sail. In the mean time no storm occurred - no difficulty arose & we sailed gallantly along the Victoria channel, marked by buoys & light-ships, weathered the black rock & with the joint help of a steam boat & fair wind, landed at the Docks about 7 to part 12 Last First day. The very next night occurred an awful storm of which I add the newspaper acct, I reflect likely enough, being from the west, might have driven an heavy laden ship onto the bar. Thus mercifully & providentially was I again dealt with.

Pilot 16th Day 1840

## STORM at LIVERPOOL.

TUESDAY MORNING.—Liverpool was visited on Sunday night and yesterday by one of the most severe storms, accompanied by torrents of rain, as times amounting to a complete hurricane, that we have ever witnessed at this early season of the year. The wind was from the westward, and we much fear that great damage has been done on the coast. The barometer, which had begun to fall in the afternoon, fell with great rapidity during the night, and was yesterday at a lower point than at any time during the summer.

The packet ship Garrick, for New York, with 20 cabin and a large number of steerage passengers, went to sea, as did also the Fairfield, for the same place, and the Penella, for Gibraltar. The Fairfield did not proceed beyond the limits of the port, but the rest proceeded, and are, no doubt, experiencing a very severe encounter with the elements, though we have not heard that they have put into any port on the coast.

At the time we write the following disasters are reported. The violence of the gale has now considerably abated, but rain continues to fall at intervals very heavily:—

The Traveller, Captain Lester, from Wicklow to Liverpool, in the storm yesterday morning, about four o'clock, sprung a leak, when about fifteen miles west of the floating-light ship. The crew consisted of the captain and two men only, who did everything in their power to save the craft, but found the leak gain upon the pump so fast, that they were obliged to take to the boat, and the vessel shortly afterwards went down. They were on the open sea, and so fatigued with previous exertions as to be unable to reach land; they succeeded, however, in getting to one of the buoys which mark the entrance to the port, to which they fastened the boat and made signal of distress; they were within sight of the light ship, but their situation remained for nearly three hours unnoticed, when the crew of No. 1 Pilot Boat, Capt. Hughes, who distinguished himself so manfully on the occasion of the great storm in January, 1836, perceived their situation, and bore up to their assistance. Fatigue had so far overcome them, that two out of the ~~[illegible]~~ men were asleep, and so feeble as scarcely to be able to ~~[illegible]~~ go Dutch ropes from the buoy. They were taken on board, and brought in the kindest manner by Captain Hughes, whose courage and humanity deserve great praise.

The Minerva, from Memel to Fleetwood-on-Wyre, was driven on shore, near Southport, last night, and totally wrecked. The crew were saved in their pilot-boat.