

## THE MANSSEN FAMILY IN NEW ZEALAND

### George Heinrich Conrad MANSSEN & Johanna Catherine Elisabeth LIS AHL

#### **George Heinrich Conrad MANSSEN**

B about 1822 Germany  
 D 22 April 1877 Picton New Zealand  
 M about 1841 Hamburg Germany (4 Issue)

#### **Johanna Catherine Elisabeth LIS AHL**

B about 1812 Hamburg Germany  
 D 08 May 1889 Wakapuaka Nelson New Zealand  
 M 1<sup>st</sup> about 1830 Germany (1 Issue)  
 M 2<sup>nd</sup> about 1841 Hamburg Germany (4 issue)

#### **Heinrich or Carl MARTIN**

B unknown believed to be Germany  
 D unknown believed to be Germany

Children:

1. **Johann Carl Heinrich MARTIN** born about 1833 Hamburg Germany died 04 August 1917 Nelson New Zealand (never married)
2. **Caroline Louisa Henrietta MANSSEN** born about 1842 Hamburg Germany died 01 January 1927 Nelson New Zealand married 04 April 1865 Nelson New Zealand William PAGE (12 Issue)
3. **Carl Friedrich Heinrich MANSSEN** born 18 July 1847 Nelson New Zealand died 07 November 1924 Nelson New Zealand married 03 June 1874 Wellington New Zealand Emma Elizabeth MARRIS (15 Issue)
4. **Mary Elizabeth MANSSEN** born 08 July 1850 Nelson New Zealand died 17 May 1931 Atawhai Nelson New Zealand (never married)
5. **Eliza MANSSEN** born 02 April 1855 Nelson New Zealand died 19 April 1856 Wakapuaka Nelson New Zealand (never married)

### **The Voyage To Nelson**

(Weblink Voyage to Nelson New Zealand)

It was Monday, 26<sup>th</sup> December 1842, when George Heinrich Conrad MANSSEN and his family boarded the express steamer not far from the city of Hamburg. It was the start of a voyage that was to take them from their homeland of Germany and send them to the other side of the world, to Nelson in New Zealand. This was to be not only their last winter Christmas but the last time they would see their birthplace.

It was a cold, damp and misty day. They could make out the ruins of the Petri-Kirche as they steamed up the broad estuary of the Elbe. Cannon shots were exchanged as the ship *St Pauli* came into sight decorated with may flags. The *St Pauli* weighed 380 tons and was chartered by the New Zealand Company to take the emigrants to New Zealand. Leaving the steamer, the emigrants boarded the ship and sadly waved goodbye to friends and relatives who had accompanied them.

Captain P. SCHACHT, Doctor J.F. GODERS and the German Agent, F.N. BEIT, called out the names of the passengers who were all standing on deck. They came singly and in family groups. The doctor inspected them and then their names checked against the passenger list.

Part of the passenger list reads as follows:

George Heinrich Conrad Manssen	age 23	Gardener
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Johanna Katherine Elisabeth Manssen	age 32	Wife
Caroline Louisa Henrietta Manssen	age 1	Daughter
Johann Carl Heinrich Martin	age 10	Son
(Son by Mrs Manssen's first marriage.)		

Among the emigrants were four Lutheran missionaries whose first duty on board was to marry five couples. These couples could avoid paying marriage fees by being married at sea. George and his family joined the other emigrants below decks to witness the marriages of:

Sophia Margarette and Johann Heinrich Friedrich Spanhake  
 Maria and Friedrich Michael Daniel Schumacher  
 Conradine Muller and Josef Huter  
 Anna Schroder and Peter Schneider

I have been unable to locate the names of the last couple. Rev. Wohler read Isaiah 43.2. The between-decks was packed with sea chests, cabin trunks, etc., all jammed close together leaving a little passage which led to the sleeping berths below. It should never have been compressed like this, but BEIT, the Agent, had sorted many of his own person items here, declaring that the emigrants were at fault and should repack their possessions. He passage was poorly lit. It was very hard on the eyes and many had to grope their way around. Most of the passengers went to bed early that night.

The next day the ship passed the city tower of Stade and then anchored for most of the day. The air was raw, making it unpleasant to stay on deck. On Wednesday the ship glided down the Elbe, passing Gluckstadt. The sails came down and they anchored between Gluckstadt and Krautsand Island. The ship had no heating and it was very cold. One can imagine how cold it would have been with no home fire to keep them warm, just heavy overcoats. For the next few days the *St Pauli* stayed anchored, waiting for the weather to change. Seasickness began and scourge raged in the between-decks. The ship swung and the wind howled. Sunday, 01 January 1843, began with an address by BEIT to the passengers followed by a short New Year service. This was to become a regular procedure on Sundays, BEIT talking first followed by a service from the Lutheran ministers.

Although the weather had not improved very much, the decision to set sail was taken on Tuesday, 03 January. By the end of the day, the *St Pauli* passed the high walls of Ritzebuttel Castle, then out into the North Sea. Those on deck looked back for the last time on Germany. Evening came and they passed the lighthouses of Neuwerk Island, then later Cuxhaven. The pilot left the *St Pauli* and boarded a passing ship. Heligoland Lighthouse was seen late that night. Through the night a storm came up and seasickness increased. Doctor GODERS went around checking on everyone. Many passengers became very ill and stayed in their beds for up to three days. BEIT cut their rations in half, then put a man on bread and water as he lay in his sick bed, unable to come when BEIT ordered him to. The ship's contents were tossed around and disorder was everywhere. BEIT insisted that the Captain turn back but he refused. This was the start of the Agent's continual grumbling to the Captain and everyone else on board.

For a week the ship drifted forward and back, away from its goal – the English Channel. It came close to Texel, an island in the North Sea off the entrance to Zuider Zee. The weather started to improve and more sails were hoisted. They passed other ships and mail was exchanged along with fish from the fishing smacks. It began to snow many envied the men on the trawlers who could return to a warm home after a day of fishing.

Early on the 17 January the White Cliffs of Dover were sighted. The only sighting of France had been the Calais beacon flashing. The next day the English coast was visible and everyone

toasted the health of Queen Victoria. The Isle of Wight Lighthouse could be seen late on the 19 January. The next day Otto F.R. SPANHAKE, aged one year, died from convulsions and was buried at sea early the next morning. It was always the custom at sea to commit a body to the water at first light or late evening. Eddystone lighthouse could be seen that day and the ship met many fishing smacks out of Plymouth Town. The last sight of Europe before the ship entered the Atlantic was the Cape Lizard Lighthouse.

On the 22 January smallpox began to appear between-decks, but it never reached the upper decks. The plague spread further each day and the hospital had to be extended, but only the most dangerous cases were sent there. Peter Paul was born on the 25<sup>th</sup> January to parents Anna Maria and J.H.F. BECKMANN. He was named after the ship *St Pauli*. Complaints of hunger by the between-deck passengers began and Johann SPANHAKE informed BEIT that the people wanted their rations to be weighed out according to regulations. Looking for someone to punish, BEIT put Karl BEHRENDTS on bread and water until they reached Bahia (Salvador). Frederick SCHUMACHER spoke frankly that the people considered they were on hunger rations.

By the 28 January the smallpox epidemic had reached its peak with no deaths recorded. This was then followed by a plague of head-lice. Temperatures began to rise and the journey became more pleasurable except for the continuing complaints from BEIT. Everyone, including the Lutheran ministers, dreaded the regular Sunday talk given by BEIT. He turned man against man and mistrust spread amongst the passengers. Without the Captain and Ministers' calming effect on the passengers there would have been more trouble. The Lutheran ministers took the children for school lessons.

In February two more children died: Phillip POST aged two years, on the 05 from consumption, and Dorothea MULLER, aged one, on the 12 from convulsions. The monsoon weather began at the same time as the Malpassat (great comet of 1843) was sighted overhead. The comet was seen for a few days and was a most wondrous sight for the passengers. The ship continued steadily, passing within sight of the Canary, Cape Verde, St Nicolau, and Fogo Islands before crossing the Equator on the 23 of February.

During this time BEIT continued to have disagreements with the emigrants, including Friedrich SCHUMACHER and his wife, J.C.M. KARSTEN, Phillip J. EISEMANN, Karl BEHRENDTS, and C.W. Fredinand LAMOTTEE. The latter three were put on bread and water (BEHRENDTS for the second time). BEIT refused to give a reason for punishing LAMOTTE, which may have been a reason his was the first signature on the complaint list. After BEIT picked on a single woman, Betti FESENFELD, he blamed Rev. WOHLER for the emigrants' defiance and forbade WOHLER to eat with them. BEIT had no authority over this paying passenger. The situation was resolved by the Captain, after the passengers presented a petition calling for BEIT to apologise.

On Saturday 04 March the passengers could see the coast of Brazil, and in the afternoon they sailed into Bahia and anchored. Customs Officials and health authorities came aboard. Bahia, with its warm climate and abundance of fresh fruit, was soon to restore the between-deck passengers to full health. Oranges and bananas were delivered each day, then pineapple, mangoes, yams and breadfruit. The emigrants wrote a letter of complaint about the conditions and treatment by the Agent BEIT, and our ancestor signed along with all the others. Thos protest was handed to the German Consulate by the St Pauli sailors. (It was later translated and used as evidence against Mr BEIT by the New Zealand Company to get BEIT out of New Zealand). While in Bahia the cabin passengers were able to go ashore but I found no mention of the between-deck passengers doing so. The between-decks one and only lantern was ordered to be taken away by BEIT and KARSTEN, who objected, was

punished. On the 14 March the German Consul arrived and ordered 11 passengers ashore. He was to interview them about the complaints on board the ship. When the passengers returned BEIT fined them for going ashore without his permission. Until now the Agent punishments had been the withdrawal of rations, now he was imposing fines of 1 to 5 shillings. The following day the German Consul arrived on board and read the protest signed by the 11 people concerned for confirmation from the other passengers. They all signed after taking the oath. It is not clear if this was when our ancestor George MANSSSEN signed or if he was 1 of the 11 passengers who went ashore. His name appeared after Johann Heinrich TROST, whom I know went ashore with the German Consul.

The monsoon season made conditions hard for the between-deck passengers. Their cabins were very hot and stuffy. On 23 March it was found that Karl BEHRENDTS and C.W. Ferdinard LAMOTTE had gone ashore and their chests were empty. They were left in Bahia together with Heinrich Simon SPRING who had requested that he be allowed to stay there. BEIT asked an English man Alexander WILSON, to join them on the voyage to Nelson. Mr WILSON was believed to have become bankrupt in Bahia.

March 24 1843 was set for the ships departure from Bahia, but with BEIT's interference, the departure was delays until the 27 making a total of 23 days in Bahia. Captain SCHACHT found he was within his rights to withdraw the Steward from BEIT's cabin. BEIT found that no one wanted to take the position and after going through a few staff, he managed to hire Peter HANSEN but had to pay him well for his services. HANSEN's Scottish wife, Margaret, was their chambermaid. BEIT had tried to make Fredrich SCHUMACHER's wife, Maria, stay in Bahia as a housekeeper for a Brazilian customs officer. But when the office came aboard to fetch Mrs SCHUMACHER, she refused to leave her sick bed and, upon being informed of her pregnancy, he went ashore leaving her aboard the ship. Mr SCHUMACHER demanded an apology from BEIT, but never got one. The ship now swung out into the South Atlantic, and headed towards the Cape of Good Hope, the route taken by the early sailing ships. Conditions seemed better aboard, and even BEIT was pleasant. On Sunday 02 April, Peter Paul BECKMANN was christened with Captain SCHACHT his godfather. The Lutheran ministers joined two couples in marriage.

H DIECHMANN (age 35) married (widow) Sophie Elisabeth SUBRITSKY (age 43)  
Karl Friedrich Wilhelm JUNG (age 34) married Wilhelmine HEIMER (age 29)

April 08 saw some passengers coming down with Brazilian Cholera, but the doctor prescribed medication and in a few days everyone was better. Some unfortunate passengers who had gone ashore in Bahia had become infected with larvae inside cuts and scratches and had to have the contents lanced and cleaned. The ship crossed the Tropic of Capricorn that night. Elisabeth PAHL aged one year, died from convulsions. She was buried at sea on the 13 April. The weather was kind and the journey continued to be pleasant. BEIT had started to refuse bread to the between-deck passengers but they traded with the Captain for bread. Their supply of water became polluted, as BEIT had not had the barrels scoured out before refilling them in Bahia. Monday 23 May Queen Victoria's birthday was celebrated. The ship passed south of Van Dieman Island (Tasmania), bypassing the normal sailing route of Bass Strait, probably because of more favourable winds, then headed towards the western coast of New Zealand.

At day break of the 11 June 1843 all eyes looked towards the cloud bank in the distance. Aotearoa – the Land of the Long White Cloud. New Zealand at last! Land remained in sight all day as they headed towards Cook Strait. They were 10 miles from the shore called Rocky Point" (Pancake Rocks) on the map it reads "Taura Te Weka". Two days later, at daybreak, they could see Mt Egmont (now Mt Taranaki) in the North Island. It later became

covered by clouds. The ship sailed past Wanganui Harbour (South Island), around Cape Farewell passed by Sandy Peninsula then entered Massacre Bay (now known as Golden Bay). Here they anchored on Wednesday 14 June 1843. Some passengers took in the beautiful sight of the snow-covered mountains, while others fished.

On Thursday the 15 in full sail they headed towards Tasman Bay or Blind Bay. It was a warm, sunny winter day when the ship arrived at the entrance to Nelson. Looking through the Captains telescope they could see European buildings and several houses in the town of Nelson. The sight of the harbour and the small town houses looked grand to the eye after such a long journey. The St Pauli dropped anchor and the pilot came aboard along with other gentlemen. When the darkness of night spread everyone came on deck and sang "Nun Danket Alle Gott" (Now thank we all our God). The next day, Friday 16 June 1843, the anchors were lifted with a favourable wind and tide, the St Pauli entered the Nelson Harbour. A large rock with the wreck of the ship Fifeshire lay to the side of the entrance. It would be much later that some of the Germans would be employed to remove the wreck. A salute was fired from ashore along with resounding cheers from the St Pauli. The ship then anchored and the voyage was over. It had taken a total of 176 days. George MANSSEN and his family left the ship that day on Friday 16 June 1843.

This was the beginning of THE MANSSEN FAMILY IN NEW ZEALAND