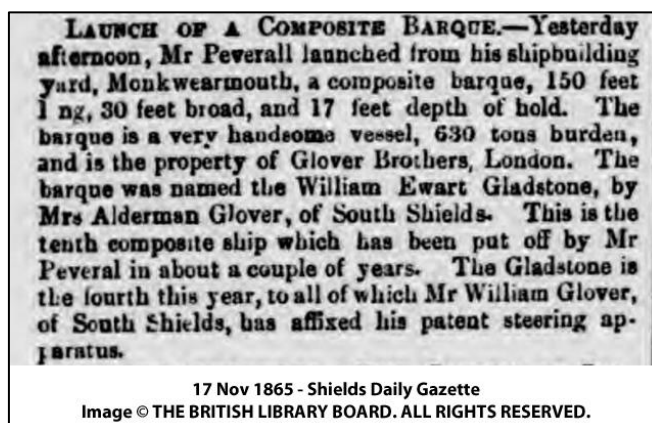


W E Gladstone

Type	Composite Barque
Launched	16 Nov 1865
Built by	Peveralls of Monkwearmouth
Official Number	54581
Gross tonnage	534
Dimensions (LxWxD) ft	148.5 x 29.9 x 17.3
Ownership	1865 - 1879 - Glover Brothers of London 1880 - 1885 - George B Meager of Swansea
Registration	1865 – 1880 - London England No 401/1865 1880 – 1885 - Swansea No 01/1880
End of Life	Abandoned at sea on 5 Sep 1881. Sunk following day.

W E Gladstone was built for Glover Brothers¹ of London, ship owners and brokers, and was their first ship. She was of composite construction, with iron frames and timber planking, Yellow Metal sheathed. She was named after prominent Liberal politician William Ewart Gladstone², reflecting the Glover family's Liberal politics, and was launched by the brothers' stepmother Eleanor Glover on 16th November 1865.



William Glover, mentioned above in connection with the steering gear, was the eldest of the eight Glover brothers, but not part of the brokerage business.

The Mercantile Navy List identifies Robert R Glover as the managing owner throughout Glover Brothers' period of ownership.

The *W E Gladstone's* career is summarised below and a more detailed diary is included at the end of this paper in Appendix 1. Where known crew and passenger names have been included in the text of this document as an aid to family history researchers.

¹ Terrot Glover, sometime mayor of South Shields, had 8 sons, 3 of whom entered into a ship broking business in London. Glover Brothers was founded by John (later Sir John) Glover in 1853 when he formed a partnership with his elder brother Robert Reaveley Glover, trained in banking, as Ship Brokers at 9 Eastcheap, London. By 1856 they had moved to Great St Helen's, Bishopsgate Street. In 1874 they were joined in partnership by younger brother Septimus Glover who had formerly worked in the coal trade on Tyneside.

² British Prime Minister 1868 to 1874, leader of the Opposition 1874 to 1880, then PM again.

- 26th December 1865 sailed from Sunderland for Galle, Ceylon, under command of Captain J Jones. Cargo probably coal. Arrived Galle 3 May and Colombo 30 May. Sailed from Colombo in June with a cargo of 500 tons of coffee and 4½ tons of cinnamon, arriving in London Dock in October, then returning to Sunderland in November.
- Loaded with nearly 700 tons of coal and left Sunderland in late November 1866, arriving in Galle in March 1867, again under Jones' command. Left Colombo in April with coffee and coconut oil, returning into St Katherine's Dock, London in August.
- In September 1867 she was dry docked in Sunderland, then loaded locally before sailing under Captain Moore³ for Bombay. Cargo not known, but loaded bonded stores in North Shields, from where she is reported to have sailed. Arrived Bombay February 1868, then sailed on to Ceylon. She left Colombo with some 600t of coffee in April, arriving back into St Katherine's Dock, London in August.
- Left London in September 1868 (Captain Moore) for Shanghai and arrived in Jan 1869. Outbound cargo not known. Made several short, local trips to tea growing areas, the last in August. In May her keel was damaged coming over the bar into Shanghai and she was dry docked for repairs. She left Shanghai for Foo Chow Foo at the end of October 1869, and from where she sailed for Boston, Mass., at the end of December.
- She left Boston in mid-April 1870, for London via St John, New Brunswick, where she loaded a cargo of timber, and arrived Surrey Commercial Dock, London in June (Moore).
- In August 1870, left Sunderland for Singapore (Moore) and arrived about December. Her freight rate for the return trip was £3-7s-6d per ton and she left on New Year's Eve, calling at Akyab,⁴ and arrived in Falmouth in June. Then to Antwerp, where Moore handed over to J Jones and vessel entered London on 10th July 1871.
- In August 1871 she loaded at the West India Docks, London, and sailed the following month for Colombo directly, arriving in December (Jones). Returned into King's Dock, London May 1872.
- Jul 1872 left London for Algoa Bay, South Africa (Jones). Arrived Algoa Bay in September, Mauritius in December, Chittagong in February and Galle in March. Arrived back in London in September 1873.
- October 1873 left London for New Zealand, Captain J Jones, on charter to the New Zealand Shipping Company, with a general cargo and 3 passengers. The passengers were Mr Gregory, Mrs Jones (captain's wife perhaps?) and Mr Brescher (or maybe Bradshaw) (Fig 1). Immediately on arrival in Lyttelton in January 1874, six crew members⁵ were arrested and charged with embezzling cargo. They were convicted and sentenced to 8 weeks hard labour (Fig 2).
- The breakwater wharf at Lyttelton was named Gladstone Pier after the *W E Gladstone*, which was the first ship to dock there.

³ Captain Thomas Moore of Monkwearmouth.

⁴ A rice milling and fishing centre in Burma.

⁵ Willis Darling, Joseph Parkin, John Woods, John Whittan, Thomas Byford, Otward Frost. Other crew members mentioned in the report were George Hone - Chief Officer, Charles Thomas Smith – second mate, Charles Formann – seaman and John Hicken - apprentice,

- In March 1874 *W E Gladstone* moved to Bluff to take on a cargo comprising 2,250 bales of wool, 1,350 bags of wheat and 500 bags of flour. She sailed for London the following month, arriving in July 1874.
- Left London September 1874 for Nelson, NZ, under a Captain Jones⁶. Arrive Nelson Jan 1875⁷. 10 passengers:- Mr and Mrs Purser and family (8), and Miss Connerford and Miss Redmond (Sisters of Mercy). Mrs Purser gave birth to a daughter on-board on 24 Nov 1874. Whilst in Nelson harbour, a seaman named John Larson made 2 attempts to jump ship, but was caught and returned both times (Fig 3).
- Then sailed to Newcastle, New South Wales, where she loaded 550t of coal from Lambton Colliery and left on 10 March. She arrived in Adelaide two weeks later and discharged the coal at Queen's Wharf (Fig 4 for item about a deserter). Left for nearby Port Pirie on 15th April where she loaded 20,320 bushels of wheat, then sailed for England. She arrived into Falmouth on 30th August 1875 and docked in Gloucester 2 weeks later where the wheat was discharged and reported to be in excellent condition.
- The following month, *W E Gladstone* left Swansea for Point de Galle, Ceylon, arriving in January 1876. In March she sailed to False Point, then to Mauritius, then Tuticorin and to Colombo in July. Thence in September to London via Tuticorin and St Helena (12 Nov). She entered London WID on 1 Jan 1877
- In the spring of 1877 *W E Gladstone* sailed from London for Singapore under Capt George Gallichan⁸, arriving in July. Singapore local agent was Gilfillan, Wood & Co. From there, on to Bangkok.

She spent the next 18 months trading in the South China Sea, between ports such as Hong Kong, Bangkok, Quinhon. In Feb 1879 she set off for home from Hong Kong, calling in Saigon, St Helena, Palais (Belle Isle), Bordeaux and finally into London in August 1879. She was then laid up in London Dock and advertised for sale (below). The advertisement ran weekly until 26 Jan 1880 when she was sold to George B Meager⁹ of Swansea.



- *W E Gladstone* was dry docked on 2 Feb 1880, presumably to allow the purchaser to carry out an inspection and sailed from Gravesend 2 days later under Capt Benton (or Bendon). She was reported

⁶ All available sources for the 1873-74 voyage state Captain J Jones, and Lloyds Register shows J Jones throughout the period 1872-79. However, some Australian newspapers relating to this voyage say the captain was P Jones; this is probably an error.

⁷ White Wings Vol I. Fifty Years Of Sail In The New Zealand Trade, 1850 to 1900 says that "The W. E. Gladstone, another fine ship, was chartered for one voyage to New Zealand. She sailed from London on October 26, 1873, and arrived at Lyttelton on January 31, 1874, making the passage in 88 days, land to land, and 96 port to port. The tonnage of the W. E. Gladstone was 1159. She was built by McMillan, Dumbarton, in 1873, and owned by F. H. Danger." I can find nothing at all to support this and believe it to be incorrect. Indeed, the local newspaper report of her arrival gives her tonnage, correctly, as 534.

⁸ There are only 2 George Gallichans listed as master mariners, both native of Jersey. Most likely born 1829.

⁹ George Blaney Meager of Globe Dock, Swansea. B 1823 d1887. Shipbuilder and ship owner.

passing Deal on 5 February under tow. On 10th, she was towed into Plymouth by a passing ship having been found adrift and disabled following storm damage (Fig 5). Quite what happened is unclear. Was the Deal report of her being under tow incorrect? Did the tow part leaving her adrift and without sails? It is probable that she was actually under sail, rather than in tow at the time of the incident, or there would have been some mention in the reports.

- In March 1880, she left Swansea for Caldera, Chile. She was off the coast of Chile in June, near Concepcion. She arrived into Dunkirk in December; this voyage was under the command of Capt John Harries¹⁰. Several weeks later, en-route Dunkirk to Swansea, she collided with another vessel in The Downs. The report says the captain was Jones; if correct, Harries must have handed over for the relocation trip back to Wales (Fig 6), but this is most probably an error¹¹.
- In January 1881 *W E Gladstone* left Swansea for Antofagasta¹² under Capt John Harries. A crew list for this voyage is to hand and included in Appendix 2. She arrived Antofagasta in late May, then sailed to Carrizal Bajo, and then on to Pisagua¹³ where she arrived at the end of July. She left there a month later with cargo of saltpetre valued at £15,000 and on 5th September, well off the coast of Chile, she foundered and abandoned. The crew were taken off by an Italian vessel, and 3 months later, on 5th December, were landed at Queenstown. A Board of Trade Inquiry followed.

The Board of Trade Inquiry into the loss of the *W E Gladstone* was convened 22 Dec 1881 at Swansea Guildhall. It was alleged that the vessel had been deliberately scuttled by driving holes into her side. The master, John Harries, the mate, David Lewis John¹⁴, the carpenter, John German¹⁵, and the steward (who was not named in any of the reports seen, but is believed to be Robert Sherwin¹⁶), were found guilty of deliberately scuttling the vessel. The captain and mate had their licences cancelled, the carpenter and steward were severely censured. The owner George B Meager was found blameless. See Figures 7 and 8.

¹⁰ Several newspapers say Harris, but Harries is correct. Born 1845 in Fishguard; Master's ticket no 86221 which was restored in August 1883. George Meager's wife was Dinah Harries, so there may be a family connection.

¹¹ Lloyd's Register for that year shows J Jones as master, with an amendment to Harries during the year. It seems likely that the reported looked up a name in Lloyds Register and the update had not been made..

¹² Was in Bolivia, captured by Chile in 1879.

¹³ Now in Chile, then it was in Peru.

¹⁴ David Lewis John, Mate Certificate 07356, b 1854, St. Dogmaels, Pembrokeshire, Wales

¹⁵ John German, b 1849, Ilfracombe, Devon.

¹⁶ Robert Sherwin, b 1852 in London according to crew agreement, but this has not been confirmed from usual sources.

Acknowledgement of Sources

- English newspaper images are reproduced with kind permission of The British Newspaper Archive. (www.britishnewspaperarchive.co.uk)

Reference has also been made to:

- the National Library of Wales [Newspapers On-line](#) collection
- New Zealand newspapers from [Papers Past](#)
- Australian newspapers from the [National Library of Australia Newspaper Collection](#)
- The databases in the website [Swansea Mariners](#)

Author's Note

This paper has been researched and written as part of a family history study of the Glovers and their businesses. The information gleaned could be of interest to others with an interest in maritime history or family connections with seamen associated with this vessel. I therefore felt it worth making my work on Glover's Sunderland built ships available on a non-commercial basis through Peter Searle's very comprehensive and rapidly growing website. Any comments or corrections may be notified to the webmaster.

Bill Swift – 15 November 2015

Revision 7 Jan 2019

Generally updated in light of Lloyd's List and the Shipping and Mercantile Gazette now being available for examination through the British Newspaper Archive.

Figure 1

Arrival in New Zealand January 1874

	LYTTELTON.
	ARRIVED.
	Jan. 30—Jessie Nicol, schooner, 93 tons, Jones, from Auckland. Passengers—Messrs Wood, Smith, and Beaumont.
	Jan. 31—W. E. Gladstone, barque, 534 tons, Jones, from London. Passengers—Miss Gregory, Mrs Jones, Mr Brescher.
	Jan. 31—Maori, s.s., 118 tons, Malcolm, from Dunedin, via Timaru.
	CLEARED.
	Jan. 31—Alarm, brig, 195 tons, Sullivan, from Pelorus Sound, in ballast.
	Jan. 31—Alert, schooner, 44 tons, Hays, for Greymouth.
	IMPORTS.
	Jessie Nicol: 5 gallons brandy, 8 do geneva, 4 do wine, 40 lbs tea, 200 lbs tobacco, 20 lbs cigars.
	EXPORTS.
	Alert: 623 sacks, 6000 bricks, 3 cases.
	THE barque, W. E. Gladstone, Capt. Jones, from London, arrived in harbour this day at 10 a.m., having made the passage in 99 days from the Downs. She forms another of the fleet of the New Zealand Shipping Company.
	Saturday 31 Jan 1874
	The Star (Christchurch, New Zealand)

The A1 clipper barque W. E. Gladstone, the sixth vessel under the auspices of the New Zealand Shipping Company, arrived in harbor on Saturday morning, after a smart run of eighty-eight days from land to land, and ninety-six days from the Downs. Captain Jones reports he left Gravesend on November 26th; had light winds down the Channel; the N.E. and S.E. trades were light, and light favorable winds were experienced to sighting the Snares on January 24th; thence up the coast light winds and calms; passed Dunedin Heads on Tuesday last, arriving as above. The vessel has a full general cargo, and will come in to the wharf to discharge. Consignees are requested to pass their entries by to-morrow (Tuesday), as the vessel will have quick despatch.

Monday 2 Feb 1874

The Press (Canterbury, New Zealand)

Figure 2

Trial of crew for breaking into cargo – Feb 1874

<p>LYTTELTON. TUESDAY, FEB. 3. (Before W. Donald, Esq., R.M. and J. T. Rouse, Esq.)</p> <p>DRUNK AND INCAPABLE.—Edward Wells and J. Neville, charged with this offence, were fined 10s.</p> <p>DRUNK AND DISORDERLY.—J. W. Hine, charged with this offence, was fined 10s.</p> <p>EMBEZZLEMENT OF CARGO.—Willis Darling, Joseph Parkin, John Woods, John Whittan, Thomas Byford, Otward Frost, on remand, were again brought up. Mr H. N. Nalder appeared for the prosecution; Mr T. Joynt for the defence. Captain Jones examined: I am master of the ship W. E. Gladstone. The articles produced are those of my ship; the accused's names are on them. During the voyage, on Dec. 2 and 3, I had occasion to order the cargo to be shifted, so as to make the ship more easy. The cargo consisted mostly of beer, wine, and salt. It was moved from the lower hold to the 'tween decks. The accused were employed on this duty; they were at work part of two days. The ship musters 7 AB seamen. I left on October 26. After shifting the cargo the accused were more or less drunk; they continued so for 2 or 3 days. I made inquiries about the matter. I went to the fore-castle door. The defendant Darling pushed me away, and used threatening language; he was intoxicated. He had nothing in his hand. During the time the men were intoxicated Darling came aft with a pot of beer. He said it was the last in the fore-castle, and drunk it, and threw the pot overboard. I made an entry in the log. By Mr Joynt: I did not read it over to the men because I considered it would endanger the lives of the men. Examination continued: Darling and all hands came aft to the main-mast, and Darling came on to the poop. He said, "Well, Cap., what are you going to do in this affair?" I said I would tell him the next day. Darling said he and the men would put him and the mate off the poop, and would take charge of the ship. Log read. Cross-examined: The officers and myself were watching the cargo. All hands in the ship were at work at the cargo. The cargo as it was brought up was put on deck. It remained on deck some hours. The work occupied some two or three days. Did not see any packages damaged; saw no leakage from any of the cases. The general conduct was middling, except Parker; he is a fearful character; he swore at the mate. Darling is nearly as bad. The others are a shade better. I have no particular feeling towards any of them. Would swear the men were under the influence of liquor more than one day. The articles were read over to the men in London. When I went to the fore-castle Darling said, "Captain, we have been strangers, but we will be better acquainted from this time out." His language I considered threatening. He came on to the poop and used the language. Did not remember telling the men a day or two after that would take no steps in the matter, and that if they paid for the damage. I do not recollect Byford speaking to me and my saying 15s to 20s per man. It might have taken place, but I do not recollect. I am not prepared to swear to anything more than is put down in the log-book. Accused had £3 6s per month. Darling has been laid up for a month. I do not remember the men speaking and saying they regretted it. I told one officer that the men might have a revolver in the fore-castle. George Hone: I am chief officer. I received instructions from the captain to have the cargo shifted; this was about the 2nd December.</p>	<p>My instructions were to get cargo out of lower hold to 'tween decks to ease ship. My watch, the port one, consisting of Forman, Whittan, Byford, Parker, and a boy, commenced work at 6 a.m. We were relieved by the starboard watch. The cargo consisted of salt, sulphur, beer, and wine. Some of the beer and wine was placed on deck. There was nothing with the men on Monday. The work was continued on Tuesday. Beer and wine were put on the deck. The cargo consisted of casks and cases of wine. The cases were marked with the figure of a champagne bottle. The cargo was finished on Tuesday afternoon, because the men were drunk. On that day, at 2 p.m., Wood, Darling, and Ottoway came on deck drunk; at 4 p.m., the others came on deck drunk. The men had grog on Monday and also on Tuesday. On putting the cargo below I did not notice that any of the casks or cases had been pillaged, nor did I miss any of them. I did not count the number of cases or casks that came up. By Mr Joynt: I signed the entry in the log; it was read over by the captain. Two or three days after the occurrence the captain asked me to sign it. The men had obeyed orders up to that time; the men were off duty two days. John Hicken, apprentice, gave similar evidence as to the intoxication of the men; he also stated that he saw, on the fore-castle, a case of beer and also some wine. The empty case was thrown overboard. The case was not in the fore-castle before the cargo was shifted. Had not seen any wine prior to that date in the fore-castle. Charles Forman, a sailor on board ship: During the voyage beer and wine were put on deck. All the accused were employed shifting cargo. Saw wine and beer on the fore-castle; they consisted of two cases of wine, two casks of beer. The contents of the cases and casks did not find their way out. They came out of the hold. The contents of the cases and casks were drunk by the whole of the crew of the ship's company. By Mr Joynt: The cargo was left on deck all day. The men worked at the cargo. I saw the captain come to the fore-castle door. I did not hear any conversation. I went to relieve the wheel. I saw several cases leaking whilst they were on the deck of the ship. For the defence, Mr Joynt called Charles Thomas Smith, second mate, who said that after the ship had been out six weeks the men got intoxicated. With</p>	<p>this exception, the conduct of the men was very good. I remember the captain going to the fore-castle and asking if they had any more beer or wine. Darling said, "Go in and see for yourself." He afterwards pushed the captain aft. I had a conversation with the captain about the broaching of cargo, when the captain suggested that it would be better to keep peace and quietness, to let it drop, and make the men pay for it. This took place about two or three days before we got into harbour. My signature is attached to the entry in the log produced; I signed it two or three days before we got into harbour. By Mr Nalder: It was about two days before we got in the captain called me on the poop and asked me what I thought had better be done. I told him I did not know. He said he thought it was best to make the men pay for the damage and drop it. The captain went to the fore-castle door, and Darling asked the captain to come in and see if there was any more beer in the fore-castle. The men were drunk two days. They told me that they had drink; did not say where they got it. The men were rowdy during the two days. Mr Bradshaw, passenger on board the ship Gladstone, deposed that the crew, when six weeks out, were overcome with liquor. With this exception all went pleasantly. A few days after the affair the captain complained to Byford about this matter, and he replied he was sorry. The captain said if the men paid the money for the grog used, he would look it over. Byford asked him how much per man it would be he said about £1 per man. By Mr Nalder: The conversation began by the captain speaking to Byford. The men were drunk, two men fought during the time they were intoxicated, one chased another round the deck with a knife, and the boy steered the ship. Mr Joynt addressed the court on behalf of the accused. Mr H. N. Nalder replied. The Bench said there could be no doubt of the guilt of the accused; before passing sentence, the other charges would be heard. Two other charges under section 239 of the Merchants Shipping Act:—"That on the high seas they did certain acts tending to the immediate loss, destruction, or serious damage of such ship, and thereby also endangering the lives of all persons on board the same ship. That on the high seas did, by neglect of duty, and by reason of drunkenness, refuse and omit to do lawful acts proper and required to be done by them as sailors on board the said vessel for preserving such ship from destruction or serious damage. The evidence of Captain Jones, which was similar to that given in the previous case, was taken; also, the chief officer Hone and second officer Charles Thos. Smith, and who proved that the men were drunk on Dec. 2nd and 3rd, and were incapable of performing their duties. Mr Joynt addressed the Bench on behalf of the accused; contended that no act of disobedience had been proved. Mr Nalder replied at considerable length. The Bench considered that the cases did not come within the clauses 239. The sentence for broaching the cargo would be eight weeks' hard labour. Mr Nalder asked for professional fee, which was granted. Professional fee was granted to Mr Joynt on the second charge.</p>
--	--	---

Wednesday 4 Feb 1874
The Star (Christchurch New Zealand)

Figure 3

RUNAWAY SAILOR.—On Monday night last a sailor named John Larson, belonging to the ship W. E. Gladstone, was put on board that vessel, which was lying in the outer roadstead, by Sergeant Nash, he having attempted to desert. On Tuesday morning with the assistance of a boy, he managed to construct a raft, and on this raft he endeavored to make for the shore. About half-past one o'clock a.m. the steamer Ladybird, which was coming in, nearly ran him down, and he, seeing his danger, called out to the people on board the steamer to keep off. They thought they were going over one of the buoys, and steered away quickly. Shortly afterwards the pilot boat went up to him, and after taking him on board steered for the W. E. Gladstone with the intention of putting him on that ship. Larson, however, would not go on board the vessel, and the chief officer got into the pilot boat and was rowed ashore. On reaching the wharf Larson was handcuffed, but he managed to get away. He jumped over a fence, and running past the back of Edwards's foundry and Tutty's hotel, reached Mr Akersten's property where, by means of a grating, he got into Mr Akersten's house. Mr Akersten heard the noise and let the man out at the front door. Larson then bolted in the direction of the City. On the same day Sergeant Nash was looking after a boy who had deserted from the same ship, and to his surprise he found Larson in an unoccupied house in Sheilbourne-street. He was again taken on board the W. E. Gladstone where he went to work and gave no further trouble.

Thursday 4 Feb 1875
The Colonist (New Zealand)

Figure 4

A somewhat peculiar case occupied the attention of the Special Magistrate at Port Adelaide on Friday morning in reference to a runaway seaman. The man had signed articles in the W. E. Gladstone, and received a month's advance, but failing to join her and to proceed to sea, the master was compelled to procure other men and to sail for Port Pirie. Subsequently the man turned up, and arrangements were made with the master by telegram to permit him to ship in the Jung Frau, a vessel in the same employ, but bound for England. At the last moment, however, he refused to join this vessel, and the master then reported him to the police as a deserter from the W. E. Gladstone. He was arrested and brought into Court, but the Shipping-Master, who was sent for, said he had no power to lay an information whilst the vessel was still in the province. The Captain of the Jung Frau explained the case, but the Magistrate ruled that he had no power to act in the matter, and the man was accordingly liberated. He was, however, afterwards arrested on an information preferred by Mr. J. M. Sinclair as agent for the ship W. E. Gladstone, and charged with neglecting to join the vessel, and was committed to gaol for one month, but to be conveyed to the ship when ready for sea, the costs of the information and expense of conveyance to Port Pirie to be defrayed from accruing wages.

Sunday 25 Apr 1875
South Australian Chronicle

Note, the Jungfrau also belonged to Glover Brothers.

Figure 5

A SWANSEA BARQUE DISABLED AT SEA.

The barque W. E. Gladstone, of Swansea, in ballast, has been towed into Plymouth with loss of mizenmast, sails, and other damage, having been struck by a heavy sea on Sunday, by the steamer Memnon, Dobson, from Bahia. —Another account states that the vessel was utterly disabled. She had lain on her beam ends 24 hours, and was just drifting ashore at the Start, when she was taken in tow by the steamer, which is to receive £500 for the service.

Shields Daily Gazette - Thursday 12 February 1880
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

Figure 6

The barque W. E. Gladstone, Jones, from Dunkirk for Swansea, in bringing up in the Downs, on Thursday, during a heavy squall, drove foul of the Alpha (s), of Bergen, from the Baltic for Caen, then at anchor, carrying away the latter vessel's jibboom, and doing other considerable damage. The steamer has since left for Dover harbour. Damage to barque, if any, not as yet ascertained.

Shields Daily Gazette - Monday 03 January 1881
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

Figure 7 – Deposition and Inquiry

W. E. GLADSTONE.—Report of John Harris, Master of the barque W. E. Gladstone, of Swansea, 534 tons, from Pisagua, Aug. 25, for Falmouth or Queenstown for orders, with nitrate of soda:—Proceeded, and the wind kept light for three days. Afterwards there prevailed strong winds from the S.E. until the 5th of September. At 3 A.M. on that day weather misty, wind S.E. blowing a fresh breeze, with a head sea from south, the vessel was in lat. 28° 34' S., long. 87° 45' W., under fore and main topgallantails, all light sails in, heading S.S.W., when a sea struck her on the port bow, and caused her to make water in both sides of the stem at the fore-foot. Deponent tried all means to stop the leak, but could not succeed, and kept both pumps going all night and all morning. At noon of the 5th Crew came and asked to put into port, which deponent intended to do for Valparaiso. At 3 P.M. on the same day sighted the Italian barque Colombo, and exchanged signals. Deponent's vessel was under two lower topsails. Asked the Italian Master to come on board and see the leaks which were in deponent's vessel, as we were in a sinking condition, and the water gaining on the pumps. Two men came on board from the Italian vessel, the Master could not come. At 5 P.M. the cargo was dissolving fast, and 5 feet 2 inches of water were in the hold. At 6 P.M. we all left the vessel for the safety of our lives as she was settling down, and we remained by her all night. On the morning of the 6th she sunk in lat. 28° 34' S., and long. 87° 45' W., and the Italian proceeded on her voyage with all the Crew on board, and landed us at Queenstown. The wind and the sea were rather more than the usual trades. The means deponent adopted to stop the leak were oakum and canvas, put into the planks forward, no sail was put over the bow. Deponent thinks the butt ends were started. The vessel was last surveyed at Swansea.—Queenstown, Dec. 5.

Shipping and Mercantile Gazette - Tuesday 27 December 1881
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

OFFICIAL REPORTS.

ABANDONMENT OF THE W. E. GLADSTONE.

In the matter of a formal investigation held at the Grand Jury Room, in the Town-hall, Swansea, on the 22d, 23d, 24th, 26th, 28th, 29th, 30th, and 31st days of December, 1881, before John Coke Fowler, Esq., Stipendiary Magistrate for Swansea, assisted by Captain William Parfitt and Captain D. S. Conyn, into the circumstances attending the abandonment of the sailing ship W. E. Gladstone, of Swansea, in about lat. 28° 30' S., long. 87° 45' W., on or about the 5th day of September, 1881.

The Court, having carefully inquired into the circumstances attending the above-mentioned Shipping casualty, finds that the Master, Mr. John Harris, and the Mate, Mr. David Lewis John, are in default; and that grave blame attaches to the Carpenter, John German, and the Cook or Steward, Robert Sherwin, for co-operating with the Master and Mate in the execution of a wrongful act; and the Court hereby orders that the certificates of the said Master and Mate be cancelled from this day.

The Court declined to make any order as to costs.

Dated this 31st day of December, 1881.

JNO. COKE FOWLER, Judge.

We concur in the above report.

WM. PARFITT, }
D. R. CONYNE, } Assessors.

ANNEX.—The W. E. Gladstone, Official No. 54,581, was a composite vessel, built at Sunderland in 1865, of the registered gross tonnage 534.97, and net tonnage deck 429.91; her length 148 5-10 feet, breadth 30 feet, depth 11 3-10 feet. She was owned by Mr. George Blaney Mosger, Shipbuilder of Swansea, who was sole and Managing Owner. She was originally classed at Lloyd's for 16 years from 1865, and a certificate was produced before the Court showing that this classification was in force in March, 1880. It will be necessary in explaining the history of this casualty to go back to the purchase of the vessel by her present Owner, and to the record of a previous voyage. She was in London when purchased by her present Owner in January, 1880, and on her way round to Swansea she met with some damage, and in March, 1880, she had new bulwarks, some new spars, and ceiling. She then made a voyage to the west coast of South America with a cargo of bricks, coal, and coke, returning with a cargo of nitrate of soda. On the homeward voyage she appears to have worked about the bows to such an extent

that the breast-hooks were displaced, and her bows were bound together by two parts of a stream chain attached to the stringers forward. On that homeward passage she experienced fine weather, and she arrived at her destination, the port of Dunkirk, in safety. The circumstance of this damage was only known to the Court when the Carpenter came to be examined; the Master, in his evidence, having previously stated that nothing had started from the ship, that the repairs above mentioned were only done to strengthen her, and that he did not consider them necessary. Whilst shifting port from Dunkirk to Swansea she appears to have got into collision and met with further damage; and on her arrival at Swansea in January, 1881, she had a new rudder-post, three new breast-plates forward, and a beam fitted in the forehold, attached to the stringers, where the stream-chain above referred to had been used for strength ening the vessel. She then loaded another cargo very similar to that on the previous voyage for the west coast of South America, and arrived there without anything of note occurring; discharged, and again loaded a cargo of nitrate of soda bound for the United Kingdom. She touched at various ports, the last of which was Pisagua, which she left on the 25th of August with a Crew of 13 hands all told, under the command of John Harris, who holds a certificate of competency as Master, and with David Lewis John as Mate, who holds a certificate of competency as Only Mate; and with a cargo of about 770 tons of nitrate of soda stowed in bags, and drawing 17 feet 10 inches aft and 16 feet 8 inches forward. There is some conflict of evidence as to the draught of water, but the balance of evidence is in favour of the above, and that she was about 14 inches by the stern. It was also stated that she had 3 feet 6 inches of freeboard fully; but inasmuch as the total depth of this ship's hold was only 17 feet and 3-10 inches, and she was a composite ship, the Court is inclined to consider that this estimate of freeboard is an exaggerated one. She appears to have been in good condition and well equipped for her voyage. For the first three days after leaving Pisagua the vessel experienced light airs and calm. She then got the wind east, a strong topgallant breeze, which lasted for four days. It then freshened, coming more from the southward, and the ship heading S.S.W. on the port tack, all sail set. This brings us to the 1st of September, and about this time it was discovered that the vessel was making water in the bows, close to the stem, but exactly in what part could not be seen. Attempts were made, by stuffing in oakum and canvas, to stop this leak, but apparently with very little success. It was also noticed that she was "working forward," as the Carpenter expressed it, the same as last voyage. At this time she appears to have made a little extra water, but not sufficient to cause any anxiety. On the 3d of September the weather had moderated, and there does not appear to have been more pumping than usual. On the 4th it again freshened, and the Captain states that on the morning of the 5th, at 3 A.M., a heavy sea struck her on the port bow, and that at 4.30 A.M. the Second Mate discovered another leak, which was about 10 feet from the stem on the starboard side, and one or two strikes from the garboard strake. Other evidence is given to show that this leak was discovered by the Mate, and that about 10 or 11 A.M. the Carpenter and he went below, lifted the timber boards, saw a leak, and felt that a plank had started from the frame. A portion of the ceiling, extending over three frames, was then cut away, and it was discovered that one of the nuts of a bolt had been broken off,

and that there was a leak in the seam of the plank by which that bolt was secured. There is a great conflict of evidence as to the extent of this leak. On the one hand it is stated that it was no more than three inches in length and 1-16th of an inch wide, through which a thin stream of water was coming, and that the plank had not started from the ship's frame more than sufficient to put a chisel under. On the other hand, the Mate goes so far as to say that the plank was started 3 inches, that he could place his hand, and move it up and down freely behind it, and feel the broken bolt, and that the leak extended the whole length of the space exposed where the ceiling had been removed. Other evidence is given, somewhat midway between these; and one witness, Sherwin, the Cook, spoke to the fact of the plank having a jagged appearance. Nearly all the witnesses agree that up to this time there had not been any material increase of the water in the ship, and that they were able to keep her free with one pump working for 5 to 20 minutes every hour. The Master and Mate, on the other hand, wished the Court to believe that both pumps had been continuously employed from an early hour that morning, when the sea was said to have struck the ship. At 11 o'clock all hands were called on deck by the Master's orders, and set to work to pump with both pumps. It is stated by those who worked the pumps that the weather pump would not fetch or draw water, and that the lee one sucked before they went to their dinner at half-past 11 o'clock. The Crew came aft to the Master, and begged him to put back to port, as the Mate and Carpenter had told them that the ship was not safe to go round the Horn. At this time, and since daylight, there had been a vessel in sight, which had been passed by the W. E. Gladstone the night before, and was going the same way. She turned out afterwards to be an Italian vessel, called the Columbia, also bound from the west coast of South America to Queenstown. At P.M. sail was reduced on board the W. E. Gladstone, and the mainyard backed by order of the Master; and it is in evidence that at this time he notified to the Crew his intention to abandon the vessel, and advised them to get their things ready for leaving her. Between 1 and 2 o'clock, after signals had passed, and the Italian had hove to alongside, a boat was sent from the W. E. Gladstone with the Mate and three hands to request the Master of the Italian to come on board, and see the state of the vessel. He declined, but sent two of his Crew, who returned with the

Mate, went below into the forehold, saw the leaks above described, then returned into the boat, and do not appear again to have been on board the W. E. Gladstone. All pumping ceased about this time, 2 P.M., and the Crew were employed with two of their boats conveying provisions, stores, their clothes, and the ship's and Master's instruments, on board the Italian vessel. It is from this point that the greatest and most direct conflict of evidence commences. On the one hand, the Master and Mate state that no further change in the nature of a leak or leaks had taken place in the vessel beyond those already heretofore described, but that these leaks were admitting water to such an extent that at 2 P.M. there was no less than 2 feet 2 inches of water in the well, which had increased to 6 feet 9 inches by 6 o'clock, about which time the vessel was abandoned. On the other hand, all the rest of the Crew, seven in number, give evidence, more or less, to the following effect:—That about 4 P.M. the Carpenter and a man by the name of Shirwin, who was acting as Cook and Steward, were below, and that they cut holes in the ship's side abreast of the forehatch, and below the water line; that the water was seen to spout from these holes right across the ship's hold. The Carpenter and Shirwin, in addition, swore most positively, and after repeated caution by the Magistrate, that they themselves cut these holes, one on each side of the ship; the one with an adze, and the other with an axe, till the plank was reduced to the thickness of about an inch, when an 11-inch angle was used to bore through, and a crowbar was then driven through the copper. They also swore positively that they were assisted by the Mate in so doing. Notwithstanding the flow of water from these holes there does not appear to have been any very great immediate increase in the water in the ship. The Carpenter stated that he sounded soon after the holes were bored, and found only 13 inches in the well. The Boatswain also stated that he looked down the forehatch just before leaving the vessel at the last moment; that he saw the water spouting across the forehatchway from either side of the ship; that he then thought something had been done; that the water was falling partly on the cargo and partly on the skin of the ship, and that there was no body of water over the ship's skin on the floors. Another witness (Watson) deposed to having seen the Master sound the well just before leaving the ship, and that there were only 15 inches of water on the sounding rod. By 6 o'clock all hands had been received on board the Italian, together with their clothes and sundry stores and instruments and papers, with one notable exception, the ship's log-book, which the Mate states he handed to the Master sometime before they left the vessel, and which it is agreed was left lying on the sideboard in the cabin, was left behind, and the fact of its being so, it is stated, was not discovered for several days afterwards. The Columbia stood by the W. E. Gladstone during the night of the 5th and in the morning, between 9 and 10 A.M. on the 6th, the Mate of the W. E. Gladstone went on board of her, and cut a hole in her quarter-deck for the purpose, as he said, to prevent her remaining as an obstruction to navigation. He found the water up to the vessel's 'tween deck beams inside, and within six inches of her upper deck outside. He went into the cabin and brought away some pictures and other property, and also the signal bag from the poop; but he does not appear to have noticed the log-book lying on the sideboard, which was again left behind. As soon as he returned to the Columbia she made sail and stood away on her voyage, and when about five miles distant the W. E. Gladstone was seen to go down. The Crew remained on board the Columbia till they were landed at Queenstown on the 4th of December, 1881. It was stated by several of the witnesses, that during the passage to Queenstown, the fact of holes having been cut in the vessel by the Carpenter and Steward was a frequent topic of conversation. Three or four days after they had been received on board the Columbia, the Master made an entry in the official log to the effect that the abandonment of his vessel had been caused by serious damage done by the striking of a sea, which so caused the vessel to leak that she was making 15 inches an hour, and had 6 feet 9 inches of water in her when he left her. This entry was signed by him, the Mate, Boatswain, Linguist, Musgrave, and the Carpenter. All except the last own to having done so willingly without question, thinking as they were told by the Master and Mate that it was a matter of form. The Carpenter at first refused to sign, but eventually consented on being pressed; the reason which he gave being that he did it for quietness on board the ship. Sherwin, the Steward, also declined, and never signed the entry at all. On arriving at Queenstown a protest was also made by the Captain, which several members of the Crew also signed, amongst them the Carpenter, who stated that at the time he was too intoxicated to know what he was doing; but previous to this, he, with others, had given information to the Shipping Master and Receiver of Wrecks as to what had occurred on board the ship. It transpired in the course of this inquiry that the Crew complained much of not having been paid their wages up to the time of their arrival in Queenstown. It also transpired that they were not so much anxious to abandon the vessel, and go on board a sailing ship for a passage round the Horn, as they were that the Master should put the ship back into port, so that they could be shipped home by her Majesty's Consul on board a steamer as distressed British Seamen. This vessel at the time of the loss had been insured at Lloyd's for 1,500l (fifteen hundred), and in Club's for 1,000l, and the freight on her homeward cargo from Pisagua, which amounted to 2,700l, was insured for 3,000l. The Owner stated that the vessel's first cost and repairs stood him in 3,400l before she left Swansea, but that he could not replace her for 4,000l.

Shipping and Mercantile Gazette - Tuesday 17 January 1882
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

Figure 8 – Location of W E Gladstone when sunk



Figure 9 - The photograph below is of ... “a late 19th Century shadow box showing the clipper ship *W.E. Gladstone* in a cotton sea”. [This was auctioned in 2006](#). It is not certain that this is “our” ship, but it seems likely.



Appendix 1

The information below is the raw data used for the narrative. For the most part, it comprises mentions in the shipping news in Lloyd's List or the Shipping and Mercantile Gazette which the author has seen in original form. As such, they are as reliable or unreliable as any newspaper report. Much of the information would have originated with Lloyds List, but this has not been viewed. Data marked * is from transcriptions of documents by others, which is believed to be accurate, but has not been verified.

1865

- 16 Nov 1865 launched from G Peverall, Sunderland by Mrs Alderman Glover.
- 26 Dec – sailed from Sunderland for Galle, Ceylon. Capt Jones.

1866

- 5 Jan - passed Deal from Sunderland for Galle.
- 11 Jan - in collision in The Downs with the *Cromwell* - from Sunderland for Galle, Ceylon.
- 3 May – Arrived Galle from Sunderland (Jones)
- 30 May – Arrived Colombo from Galle (Jones)
- 19 Jun - left Ceylon for London with nearly 500 tons of coffee and 4½ tons of cinnamon.
- 16 Oct – Arrived of Plymouth from Colombo (Jones)
- 21 Oct - arrived Gravesend.
- 22 Oct - entered Port of London (Jones). London Dock, broker Glover Bros.
- 2 Nov - Reported to have sailed from Gravesend for Calcutta??? This must be a mistake!
- 5 Nov - arrived Sunderland from London
- 20 Nov - left Sunderland for Ceylon with 693 tons of large coals, for J Burness.

1867

- 11 Mar - arrived Galle from Sunderland (Capt. Jones)
- 13 May - at Colombo (Jones)
- 14 Jul - spoken to west of Senegal, 80 days out of Colombo for London (so left on or about 24 Apr).
- 18 Aug – arrived Deal from Colombo.
- 19 Aug - Arrived London (St Katherine's Dock) with coffee, 1,004 casks, 158 barrels, 1279 bags. Also 16 pipes of coconut oil. (Jones). Broker Glover Bros.
- 1st week Sept - recorded in the Wear, due in graving dock.
- 20 Sep - taking on bonded stores in North Shields, for Bombay.
- 29 Sep - passed Deal from Shields for Bombay.

1868

- ~12 Feb - arrived Bombay from Newcastle. (Capt. Moore)
- 10 Mar - at Bombay (Moore)
- 24 Apr – left Colombo with 593t of coffee and 2,000lb of cinnamon.
- 14 Aug – arrived Deal from Colombo
- 17 Aug – entered inwards, London, from Colombo
- 20 Aug - entered outward from London Customs for Shanghai (Moore)
- 12 Sep – cleared outward from London for Shanghai (Moore).
- 19 Oct - spoken with, 41S 19E, south of Cape Town, out of London for Shanghai

1869

- 27 Jan - arrived Shanghai from London (Capt Moore)
- 5 Mar - left Woosung for Swatow (Moore)

- 10 May - arrived Shanghai from Swatow (Moore). Damaged keel; coming over the bar and was dry docked for repairs.
- 13 May – Mate, Andrew Wilson (34) drowned at Shanghai (Ref register of deaths at sea)
- 24 May - left Shanghai for Foochoofoo (Moore)
- 14 Jul - arrived Woosung from Foochoofoo (Moore)
- 25 Jul - left Shanghai for Foochow (Moore)
- 13 Aug - arrived Foochoofoo from Shanghai (Moore)
- 31 Oct - left Shanghai for Foo-Chow-Foo and Boston (Moore).
- 11 Nov – Arrived Foo-Chow-Foo from Shanghai (Moore).
- 27 Dec – sailed from Foo-Chow-Foo for Boston (Moore)

1870

- 1 Feb – spoken to at 35 35 S, 22 29 E, close to Cape Town.
- 25 Mar – Arrived Boston.
- 19 Apr - left Boston for St John (NB) (Moore).
- 26 May - left St John (NB) for London. 11,116 pieces, deals, battens and ends (i.e. timber)
- 1 Jun – passed Deal, allegedly from San Francisco, but this must be an error.
- 2 June - Arrived London, Surrey Commercial Dock, from St John. Broker Glory
- 1 Aug – Sailed from Sunderland for Singapore (Moore)
- 8 Aug - passed Deal, from Sunderland for Singapore. (Moore)
- 5 Sep – spoken to, for Singapore 14N 25W
- 15 Dec - in Singapore from Sunderland (Moore)
- 29 Dec – left Singapore for Akybar (Moore)

1871

- 22 Jan - at Akyab from Singapore (Moore)
- 15 Feb – Cleared Akyab for Falmouth.
- 10 Jun - en-route Akyab for Falmouth, arrived 13 Jun, cargo rice (Moore).
- 20 Jun - arrived Antwerp (Moore)
- 9 Jul – Arrived Gravesend from Antwerp (Jones)
- 10 Jul - entered inwards London Canning Dock, from Antwerp (Jones)
- 10 Jul – Entered outwards, London Customs, West India Dock, for Colombo, Broker Livingstone (Jones)
- 19 Aug - loading at West India Docks for Colombo direct.
- 1 Sep - cleared London for Colombo. (Jones). Left Gravesend 2 Sep. Passed Prawle Point 8 Sep.
- 23 Dec - arrived Colombo.

1872

- 7 Feb – Left Ceylon.
- 1 Apr – passed St Helena from Ceylon.
- 22 May - off Beachy Head from Colombo for London (Jones).
- 22 May – Entered inwards London Kings Dock from Colombo. Broker Glover Bros (Jones).
- 27 May – entered outwards, London Customs, King's Dock for Algoa Bay. Broker Ellis (Jones)
- 5 Jul – cleared outwards, London KD for Algoa Bay (South Africa). (Jones) 8 Jul passed Deal.
- 9 Aug - seen southbound mid-Atlantic, off Guinea
- 16 Sep - arrived Algoa Bay.
- 3 Dec - arrived Mauritius from Algoa Bay (Jones).

1873

- 5 Jan - arrived Galle from Mauritius

- 6 Jan - sailed for Chittagong (Jones).
- 5 Feb - arrived Chittagong from Port Elizabeth.
- 10 Mar - arrived Galle from Chittagong (Jones).
- 2 Apr - arrived Galle from Colombo (Jones).
- 5 Apr - arrived Colombo from Galle (Jones).
- 24 May – Left Ceylon for London (Toms [sic])
- 18 Jul - spoken to off west coast of South Africa en-route Colombo to London.
- 8 Aug – spoken to 11N 17W – off Guinea
- 15 Sep – passed Deal.
- 17 Sep - arrived Gravesend and entered inwards, London King's Dock (Jones)
- 25 Sep – entered outwards, London Customs, West India Dock for Canterbury, The NZ Shipping Co (Jones)
- 18 Oct – cleared outwards for Canterbury from South WID. (Jones)
- 20 Oct - left Deal for Canterbury
- 26 Nov - left Gravesend on charter to the New Zealand Shipping Company and under the command of Captain J Jones.

1874

- 31 Jan - arrived in Lyttelton with a general cargo and 3 passengers. The passengers were Mr Gregory, Mrs Jones and Mr Brescher (or maybe Bradshaw). Immediately on arrival in Lyttelton six crew members were arrested and charged with embezzling cargo. They were convicted and sentenced to 8 weeks hard labour.
- The Breakwater Wharf at Lyttelton was named Gladstone pier after the W E Gladstone, which was the first ship to dock there.
- In March she moved to Bluff to take on a cargo comprising 2,250 bales of wool, 1,350 bags of wheat and 500 bags of flour.
- 18 Apr -sailed for London
- 10 Jul - off the Lizard, going east
- 12 Jul – Passed Deal in tow for London.
- 13 Jul – entered inwards London WID from Invercargill.
- 22 Jul – entered outwards, London EID, for Nelson, NZ. Shaw, Savill.
- 18 Sep – cleared outwards, London for Nelson NZ . under Captain Jones, and carrying 10 passengers.
- 24 Nov – birth of a daughter recorded on board to Mr Edward Purser and Mrs Mary Jane Purser (née Smith).

1875

- 3 Jan arrived into Nelson and docked on 5th. The passengers were Mr and Mrs Purser and family (8), and Miss Connerford and Miss Redmond (Sisters of Mercy). Whilst in Nelson harbour, a seaman from W E Gladstone named John Larson made 2 attempts to jump ship, but was caught and returned both times.
- 16 Feb reported recently arrived Newcastle NSW. Awaiting loading.
- 24 Feb – arrived Adelaide from NSW.
- 10 Mar 1875 reported loading at Newcastle, NSW – “Lambton”, so assume this means loading coal from Lambton Colliery.
- 10th Mar left Newcastle (Jones), H Simpson agent, with 550t of coal. 24 Mar arrived Adelaide from Newcastle NSW. Unloaded at Queens Wharf.
- 15 Apr cleared out of Adelaide for Great Britain via Port Pirie (P Jones Master).
- David Monro deserted and brought to court in Adelaide after ship left.
- 23 Apr - at Port Pirie. Loaded 1294 bags (20,320 bushels) of wheat
- 29 Aug - recorded off the Lizard on, 191 days out of Spencer's Gulf

- 30 Aug – Arrived Falmouth from Port Pirie, cargo wheat.
- 16 Sep – arrived Gloucester from Port Pirie.
- 2 Oct – arrived Penarth Roads from Gloucester
- 15 Oct - left Cardiff for Point de Galle, Ceylon (**Jones**).
- 6 Dec spoken to in mid-South Atlantic approx level with Cape Town

1876

- 28 Jan – arrived Point de Galle from Cardiff (**Gallichan**)
- 4 Mar – sailed from Galle for False Point (Gallichan)
- 1 Jun – arrived Mauritius from False Point (Gallichan)
- 28 Jun – sailed from Mauritius for Galle (Gallichan)
- 14 Jul – arrived Tuticorin Roads (Gallichen)
- 28 Jul – sailed from Tuticorin for Galle (Gallichan)
- 30 Jul – Arrived Colombo
- 1 Sep – sailed from Colombo for London (Gallichan)
- 2 Sep – arrived Tuticorin from Colombo (Gallichan)
- 12 Nov – arrived St Helena
- 30 Dec passed Deal for London from Tuticorin (India).

1877

- 1 Jan – entered inwards, London WID, agent Glover Bros
- 12 Jan – loading at WID London for Singapore
- 16 Mar – cleared outwards from WID for Singapore, agent Wright (Gallichan)
- 19 Mar - sailed from Gravesend and passed Deal, for Singapore
- 22 Apr - spoken to mid-Atlantic close to equator.
- 18 May - off Cape of Good Hope
- 14 Jun - 37S 88E (middle of the Indian Ocean, well south of Singapore) (Capt George Gallichan)
- 3 Jul - arrived Singapore. Shipping Agent Gilfillan Wood & Co.
- 28 Jul -left Singapore for Bangkok (Capt Gallichan)
- 7 Aug – arrived Bangkok from Singapore
- 6 Sep – sailed from Bangkok for Hong Kong
- 2 Oct – Arrived Hong Kong (Gallichan)

1878

- 14 Apr arrived Bangkok from Hong Kong (Gallichan).
- 27 Jul – arrived Bangkok from Hong Kong (Gallichan)
- 30 Oct – sailed from Hong Kong for Quinhon (Gallichan)

1879

- 4 Jan - arrived Hong Kong from Quinhon with foretopmast sprung and loss of nearly all sails after a gale (Gallichan).
- 7 Feb – sailed from Hong Kong for Saigon (Gallichan)
- 23 May - arrived St Helena from Saigon (Gallichan) and sailed for Belle Isle.
- 20 Jul - left Palais (BI) for Bordeaux.
- 22 Jul - arrived Pauillac
- 19 Aug - left Pauillac for London.
- 25 Aug - passed Deal from Saigon (Gallichan)
- 28 Aug – entered inwards, London Dock from Bordeaux
- 2 Sep to 28 Jan – Laid up in London Dock

1880

- 2 Feb – in Ratcliff Dry Dock, London.
- 4 Feb – sailed from Gravesend, westwards
- 5 Feb - sailed from Deal for Swansea in tow (Capt Benton).
- 10 Feb - in ballast, was disabled by heavy sea and towed into Plymouth by the steamer Memnon (from Bahia). Mizzen mast broken and ballast shifted (“Of and for Swansea”)
- 22 Feb – passed the Lizard in tow of paddle tug *Flying Cloud*.
- 24 Feb - arrived Swansea from London (Capt Bendon)
- 23 Mar – George Blaney Meager of Swansea acquired all 64 shares in W E Gladstone.
- 25 Mar - left Swansea for Caldera.
- 13 Jun - spoken to off coast of Chile, level with Concepcion
- 29 Nov – arrived Falmouth from Iquique (Capt Harris [sic])
- 6 Dec - arrived Dunkirk from Iquique (Capt Harris [sic])
- 30 Dec - en-route Dunkirk to Swansea, ran into the anchored steamer Alpha in The Downs (Capt Jones(?))
- 31 Dec – sailed from Deal for Swansea

1881

- 19 Jan – Loading at Swansea for Antofagasta (Harries).). Broker Richardson.
- 21 Jan – Captain Harries re-signed as master, with a mostly new crew comprising a mate, a bosun and 10 seamen (see Appendix 2).
- 31 Jan - left Swansea for Antofagasta (Capt John Harries
- 28 Apr - William Evans, Cook/Steward, born 1832, Cardigan, Wales. Washed overboard and drowned. Confirmed from death at sea register but note that this says lost with ship, which was not the case. Robert Sherwin promoted as replacement cook/steward*.
- 24 May – Arrived Antofagasta*
- 16 Jun – left Antofagasta*
- **18 Jun – at Valparaiso from Pisagua, with nitrate and orders for UK**
- 25 Jun – arrived Carrizal Bajo Chile from Antofagasta
- 2 Jul – in port Carrizal (Harries)
- 16 Jul – left Carrizal Bajo*
- 31 Jul – Arrived Pisagua*
- 25 Aug - left Pisagua with cargo of saltpetre valued at £15,000 for Falmouth or Queenstown for orders (Capt John Harries)
- {31 Aug} – Cleared Iquique for Channel
- 5 Sep – vessel abandoned at sea. Crew picked up by Italian vessel Colombo.
- 6 Sep – vessel sank at 28 34 S, 87 45 W
- 5 Dec - crew landed at Queenstown, Ireland, and told their story. Paid off on 7th.
- 22 Dec - Board of Trade Inquiry convened.
- 30 Dec - BoT Inquiry concluded. Results published in newspapers on 2 Jan 1882. See separate document attached.

Appendix 2

Crew signed on in Swansea 21 Jan 1881 for voyage to South America which ended with the loss of the vessel on 5 Sep 1881.

Name	Rank	Note
John Harris	Master 86221	Certificate suspended following BoT Inquiry into loss of vessel.
David Lewis John	Mate 07356	Certificate suspended following BoT Inquiry into loss of vessel.
Edward Andersson	Able Seaman	
Gustav Berlsen	Ordinary Seaman	
David Davies	Bosun	
William Evans	Cook/Steward	Washed overboard and drowned 28 Apr 1881
John German	Carpenter/Seaman	Censured by BoT Inquiry into loss of vessel.
Carl Holmqvist	Able Seaman	
Carl Hjalmar Kinberg	Able Seaman	
Tsar Lundquist	Able Seaman	
Alex Musgrave	Able Seaman	
Robert Sherwin	Able Seaman then Cook/Steward	Appointed cook steward following death of William Evans 28 Apr 1881. Censured by BoT Inquiry into loss of vessel.
William Watson	Able Seaman	