A report of *Gloriosa*’s launch has not yet come to hand, but other sources tell us that she was built by William Wilkinson of Deptford, and launched on 18 Oct 1849. Her first owner was James Miller of Eldon Street, Newcastle and her first skipper was Captain Joseph Carey\(^1\). Miller was to own her for the next 16 years.

*Gloriosa* had a long career in service marked by remarkably few incidents. This is summarised below in five parts, and listed in detail in Appendix A.

**Part 1 – India - 1849-1864**

Supporting clippings are included in Figure 2.

- Immediately after launch, *Gloriosa* was advertised for passage to Calcutta, India. Sailed from the Tyne 1 Dec 1849 with cargo of coal and cinder under Captain Carey. Arrived Calcutta May 1850 and back into London in November. Return cargo for this voyage and future trip to India was local produce, such as tea, sugar, silk, linseed, hides, etc.
- Left London Feb 1852, Captain Carey, and arrived back in London in December.
- Left London 16 Feb 1853, Captain Carey. She carried with her 40 men of the East India Company to be employed on the electric telegraph. On 9 June Captain Carey died of apoplexy (or a stroke we would now say) on board ship near Calcutta, aged 36. Around the same time (accounts very) two officers were lost overboard in separate incidents. One was midshipman Charles Adolphus Potter\(^2\), who fell while bathing, the other has not, unfortunately been identified, but fell taking soundings. *Gloriosa* sailed home under Captain J Lugger, arriving in London in Jan 1854.
- The next passage was initially advertised with Capt. Lugger but subsequently changed to Captain Harrison. She left on 24 March 1854, arrived in Calcutta on 31 Jun and arrived back in London in March 1855.

---

\(^1\) Joseph Carey, born Keswick, Cumberland 1816; lived in Workington. Certificate number 2041.

\(^2\) Charles Adolphus Potter, born 1837, son of Philip Cipriani Hambley Potter, a noted pianist and conductor.
• For her next voyage, command passed to Captain Thomas Patterson. They left London in late May 1855 and arrived in Calcutta on October, very leaky and with a large part of her cargo damaged. They were back in London in May 1856.

• Still under Patterson, Gloriosa left London for Calcutta on 12 Aug 1856 and four days later struck rocks near Monnerousse Point, Kerlouan, Brittany. She got off, but was damaged and made for Plymouth. Her cargo was discharged and repairs made, but it was mid-December before she could continue her voyage. Around this time, Gloriosa’s tonnage was reduced from 743 tons new measure to 654. How and why this was done is not recorded, but presumably relates to work carried out in Plymouth. She arrived at Calcutta in mid-May, left some four weeks later and was entered back into London on 21 Oct 1857.

• About this time, Gloriosa’s port of registry was moved from Newcastle to London, coincident with her owner moving home to Surrey.

• The next round trip was to Bombay under Captain James Trenowth leaving London on 29 Jan 1858 and returning to London on 7 Mar 1859.

• On her return she was entered outwards for Calcutta under Capt Trenowth, but this was changed to Capt. Doyle before departure. They left London in May 1859, arrived in Calcutta in October, left on New Year’s Day 1860 and were back in London in May.

• They were immediately entered outwards for Bombay, with skipper subsequently changed to Capt Wyeth, almost certainly Henry Wyeth. They left London in July, arrived in Bombay in November and sailed for Hull at the end of Jan 1861 with a cargo of linseed and wool. They arrived in Hull on 12 Jun and into Sunderland on 21 July. It seems likely that she was inspected at Sunderland.

• On 24 Sep 1861 Gloriosa, Wyeth, sailed for Bombay with 509 tons of coal and coke. In late October she put into Lisbon, leaking and with cargo shifted. Soon on her way, she arrived in Bombay in May 1862 where she waited for charter and 8 weeks later sailed for Tuticorin, where she loaded a cargo of cotton, then sailed for London, via Mauritius, arriving in January 1863.

• James Miller, now living in Croydon, advertised Gloriosa for sale, lying in East London Dock.

---

3 James Trenowth, born Mousehole, Cornwall 1807. Ticket number 53599.

4 Henry Wyeth, b 1824, certificate 1568, is the only Captain Wyeth listed in that period, though LRS shows H Wyeth in 1863 and B Wyeth thereafter. The latter is probably a misprint, B for H.

---

It not clear whether Gloriosa was sold at this point. She was entered outwards four weeks later, again for Calcutta and still under Wyeth’s command and sailed on 6 May. She loaded a cargo
jute, cotton, linseed and hides at Calcutta and sailed for home at the end of November, arriving in London Dock in April 1864.

- *Gloriosa* was again advertised for sale. As will be seen below, the advert suggests that she was still in the possession of the original owner, i.e. James Miller, but this time he is not mentioned by name. However, Lloyds register suggests two changes of ownership in the period June 1863 to Jun 1865, with the owner being Carter and Co. in the intervening period.

Part 2 – New Zealand, Australia, South America and China – 1864-1869

Supporting clippings are included in figure 3.

- Whatever the case, she was bought by Vanner, Prest and Lyth of 32 Great St. Helen’s, London, ship owners, under the management of Edward Prest.
- In June advertisements were placed for assisted passages to Canterbury, New Zealand, and papers placed with London Customs, with a sailing date of 15 July. This did not happen.
- In August, she was advertised for passage to Otago, New Zealand. She sailed on 1 Oct 1864 under the command of Capt T Le Bas\(^5\) and arrived in Otago on 24 Jan 1865.
- In March, *Gloriosa* left Port Chamber, Otago, in ballast and with 19 passengers for Valparaiso, Chile. She was back in Auckland with 850 tons of wheat on 11 Aug, but as the local market was over supplied and prices low, she sailed immediately for Sydney with 3 passenger.
- Unloaded, she boarded 6 passengers and sailed again for Valparaiso. What happened there is not fully documented, but she was reported in Callao, Peru, on 4 Dec, then, in March, to have been impounded at Valparaiso, with Capt Le Bas imprisoned, for several months as a result of the blockade there. On 1 Apr she was at Callao from Chincas and on 6 Jun at Valparaiso from Callao. In August she had to discharge a cargo at Valparaiso for repairs and on 5 Sep, a year after leaving Sydney, she set sail for Baltimore. After six weeks in Baltimore she sailed for London and arrived into Victoria Dock in March 1867.
- Another change of master, to Captain A Catto\(^6\), and on 8 Jun 1867 she sailed in ballast to Cardiff where she loaded 863 tons of Welsh coal and sailed for Shanghai. On 9 Dec ordinary seaman Thomas Gardener (aged 19) fell to his death from aloft. Shanghai was reached on 3 Jan 1868 and from whence she returned via Batavia (Jakarta), Sourabaya, Java, Texel (Holland).

---

\(^{5}\) Originally entered with Customs under Captain J Allen. This was changed before she sailed, but Allen was still shown in LRS as master.

\(^{6}\) Believed to be Alexander Whyte Catto, b 1830 in Aberdeen, certificate 11766.
• *Gloriosa* sailed to the Tyne, where she was dry docked, overhauled, re-coppered and, in March 1869, advertised for sale lying in Tyne Dock, South Shields.

![Newcastle Journal - Wednesday 24 March 1869](Image)

**Part 3 – Mediterranean - 1869-1883**

- *Gloriosa* was bought by Mr Thomas Ferguson of North Shields. Before returning to service she was re-rigged as a barque, this offering the ability to sail closer to, or into the wind, and presumably more suited to her intended business in the Mediterranean. Note that the MNL continues to show there as a ship, but LRS say a barque as do the many mentions of *Gloriosa* in shipping news after this date.

- Between 1869 and 1883 *Gloriosa* spent her life sailing from East Coast ports, generally with coal, to Mediterranean ports, and returning with cargos such as mineral ores and esparto grass (used in papermaking). Full details are included in Appendix 1 and there seems little value in summarising the many voyages here.

- Ferguson sold her in about 1875 to William Henry Taylor of Whitby, Yorkshire, who in turn sold her to Lindsay, Gracie and Co., manager John L Gracie, of 28 Sandhill, Newcastle, in about 1878.

- Incidents during this period were few, but on 2 Jul 1872, Henry S Hansen (24), cook and steward, was lost overboard. Another seaman may have died in 1877.

- Masters during this period were:
  - W Emery (1869)
  - Samuel Green (1869-1871)
  - M Smith (1871-1873)
  - W Pearson (1874-1875)
  - H Laws (1875-1880)

- On her last voyage in this period, *Gloriosa* left Shields in June for Genoa but docked a Plymouth for a week, at which point Warminger left the ship. Command for the rest of this round trip is a little confused, reports showing Lewis, Levi and James. *Gloriosa* sailed back into Shields from Tripoli on 4 Jan 1883.

---

7 On 5 Apr 1877 a seaman of the *Gloriosa* was killed as result of a fall, at Garrucha. The record is confusing as the initial report was of an unnamed man dying on the *Scindia*, but this was later altered to Frederick Henry of the *Gloriosa*. A later record still says he was on the *Scindia*, late of the *Gloriosa*. Possible interpretations are that he fell aboard the *Gloriosa* and was transferred to *Scindia* for treatment or a passage home, but died on board, or that he was a *Gloriosa* crew member who fell and died whilst a visitor on the *Scindia*.
Part 4 – Jungfrau of Stockholm - 1883-1884

- By 14 Mar 1883, Gloriosa had been sold to Swedish owners and renamed as Jungfrau. She was reported loading in Newcastle on that date, and sailed 2 days later for Genoa under Captain Sloor. From Genoa she sailed to Newcastle in Miramichi, New Brunswick.

- Jungfrau left Canada on 6 Oct with a cargo of timber for the Mersey, but was next reported in Falmouth, leaky. She was towed to the Mersey by the paddle tug Challenger, but lost anchor and chain while anchored in the river and was towed into Birkenhead Docks where she was later advertised for sale.

![Image of advertisement](image_url1)

Shipping and Mercantile Gazette - Monday 03 December 1883
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

- It is not clear whether anyone bought her at this stage, but someone spent time and money on her, as she was re-advertised, without having apparently put to sea again. As the advert below shows, she was extensively overhauled and had bow ports cut for loading timber. She did not sell, and remained at Birkenhead for the next 8 months.

![Image of advertisement](image_url2)

Shipping and Mercantile Gazette - Monday 19 May 1884
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED
Part 5 – Bethel Ship - 1884-1904

Supporting clippings are included in figure 5.

- In Jan 1885 it was announced that Jungfrau had been bought by the Bethel Mission of Bristol for use as a floating chapel for seamen, replacing an earlier condemned hulk. The price agreed was £850 and they expected to spend another £500 to fit her out for her new role.
- A berth had been agreed alongside The Butts, near the Drawbridge on St Augustine’s Reach of Bristol floating dock.
- Jungfrau left Birkenhead under tow of the tug Flying Kestrel, but on 24 Feb, she had to be abandoned in Cardigan Bay in a storm. She was recovered a week later and towed into Douglas, Isle of Man. On 16 March she was eventually towed into Bristol Docks, where she was dry docked, inspected and modified, then placed at her berth at The Butts.
- An inaugural service was held on 5 July.
- In Feb 1892, the harbour authorities demanded that the Bethel Ship should be moved and, after much negotiation, a new berth was agreed at Mardyke Quay, Hotwells.
- In 1903, the Great Western Railway acquired Mardyke Quay and this led quickly to a decision to decommission the Bethel Ship. She was sold to breakers in February 1904. The local newspapers show that there was a good deal of affection for the old ship, and sadness when she was lost.
### Figure 1 - Clippings from Lloyd's Register of Shipping

<table>
<thead>
<tr>
<th>Year</th>
<th>Ships</th>
<th>Masters</th>
<th>Tons</th>
<th>Build.</th>
<th>Owners</th>
<th>Port belonging to.</th>
<th>Destined Voyage</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850-51</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Sld. Calcut</td>
<td>13 A 1</td>
<td>60</td>
</tr>
<tr>
<td>1851-52</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn.</td>
<td>13 A 1</td>
<td>50</td>
</tr>
<tr>
<td>1852-53</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn.</td>
<td>13 A 1</td>
<td>51</td>
</tr>
<tr>
<td>1853-54</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn. Calcut</td>
<td>13 A 1</td>
<td>51</td>
</tr>
<tr>
<td>1855-56</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn. Calcut</td>
<td>13 A 1</td>
<td>54</td>
</tr>
<tr>
<td>1856-57</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn. Calcut</td>
<td>13 A 1</td>
<td>54</td>
</tr>
<tr>
<td>1858-59</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn. Calcut</td>
<td>13 A 1</td>
<td>54</td>
</tr>
<tr>
<td>1859-60</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn. Calcut</td>
<td>13 A 1</td>
<td>54</td>
</tr>
<tr>
<td>1862-63</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn. Calcut</td>
<td>13 A 1</td>
<td>54</td>
</tr>
<tr>
<td>1863-64</td>
<td>Gloriosa</td>
<td>S. J. Carry</td>
<td>600</td>
<td>Sndrl 1849</td>
<td>J. Miller</td>
<td>Newcastle, Lcn. Calcut</td>
<td>13 A 1</td>
<td>54</td>
</tr>
</tbody>
</table>

Gloriosa
Figure 2 – Clippings relating to part 1 – India - 1849-1864
Figure 2 – Clippings relating to Part 2 - New Zealand, Australia, South America and China – 1864-1869

**NEW ZEALAND (Free Grant).——WILLIS, GANN and CO.’s LINE.——Established in 1838.——The undersigned vessels, which afford such general advantages as cannot be found in any other line, will he supplied punctually.——

COLUMBIA, 560 tons. —-Bally.——July 9.

GLORIOSA, 513 tons. —-Cape Town. —-July 10.

Apply to WILLIS, GANN and CO., 3, Ossington-avenue, who have just issued the Ninth Edition of their "Handbook of New Zealand," or to Green, Robinson, and Co., 1 and 3, East Indiamen-row, London, or J. Kirk, 11, Pall-cause Leeds.

* * *

Leeds Mercury - Saturday 11 June 1864

Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

**NEAREST ROUTE TO BURNSOS AYRES AND RIO JANEIRO.**

FOR VALPARAISO, DIRECT.

THE Fine Clipper Ship

GLORIOSA,

A1 for 13 years,

1200 Tons Burthen,

T. Le Bas, Commander,

Will sail positively on FRIDAY, the 24th INST, taking first, second, and third class passengers.

This fine passenger ship has just completed a quiet passage from London, and has all her fittings on board, thus offering an excellent opportunity for making a speedy and comfortable voyage.

For Freight or Passage, apply to

H. E. YOUNGMAN and Co., Agents;

Or, to

H. HOUGHTON and Co.,

St. Paul's street

Otago Daily Times - 17 February 1865

Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

**CHILI.**

SEIZURE OF VESSELS AT VALPARAISO.

By the arrival at Auckland, on the 9th instant, of the barque Maria Ester, we have Chiliian news to January 16, being four days later than previous advices.

The blockade is still vigorously kept up, and several vessels have been seized. Amongst them is the barque Gravina, which was in the port of Auckland with a cargo of breadstuff about six months ago. She has been converted into a hospital ship. The barque Gloriosa, Captain La Ete, which was also here a few months since, and several other vessels, have been seized at Valparaiso, and their commanders made prisoners.

A new steamer, arrived from England, to the order of a Valparaiso firm, was also detained. The barque Barracasa, Captain Duroc, was detained by the Chiliian Government on suspicion of supplying the Spanish men-of-war with coal, and has been taken into Valparaiso.

National Library of Australia

Sydney Mail - Saturday 24 March 1866

Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED
Figure 3 – Description of Gloriosa in 1880

THE OLD STYLE AND THE NEW.

Those of our readers who take an interest in maritime architecture and subjects may have an opportunity not often now afforded them of studying the old style and the new in naval architecture. There are now lying on the south side of the Queen's Dock two vessels so utterly dissimilar in build and appearance as to afford considerable speculation to those who like to see a ship.

Passing from Monument Bridge the first vessel in the dock is the barque Gloriosa, of Shields. The adjoining vessel is the barque Premier, of Dundee. The particulars of these vessels are:

<table>
<thead>
<tr>
<th></th>
<th>Feet</th>
<th>Feet</th>
<th>Feet</th>
<th>Feet</th>
<th>Feet</th>
<th>Feet</th>
<th>Feet</th>
<th>Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premier</td>
<td>153</td>
<td>36</td>
<td>17</td>
<td>486</td>
<td>1865</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gloriosa</td>
<td>136</td>
<td>30</td>
<td>21</td>
<td>634</td>
<td>1849</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

It will thus be seen that, although there is a difference of 25 per cent. in the tonnage of these vessels, the smaller one is no less than 17 feet longer than the larger one. The old-fashioned vessel is but a very little over four times as long as she is broad, while the length of the modern vessel is six times that of her breadth. The Gloriosa is built of wood, and her high and curved stern, of ample proportions, seems to woo the winds to send her along. And very useful that same stern must be when the wind is set, but, unfortunately, it will not help the vessel to steer. Then, again, the Gloriosa has a straight stem and bluff bows, and long, projecting bowsprit, much prized, no doubt, in their long-forgotten day and generation, but scarcely calculated to afford much inducement to speed. But, then, they have this advantage, that they make plenty of spray and foam, and would leave a good surge behind. The Premier, on the other hand, has a curved prow, of graceful outline, and receding bows, which will enable her to glide through the water several knots an hour faster than her neighbour with half the ease. Altogether, these vessels, when compared, form a curious study, and show how different are our ideas of shipbuilding now to what they were in the first part of the present century. A visit to the Gloriosa will amply repay itself, as her class of vessel is fast dying away. She has brought to Hull a cargo of locust beans from Cyprus.

Hull Packet - Tuesday 27 April 1880

Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED
Figure 4 – Clippings relating to Part 5 – Bethel Ship 1884-1904

**THE BRISTOL BETHEL SHIP.**

The following is the report of the pilot who was bringing the new Bethel ship round from Liverpool to Bristol, when she was abandoned:

- Left at 3.30 p.m. on 20th inst.; abreast of Blyth on the 21st inst., at 8 a.m.; then blowing heavily, and could make no progress; at 10 a.m. towing gear gave way; steamer came alongside and got second hawser on board, and that parted at starting. Went alongside again and took ship's hawser, and tried for Holy Loch for about 3 hours, when that parted; got second hawser from ship, and it parted also. Gale increasing, steamer came alongside to know what pilot intended doing; the ship rolling heavily, decided to abandon at 4.45 p.m. Each man had to be hauled through the water from ship to steamer. The vessel has since been towed into Douglas, Isle of Man, and will doubtless soon be in Bristol.

The Jungfrau, or Glorious, was bought by the committee of the Bristol Bethel Mission, for £250, and is the fourth vessel acquired by them for the purposes of a floating chapel. Her loss caused regret among the friends of the movement, who have looked forward with much interest to the assumption of a branch of their work which has been in abeyance since 1885, mainly from the difficulty of procuring a ship answering to their requirements.

**ARRIVAL OF THE BETHEL SHIP.**

The Bethel ship Jungfrau has safely arrived in Cumberland Basin. She left Douglas, Isle of Man, on Saturday evening in tow of the steam tug Challenger, which brought her as far as Kinghorn. She was then towed to dock by the Sea King, arriving in less than 36 hours after leaving Douglas. We believe it is intended to place her in dry dock for examination previous to her taking up position on the Buts.

**REPORTED LOSS OF THE NEW BETHEL SHIP.**

A telegram was received yesterday by Messrs Richard Pearse and Son, to the effect that the vessel recently purchased to replace the old Bethel ship, for so many months missing, the Grenade, had been abandoned in the gale of Saturday, near Carlington Bay, on her voyage from Liverpool to Bristol, in tow of the Flying Kestrel.
The new Bethel ship, which is to be opened for service to-morrow, on completion with the Bethel Ship Mission to Seamen, has been so far prepared that all the structural work is complete, and the fittings have been so far advanced that there will be ample accommodation for a large congregation. But the painting and decorating have not yet been finished, and externally the fine old ship, moored in the permanent berth assigned her near the Drawbridge, has all the rust and grime of past years of work about her massive hull and huge timbers. The “Gloriosa,” which is her original name, is about 85 years old, has been recently re-classed at Lloyd’s for five years, and she was so substantially constructed by her Sunderland builders that her present owners, the Bethel Ship Mission, consider her good for 60 years of service in her present honoured commission.” She is an old East Indiaman, and is about 1500 tons burden; she is 385 feet long, 31 feet from beam, and 22 feet depth of hold, and is much larger than the Zeta, the old Bethel which the mission committee purchased from the Admiralty in 1836, from whom at one period she housed the Ganges in 1842, and when after 20 years good service she was condemned as unsafe for accommodation, at the large number of workmen spending the services, and she was sold for breaking up. In the interval the services have been held at the mission room on the Broad Quay. The cost and expense of the Gloriosa for £360, the estimate for fitting up and furnishing is £500, thus making a total of £900, of which about £400 has been obtained, and £400 still required. The old Bethel accommodated 850 worshippers, the Gloriosa gives room for 1000, and the two have been formed for the accommodation of 300 seamen, and the body of the hold and the platform will rest between 1000 and 1500. The accommodation at present is contrived for the structural alterations, and these have been carried out by Messrs. Hitchens and Chivers. She has had a new lower deck for the and new flooring throughout the hold. There are 6th. floorways in and out, one leading to the platform entrance from the other, the fore part of the ship, leading to the galleries by double flights of staircases, each 6th. wide. Down the centre of the upper deck is the skylight, 10ft. long by 16ft. wide, and 8ft. high, and glassed with fitted glass. The stairway off leads to the platform, and to the rear of the platform is the cabin, which extends as a tryhold and divided from the platform by a bulkhead. In this part of the vessel, beneath the poop, is a spacious compartment to be fitted up as the shipkeeper’s residence and library. The platform alone will accommodate from 7 to 100 persons, and here the Bethel choir will be stationed a place; while the reading desk and preacher’s platform are well forward, so that the preacher will be well heard throughout the large vessel. This platform has been substantially fitted up, Messrs. Dick and Co. have presented the committee with a platform table made of oak from a beam of the old Bethel ship, and a Gloucester chair. Mr. Alfred Trotman has given a St. George’s ensign, and a new Belcher flag has been presented by one who has been a forty years’ active and energetic worker in connection with the mission. All that could be obtained of the seats and benches of the old ship have been brought into service. The galleries carried round the whole of the hold have been faced with a substantial railing of pitch pine, with ornamental inrway and pitch pine columns, which correspond with those in the hold beneath. The work has been substantially done, and the vessel since when she was abandoned in a state on her voyage from Liverpool has been surveyed for the committee and pronounced thoroughly sound, so that the committee anticipate with pleasure many years of their useful evangelical and missionary labours to be inaugurated on board the new Bethel ship at their greatly improved berth to-morrow. As the painting and decorating will be absolutely necessary to complete the committee’s enterprise they will be glad to receive aid for these purposes, and the accumulator of the bell will at once appeal to the handsome who will visit the ship to-morrow. Mr. Henry C. Leonard is the chairman of the committee, Mr. Thomas F. Frances (Queen’s county, secretary, and Mr. Simon Short, of High street, the superintendent. It will be seen that the Rev. C. R. Thomas, of Radford Park Church, will preach the opening sermon in the morning. Mr. Richard Bell Rater and others will deliver addresses in the afternoon; and at the evening service Mr. Benjamin Thomas will be the preacher. There will be collections at every service in aid of the funds for fitting up the ship.
Acknowledgement of Sources

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

Reference has also been made to:
- New Zealand newspapers from Papers Past
- Australian newspapers from the National Library of Australia Newspaper Collection

Author

Bill Swift
29 Mar 2019
APPENDIX A – Detailed History of Gloriosa, from Shipping News in British and Foreign Newspapers. Captains names are from these reports, not LRS

1849
18 Oct – Launched
20 Oct – advertised for Calcutta from the Tyne
14 Nov – registered in Newcastle
1 Dec – sailed from Tyne for Calcutta (Capt Carey) – 176chs coals, 222 tons cinders for Cargill & Co.

1850
4 May – arrived Calcutta (Carey)
9 Nov – arrived off Portland (Carey)
25 Nov – Entered out, London Customs, for Calcutta

1851
4 Jan – sailed from Gravesend for Calcutta (Joseph Carey)
18 Jan – left Deal for Calcutta (Carey)
1 Jun – arrived at Kedgeree from London
3 Jun – arrived Calcutta from London (Carey)
24 Jul – cleared Calcutta for London (Carey)
22 Aug – crew member John Brown died at sea of dysentery.
25 Aug – crew member Mr Simpson Thomas Cooper died at sea of dysentery.
19 Dec – entered out, London Customs, for Calcutta (Carey)

1852
9 Jan – loading in London for Calcutta (Carey) agent Douglas & Co.
12 Feb – cleared outwards, London for Calcutta (Carey)
22 Oct – arrived St Helena and sailed for London (Carey)
10 Dec – arrived Deal from Calcutta and proceeded up river (Carey)
12 Dec – entered inwards London Customs

1853
3 Jan – Entered outwards, London Customs, for Calcutta (Carey)
16 Feb – cleared outwards, London for Calcutta (Carey)
Abt 7 Jun – midshipman Charles Adolphus Potter drowned whilst bathing.
Abt 9 Jun – Captain Carey died at Sandhead, near Calcutta. Another officer also drowned taking lead soundings.
26 Aug – left Calcutta for London
22 Nov – arrived and left Ascension Island (Lugger)

1854
9 Jan – Passed Deal for London (Carey [sic])
27 Jan – Advertised for Calcutta (Capt J Lugger)
3 Feb – loading at London for Calcutta (Lugger)
21 Feb - loading at London for Calcutta (Harrison)
24 Mar – Cleared outwards for Calcutta (Harrison)
31 Jun – arrived Calcutta from London (Harrison)
17 Oct – left Calcutta for London (Harrison)
18 Oct – left Saugor for London (Harrison)
22 Dec – passed St Helena (Harrison)

1855
27 Feb – off Dungeness from Calcutta (Harrison)
5 Apr – entered outwards for Calcutta (Harrison)
11 Apr – loading at London for Calcutta (Harrison)
24 Apr – entered outwards for Calcutta (Thomas Patterson)
30 Apr - loading at London for Calcutta (Patterson)
29 May – left Gravesend for Calcutta (Patterson)
13 Oct – arrived Calcutta very leaky and with damaged cargo (Patterson)

1856
17 May – entered inwards London West India Dock from Calcutta (Patterson)
30 May – entered outwards London for Calcutta (Patterson).
23 Jul – loading at London for Calcutta (Patterson) 743 tons register.

* Born Bermondsey 1830
18 Aug – ran aground near Monnerouse Point, Kerlouan, Brittany. Got off but damaged.
21 Aug – put into Plymouth leaking after going ashore. Cargo to be discharged.
(Patterson)
14 Dec – probably left Plymouth this date

1857
13 Apr – arrived Calcutta from London (Patterson)
19 May – cleared Calcutta for London.
20 Oct – arrived Gravesend from Calcutta
21 Oct – entered inwards, London Dock (Patterson)
25 Nov – advertised for London to Bombay (James Trenowth)
1 Dec – loading at London for Bombay.

1858
29 Jan – cleared outwards London Dock for Bombay (Trenowth) 654 tons register.
24 May – arrived Bombay from London
26 Oct – departed Bombay for London (Trenowth)

1859
4 Mar – arrived Deal from Bombay (Trenowth)
7 Mar – entered inwards London Dock (Trenowth)
1 Apr – entered outwards, London for Calcutta (Trenowth) 654 tons register
11 May - entered outwards, London for Calcutta (Doyle) 654 tons register
21 May – cleared outwards, London Dock, with cargo for Calcutta (Doyle)
4 Oct – arrived Calcutta from London (Doyle)

1860
1 Jan – sailed from Calcutta for London (Doyle)
11 May – arrived Gravesend from Calcutta
14 May – entered inwards from Bombay [sic], London Dock (Doyle)
14 May – entered outwards London Customs for Bombay (Doyle) 654 tons register
29 Jun – entered outwards with cargo for Bombay (Wyeth)
7 Jul – cleared outwards with cargo for Bombay (Wyeth)
25 Nov – arrived Bombay from London (Wyeth)

1861
11 Jan – sailed from Bombay for Hull (Wyeth)
1 Apr – arrived St Helena
10 Jun – arrived Deal
12 Jun – arrived at Hull from Bombay
21 Jul – arrived Sunderland from Hull (Wyeth).
24 Sep – sailed from Sunderland for Bombay (Wyeth). 509 tons of coal and coke.
30 Sep – passed Deal, Sunderland for Bombay (Wyeth)
~29 Oct – put into Lisbon, leaky with cargo shifted (Wyeth)

1862
13 Apr – arrived Bombay from Sunderland (Wyeth)
24 May – at Bombay seeking charter (Wyeth)
13 Jun – left Bombay for London via Tuticorin (Wyeth)
2 Jun – arrived Tuticorin
19 Jul – loading at Tuticorin, bales of cotton.
25 Aug – arrived Mauritius from Tuticorin and left 27th. (Wyeth)
~20 Nov – from Tuticorin and Mauritius, left St Helena

1863
15 Jan – arrived Gravesend
14 Jan – entered inwards London Dock (Wyeth)
16 Mar – at London Dock
17 Mar – Advertised for sale, lying London Eastern Dock. 654 tons NM.
27 Apr – entered outwards, London for Calcutta (Wyeth)
6 May – sailed for Calcutta (Wyeth)
18 Sep – arrived Calcutta (Wyeth)
9 Oct – loading at Calcutta for London
18 Nov – cleared outwards Calcutta for London with jute, cotton, linseed and hides.
30 Nov – left Calcutta for Liverpool [sic] (Wyeth)

1864
7 Apr – arrived off Eddystone Lighthouse
14 Apr – arrived Gravesend
15 Apr – entered inwards, London Dock (Wyeth)
5 May – advertised for sale, lying in London Dock.
11 Jun – advertised for assisted passages to Canterbury, New Zealand
8 Aug – Entered outwards of Otago, NZ (Capt J Allan)
13 Aug – re-advertised for passage to Otago. Adverts ran across the country, including Ireland.
1 Oct – cleared outwards, London for Otago (Capt T Le Bas) with passengers and cargo

1865
24 Jan – Entered inwards at Otago from London (Le Bas)
17 Feb – advertised for passage to Valparaiso, Chile (Le Bas)
27 Feb – entered outwards for Valparaiso with passengers and in ballast (Le Bas)
3 Mar – departed Port Chambers for Valparaiso with 19 passengers (Le Bas)
~17 May – left Valparaiso
11 Aug – entered inwards at Auckland from Valparaiso/Tome, with 840 tons of wheat (Le Bas)
12 Aug – cleared outwards for Sydney with original cargo of wheat attracted by better rates there.
4 Sep – arrived Sydney from Tome via Auckland, with 3 passenger (Le Bas)
30 Sep – cleared Sydney for Valparaiso with 6 passenger (Le Bas)
23 Nov – arrived at Valparaiso
4 Dec – at Callao (Peru)

1866
24 Mar – reported that Gloriosa had been at Valparaiso for several months where it had been seized as part of blockade and Captain imprisoned.
1 Apr – at Callao from Chincas (Le Bas)
5 Jun – at Valparaiso from Callao (Le Bas)
Aug – discharging for repairs at Valparaiso
5 Sep – sailed from Valparaiso for Baltimore (Le Bas)
~17 Dec – at Baltimore from Valparaiso

1867
1 Feb – left Baltimore for London (Le Bas)
26 Mar – arrived Deal from Baltimore
28 Mar – entered inwards, London Victoria Dock from Baltimore (Le Bas)
17 Apr – lying in Victoria Dock tidal basin
29 May – lying in London Dock, light (Frost)

8 Jun – cleared out of London in ballast for Cardiff and Shanghai (Catto)
20 Jun – entered outwards, Cardiff for Shanghai (Catto)
3 Jul – sailed for Shanghai (Catto) with 863 tons of coal.
9 Dec – seaman Thomas Gardener was killed, fell from aloft at sea.

1868
3 Jan – arrived Shanghai/Woosung from Cardiff (Catto)
12 Mar – sailed from Batavia (Jakarta) for Tagal (Catto)
6 Jun – left Java for Holland (Catto)
1 Nov – Arrived Texel (Holland) from Sourabaya, Java. (Catto)
~21 Dec – left Texel for the Tyne

1869
24 Mar – offered for sale, lying in Tyne Dock, South Shields. Advert ran for about a month.
On returning to service, she had been re-classed as a barque
8 Jul – off Aldborough, Shields for Villaricos (W Emery)
13 Jul – off Plymouth, Shields for Villaricos (Emery)
14 Oct – passed Deal, Aquilas (Spain) for Shields (Emery)
16 Oct – arrived Newcastle from Aquilas (Emery)
19 Oct – entered outwards, Shields for Cartagena (Emery)
16 Nov – left Shields for Cartagena
8 Dec – arrived Cartagena from Newcastle (Samuel Green)

1870
29 Jan – sailed from Cartagena for Garrucha (Green)
4 Feb – sailed from Garrucha for Newcastle (Green)
17 Mar – arrived South Shields (Green). Cargo included Esparto, lead block and zinc ore.
27 Apr – sailed from Shields for Genoa (Green)
17 Jun – arrived Genoa (Green)
3 Aug – sailed from Genoa for Carloforte (Green)
13 Aug – arrived Carloforte from Genoa
27 Aug – sailed for Newcastle (Green)
19 Oct – arrived Newcastle from Motril (Green). Lead ore.
26 Nov – entered outwards from Newcastle for Genoa (Green)
28 Dec – arrived Genoa from Newcastle (Green)

1871
12 Feb – sailed from Genoa for Cartagena (Green)
24 Feb – arrived Cartagena (Green)
30 Mar – sailed from Cartagena for Shields (Green)
17 Apr – arrived Shields
30 May – cleared Newcastle for Cronstadt
12 Jun – at Elsinore for Cronstadt (M Smith)
27 Jun – arrived Cronstadt (Smith)
1 Aug – sailed from Cronstadt for London (Smith)
22 Aug – struck ground at Elsinore and helped off by salvage tug, with some damage.
8 Sep – entered inwards, Surrey Commercial Dock, London from Cronstadt with deals and battens (Smith). Cargo was sold in London on 11 Oct.
30 Sep – arrived Shields from London
8 Nov – left Tyne for Genoa and Odessa (Smith)
10 Dec – arrived Genoa (Smith)

1872
17 Jan – sailed Genoa for Argen (Smith)
4 Mar – arrived Shields from Arzew (Smith)
31 May – cleared Newcastle for Villaricos (Smith)
2 Jul – Henry S Hansen (24), cook and steward, lost overboard, drowned.
10 Jul – arrived Garrucha (Smith)
25 Aug – sailed from Garrucha for Aguilas (Smith)
1 Oct – arrived Shields from Aguilas
29 Oct – entered out for Garrucha (Smith)
31 Oct – sailed Newcastle for Cartagena or Villaricos
26 Nov – arrived Garrucha (Smith)
~3 Dec - Arrived Villaricos after stormy voyage
25 Dec – arrived Cartagena from Carbonera (Smith)

1873
10 Jan – left Cartagena for Newcastle (Smith)
25 Jan – arrived Shields (Smith)
12 Mar – sailed from Shields for Sulina (Smith)
18 Jul – passed Dungeness, eastbound

1874
22 Jul – arrived Leith from Tripoli (Smith)
14 Aug – left Leith for Saguenay, Quebec (Smith)
14 Oct – left Quebec for London (Smith)
28 Nov – entered inwards, Surrey Commercial Dock, London from River Ouelle, Quebec (Smith)
30 Dec – lying at Russia Dock, in SCD

1875
22 Jan – sailed from Portland Roads for Pensacola, Florida (W Pearson)
18 Mar – arrived Pensacola from London (Pearson)
22 Apr – cleared Pensacola for Leith (Pearson)
12 Jun – arrived Leith from Pensacola (Pearson)
24 Jun – sailed from Leith for South Shields (Pearson)
25 Jun – arrived Shields from Leith (Pearson)
13 Jul – loaded bonded stores at North Shields for Garrucha and Odessa (Smith [sic])
17 Jul – sailed from Shields for Villaricos
21 Aug – arrived Garrucha from Shields (Pearson)
11 Sep – arrived Almeria from Garrucha (Pearson)
24 Sep – sailed from Almeria for Leith (Pearson)
8 Nov – arrived Shields from Almeria (Pearson)

1876
11 Jan – left Shields for Genoa (Pearson)
30 Jan – left Deal for Genoa
7 Mar – arrived Genoa from Shields (Pearson)
7 Jul – reported off Dungeness
15 Sep – Arrived Garrucha from Newcastle (H Laws)
8 Nov – sailed from Oran, Algeria, for Shields (Laws)
20 Dec – arrived Shields from Oran (Laws)

1877
23 Mar – loaded bonded stores at North Shields for Genoa and Odessa (Laws)
30 Mar – sailed for Cartagena
14 May – arrived Genoa from Newcastle(Laws)
10 Jun – cleared from Genoa for Susa (Laws)
6 Jul – arrived Susa
8 Jul – sailed from Susa for Tyne Dock (Laws). (= Soussa, Tunisia)
3 Aug – arrived Shields from Susa (Laws)
25 Aug – cleared Newcastle for Malaga
28 Sep – arrived Malaga from Newcastle (Laws)
22 Nov – Arrived Oran from Garrucha (Laws)
5 Dec - sailed from Oran, Algeria, for Leith (Laws)

1877
8 Feb – arrived Leith from Oran
18 Feb – left Leith for Shields (Laws)
19 Feb – arrived Shields (Laws)
6 Mar – cleared North Shields for Genoa
28 Mar – arrived Leith (Laws)
5 Apr – possible seaman Frederick Henry killed as result of a fall, at Garrucha.
17 Jul – passed Dungeness
21 Jul – arrived Shields from Tripoli
25 Aug – left Shields for Genoa
18 Oct – arrived Genoa (Laws)
22 Nov – cleared Genoa for Rio Marina and London (Laws)
8 Dec – arrived Susa (Laws)
26 Dec – left Soussa for Leith (Laws)

1878
26 Jan – put into Cherbourg leaking badly, with 5ft of water in hold after heavy weather of Ushant. Cargo iron ore and Esparto grass (used in paper making). Relief crew sent on board to man pumps.
11 Feb – left Cherbourg for Leith, having transhipped some of grass cargo and made repairs.
18 Feb – arrived Leith
27 Feb – sailed from Leith for Newcastle
1 Mar – arrived Newcastle from Susa via Leith (Laws)
31 Mar – sailed from Tyne for Genoa
4 May – arrived Genoa from Newcastle (Laws)
29 May – cleared Genoa for Sestri Levante (Laws) (in Liguria, Italy)
14 Aug – arrived Shields from Sfax (Tunisia) (Laws). Note Sfax was an export port for iron ore.
27 Aug – cleared out, North Shields for Genoa
10 Oct – arrived Genoa from Newcastle

1879
21 Feb – Arrived Shields from Tripoli (Laws) (Grass and ore)
10 Mar – cleared at Newcastle for Genoa and Savona
6 Apr – arrived Genoa (Laws)
5 May – cleared Genoa for Sestri Levante (Laws)
24 May – arrived Sfax (Laws)
3 Jun – left Sfax for the Tyne (Laws)
26 Jul – arrived Leith from Sfax, iron ore and Esparto grass
6 Aug – arrived Shields
21 Aug – cleared Shields for Genoa
17 Oct – arrived Genoa (Laws)
14 Nov – Sailed for Rio Marina and Cyprus
17 Nov – arrived Rio Marina and sailed for Cyprus 22nd (Laws)
19 Dec - arrived Larnaca and sailed for England on 21st. (Laws)

1880
22 Feb – arrived Malta from Larnaca (Laws)
9 Apr – at Faro, short of provisions. Cyprus for Hull with cargo of locust beans.
25 Apr – arrived Hull from Larnaca with 650 tons of locust beans (Laws)
6 May – left for Shields and arrived 7th May (Laws). Reported passing Flamborough Head in tow of tug Corsair.
26 May – sailed from North Shields for Genoa
23 Jun – arrived Genoa (John Warminger)
16 Jul – left Genoa for Gabes (Tunisia) via Elba (Warminger)
18 Jul – sailed for Gabes (Warminger)
24 Aug – left Gabes for Leith with cargo of grass (Warminger)
22 Oct – arrived Falmouth
29 Oct – sailed from Falmouth for Leith
12 Nov – arrived at Leith
26 Nov – left Leith for Shields and arrived 30 Nov (Warminger)
16 Dec – reported that Gloriosa was in E Young & Co’s. graving dock, having been stripped, caulked, re-metalled and strengthened.
24 Dec – Cleared at Newcastle for Motril (Granada, Spain), coal and coke

1881
21 Jan – passed Gibraltar westbound
16 Mar – arrived at Algiers from Motril (Warmingger)
9 May – passed Dungeness eastbound
16 May – arrived in Tyne from Algeria and Gibraltar. Was quarantined as bill of health from Gibraltar had been forgotten. Was released following application to the Privy Council as all on board were healthy.
7 Sep – left Shields for Cronstadt
26 Sep – arrived at Cronstadt (Warmingger)
31 Oct – sailed from Cronstadt for London (Warmingger)
12 Dec – entered inwards, Surrey Commercial Dock, London (Warmingger)
14 Dec – at Greenland Dock in SCD.
31 Dec – arrived Shields from London

1882
18 Jan – cleared at Newcastle for Genoa with coal.
5 Mar – arrived Genoa (Warmingger)
29 Mar – left Genoa for Rio Marina and arrived 1st April (Warmingger)
12 Apr – arrived Tripoli from Rio Marina (Warmingger)
29 May – arrived Shields from Tripoli (ore and esparto grass)
20 Jun – left Shields for Genoa (Warmingger)
13 Jul – arrived Plymouth and left on 20th
26 Aug – arrived at Genoa
25 Sep - left Genoa for Rio Marina (Lewis/Levi?)
30 Sep – left Rio Marina for Tripoli and arrived 17 Oct (James)
28 Oct – Left Tripoli for Tyne (James)
30 Dec – sailed from Portland, Tripoli for Tyne Dock (Lewis)

1883
1 Jan – passed Deal from Tripoli for Tyne (James)
4 Jan – arrived Shields from Tripoli

14 Mar – Jungfrau (Sloor) of Sweden loading at Newcastle for Genoa
16 Mar – Jungfrau cleared Newcastle for Genoa

26 Apr – Jungfrau (Sloor) arrived Genoa
13 Jun – Jungfrau (Sloor) sailed from Genoa for Miramichi, New Brunswick
4 Aug – Jungfrau (Sloor) arrived at Newcastle, Miramichi, New Brunswick from Genoa.
31 Aug – Jungfrau (Sloor) cleared at Newcastle, NB, for Mersey
6 Oct – arrived Falmouth, leaky, from Miramichi with timber
13 Oct – left Falmouth for Liverpool in tow of paddle tug Challenger
15 Oct – arrived in Mersey from Miramichi.
17 Oct - lost anchor and chain in river, and towed into Birkenhead by tug Rover.
3 Dec – Jungfrau advertised for sale lying in Birkenhead Dock.

1884
19 May – advertised for sale after extensive overhaul, including re-treenailing, re-bolting, caulking and several new sails She had also had bow ports cut for loading timber. Still Lying in Birkenhead Docks.

1885
23 Jan – Jungfrau bought for use as a Bethel in Bristol Docks.
24 Feb – Jungfrau abandoned in heavy weather in Cardigan Bay under tow of Flying Kestrel, en-route Birkenhead to Bristol.
3 Mar – picked up and towed into Douglas, IoM.
14 Mar – left Douglas in tow of tug Challenger, as far as Kingsroad.
16 Mar - Towed into Cumberland Basin by tug Sea King.
Dry docked and inspected, then modified for new use. Placed at The Butts, near the drawbridge on St Augustine’s Reach.
5 Jul – inaugural service held in new Bethel Ship

1892
10 Feb – berth near Drawbridge no longer tenable and withdrawn by Docks Committee. New berth being sought.
16 Feb – agreed ship could be berthed at Mardyke, Hotwells Road for 3 months.
28 Feb – re-opening service conducted.

1904
Feb - The Mardyke Wharf acquired by the Great Western Railway who will lay tracks along the wharf. Ship sold by private treaty and contents auctioned. The ship was subsequently broken up.