

Gloriosa

| | |
|------------------------|--|
| Type as built | Ship |
| Launched | 18 October 1849 |
| Built by | William Wilkinson of Deptford, Wear |
| Gross tonnage as built | 600 old measure / 743 new measure |
| Construction | Fir, copper fastened, yellow metalled. |
| First Registration | Newcastle 14 Nov 1849 |
| Official Number | 424 |
| End of Life | Broken up in Bristol in 1904 |

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 Carey¹. 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 Jan 1851, Captain Carey. Arrived at Kedgeree 1 Jun and Calcutta 3 Jun. Left Calcutta 24 Jul. On return voyage two of her crew died of dysentery, John Brown (350,272) and Simpson Thomas Cooper (458,153). Arrived London in December.
- 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 vary) two officers were lost overboard in separate incidents. One was midshipman Charles Adolphus Potter², who fell while bathing, the other has not, unfortunately been identified, but fell taking soundings. *Gloriosa* sailed home under Captain J Luggier, arriving in London in Jan 1854.
- The next passage was initially advertised with Capt. Luggier 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 Monnerouse 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 Trenowth³ 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 Wyeth⁴. 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.



THE fine Ship GLORIOSA, 654 85-100
 tons register, new Act; built at Deptford. County of Durham, by the present owner, for his own use, and launched in November, 1849; classed A 1 thirteen years, and has been thoroughly overhauled, and continued in March, 1863, for four years; she has a spacious poop, handsomely fitted; 'tween decks laid and caulked fore and aft; sails well, carries a very large cargo, and is ready for immediate employment to any part of the world. Dimensions:—Length, 136 5-10 feet; breadth, 30 8-10 feet; depth of hold, 21 5-10 feet. Lying in Pontoon-row, Eastern London Dock. Apply to the owner, Mr. James Miller, of Croydon; or to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill.

Shipping and Mercantile Gazette - Tuesday 17 March 1863
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

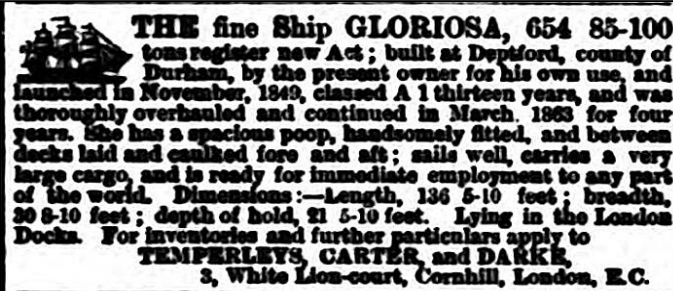
- It not clear whether *Gloriosa* was sold at this point. She was entered outwards four weeks later, again for Calcutta and still under Wyeth's command and sailed on 6 May. She loaded a cargo

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.

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.



THE fine Ship GLORIOSA, 654 85-100
tons register new Act; built at Deptford, county of Durham, by the present owner for his own use, and launched in November, 1849, classed A 1 thirteen years, and was thoroughly overhauled and continued in March, 1863 for four years. She has a spacious poop, handsomely fitted, and between decks laid and caulked fore and aft; sails well, carries a very large cargo, and is ready for immediate employment to any part of the world. Dimensions:—Length, 136 5-10 feet; breadth, 30 8-10 feet; depth of hold, 21 5-10 feet. Lying in the London Dock. For inventories and further particulars apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, London, E.C.

Shipping and Mercantile Gazette - Thursday 05 May 1864
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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 Bas⁵ 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 had 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 Catto⁶, 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.




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 1877⁷.
- Masters during this period were:-
 - W Emery (1869)
 - Samuel Green (1869-1871)
 - M Smith (1871-1873)
 - W Pearson (1874-1875)
 - H Laws (1875-1880)
 - John Warminger (1880-1882). Certificate No 92597
- 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.

At LIVERPOOL.
At the BROKERS' SALE-ROOM, WALMER-BUILDINGS,
WATER-STREET, LIVERPOOL.
On THURSDAY, DECEMBER 6, 1883, at Twelve o'Clock
(If not previously disposed of by private treaty).
THE Swedish Barque JUNGFRAU, 640
 tons register; built at Sunderland in 1870, and originally classed thirteen years A 1 at Lloyd's; is copper-fastened, and carries about 1,000 tons deadweight; had new decks and waterways about three years ago, and large repairs last year. Dimensions:—Length, 135.6 feet; breadth, 30.4 feet; depth, 21.5 feet. Lying in the Birkenhead Dock. For inventories and further particulars apply to
O. W. KELLOCK & Co., Brokers, Walmer-buildings, Water-street, Liverpool; and at 72, Cornhill, London, E.C.

Shipping and Mercantile Gazette - Monday 03 December 1883
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- 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.

At LIVERPOOL.
THE Swedish Barque JUNGFRAU, 640
 tons register; built at Sunderland, and originally classed thirteen years A 1 at Lloyd's; is copper fastened; has just been thoroughly opened up under the superintendence of Veritas surveyors, when she was retreenailed, rebolted with copper bolts, and caulked; had several iron knees, sister keelsons, &c., &c., and classed four years S 4 G 2 1 from now; her decks were new recently; carries 1,000 tons deadweight, or about 300 standards, and stands without ballast; has just had several new sails and is well adapted for the timber trade, having bow ports cut. Dimensions:—Length, 135.5 feet; breadth, 30.4 feet; depth, 19.9 feet. Lying in the West Float, Birkenhead. For inventories and further particulars apply, in London, to our Agents,
GEORGE KAY and Co., 12, Cornhill, E.C.; or
BAHR, BEHREND, and BOSS, Old Castle-buildings; or to
O. W. KELLOCK and Co., Brokers, Walmer-buildings, Water-street, Liverpool.

Shipping and Mercantile Gazette - Monday 19 May 1884
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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.

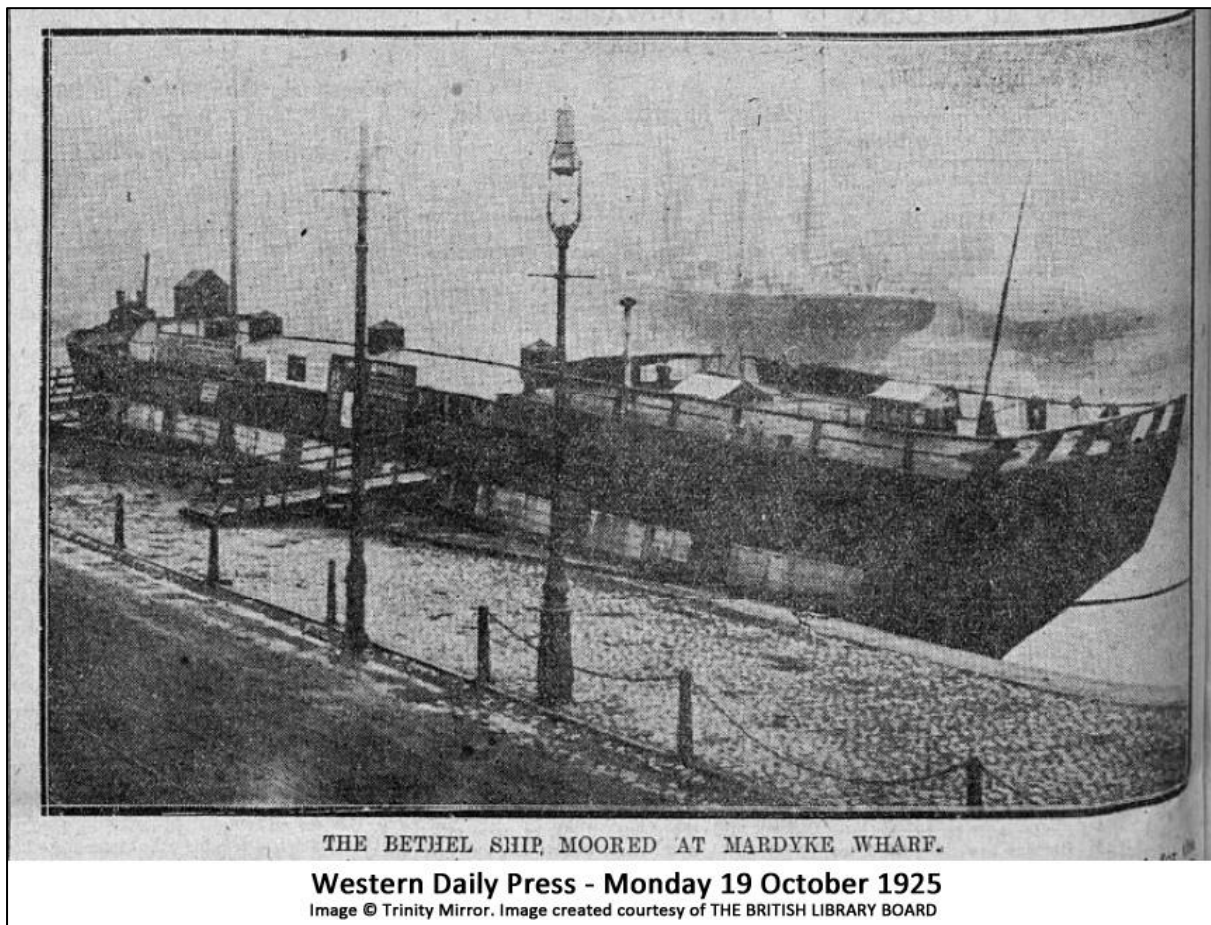


Figure 1 - Clippings from Lloyd's Register of Shipping

1850-51

| No. | Ships. | Masters. | Tons. OM NM | BUILD. | | Owners. | Port belonging to. | Destined Voyage. | Classification. | |
|-----|----------------------------|----------|-------------------|--------|-------|-----------|--------------------------|---------------------|------------------------------|----------------------------------|
| | | | | Where. | When. | | | | No. Years first assigned. | Character for Hull&Stores. |
| 6 | Gloriosa S r.&YM.49c.f. | J. Carry | 600 743 | Sndrld | 1849 | J. Miller | Nwcastle | Sld. Calcut | 13 A 1 | 49 |

1851-52

| | | | | | | | | | | |
|---|----------------------------|----------|------------|--------|------|-----------|----------|------|--------|----|
| 2 | Gloriosa S r.&YM.49c.f. | J. Carry | 600 743 | Sndrld | 1849 | J. Miller | Nwcastle | Lon. | 13 A 1 | 50 |
|---|----------------------------|----------|------------|--------|------|-----------|----------|------|--------|----|

1852-53

| | | | | | | | | | | |
|---|----------------------------|----------|------------|--------|------|-----------|----------|-------------|--------|----|
| 6 | Gloriosa S r.&YM.51c.f. | J. Carry | 600 743 | Sndrld | 1849 | J. Miller | Nwcastle | Lon. Calcut | 13 A 1 | 51 |
|---|----------------------------|----------|------------|--------|------|-----------|----------|-------------|--------|----|

1853-54

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|---|----------------------------|----------|------------|--------|------|-----------|----------|-------------|--------|----|
| 7 | Gloriosa S r.&YM.51c.f. | J. Carry | 600 743 | Sndrld | 1849 | J. Miller | Nwcastle | Lon. Calcut | 13 A 1 | 51 |
|---|----------------------------|----------|------------|--------|------|-----------|----------|-------------|--------|----|

1854-55

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|---|----------------------------|----------|------------|--------|------|-----------|----------|--------------|--------|----|
| 2 | Gloriosa S r.&YM.54c.f. | Harrison | 600 743 | Sndrld | 1849 | J. Miller | Nwcastle | Lon. Calcut. | 13 A 1 | 52 |
|---|----------------------------|----------|------------|--------|------|-----------|----------|--------------|--------|----|

1855-56

| | | | | | | | | | | |
|---|----------------------------|----------|------------|--------|------|-----------|----------|-------------|--------|----|
| 8 | Gloriosa S r.&YM.54c.f. | Harrison | 600 743 | Sndrld | 1849 | J. Miller | Nwcastle | Lon. Calcut | 13 A 1 | 54 |
|---|----------------------------|----------|------------|--------|------|-----------|----------|-------------|--------|----|

1856-57

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|---|----------------------------|----------|------------|--------|------|-----------|----------|-------------|--------|----|
| 8 | Gloriosa S r.&YM.54c.f. | Harrison | 600 743 | Sndrld | 1849 | J. Miller | Nwcastle | Lon. Calcut | 13 A 1 | 54 |
|---|----------------------------|----------|------------|--------|------|-----------|----------|-------------|--------|----|

1857-58

| | | | | | | | | | | |
|---|----------------------------|-----------|------------------------|--------|------|-----------|--------|--------------|--------|----|
| 2 | Gloriosa S r.&YM.56c.f. | TPatt'rsn | 655 Srprs 56 Drp 56 | Sndrld | 1849 | J. Miller | London | Ply. Calcut. | 13 A 1 | 56 |
|---|----------------------------|-----------|------------------------|--------|------|-----------|--------|--------------|--------|----|

1858-59

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|---|----------------------------|-----------|------------------------|--------|------|-----------|--------|--------------|--------|----|
| 2 | Gloriosa S r.&YM.56c.f. | TPatt'rsn | 655 Srprs 56 Drp 56 | Sndrld | 1849 | J. Miller | London | Ply. Calcut. | 13 A 1 | 56 |
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1859-60

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|---|----------------------------|----------|------------------------|--------|------|-----------|--------|------------|--------|---|
| 4 | Gloriosa S r.&YM.59c.f. | JTrnowth | 655 Srprs 56 Drp 56 | Sndrld | 1849 | J. Miller | London | Lon. India | 13 A 1 | 4 |
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1860-61

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|---|----------------------------|----------|------------------------|--------|------|-----------|--------|------------|--------|----|
| 8 | Gloriosa S r.&YM.59c.f. | JTrnowth | 655 Srprs 56 Drp 56 | Sndrld | 1849 | J. Miller | London | Lon. India | 13 A 1 | 59 |
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1861-62

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|---|----------------------------|-------|------------------------|--------|------|-----------|--------|------------|--------|----------|
| 1 | Gloriosa S r.&YM.59c.f. | Wyeth | 655 Srprs 56 Drp 56 | Sndrld | 1849 | J. Miller | London | Lon. India | 13 A 1 | 60 7, 61 |
|---|----------------------------|-------|------------------------|--------|------|-----------|--------|------------|--------|----------|

1862-63

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|-----|----------------------------|-------|------------------------|--------|------|-----------|--------|------------|--------|----------|
| 300 | Gloriosa S r.&YM.61c.f. | Wyeth | 655 Srprs 56 Drp 56 | Sndrld | 1849 | J. Miller | London | Lon. India | 13 A 1 | 62 7, 63 |
|-----|----------------------------|-------|------------------------|--------|------|-----------|--------|------------|--------|----------|

1863-64

| No. | Ships. | Masters. | Tons. | DIMENSIONS. | | | BUILD. | | Owners. | Port belonging to. | Destined Voyage. | Classification. | |
|-----|----------------------------|----------|-------|-------------|---------|-------|--------|-------|------------------------|--------------------------|------------------------|------------------------------|----------------------------------|
| | | | | Length | Breadth | Depth | Where. | When. | | | | No. Years first assigned. | Character for Hull&Stores. |
| 5 | Gloriosa S r.&YM.61c.f. | B. Wyeth | 655 | 136-0 | 31-6 | 21-5 | Sndrld | 1849 | J. Miller Carter&Co | London | Lon. India Cont. 62 | 13 A 1 | 4, 63 |

1864-65

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|---|----------------------------|----------------------|-----|-------|------|------|--------|------|----------------------|--------|------------------------|--------|-------------|
| 3 | Gloriosa S r.&YM.61c.f. | B. Wyeth J. Allan | 655 | 136-0 | 31-6 | 21-5 | Sndrld | 1849 | Carter&C Vanner&O | London | Lon. India Cont. 62 | 13 A 1 | 4, 63 7, 64 |
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1865-66

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| 300 | Gloriosa r.&YM.64c.f. | S.J. Allan | 655 | 136-5 | 30-8 | 21-5 | Sndrl'd | 1849 | Vanner&C | London | Lon.N.Zland | 13 | A | 1 | Cont.62-4 | 7,64 |
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1866-67

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| 3 | Gloriosa r.&YM.64c.f. | S.J. Allan | 655 | 136-5 | 30-8 | 21-5 | Sndrl'd | 1849 | Vanner&C | London | Lon.N.Zland | 13 | A | 1 | Cont.62-4 | 7,64 |
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1867-68 not available

1868-69

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| 3 | Gloriosa r.&YM.67c.f. | S.A. Catto | 655 | 136-5 | 30-8 | 21-5 | Sndrl'd | 1849 | Vanner&C | London | Lon.China | 13 | A | 1 | C.4 | 6,87 |
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1869-70

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| 326 | Gloriosa Bk r.&YM.67c.f. | A. Catto W. Emery | 655 | 136-5 | 30-8 | 21-5 | Sndrl'd | 1849 | Vanner&C Ferguson | London N.Shlds | Lon.China | 13 | A | 1 | 6,67 | 6,69 |
|-----|-----------------------------|----------------------|-----|-------|------|------|---------|------|----------------------|-------------------|-----------|----|---|---|------|------|

1870-71

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| 270 | Gloriosa r.&YM.67c.f. | Bk W. Emery S. Green | 655 | 136-5 | 30-8 | 21-5 | Sndrl'd | 1849 | T. Ferguson | N. Shields | Shl. Spain Meditr. | 13 | A | 1 | 6,69 | 11,79 |
|-----|--------------------------|-------------------------|-----|-------|------|------|---------|------|-------------|------------|-----------------------|----|---|---|------|-------|

1871-72

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| 4 | Gloriosa r.&YM.71c.f. | Bk S. Green W. Emery | 655 | 136-5 | 30-8 | 21-5 | Sndrl'd | 1849 | T. Ferguson | N. Shields | Shl. Meditr. | 13 | A | 1 | 6,69 | 11,79 |
|---|--------------------------|-------------------------|-----|-------|------|------|---------|------|-------------|------------|--------------|----|---|---|------|-------|

1872-73

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| 4 | Gloriosa r.&YM.71c.f. | Bk M. Smith W. Pearson | 655 | 136-5 | 30-8 | 21-5 | Sndrl'd | 1849 | T. Ferguson | London | Shl. Meditr. | 13 | A | 1 | C.4 | 10,71 |
|---|--------------------------|---------------------------|-----|-------|------|------|---------|------|-------------|--------|--------------|----|---|---|-----|-------|

1873-74

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|---|--------------------------|---------------------------|-----|-------|------|------|---------|------|-------------|--------|--------------|----|---|---|-----|-------|
| 5 | Gloriosa r.&YM.71c.f. | Bk M. Smith W. Pearson | 655 | 136-5 | 30-8 | 21-5 | Sndrl'd | 1849 | T. Ferguson | London | Shl. Meditr. | 13 | A | 1 | C.4 | 10,71 |
|---|--------------------------|---------------------------|-----|-------|------|------|---------|------|-------------|--------|--------------|----|---|---|-----|-------|

1874-75

| Official Number. | Ships' Names. | Masters. | Regist'd Tonnage | Registered Dimensions. | | | Engines of Steamers. | Build. | Owners. | Port belonging to. | Port of Survey. | Year Assigned. | Character for Hull and Masts. | Also Date of Last Survey. | |
|------------------------------------|---------------|-----------------------------|-----------------------|------------------------|----------|--------|----------------------------------|--------------------|-------------|--------------------|-----------------|----------------|-------------------------------|---------------------------|-------|
| International Code Signal Letters. | | | Net Gross Under Deck. | Length. | Breadth. | Depth. | Materials. Repairs of Ships, &c. | Where Built. When. | | | | | | | |
| 424 H.C.S.G. | Gloriosa | Bk M. Smith r.&YM.71c.f. | 655 | 136-5 | 30-8 | 21-5 | drp.56srp.56,60&67 | Sndrl'd 1849 | T. Ferguson | London | Shl. | 13 | A | 1 | 10,71 |

1876-77

| | | | | | | | | | | | | | | | |
|---|--------------------------|------------|-----|-------|------|------|--------------------|--------------|-------------|----------|------|----|---|---|------|
| 2 | Gloriosa r.&YM.76c.f. | Bk H. Laws | 634 | 136-5 | 30-4 | 21-5 | drp.56srp.56,60&67 | Sndrl'd 1849 | W.H. Taylor | N. Shlds | Shl. | 13 | A | 1 | 3,76 |
|---|--------------------------|------------|-----|-------|------|------|--------------------|--------------|-------------|----------|------|----|---|---|------|

1878-79

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|-----------------|----------|----------------------------|-----|-------|------|------|--------------------|--------------|-------------|----------|------|----|---|---|------|
| 510 H.C.S.G. | Gloriosa | Bk H. Laws r.&YM.76c.f. | 640 | 136-5 | 30-4 | 21-5 | drp.56srp.56,60&67 | Sndrl'd 1849 | W.H. Taylor | N. Shlds | Nwc. | 13 | A | 1 | 3,78 |
|-----------------|----------|----------------------------|-----|-------|------|------|--------------------|--------------|-------------|----------|------|----|---|---|------|

1879-80

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|---------------|----------|----------------------------|-----|-------|------|------|--------------------|-----------------|--|----------|------|----|---|---|------|
| 7 H.C.S.G. | Gloriosa | Bk H. Laws r.&YM.76c.f. | 640 | 136-5 | 30-4 | 21-5 | drp.56srp.56,60&67 | Sunderland 1849 | W.H. Taylor Lindsay Gracie & Co. | N. Shlds | Nwc. | 13 | A | 1 | 3,77 |
|---------------|----------|----------------------------|-----|-------|------|------|--------------------|-----------------|--|----------|------|----|---|---|------|

1880-81

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|-----------------|----------|----------------------------|-----|-------|------|------|--------------------|-----------------|--|----------|------|----|---|---|-----------------|
| 530 H.C.S.G. | Gloriosa | Bk H. Laws r.&YM.76c.f. | 640 | 136-5 | 30-4 | 21-5 | drp.56srp.56,60&67 | Sunderland 1849 | W.H. Taylor Lindsay Gracie & Co. | N. Shlds | Shl. | 13 | A | 1 | Expired 5,80 |
|-----------------|----------|----------------------------|-----|-------|------|------|--------------------|-----------------|--|----------|------|----|---|---|-----------------|

1882-83

| | | | | | | | | | | | | | | | |
|---------------|----------|-------------------------------|-----|-------|------|------|--------------------|-----------------|---|----------|------|----|---|---|------|
| 2 H.C.S.G. | Gloriosa | Bk J. Warming r.&YM.76c.f. | 640 | 136-5 | 30-4 | 21-5 | drp.56srp.56,60&67 | Sunderland 1849 | W. Wilkinson Lindsay Gracie & Co. | N. Shlds | Shl. | 13 | A | 1 | 5,80 |
|---------------|----------|-------------------------------|-----|-------|------|------|--------------------|-----------------|---|----------|------|----|---|---|------|


1883-84

| | | | | | | | | | | | | | | | |
|---------------|----------|-------------------------------|-----|-------|------|------|--------------------|-----------------|--------------|--------|------|----|---|---|------|
| 3 H.C.S.G. | Gloriosa | Bk J. Warming r.&YM.76c.f. | 640 | 136-5 | 30-4 | 21-5 | drp.56srp.56,60&67 | Sunderland 1849 | W. Wilkinson | Sweden | Shl. | 13 | A | 1 | 5,80 |
|---------------|----------|-------------------------------|-----|-------|------|------|--------------------|-----------------|--------------|--------|------|----|---|---|------|

1885-86

| | | | | | | | | | | | | | | | |
|-----|----------|-------------------------------|-----|-------|------|------|--------------------|-----------------|--------------|--|------|----|---|---|------|
| 491 | Gloriosa | Bk J. Warming r.&YM.76c.f. | 640 | 136-5 | 30-4 | 21-5 | drp.56srp.56,60&67 | Sunderland 1849 | W. Wilkinson | | Shl. | 13 | A | 1 | 5,80 |
|-----|----------|-------------------------------|-----|-------|------|------|--------------------|-----------------|--------------|--|------|----|---|---|------|

Figure 2 – Clippings relating to part 1 – India - 1849-1864

FOR CALCUTTA,

THE splendid new fast-sailing British-built Ship **GLORIOSA**, A 1 for Thirteen Years, 742 Tons Register, Coppered and Copper-fashed. This Vessels has a full Poop, and is fitted up in every way for the Comfort and Convenience of Passengers.
 For Freight or Passage, apply to
GEO. W. BECKWITH, 8, Side.
 Newcastle-upon-Tyne, October 18, 1849.

Newcastle Journal - Saturday 20 October 1849
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED


LINE OF PACKETS TO CALCUTTA.
 The undersigned have made arrangements to dispatch Monthly to CALCUTTA A 1 British-built VESSELS, fitted with all the latest improvements, and built expressly for that trade.
 The following A 1 Ships will, therefore, sail punctually from this port, at the undermentioned dates, and be followed by like high-classed Vessels now in the course of construction in Cumberland, Jersey, and Dundee.

To load in the London Docks.

| | Tons. | Commander. | To sail, 1851. |
|--------------------|-------|---------------|----------------|
| GLORIOSA..... | 743 | Joseph Carey | Jan. 1. |
| ALIPORE..... | 811 | B. D. Freeman | Feb. 1. |
| BARRACKPORE..... | 816 | J. D. Wilson | March 1. |
| GANGES..... | 779 | R. Deas | April 1. |
| CHANDERNAGORE..... | 812 | T. Brodie | May 1. |
| DINAGPORE..... | 814 | F. Y. Steward | June 1. |

All goods must be alongside and cleared at least 24 hours previous to the date of sailing.
 To suit the convenience of such Shippers as may desire it, the undersigned are prepared to engage goods at a fixed rate, inclusive of all charges, and Insurance if required, from Manchester, Huddersfield, and the manufacturing districts, direct to Calcutta.
 For passage, having very superior poop accommodation, apply to
CAPTAIN LUDLOW, 18, Cornhill.
 For freight or passage apply to Messrs. Glover and Dunn, 16, Chancery-lane, Manchester; to Messrs. P. Henderson and Co., Glasgow; or in London, to
W. S. LINDSAY and Co., 8, Austin-friars, and 544, Broad-street.
 London, November, 1850.

Shipping and Mercantile Gazette - Tuesday 19 November 1850
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

For CALCUTTA direct,
 And will have immediate dispatch,

THE fine well-known frigate-built Ship GLORIOSA, A 1 thirteen years, 743 tons register; **Joseph Carey**, Commander; loading in the London Docks. This splendid vessel has a fine full poop, and offers a very desirable opportunity for passengers.
 For freight, &c., apply to
BENNETT and ASPINWALL, 77, Cornhill.

Shipping and Mercantile Gazette - Friday 07 January 1853
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THE ELECTRIC TELEGRAPH IN INDIA.—On Wednesday 40 men of the East India Company's service embarked on board the ship *Gloriosa*, for Bengal, for the purpose of being employed on the electric telegraph about to be laid down in India. They are under the superintendence of Mr. Thos. Brown, late Master Armourer of the company's depot, who has had the training of the above party (with 20 others) in Warley Barracks for the last eight months. Mr. Brown, we understand, was selected for this duty (at the recommendation of Colonel Hay, Commandant, for his zeal and ability) by the chief of the department, Dr. O'Shaughnessy, of the Bengal Medical Service. Mr. Brown is eldest son of the Superintendent of the County Police, now stationed in Colchester. We wish him the success he deserves. The remaining twenty men are for Madras and Bombay.

Essex Standard - Friday 18 February 1853
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

On the 7th of June last, accidentally drowned on his passage to India, while bathing, Charles Adolphus, midshipman on board the *Gloriosa*, and second surviving son of Cipriani Potter, Esq., of Baker-street, Portman-square, in the 17th year of his age.

Saunders's News-Letter - Wednesday 21 September 1853
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

June 9, at the Sandheads, near Calcutta, aged 36, Capt. Joseph Carey, of Workington, of the ship *Gloriosa*, of London.

Liverpool Mercury - Friday 12 August 1853
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

The *Hurkaru* gives the annexed particulars of the mishaps sustained by the *Gloriosa* on her voyage to Calcutta:


It is not often that a ship runs through a chapter of serious accidents in so short a time as the *Gloriosa*, which arrived in this port from England on Saturday. The casualties to which we refer consist of the loss of her captain and two officers under the following circumstances, as related to us. A few days before making the Sandheads, one of the officers went forward, we believe to the head, for some purpose or other, and it is supposed that he must have missed his footing or slipped, and so fallen overboard, for he was never seen again. When the ship made the river, and took her pilot on board, the latter had no leadsman with him, upon which one of the officers of the vessel volunteered to take the soundings, and went into the chains for that purpose, being secured, as is usual, by a rope passed round his body, and made fast to one of the shrouds. By some slovenliness or lubberly work this rope was improperly knotted or secured, and when the officer was leaning out and heaving the lead, the knot drew or gave way, the unfortunate young man fell into the water, and was lost. On the same night, we believe, the captain died of apoplexy. Two of these deaths are within the usual range of casualties, but the negligence by which the officer who was heaving the lead lost his life, is very lamentable, and, we should suppose, culpable. Altogether this season in Calcutta has been a very fatal one to seafaring men; no less than seventeen captains of merchants' ships having died here within the last few months, and most of them suddenly.

London Daily News - Monday 15 August 1853
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED


For CALCUTTA direct,

THE splendid well-known frigate-built Ship GLORIOSA; J. Luger, Commander; A 1 for 13 years; 743 tons register; now loading in the London Docks. Has a full poop, and excellent accommodations for passengers.
 For freight or passage apply to
A. HOWDEN and SON, Leadenhall-street; or to BENNETT and ASPINWALL, 77, Cornhill.

Shipping and Mercantile Gazette - Friday 27 January 1854
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

For CALCUTTA.
 Notice to Passengers.

THE GLORIOSA, A 1 thirteen years; Captain Harrison; will leave the London Docks the end of this week, and Gravesend the 20th; has two cabins still disengaged.
 Apply to
ALEX. HOWDEN and SON, 102, Leadenhall-street; or to BENNETT and ASPINWALL, 77, Cornhill.

Shipping and Mercantile Gazette - Friday 17 March 1854
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

For CALCUTTA direct,
 A Regular Trader, will meet with prompt dispatch (having a great portion of her cargo already engaged).

THE splendid well-known frigate-built Ship GLORIOSA, A 1 thirteen years; Thomas Patterson, Commander; loading in the London Docks. This magnificent vessel offers a first-rate opportunity to shippers, and has very elegant accommodations for cabin passengers.
 For freight or passage, apply to
BENNETT and ASPINWALL, 77, Cornhill.

Shipping and Mercantile Gazette - Wednesday 18 June 1856
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

We read in the *Ocean*, of Brest, of the 25th:—
 A letter from Pontusval, of August 19, says,—“Yesterday evening, about nine o'clock, the weather being very foggy, the English three-mast vessel *Gloriosa*, 600 tons, bound from London to Calcutta, and having on board a crew of 86 men and a chaplain, ran ashore near Monnerousse Point in Kerlouan, whither it had been drifted by the currents which prevail in the neighbourhood of the rocks which surround the peninsula. Being favoured by calm weather, the ship was got off with the next morning's tide. But she had scarcely got out of her dangerous position when she struck upon one of the many rocks which render shipwrecks so frequent on this coast. By a providential chance she again got afloat and gained the open sea, but in consequence of the damage sustained by the two shocks, she decided to return to England.”

Glasgow Herald - Monday 01 September 1856
 Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

Direct for BOMBAY.
Will have immediate dispatch,
The well-known frigate-built Ship GLORIOSA,
A 1 thirteen years, 655 tons per register; James Tre-
month, Commander; now loading in the London Docks. Has a
full poop and well-ventilated cabins.
For freight or passage apply to
HARRISON and ROMER, 3, Sun-court, Cornhill (E.C.).

Shipping and Mercantile Gazette - Tuesday 24 November 1857
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

East Indies, &c.
For CALCUTTA direct,
The fine British-built Clipper Ship GLORIOSA,
A 1 thirteen years, 655 tons register; loading in the
London Docks; has superior accommodation for cabin passengers,
and offers a most desirable opportunity to shippers.
TEMPERLEYS, CARTER, and DARKE,
3, White Lion-court, Cornhill.
ELLIS, SON, and FICKLING, 132, Leadenhall-street, E.C.

Shipping and Mercantile Gazette - Friday 22 April 1859
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

Figure 2 – Clippings relating to Part 2 - New Zealand, Australia, South America and China – 1864-1869

NEW ZEALAND (Free Grants).—WILLIS, GANN,
and CO.'s LINE; established in 1843.—The undermentioned
VESSELS, which afford such general advantages as cannot be found in
those of any other line, will be dispatched punctually:—

| Ships. | Class. | Port. | Date. |
|--------------------|---------------|----------------|---------|
| British Trident... | 3-3ds A 1 .. | Auckland..... | July 20 |
| Gloriosa | A 1 13 yrs... | Canterbury.... | July 15 |

Apply to Willis, Gann, and Co., 3, Crosby-square, who have just
issued the ninth edition of their Handbook of New Zealand; or to
Green, Robinson, and Co., 1 and 2, East India-avenue, Leadenhall-
street, London; or J. L. Kirk, 18, Park-row Leeds. F 4765 c


Leeds Mercury - Saturday 11 June 1864
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

NEW ZEALAND.—Assisted Passages and Free
Grants of Land.—WILLIS'S LINE Established in 1843.
The undermentioned vessels, which afford such general ad-
vantages as cannot be found in those of any other line, will be
dispatched punctually:—

| Ships. | Class. | Ports. | To Sail. |
|-----------------------|---------------|------------------|----------|
| Columbus | 3-3ds A 1 | Auckland | Sailed. |
| British Trident | 3-3ds A 1 | Auckland | July 20. |
| Bellissima | A 1 12 years. | Canterbury | Sailed. |
| Gloriosa | A 1 13 years. | Canterbury | July 15. |
| Precursor | A 1 12 years. | Otago | Sailed. |

Apply to WILLIS, GANN, and Co., 3, Crosby-square, who
have just issued the Ninth Edition of their "Handbook of
New Zealand," or to GREEN, ROBINSON, and Co., 1 and 2,
East India-avenue, Leadenhall-street.

London Evening Standard - Tuesday 21 June 1864
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

**NEAREST ROUTE TO BUENOS 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
quick passage from London, and has all her
fittings on board, thus offering an excellent op-
portunity for making a speedy and comfortable
voyage.

For Freight or Passage, apply to
H. K. YOUNGMAN and Co, Agents;
Or, to
H. HOUGHTON and CO,
Stafford street.

Otago Daily Times - 17 February 1865

CHILI.
SEIZURE OF VESSELS AT VALPARAISO.
By the arrival at Auckland, on the 9th instant, of the
barque Maria Ester, we have Chilean news to January 10,
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 breadstuffs about six months ago. She has been con-
verted into a hospital ship. The barque Gloriosa, Captain
Le Bas, 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
Valparaisan firm, was also detained. The barque Baronesa,
Captain Duroc, was detained by the Chilean Government
on suspicion of supplying the Spanish man-of-war with
coals, and has been taken into Valparaiso.

National Library of Australia

Sydney Mail - Saturday 24 March 1866

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 :—

| | Length. | Breadth. | Depth. | Tonnage. | When |
|-----------------------|---------|----------|--------|----------|--------|
| | Feet. | Feet. | Feet. | | built. |
| <i>Premier</i> | 153 | 26 | 17 | 486 | 1865 |
| <i>Gloriosa</i> | 136 | 30 | 21 | 634 | 1849 |

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 length. 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 aft, 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 fuss. 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

BETHEL SHIP.—For some time efforts have been made to replace the old Bethel ship, which was, as many will remember, condemned and broken up after very many years of useful service as a floating chapel in the Bristol Docks. The Docks Committee granted a berth for a new vessel at the Butts, near the Drawbridge. After much difficulty the committee secured the offer of one of the old class of East Indiamen, the Jungfrau, lying in the Birkenhead Docks, for £850, delivered in Cumberland Basin, and have closed with the offer. With the outlay for fittings and alterations to her new purpose, the cost of the vessel will be some £1,300. Towards this sum several liberal donations have been promised, but much remains yet to be raised, and subscriptions will be thankfully received by the Rev. C. H. Leonard, M.A., St. Matthew's Lodge (chairman); Mr T. F. Pearce, 34, Queen Square (secretary); or Mr S. Short (superintendent of the mission), 11, High Street.

Western Daily Press - Friday 23 January 1885
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

BETHEL SHIP MISSION, BRISTOL.—An appeal issued yesterday states:—"Since the breaking up of the old Bethel ship the operations of this mission, which are of an entirely undenominational kind, have been temporarily conducted at inconvenient premises on the Broad Quay. It has been increasingly apparent that the obtainment of another ship is most desirable, and even necessary to the successful prosecution of the mission. In response to a memorial, numerously signed by magistrates, clergymen, and other ministers of religion, and by other leading citizens, the Docks Committee have granted the free use of a very suitable berth near the Drawbridge. The sub-committee appointed, finding it impossible to obtain a ship of war of convenient size and price, have made careful and protracted inquiries, with the view of obtaining a merchant vessel adapted for the purpose, and have just agreed to purchase the barque Gloriosa, built at Sunderland, and now lying at Birkenhead, to be delivered at Bristol, for the sum of £850. It is estimated that about £500 will be required for fitting up and furnishing, making a total of £1,350. Towards this sum several amounts have been given and promised. An earnest appeal is now made to the benevolent, and especially to all friends of our sailors, to provide the remainder, so that the new "Bethel Ship" may be opened free of debt, and become a centre of useful influence to the sea-faring and harbour-side population. Donations may be paid to the account of the "Bethel Ship Mission," at the National Provincial Bank, or will be thankfully received by Mr Henry C. Leonard, Chairman of Committee, St. Matthew's Lodge, Cotham; Mr Thomas F. Pearce, Secretary, 36, Queen Square; or Mr Simon Short, Superintendent of the Mission, 11, High Street. The first list of donations includes the following:—Miss L. H. Leonard, £150; Miss E. P. Leonard, £100; Mr S. Short, £25; Mrs Charlton, £20; Mr B. Thomas, £20; Mr M. Whitwill, £20; Miss Leonard, £10; Mr E. G. Thomas, £10; Rev. M. G. Pearce, £5; Rev. H. C. Leonard, £5.

Western Daily Press - Thursday 05 February 1885
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REPORTED LOSS OF THE NEW BETHEL SHIP.

A telegram was received yesterday by Messrs Richard Pearce and Son, to the effect that the vessel recently purchased to replace the old Bethel ship, for so many years moored at the Grove, had been abandoned in the gale of Saturday, near Cardigan Bay, on her voyage from Liverpool to Bristol, in tow of the Flying Kestrel.

Western Daily Press - Tuesday 24 February 1885
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

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 Bardsley 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 Holyhead for about two hours, when that got 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 Gloriosa, was bought by the committee of the Bristol Bethel Mission, for £850, and is the fourth vessel acquired by them for the purposes of a floating chapel. Her loss would cause regret among the friends of the movement, who have looked forward with much interest to the resumption of a branch of their work which has been in abeyance since 1833, mainly from the difficulty of procuring a ship answering to their requirements.

Western Daily Press - Thursday 26 February 1885
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

The Jung Frau (Bethel ship), which was abandoned on the voyage from Liverpool to Bristol and afterwards picked up and towed into Douglas, Isle of Man, has been neaped in the harbour and unable to get away. Arrangements having been made for one of the most powerful Liverpool tugs to proceed to Douglas, it is expected she will leave there this day (Saturday), and will, in all probability, reach Bristol on Tuesday next.

Western Daily Press - Saturday 14 March 1885
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

ARRIVAL OF THE BETHEL SHIP.—The Bethel ship Jung Frau 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 Kingroad. 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 a position on the Butts.

Western Daily Press - Tuesday 17 March 1885
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED

THE NEW BETHEL SHIP.

The new Bethel ship, which is to be opened for service to-morrow in connection 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 still to be done, 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 35 years old, but she was 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 50 years of service in her present honoured "commission." She is an old East Indiaman, and is about 1200 tons burden; she is 138 feet long, 31 feet from beam, and 22 feet depth of hold. She is much larger than the Zeton, the old Bethel which the mission committee purchased from the Admiralty in 1840, from which time she occupied her berth on the Grove till 1883, when after 36 years good service she was condemned as unsafe for the accommodation of the large number of worshippers attending 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 committee purchased the Gloriosa for £2850, and the estimate for fitting up and furnishing is £650, thus making a total of £3500, of which about £1100 has been obtained, leaving £2400 still required. The old Bethel accommodated 800 worshippers, the Gloriosa gives room for 1000. Galleries have been formed for the accommodation of 350 seamen, and the body of the hold and the platform will seat between 600 and 650. The committee have at present only contracted for the structural alterations, and these have been carried out by Messrs. Hitchens and Chivers. She has had a new lower deck fore and aft and new flooring throughout the hold. There are 5ft. gangways fore and aft, one leading to the platform entrance and the other, in the fore part of the ship, leading to the galleries by double flights of staircases, each 5ft. wide. Down the centre of the upper deck is the skylight, 65ft. long by 10ft. wide and 5ft. high, and glazed with fluted glass. The staircases aft lead to the platform and the body of the vessel; and to the rear of the platform is the cabin, used as a vestry or anteroom and divided from the platform by a bulkhead. In this part of the vessel also, beneath the poop, is a spacious compartment to be fitted up as the ship-keeper's residence and library. The platform alone will accommodate from 70 to 100 persons, and here the Bethel choir will be assigned a place; while the reading desk and preacher's platform are well forward, so that the speaker will be well heard throughout the large vessel. The platform has been substantially fitted up. Messrs. Bick and Co. have presented the committee with a platform table made of teak from a beam of the old Bethel ship, and a Glastonbury chair. Mr. Alfred Trotman has given a St. George's ensign, and a new Bethel 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 utilised 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 ironwork and pitch pine columns, which correspond with those in the hold beneath. The work has been substantially done, and the vessel since she was abandoned in a gale 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 unsectarian labours to be inaugurated on board the new Bethel ship at her 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 appearance of the hull will at once appeal to the hundreds who will visit the ship to-morrow. Mr. Henry C. Leonard is the chairman of the committee, Mr. Thomas F. Pearce (Queen square), secretary, and Mr. Simon Short, of High street, the superintendent. It will be seen that the Rev. U. R. Thomas, of Redland Park Church, will preach the opening sermon in the morning. Mr. Richard Ball Ratter 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 each service in aid of the funds for fitting up the ship.

Bristol Mercury - Saturday 04 July 1885

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CITY OF BRISTOL.
TO SEAMEN'S MISSION SOCIETIES,
STOREKEEPERS, SHIP DEALERS, and OTHERS.
EDWARD T. PARKER & CO.
have received instructions to SELL by AUCTION, on BOARD, on TUESDAY, February 23rd, 1904 (unless a suitable offer be previously made),
THE BETHEL SHIP
as she lies at MARDYKE WHARF, HOTWELL ROAD, Bristol, and now being used as a Mission Ship. The Vessel is 136 feet long, with 30.4 beam and 21.5 depth of hold. She is copper fastened, was built in Sunderland in 1849, was named "THE GLORIOSA," 640 tons register. Particulars will be found in Lloyd's Book of 1884. She is fitted and furnished to seat about 900, and heated throughout with hot water apparatus by Crispin, and has about 25 tons of Iron Kentledge Ballast.
The Ship, with all Fittings, will be first offered together, and if not then sold, the Ship alone will be sold in one lot, and the Utensils and Fittings in separate lots.
Sale at Twelve o'clock precisely. Can be Viewed any day prior by order from the Auctioneers, St. Stephen Street, Bristol, who will also supply Photographs.

Western Daily Press - Saturday 06 February 1904

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BETHEL SHIP.
EDWARD T. PARKER & CO.
beg to announce that this Ship has been Disposed of by Private Treaty, but the EQUIPMENTS and FITTINGS, as in advertisement hereunder, will be SOLD on TUESDAY Next, Offices, St. Stephen Street.
CITY OF BRISTOL
BETHEL MISSION SHIP.
HOTWELL ROAD, BRISTOL.
EDWARD T. PARKER & CO.
having Sold the Ship (in consequence of the Great Western Railway Company acquiring the Wharfrage and immediately requiring the same), will SELL by AUCTION, on Board, on TUESDAY Next, February 23rd, 1904.
THE EQUIPMENTS,
Including a large number of Stained Rail-backed SEATS, Rush-seat Chairs, Floorcloth, Cocoa-nut Matting, Rich-tone TWO-MANUAL ORGAN, with 21 Stops, Knee Swell, &c.; Ebonised COTTAGE PIANOFORTE, HARMONIUM, Moody and Sankey's Hymn Books, Pitch Pine Tables and Chairs, Copper Water Heater (by Wright and Son), Superior HEATING APPARATUS, by Crispin and Son (easily removed), quantity of Tea Ware, Tables, and Stretches, handsome IRONWORK, suitable for Balustrades; Gas Fittings throughout, and numerous Sundries.
Sale at Twelve o'clock precisely. On View day prior.
Auction Offices, St. Stephen Street, Bristol.

Western Daily Press - Saturday 20 February 1904

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- 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 Kedgerree 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 dysentery⁸.
- 10 Dec – entered inwards, London Dock, London, (Carey). .
- 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

⁸ Born Bermondsey 1830

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])
- 11 Jan – entered inwards, London. Inc 490 chests of Assam Tea.
- 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.

12 Aug – cleared outwards, London for Calcutta.
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
24 May – loading at London Dock for Bombay.
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

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 Ouedla, Quebec (Smith)

30 Dec – lying at Russia Dock, in SCD

1874

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)

1875

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)

1876

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 Leghorn (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

9 Nov – cleared Genoa for Setri Levante
9 Dec – commenced loading at Tripoli (Laws)
20 Dec – left Tripoli for North Shields (Laws)

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 (Warminger)

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 (Warminger)

31 Oct – sailed from Cronstadt for London (Warminger)

12 Dec – entered inwards, Surrey Commercial Dock, London (Warminger)

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 (Warminger)

29 Mar – left Genoa for Rio Marina and arrived 1st April (Warminger)

12 Apr – arrived Tripoli from Rio Marina (Warminger)

29 May – arrived Shields from Tripoli (ore and esparto grass)

20 Jun – left Shields for Genoa (Warminger)

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.

