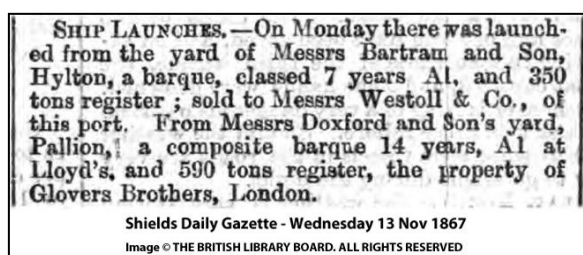


Jungfrau

| | |
|------------------------|---|
| Type | 3 Mast Composite Barque |
| Launched | 11 Nov 1867 |
| Built by | William Doxford & Son of Sunderland |
| Official Number | 56891 |
| Gross tonnage | 585 |
| Dimensions (LxWxD) ft | 153.3 x 30.0 x 18.6 |
| Ownership ¹ | 1867 – 1879 – Glover Brothers of London 1879 – 1886 – Nicholson Brothers of Swansea 1886 onwards – L Glycas of Syra, Greece |
| Registration | 1867 – 1879 - London England No.328/1867 1879 – 1886 – Swansea No 10/1879 |
| End of Life | Not known |

Only a brief mention of the Jungfrau's launch has been found², which gives little information about the vessel, but confirms that she was built by William Doxford and Sons for Glover Brothers³ of London, ship owners and brokers, and launched on 11 November 1867. She was of composite construction, with iron frames and timber planking⁴. She was registered in London on 25 Nov 1867.



Jungfrau had a relatively straightforward career. The Mercantile Navy List identifies Robert R Glover as the managing owner throughout Glover Brothers' period of ownership, and Joseph A Nicholson during Nicholson Brother's period of ownership.

¹ It should be noted that ships were (and often still are) owned in 1/64 shares. At this time, holding of ships in limited companies was uncommon, and the shareholders therefore carried the entire uninsured risk personally. The owner name quoted in Lloyds register will generally be a shorthand reference, "and co" indicating that there are multiple shareholders, not necessarily the name of a business as we might now expect. Where co-ownership was involved, the MNL quoted the managing owner. As we will see later, the ownership can be more complicated than one might imagine from Lloyds or the MNL.

² Sunderland newspapers for this time are not yet digitised.

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

⁴ There was another vessel called Jungfrau which sailed regularly between Shields and Gluckstad, Germany during this period. That Jungfrau is not recorded in Lloyds or the Mercantile Navy List, so is assumed to be foreign registered. There was also a Swedish vessel named Jungfrau in 1883 and built in Sunderland in 1849, though no record of the build has yet been found so probably had a name change. These two could be one and the same, or the 1849 ship could have been named Jungfrau later in life.

There are some minor gaps in the narrative below, but a clear impression of her working life whilst in British ownership emerges. For full details and dates see the Appendix.

- 20 December 1867, *Jungfrau* left London for Yokohama, Japan, under Captain J Jones⁵, who had transferred from Glover's other ship, the *W E Gladstone*. She was on charter to Gellatly, Hankey, Sewell & Co. and was spoken to in the South Atlantic in February and the South China Sea in May en-route, but no record of her arrival in Japan has been found.

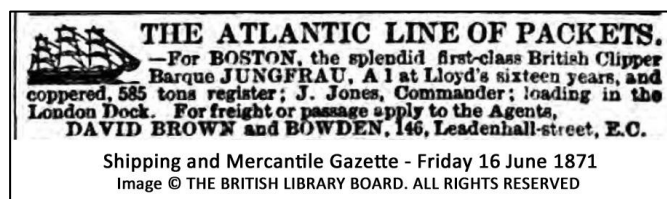
The next reference is to her leaving Foochow (or Foo-Chow-Foo), China, for London in September 1868 with 755,500lb of Ooolongs tea. She arrived back in London Docks in January 1869.

- In February 1869 she loaded at St Katherine's Dock. The Times of London⁶ carried an advertisement on 5 Feb 1869 as follows:-

FOR SINGAPORE direct, with immediate despatch, the beautiful clipper ship JUNGFRAU, A1, 16 years, 585 tons register, J. JONES, commander; loading at St. Katherine's Docks. This superior clipper is just off her first voyage, and is the most favourable opportunity to shippers of fine goods. For freight or passage apply to A. Wright and Co. 3 Great St Helen's, E. C.

She left London in March and arrived in Singapore in June, then left in August to return via Boston, Massachusetts, and arrived in London in February 1870.

- In March 1870 *Jungfrau* loaded at the East India Dock (agent Killick, Martin & Co) and left London on 19th for Shanghai (Capt J Jones), where she arrived in July. There is indication that she was in Hong Kong in August, but she left Swatow, China in November, arriving 2 weeks later in Singapore. She left there at the end of December and returned to London via Boston, MA (May 1871), arriving in June (Jones). While in Boston, a dispute arose with the crew over the applicability of the Articles. The description of the voyage was considered unduly vague, so the Articles were void, allowing the crew to break their contracts and leave the ship, but they tried to claim their wages. The captain with help of the British Consul took the matter to Court, which found that the Articles were void, but that the men were not entitled to their wages if they left.
- July 1871, sailed for Boston with cargo and arrived in September (Capt J Jones). On her return journey, which seems to have been via Montreal, she picked up the crew from waterlogged *Monsoon* of Liverpool about 400km SE of St John's, Newfoundland. The crew of the *Monsoon* were landed at Falmouth in November and *Jungfrau* sailed to Le Havre, then Cardiff.



- January 1872, sailed from Cardiff in for Hong Kong under Captain [William Scotland](#). Nothing more found until she left Foochow for London in July with 360t of cargo; she was spoken with south of Madagascar in October and arrived in London in December.
- February 1873, left London for Adelaide (Captain William Scotland), on charter to Houlder Brothers & Co., and arrived in June. She left for her return trip in July with general cargo,

⁵ It has not yet been possible to identify Captain Jones. There were several John and James Jones with master's tickets at the time.

⁶ Unfortunately, the host website for the Times Digital Archive claims image copyright of these 150 year old newspapers and does not permit reproduction.

including 3,888 bags of wheat, and no passengers. Arrival in London not found, but about November.

- Left London in December 1873 for Otago, New Zealand, on charter to The New Zealand Shipping Co., with railway iron and machinery, and general cargo but no passenger (Captain Scotland). Arrived Port Chalmers, Otago in March. Loaded cargo, including wheat from Timaru. It is interesting to note that inbound cargo could only be unloaded over a period of time as return cargo was to hand to ballast the ship. She sailed with mails in May and arrived London in August 1874.
- September 1874, *Jungfrau* left London again for New Zealand, on charter to the New Zealand Shipping Company (Captain Scotland). Her cargo was reported to include 5 thoroughbred horses (one valued at over 1,000 guineas) and 26 pure bred rams and ewes.

Arrived in Wellington on New Year's Eve. 4 rams, valued at 200 guineas each were lost on the voyage. A report says 6 private passengers left England (and another says 7), but they are not recorded on arrival (something the NZ newspapers were likely to report), so this could be incorrect.

In late January 1875 she sailed to Auckland to load cargo, a good take-up being expected, but 2 weeks later there was insufficient cargo so the charter was cancelled and she sailed in ballast for Newcastle, NSW. There she joined with sister ship *W E Gladstone* and loaded a cargo of coal from Lambton Colliery. They sailed together to Auckland, arriving in Adelaide in March where the coal was discharged and a cargo of wheat loaded. *Jungfrau* sailed from Adelaide on 22 April and arrived in London on 17th August. A week later she was sighted passing the Lizard.

- October 1875, sailed from Cardiff for Singapore (Capt Jones) in and arriving in February 1876. Her journey home was via Madras (March) and Rangoon (April) Falmouth (August) and Lwyndrecht, Netherlands, before returning to London.
- In November 1876 she left London for Penang, arriving in March 1877 (Capt Jones). Traded around the Arabian Ocean for many months, during which she was reported arriving in Mauritius from Calcutta in October, leaky, and was dry docked and re-coppered. She was commanded by Capt Lawson throughout 1878, and received her Lloyd's No 3 Survey at Mauritius in October.

On 19 Apr 1879 she left Bombay under Capt Taylor for Amsterdam. She called at Falmouth, then landed at Ijmuiden and finally, reunited with Capt Jones apparently, she returned to London on 11 Sep, where she was laid up on London Dock and put up for sale, along with her sister ship *W E Gladstone*.



THE fine composite Barque JUNGFRAU,
535 tons register; built under special survey for present owners in 1867, and classed A 1 for sixteen years; could be raised to nineteen years at very small cost; is in excellent order, having passed half-time survey in 1878; carries a large cargo, and sails fast. Lying at the Buoys, Eastern London Docks. For inventories and further particulars apply to
**GLOVER BROS., 22, Great St. Helen's, London; or to
JOHN THOMPSON and SON, Shipping Auctioneers, Surveyors,
and Valuers, 13, London-street, E.C.**

Shipping and Mercantile Gazette - Friday 10 October 1879
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- On or about 3 December 1879, Glover Brothers sold *Jungfrau* to the Nicholson Brothers of Swansea. Managing owner was Joseph A Nicholson⁷. Nicholsons were to employ her on trade with South America. Nicholsons engaged Captain John R Laurensen⁸ in London and sold him 8/64 shares. A further 8/64 shares each were sold to merchants Malcolm Colquhoun Thompson of Glasgow and Thomas Ford of Swansea, leaving Nicholsons with 40/64 shares.
- In December 1879 she sailed from Penarth for Coquimbo, Chile with some 920t of coal and coke for the Glamorgan Co., arriving in March 1880. (Laurensen)

The following month she sailed to Carrizal, Venezuela, where she left in May, and arrived back into Swansea in early September 1880 with 600 sacks of wheat and 690t of copper ore. As already noted, Nicholsons were ore merchants.

- In September 1880 she was cleared out of Swansea with 908t coal for Valparaiso, Chile. (Laurensen)

She was spoken with in the South Atlantic in July 1881 on her return voyage, reported to be from Coquimbo for Swansea, but on arrival in Swansea in September she was carrying 914t copper ore from Carrizal, so must have called into Venezuela again before crossing the Atlantic.

- Laurensen was signed off in September 1881 and replaced as Captain by William Petit⁹. She sailed for Buenos Aires, Argentina (arrival February 1882) and then on to Coronel and Talcahuano, Chile. She left in May and arrived into the UK in September, calling into Queenstown, then docking at Fleetwood.
- Still under Petit's command, she sailed from Newport in November 1882 for Monte Video with 480t iron and 8,800 sleepers for extension of the North Western of Uruguay Railway. Arrived Monte Video January 1883 then sailed on to Lota, Chile. She remained in Chile for several months, reported in Valparaiso in June and left Pisagua in August. On her return voyage, a German seaman, H Dieckmeier, was washed overboard and drowned.

Jungfrau docked in Rotterdam at the beginning of December, then in January sailed in ballast to East Bute Dock, Cardiff.

- At East Bute, loaded a cargo of 213t coal and 500t iron and Petit re-signed as Master. She sailed for Coquimbo in early February 1884, suffered some damage and put back into Swansea, then sailed again at the end of the month. Her return has not yet been found, but it was reported that 690 tons of Chili Regulus (a copper ore) ex *Jungfrau* sold at Swansea in July. It seems unlikely that she could have sailed to Chile and back in 5 months, but no other data has been found.
- *Jungfrau* was reported at Carrizal, Venezuela in January 1885 and sailed into Swansea from there in March.
- She was surveyed in Swansea in 1885 and in May sailed from Swansea for the River Plate (presumably Monte Video) under Captain Laurensen. She discharged her cargo and sailed in ballast for Valparaiso.

On 12th November 1885, in Lota harbour, Captain Laurensen fell to his death in one of the holds. The ship's carpenter, John Bevan, was said to be responsible, having thrown an iron bar at his Captain, causing him to fall. Laurensen was buried in Lota and Bevan arrested. Reports are unclear, some saying Bevan was to be returned to the UK on the next mail boat to face a murder

⁷ Joseph Alfred Nicholson, born Sheffield 1838. Former master mariner, now ore merchant, ship owner and ship broker of Swansea and London. Died 1887. His co-owner and brother was Walter Harkness Nicholson, born 1850 in Bermondsey, died 1880 in Swansea.

⁸ John Rose Laurensen, b 1821 in Shetland. His name is much misspelt!

⁹ William Petit, born Jersey 1849.

charge at home, whilst others indicated that he may face justice in Chile. Unfortunately nothing more about John Bevan's fate has been found so it is probable that he was dealt with in Chile. Relevant newspaper clippings are included in Figure 1.

- Command of the Jungfrau was taken by Captain Yates and the vessel arrived back into Swansea on 5th May 1886.
- The ship broking firm of Nicholson Brothers became insolvent in early 1886, through misappropriation of funds by an employee, which led to the bankruptcy of J A Nicholson in March. This almost certainly led to the sale of the vessel as, in July, 43/64th shares in the Jungfrau were offered for sale in London as indicated below.



- Lloyds 1886 records the owner as Macbeth & Grey, which is a bit of a mystery, as by September 1886 she belonged to Captain L Glycas¹⁰, and was registered in Syra, Greece. She sailed from Swansea in October under Glycas' command for Boca del Riachuelo on the River Plate, with 1,015t of coal.
- In Jun 1887 she was recorded loading at the River Plate (Fray Bentos) for New York where she arrived in September and was subsequently chartered to carry petroleum products to Port Said, for where she left on 6 Nov.
- This is the last mention of this ship by this name found so far, but Lloyds Register continued to record her in Glycas' ownership until 1889.

¹⁰ Also spent Gilicas and Gileas



[Painting of the Jungfrau from the collection of the National Maritime Museum, Greenwich](#)

Glover Brothers house flag is clearly visible.

photo credit: National Maritime Museum, Greenwich, London

Jungfrau, barque

V2 – 28 Mar 2019

Acknowledgement of Sources

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- Welsh newspaper images are from the National Library of Wales [Newspapers On-line](#) collection

Reference has also been made to:

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

Author's Note

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

Every effort has been made to comply with the copyright strictures of the various on-line collections referred to, but if there are any infringements, please contact the webmaster and the necessary corrections will be made.

Bill Swift – 12 November 2015

Figure 1 - Clippings associated with the death of Captain John Rose Laurenson

THE ALLEGED MURDER OF A SWANSEA CAPTAIN.

The telegram which, as we announced yesterday, had been received at Swansea, stating that Captain Lawrenson, of the Jungfrau, had been murdered at Valparaiso, also says that the carpenter, J. Bevan, also a Swansea man, is in prison. From this an inference is drawn, though perhaps mistakably, as to who was the author of the tragedy. The Jungfrau left Swansea on May 18th for the River Plate, and after discharging her cargo went in ballast round the Horn to Valparaiso, which port she entered about a week ago. Capt. Lawrenson was a well-known Swansea master mariner, and he was part owner of the Jungfrau. Lately his hearing has been affected, and, though generally of a jovial disposition, this infirmity might have occasionally ruffled his temper. At any rate, it is said he has had occasional differences with his crew. In some quarters the inference as to the carpenter is scouted, for the captain and he had got on well together, having been in the same vessel for two voyages. Captain Lawrenson, who had married twice, leaves a widow and several daughters. The carpenter, who is said to be under arrest, is well known in the port. The sad intelligence, which is still unconfirmed, has caused a great sensation amongst shipping circles in Swansea.

South Wales Daily News - Saturday 21 November 1885

MURDER OF A SHETLAND CAPTAIN.—A telegram has been received at Swansea stating that Captain J. R. Laurenson, of the British ship Jungfrau, has been murdered at Valparaiso, and that one of the crew—the cook and steward—is in custody, on the charge of having committed the deed. Captain Laurenson is a native of Shetland but he has been residing for a considerable time past in Swansea where he leaves a wife and family to mourn his untimely end.

Shetland Times - Saturday 05 December 1885
Image © THE BRITISH LIBRARY BOARD. ALL RIGHTS RESERVED.

THE ALLEGED MURDER OF A SWANSEA CAPTAIN.

FURTHER PARTICULARS.

A letter has been received at Swansea giving particulars of the sad occurrence, which was noticed in our columns a few months ago, by which Captain Lawrenson, of the Jungfrau, a well-known Swansea man, met with his death on the West Coast of America. The Jungfrau is owned by Messrs. Nicholson and Co., of Cambrian-place, Swansea, and sailed from the port on May 18 of this year. The letter, which was written and posted immediately on arrival in Lota, in order to catch the mail, states that on the morning of the entry of the vessel into port Captain Lawrenson and the carpenter Bevan were between decks. Bevan appears to have been engaged in some work or other, while the captain was superintending. Whether any dispute arose is not certain, but it is likely that words passed between them, for Bevan, apparently in a rage, struck the captain with a tool. The blow precipitated the captain into the hold, and he, being of large build, naturally had a very heavy fall, the distance being about 14ft. When picked up he was found to be severely injured, and, after lingering for eleven hours, died. Meanwhile, Bevan, the carpenter, was put under arrest and placed in irons, and on the vessel coming to its moorings he was lodged in prison. The event occurred at seven o'clock in the morning, and Captain Lawrenson expired in the evening at six. Bevan is reputed by those who know him to be an exceedingly quiet and inoffensive man.

Cardiff Weekly Mail - Saturday 2 January 1886

THE DEATH OF THE CAPTAIN OF
THE "JUNGFRAU," OF SWANSEA.

FURTHER DETAILS.

Brief official particulars of the alleged murder of Captain John Laurenson, of the barque Jungfrau, of Swansea, came to hand last evening. They fully confirm those which have already appeared in our columns. The sad occurrence is the subject of enquiry in Lota, and the writer of the letter to the owners in Swansea, says: "We await anxiously the result of Chili justice." It seems beyond a doubt that the cause of death was a sudden attack of the ship carpenter, who gave Captain Laurenson a severe blow in the head with some iron instrument, causing him to fall down one of the hatchways. Captain Laurenson never recovered consciousness and he died the following morning, and was buried by the Church of England clergyman in Lota, the funeral being attended by many of his friends here. The carpenter is being sent to England per mail boat, and will be here charged with the murder of the captain. The Jungfrau is now commanded by Captain Yates, and is fixed either for Liverpool or Swansea, probably Swansea, where she will arrive, should all go well, at the end of the present month or the beginning of February.

The Cambrian - Friday 8 January 1886

THE ALLEGED MURDER OF A
SWANSEA CAPTAIN IN CHILI.

FULL PARTICULARS OF THE
OCCURRENCE.

A letter has been received at Swansea by Mrs. Bevan, of 7, Bathurst-street, wife of John Bevan, who is under arrest at Lota, Chili, charged with the murder of Captain Laurenson, of the barque Jungfrau, giving authentic particulars of the sad occurrence. The letter, which is from the Rev. Jns. Allan Dodds, chaplain of the South American Missionary Society, contains the following:—

"It seems that the ship Jungfrau came into this port from Buenos Ayres about three weeks since—the date I cannot say—and nothing noteworthy had occurred until Thursday, the 12th inst., when the sad event which I am about to relate took place. From John Bevan's account—which, I may remark, coincides entirely with the evidence of the rest of the crew—it seems he had for some days previously been labouring under the impression that the crew were designating to take his life, and that, in consequence, he had the last few nights taken to sleeping in the hold, or rather spending the night there, for he slept but little. On the morning of the 12th he did not come up as usual to work. The captain (Captain John Laurenson) therefore went and requested him to come up to work, which he refused to do, fearing the crew would murder him. After some fruitless persuasion Captain Laurenson went away, but returned shortly with a cutlass in hand—whether with the intention of using it, or for the purpose of frightening John Bevan to his work, it is not known—and descended the hold, and when standing on a plank across the hold, and on the same level with your husband, John Bevan, the latter threw a piece of iron at him, striking him on the head, causing him to lose his balance, and to fall a distance of about twelve feet, resulting in a most painful death within about twelve hours after the fall. Your husband, John Bevan, is now in custody for the crime, but nothing definite is yet settled, as his case is not yet tried, and there seems to be an uncertainty as to whether he should be tried by the English law or by the local Chilean authorities."

Western Mail - Wednesday 03 February 1886

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APPENDIX – RAW DATA FROM ALL SOURCES

1867

- 11 Nov – Launched by Wm Doxford & Son
- 28 Nov – Entered outwards, London for Yokohama (Jones)
- 30 Dec – Cleared outwards with cargo, London for Yokohama (Jones)

1868

- 2 Jan – passed Deal for Yokohama
- 11 Feb - spoken to at lat 8S long 28W, from London for Japan (some 900km off the coast of Brazil)
- 17 May - spoken to at lat 15N long 115E, from London for Japan (mid-south China Sea, between Vietnam and Philippines)
- Reference to Yokohama markets being quiet.
- 8 Sep – sailed from Foochow (or Foo-Chow-Foo) for London from with 755,500lb of Ooolongs tea.

1869

- 15 Jan – arrived Gravesend from Foochow
- 15 Jan – entered inwards, London customs house, from Foochow (Jones) KD (St Katherine's Dock?)
- 20 Jan – entered outwards, London, for Singapore (Jones)
- 5 Feb – for loading at St Katherine's Dock – Agent A Wright & Co. (J Jones)
- 17 Mar – entered outwards, London Customs
- 19 Mar – left Deal for Singapore (J Jones)
- 26 Jun – at Singapore
- 7 Aug – left Singapore for Boston MA.
- 4 Oct – off St Helena from Singapore.

1870

- 17 Jan – sailed from Boston MA
- 8 Feb – Entered inwards, London from Boston (Jones) – broker Glover
- 17 Feb – entered outwards from London for Shanghai (Jones) – broker Glover
- 9 Mar – loading at East India Dock for Shanghai. Last date 10th. Agent Gillick, Martin & Co.
- 17 Mar – cleared outwards with cargo for Shanghai (Jones)
- 19 Mar – entered out London, for Madras (Jones)
- 2 Apr – spoken with 28N 20w (just west of the Canaries)
- 26 Apr – spoken with at 14S 32W (600km off coast of Brazil)
- 13 Jul – Arrived Shanghai
- 22 Jul – at Shanghai (Jones)
- 4 Aug – at Hong Kong??
- 7 Nov – left Swatow, China.
- 16 Nov – Arrived Singapore (Jones). Agent A L Johnson & Co.
- 31 Dec – In Singapore, destination Boston.

1871

- Before 24 Apr – from Singapore, at Boston.
- 12 May – from Boston for London (Jones)
- 7 Jun - Entered London from Boston (Jones)
- 9 Jun – Entered outwards, London, for Boston (Jones)
- 5 Jul - Cleared out of London with cargo for Boston (Jones)
- 6 Jul – left Gravesend for Boston
- 5 Sep – at Boston

22 Oct – at 45N 50W, from Montreal, picked up crew from waterlogged *Monsoon* of Liverpool (400km SE of St John's, Newfoundland).
9 Nov – Landed crew of *Monsoon* at Falmouth. Experienced heavy weather and lost her bulwarks.
14 Dec – cleared outwards Le Havre, for Cardiff (Jones)

1872

29 Jan – left Cardiff for Hong Kong (Scotland)
17 Mar – spoken with, from Cardiff for Hong Kong at 48N 23W (mid-Atlantic between UK and Newfoundland)
27 Mar – spoken to, from Cardiff for Hong Kong at 29S 26W (mid-South Atlantic)
28 Jul - sailed from Foochow with 810,200lb of cargo
2 Oct – spoken to – Foochoofoo for London – at 28S 45E (south of Madagascar)
16 Dec – passed Deal from Foochowfoo for London
17 Dec – arrived Gravesend

1873

21 Feb – left London for Adelaide
24 Mar – spoken with, London for Port Adelaide, 12N 21W, off The Gambia.
10 Jun – arrived Adelaide (a little confusion.. other source say arr 7th Jun, and another in Melbourne on 10th).
22 Jul – Adelaide, due to sail for England, P Levi & Co agent
24 Jul – cleared out for London (Scotland). No passengers, general cargo,
25 Jul - left Adelaide for England – [William Scotland](#), no passengers, general cargo inc 3,888 bags of wheat.
15 Dec – sailed from Gravesend for Otaga NZ
17 Dec – left Deal for Otaga (Scotland)

1874

9 Mar – arrived at the Bluff (NZ) with railway iron and machinery, and general cargo. No passengers.
10 Mar – arrived Port Chalmers, Otago
24 Mar – loaded a consignment of wheat transhipped from Timaru.
5 May – finished loading cargo
9 May – sailed for London with cargo and mails (Scotland)
28 Jul – spoken with 41N 28W, north of the Azores.
13 Aug – at London
27 Sep – Left London on charter to the New Zealand Shipping Company
28 Sep – Anchored at Deal, for Wellington NZ
29 Sep – sailed from Deal for Wellington
31 Dec – arrived Wellington. Cargo included 5 thoroughbred horses (one valued at over 1,000 guineas) and 26 pure bred rams and ewes. 4 rams, valued at 200 guineas each were lost on the voyage. A report says 6 private passengers left England (and another says 7), but they are not recorded on arrival, so this could be incorrect.

1875

21 Jan – at Wellington
25 Jan – left Wellington for Auckland to load cargo
1 Feb – arrived Auckland.
3 Feb – insufficient cargo, so charter cancelled and will sail for Newcastle NSW.
5 Feb – sailed for Newcastle, NSW
20 Feb – at Newcastle for loading – Lambton Colliery
10 Mar – sailed for Adelaide (with sister ship *W E Gladstone*)

24 Mar – Arrived at Auckland (Capt Scotland)
22 Apr - left Adelaide. Cargo - wheat
10 Aug – at Queenstown from Adelaide
17 Aug – Arrived London
23 Aug – off the Lizard
12 Oct – sailed from Cardiff for Singapore

1876

7 Feb – arrived Singapore from Cardiff (Jones). For charter, Guthrie & Co – Straits Times
29 Feb – left Singapore for Rangoon (Jones) – Straits Times
24 Mar - left Madras for Rangoon
13 Apr – left Rangoon for “Channel”
13 Jul – passed St Helena
30 Jul – sighted, Rangoon for Falmouth
12 Aug – passed the Lizard heading East.
18 Aug – left Falmouth for Lwyndrecht, Netherlands.
22 Aug – arrived Helvoet from Rangoon
10 Nov – sailed from Gravesend for Penang
11 Nov – sailed from Deal for Penang
12 Nov – steering west off the Isle of Wight

1877

14 Mar – arrived Penang from London
24 Mar – at Penang, open for engagement.
24 Apr – engaged to take 700 tons of coal to Pedier
17 Jun – arrived Penang from Pedir (Jones)
26 Jun – in Penang harbour available for charter
29 Jun – sailed from Penang for Guam (Jones)
9 Jul – has left Penang under charter for Calcutta, to load rice for Mauritius (1 rupee per bag)
15 Jul – arrived Calcutta from Penang (Jones)
22 Aug – left Calcutta for Mauritius (Jones)
11 Oct - arrived Mauritius from Calcutta leaky and must be docked.
9 Oct – at Mauritius, has been docked and must be re-coppered
1 Dec – loading at Mauritius.
11 Dec - left Mauritius for Bombay
1 Dec – loading at Mauritius for Bombay

1878

11 Jan – left Bombay for Letchmapore (Lawson)
14 Feb – reported chartered from Letchmapore for Cochin
23 Feb – passed Galle for Letchmapore
16 Jun – arrived Narrakal from Letchmapore (Lawson)
16 Jul – at Narrakal seeking charter.
6 Aug – left Narrakal for Mauritius still seeking charter (Lawson)
10 Oct – at Mauritius, undergoing No3 Survey per Lloyd’s Rules (Lawson)
5 Dec – chartered for Bombay 718 tons of sugar and sailed (Lawson).

1879

13 Jan – arrived Bombay from Mauritius (Lawson)
19 Apr - Sailed from Bombay for Amsterdam (Taylor)
30 Jun – Passed St Helena, Bombay for Amsterdam

18 Aug – off Falmouth (Taylor)
 6 Sep – left Ijmuiden (Netherlands) for London (Jones)
 11 Sep – arrived Gravesend from Amsterdam
 18 Sep – in London Dock (Jones)
 24 Sep – Lying up at London Dock (Jones)
 10 Oct – offered for sale.
 3-8 Dec – all 64 shares in Jungfrau acquired by Joseph Alfred Nicholson of Swansea and immediately transferred into joint names with his brother, Walter Harkness Nicholson. The brothers then sold 8 shares to Captain John Laurenson.
 5 Dec – Captain John Laurenson signed on as Master in London. Curiously several seamen joining at this time show port of joining as Troon.
 10 Dec – sailed from Penarth for Coquimbo, Chile with some 920t of coal and coke. Glamorgan Co.
 21 Dec – a further 8 shares sold to Malcolm Colquhoun Thompson, merchant of Glasgow

1880

5 Jan – Nicholson brother sold another 8 shares, to Thomas Ford, merchant of Swansea, leaving the brothers with 40/64 shares in their joint names.
 17 Mar – in port Coquimbo, Chile (seamen signed off)
 28 Mar - in port Coquimbo, Chile (seaman Joseph Elwood of Weymouth deserted)
 29 Mar – in port Coquimbo, Chile (seaman Edward Lei of Norway deserted)
 8 Apr – in port at Coquimbo, Chile (seaman signed on)
 30 Apr – in port Carrizal Bajo, Chile (seaman signed on)
 3 Sep – Captain Laurenson and other crew signed off in Swansea.
 7 Sep – from Carrizal, 600 sacks of wheat and 690t of copper ore. This may not be arrival date...
 3 Nov – Captain Laurenson signed on again as master, in Swansea.
 16 Nov – cleared out Swansea, 908t coal for Valparaiso

1881

10 May – 40/64 shares transferred into the sole ownership of Joseph Alfred Nicholson by probate, following the death of Walter Harkness Nicholson on 2 Aug 1880.
 15 Jul - Spoken with from Coquimbo, Chile, for Swansea – 45S 45W (1,000km NW of Falkland Islands)
 21 Sep – Arrived Swansea from Carrizal, Venezuela. 914t copper ore.
 23 Sep – John Laurenson signed off as master in Swansea.
 14 Oct – Captain William Petit signed on as Master at Swansea.

1882

3 Feb – in port At Buenos Aires Argentina (seaman G Heber of Germany deserted)
 14 Feb – in port at Buenos Aires Argentina (seamen signed off)
 15 Feb – Seaman H Jensen of Denmark deserted.
 25 Apr – in port Coronel, Chile
 9 May – in port at Talcahuano, Chile (seamen signed on)
 4 Sep – arrived Queenstown from Talcahuano, Chile.
 14 Sep - William Petit signed off at Fleetwood, but remained on board. Several other crew signed off.
 1 Nov – William Petit signed on as Master at Newport.
 3 Nov – cleared outward Newport for Monte Video with 480t iron and 8,800 sleepers.
 11 Nov – sailed from Newport with nearly 1000t of materials for extension of the North Western of Uruguay Railway Company.

1883

25 Jan – in port Montevideo, Uruguay (Polish seaman W Nieman deserted)

2 Feb – In port Montevideo (seaman signed on)
4 Feb – in port Montevideo (seaman Anthony Boyd of Carrick Fergus deserted)
6 Apr – in port at Lota, Chile (seaman signed off)
20 Apr – in port at Lota, Chile (seaman signed off)
21 Jun – in port at Valparaiso, Chile (seamen signed on)
8 Aug – left Pisagua, Chile, for home
28 Aug – at 39.00 South 87.00 West. Able Seaman H Dieckmeier of Germany was washed overboard and drowned.
1 Dec – In port at Rotterdam (seamen signed off)
17 Dec – In port at Rotterdam (seamen signed on)

1884

3 Jan – arrived in East Bute Dock, Cardiff, in ballast.
14 Jan - Captain Petit signed off at Cardiff, but remained on board.
15 Jan – entered outwards Cardiff, for Coquimbo, Chile (Petit)
23 Jan – loading at Cardiff for Coquimbo, Chile (Capt Lawrenson)
8 Feb – cleared outwards from Cardiff for Coquimbo with 213t coal and 500t iron
11 Feb – put back into Swansea having lost 2 anchors and their chains.
29 Feb – left Swansea for Valparaiso
15 Mar – spoken to 29N, 17W (off coast of Morocco)
29 Mar – spoken to 2N 25W (mid-Atlantic between Africa and Brazil)
July - 690 tons of Chili Regulus (a copper ore) ex Jungfrau sold at Swansea

1885

29 Jan – Reported in Newspaper as being at Carrizal, Venezuela. Date of data not known.
30 Mar – Arrived Swansea from Carrizal.
18 May – Left Swansea for River Plate. No crew lists found.
Discharged cargo and sailed in ballast to Valparaiso.
12 Nov - Captain John R Laurenson (b 1821) of the Jungfrau murdered by ship's carpenter at Lota, Chile. Command taken by Captain Yates.

1886

5 May – arrived back in Swansea under Captain Yates
28 Jul – 43/64 shares in Jungfrau auctioned in London. No indication who held the remaining 11.
21 Sep – entered outwards for River Plate, Capt Gilicas (Reg Greek)
20 Oct – cleared out Swansea with 1015t coal for Boca del Riachuelo.. Greek registered

1887

5 Jun – Loading at River Plate for New York (Gileas)
22 Sep – arrived New York from Fray Bentos
1 Nov - Chartered to carry 20,000 cases of petroleum product from New York to the Levant (Greek registered).
6 Nov – sailed from New York for Port Said (Gileas)