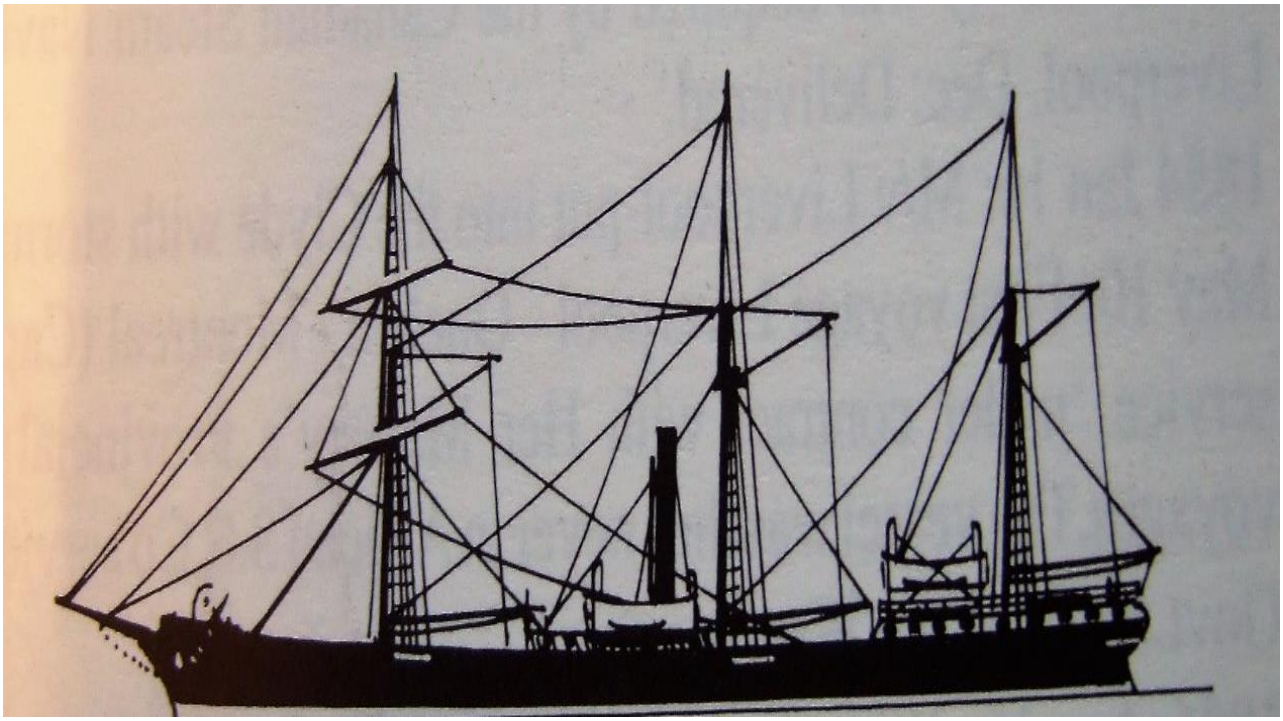
SS Faith 1852-1855

A report on the investigation by members of the British Sub Aqua Club
of the remains of an early screw steamship sunk off the Isle of Wight in 1855



SS *Faith* ©Duncan Haws 1990.

A REPORT TO THE BRITISH SUB-AQUA JUBILEE TRUST, MARCH 2017

SS *FAITH* PROJECT REPORT

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Introduction

In 2012 the Solent Archaeological Divers Sub Aqua Club (SADSAC) had dived the remains of this early steam ship. Located directly south of Ventnor and some 15 miles from Bembridge she lies in 36 metres. When we dived her in 2012 we found her propeller, shaft, engine and boiler still in their proper positions, and remains of cargo scattered on the seabed.

Further research showed that only two other iron screw steamers from that period were known: the SS Nile and the SS Zebra. Both of those ships had driven ashore on the rocks in Cornish waters so were less likely to be in reasonable condition. SS Faith in 36m was likely to be in better condition. She had been salvaged. During subsequent years, we found that her signal guns, her bell, portholes and quite a lot of her 1855 cargo had been removed (Pritchard, M. and McDonald, K. 1987.p 145).

It was decided that, as one of only 3 existing vessels of that period, she seemed important enough to warrant more careful recording so an application was made to the British Sub Aqua Jubilee Trust (BSAJT) for funding to enable us to offset some of the cost of a charter boat that would be able to support diving activities. The application was successful.

Throughout this project, we have been supported by the BSAJT and by individuals such as Dave Wendes, the owner of Wight Spirit, who subsidized some of the cost of the charter out to the site of the Faith and was incredibly generous with his own expertise and research. Martin Woodward, the owner of the Shipwreck Museum on the Isle of Wight that contains the signal guns and bell of SS Faith gave me permission to visit and take photographs. Nick Ball at the National Maritime Museum enabled me to go through their archives of photographs and plans, and Colin Baxter showed me his many models of early steam ships so that I could try to find evidence of hull shape changes. I also need to mention all the 35 divers who gave their time and energy, and optimism, as we tried to get out onto the site: Mike Wilson, Phil Alcock, Judy Jervis, Barry Jarvis, Keith Clark, Mark Hobbs, Jane Jenkins, Vince Jenkins, Lee Collins, Rachel Bynoe, Cathy Quick, Mike Rushworth, Martin Davies, Alison Mayor, Rod Harris, Chris Ware, Tom Templeton, Chris Clasper, Jane Maddocks, Dave Lock Jon Parlour, Mark Card, Giles Adams, Gavin Anthony, Dave Robbins, Jan Gillespie, Mark Botterill, Vicky Millership, Tony Badham, Andy Williams, Sara Hasan, Pete Dolphin, Pete Sylvester and Martin Koerner. Without this level of support our investigations would not have been possible. Together we represented members from nine different BSAC branches, including one from Ipswich and one from Plymouth. The others were more local.


A BRITISH SUB-AQUA
JUBILEE TRUST PROJECT
BSAC
RECORDING OUR SUNKEN
MARITIME HERITAGE
Interested in sunken heritage?
Contact: uwheritage@bsac.com
BSAC
Dive with friends


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Figure 1. Three boatloads of happy SS *Faith* divers.

Figure 2. A productive dive.

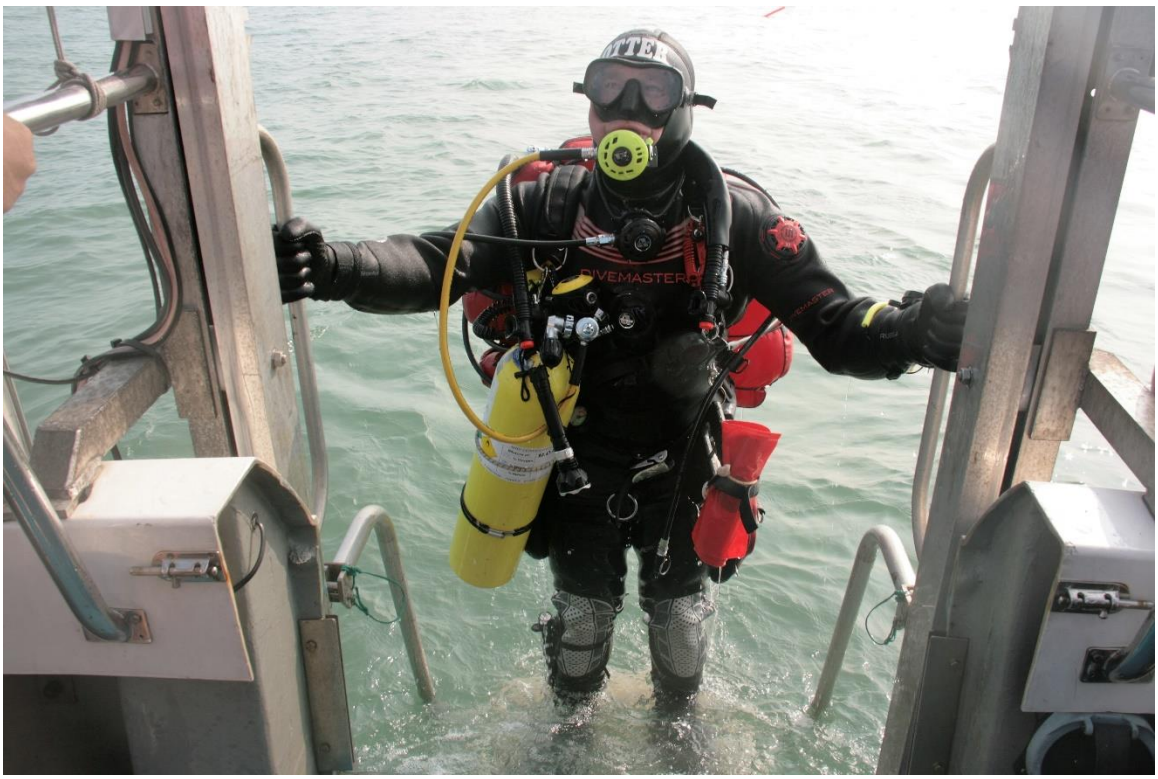


Figure 3. Working at depth in the dark needed extra equipment.

The one aspect of the project that we could not control was the weather. Our period of investigations coincided with 3 years of appalling visibility and bad weather. We achieved five diving days between summer 2013 and September 2016:

Diving dates were:

27th July 2013

3rd July 2014

4th July 2014

7th September 2014

All dives cancelled in 2015

21st June 2016

In August 2016, we booked the boat for a final dive, but bad weather forced another cancellation with some important questions still unanswered. The boat was booked, teams got together and tasks allocated on 11 different dates, and six of those were cancelled because the visibility or weather would have made the long treck round to the site completely pointless.

It became very disheartening as well as time consuming. A good dive in 2013 made us overconfident, and a major storm in February 2014 made subsequent dives even more challenging than anticipated.

Our investigations centred around the remains of the ship structure. Knowing she had been heavily salvaged we wanted to record her current state, so that we could ask for her to be protected under the Protection of Wrecks Act 1973. We recorded her position as 50°27.5N and 01°06.6W (WGS 84). This is an approximate position because she still has cargo and fittings that would be appealing to souvenir hunters.

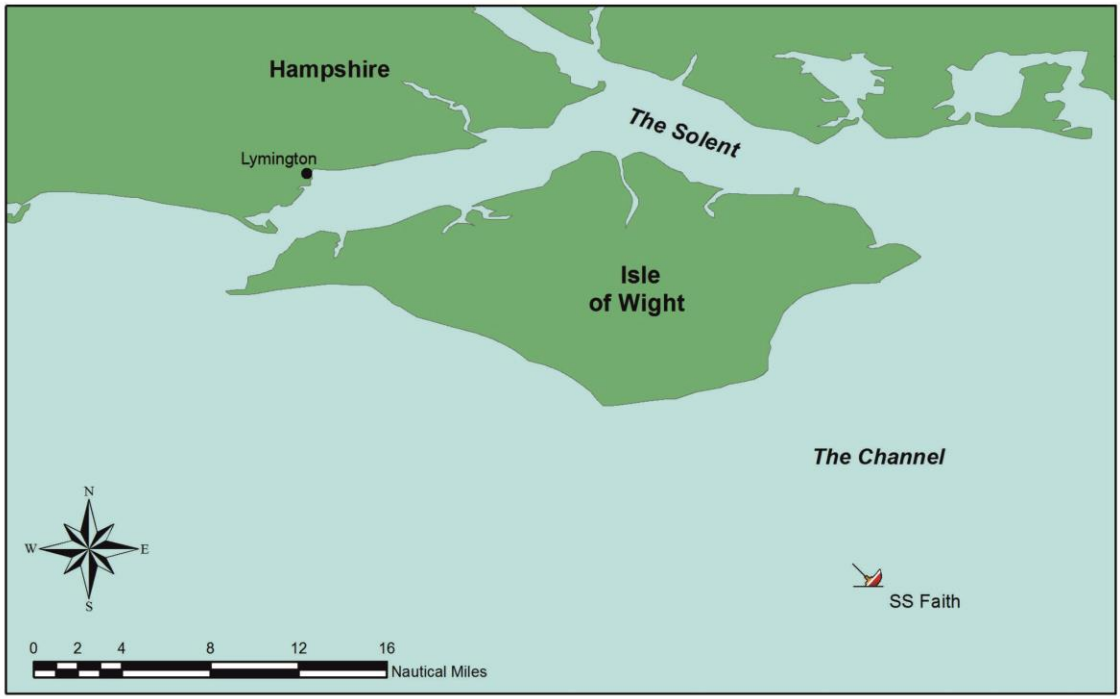


Figure 4. The position of SS *Faith* by kind permission of the Maritime Archaeology Trust.

Aims and objectives

The overall aim of the project was to record the remains of the SS *Faith*, identifying the remaining structures and features using recreational divers who have had some training in archaeological survey techniques. This aim was to be achieved through three main objectives:

Objective 1: To undertake diver recording of the wreck to confirm the extent, density and preservation of the seabed archive of the targeted vessel;

Objective 2: To encourage recreational divers who were BSAC Dive Leaders or above to extend their diving experience as part of a project team;

Objective Three: To contribute to the knowledge of the site through production of a report.

Summary of results

Objective 1. Confirming the extent, density and preservation of the archaeological material on the seabed:

We have found that the full extent of the vessel from propeller to bow still exists. The steam engine, boiler, propeller shaft and two-bladed propeller are still in their correct relationships. Forward from the simple two-cylinder engine what would have been the deck and cargo hold has the remains of boxes of cargo, some of which are still as they were packed. The distribution of the remains of the cargo still must be defined.

On the last dive, in 2016, we could establish that the bow, with anchor, cable and possible hatch outlines was now visible (it had been buried). There had been enough seabed movement between 2014 and 2016 to let us see new structures. Her overall length and width was measured so we were finally able to say that using all the physical evidence of her propeller, prop shaft, engine type and boiler, as well as the forward part of the hull we could identify her as SS Faith. With a secure identification, we could confirm it was the same ship dived and partially salvaged by Martin Woodward and Martin Pritchard in the 1980s.

Objective 2. Encouraging recreational divers who were BSAC Dive Leaders or above to extend their diving experience as part of a diving team, both in techniques used to record underwater, and in using these techniques in deeper and darker water.

Of the original team, seven members did the BSAC Advanced Decompression Procedures Course so that they could use Nitrox on the dives. We did two informal teaching days at Vobster Dive Centre to teach measuring and recording of objects underwater.

As time went on the focus changed to giving recreational divers the experience of diving on this wreck and completing log sheets. A total of 35 divers were involved in the project, some diving more than once. They made a significant contribution, creating even more questions that I would like to ask, as what they saw, in some cases, contradicts the received wisdom.

Objective 3. Contribute to the knowledge of the site through the production of a report:

As well as the extant remains on the seabed we have put a lot of time and effort into tracing her service records from the initial build and launch, working as a cargo ship overseas, use as a troop transport during the Crimean War to her eventual final sale to the Turkish Government, when she sank on her way to Turkey carrying cargo. However, this report does not include her crew lists, or any of the accounts of bad behavior and insubordination, that made background documents such interesting reading.

This research has given a very useful introduction into the period of change between sail, steam with full sail plans, and full steam power without sails. We still need to do at least two more dives in decent visibility to answer some questions that need to be asked as the result of our dives so far.

As always, the comparison of the remains of the ship underwater, and the documentary record of how she was built and operated throws up inconsistencies or questions that need answering with very targeted dives. On this site the major inconsistencies were the reported engine type, and the way the propeller could be neutralized when she was sailing. These questions become important because at this period it is 'known' that ships that had sails as well as engines looked on those engines as auxiliaries for use when sailing became problematical. Ongoing work with ***Faith's*** documents is starting to suggest that was not true in the case of ships owned and operated by the Elder Dempster line.

A thoroughly modern machine

SS *Faith* was built in 1852 by John Laird and Son of, Birkenhead, yard number 89. Her machinery was built by Fawcett, Preston and Co, of Liverpool.

Her registered tonnage was 894 tons gross, her boiler produced 110hp and she was capable of 9kn. She had a two-cylinder simple engine, not compound as originally thought (Haws 1990:27). The cylinders both had 42 inches' length of stroke. She was a single decked iron hulled ship, 204ft 9inches in length, 30ft breadth and depth of hull was 15ft. She was registered in London on 15th January 1953.

SS *Faith* was built by a yard known for forward and progressive thinking. Steam could only be safely used once the technology for building ships of iron was understood. Apart from the risk of fire with a wooden ship, the use of a propeller, with its propeller shaft, high revolutions and consequent vibration meant that a wooden hull would flex badly and could be damaged. John Laird was known as an 'early adopter', so the 1852 date for this building adventure fits with his business acumen and forward thinking.

Screw propulsion also meant that for the first time there had to be an opening below the waterline for the shaft to pass through the hull. The opening needed to be sealed by some form of gland. The brass box form was known to cause damage to the propeller and damage to the ***Faith's*** propeller was noted in her log in July 1853. Examination of the remains of propeller and bearings failed to solve the *lignum vitae/bearing brass* question, or the use of water pressure via a plate.

Propeller engineering was not fully understood. Some had propellers that could be raised when under sail as with the Warrior. We had no evidence to suggest *Faith* could lift her propeller. One question we wanted to resolve was the presence or absence of lifting gear on this ship which sailed and steamed competently in quite severe weather.

The engine was recorded by as a two-cylinder simple engine (Haws, D.1990:27). As a two cylinder, simple engine both cylinders operate at the same pressure. The length of stroke was given as 42 inches. A compound engine may also have two cylinders, but one will be at a higher pressure. This development came later in the1850s and made for a more efficient use of coal, and less frequent boiler descaling. Part of our investigation was to see if her engine was an inverted 2cylinder engine with surface condenser, or a simple two-cylinder engine, non-inverted and with no surface condenser.

The boiler remains suggested a box boiler. This was an early phase in the development of boilers. *Faith's* details give little information about her boiler. At this period, it would probably be a tubular boiler in box form (Griffiths, D. 1997:63-64). This would be secure to install in the ship. The illustration of the Beardmore boiler on page 64 shows how the arrangement of the tubes found on *Faith* may have reflected the box boiler construction.

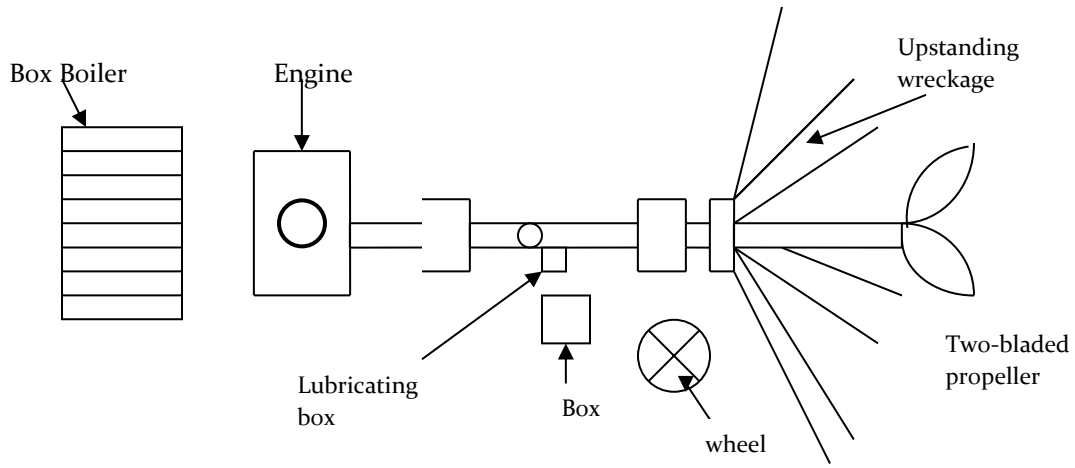


Figure 5. Original sketch plan of the wreck done in 2012.

Sea-keeping with sail and steam

She was a good weatherly ship; more than once her seaworthy qualities were mentioned in her 3-year career. She was a general cargo vessel working for the African Steamship Company and *was* then requisitioned by the Government as a troopship during the Crimean War (The Times 26th September 1854 p7). Following her return from the Crimea, her owners, the Elder Dempster Line, were forced to sell her as the company faced financial difficulty. She was bought by the Turkish Government, and foundered in heavy weather on her way to Constantinople, carrying a general cargo, with the loss of one life, on 23rd December 1855 (Hampshire Advertiser 29th.December 1855 and the Ipswich Journal 29th December 1855 p2).

The ship is unusual. She was built with a two-bladed screw propeller and a full sail plan. The screw could be disconnected while the ship was sailing, but the question of how this was achieved and how frequently sails were used as the primary propulsion source remains only partially answered. Her log for various trips shows that she used coal each

day. This raises issues of handling and bunkering. We have written evidence of the way her sails were used (Davies, P.N.1972:44)

> ‘Blowing hard from E to ENE-very heavy sea-ship going through it beautifully close reefed Fore and Main topsails unable to head it out so close hauled on starboard tack’.

The report of her initial trials also showed that she was a sound ship when steaming, giving passengers a comfortable trip ‘without the vibration usual with screw steamships’ (See Appendix 1.)

It is also clear that now the use of steam and sail power during a long voyage was under serious discussion. SS *Faith* handled well under sail-and she also did the same under steam power (Liverpool Mail, Saturday 29th January 1854). On her first outward journey, she took twenty-eight days and six hours to complete 4,855 miles giving an average speed of nine and a half knots (Davies, P.N. 1972:43). We had hoped to establish how her hull shape may have changed to accommodate being propeller driven as well as sailed. Sadly, it has not been possible to find a model that shows the lines of SS *Faith*-that search is ongoing.

Fieldwork results

Propeller

One advantage of engineer divers who specialize in transmission was an observation that she was not fitted with a lifting propeller, rather a propeller that could be set vertically for sailing.

This propeller measured 17500mm from the tip of the complete blade to the broken tip of the second blade. The complete blade was measured at 750mm to boss, 560mm diameter at the widest point, shaft circumference 350mm. The blades were observed to look similar to early aeroplane propellers, long and thin, rather than the blades we are more use to seeing in the late 1850s. The second blade had lost approximately two thirds of her length.

Because of the poor visibility the point of entry into the hull could not be defined properly.Figure 6 clearly shows the relationship between the propeller with its very rounded boss, a flange and the stern gland that measured 700mm width. The same stern gland can be seen in Figure 9 as the propeller shaft stretches towards the engine.

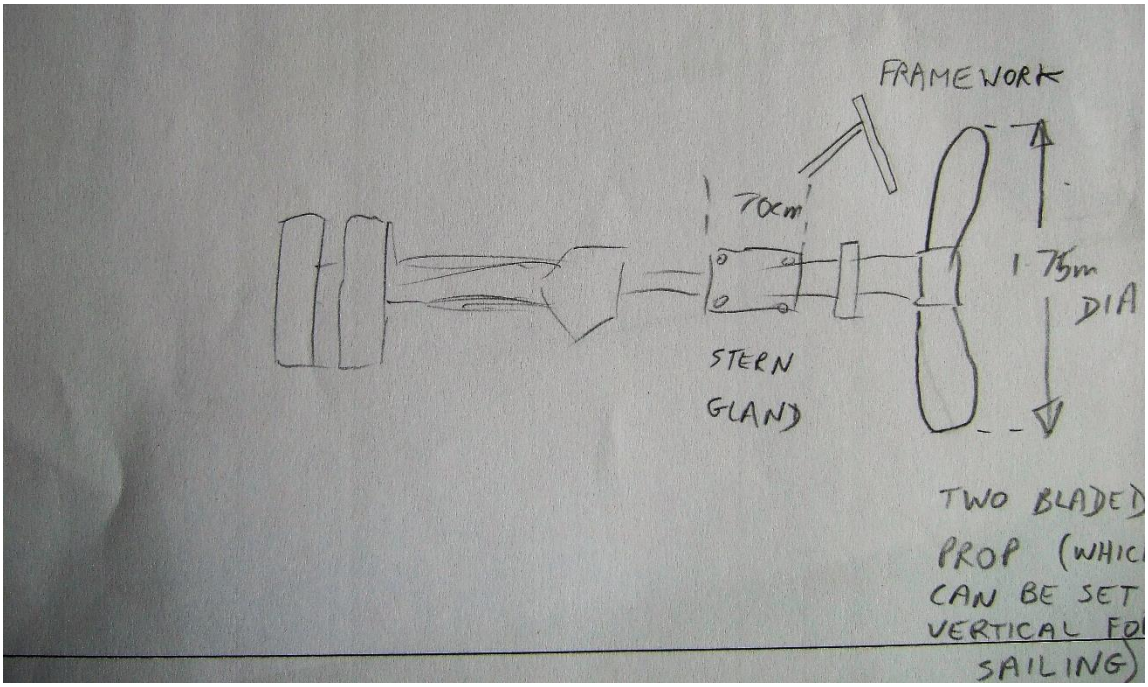


Figure 6. propeller dimensions Andy Williams and Martin Koener 2014

Figure 7. Propeller blades with boss © Dave Robbins 2012. The image shows the generally poor visibility, but the broken propeller blade can be seen to the left of the image.

The blades were probably of cast iron, and this could have been why one shattered if the propeller was still working as the ship hit bottom. We should question how the propeller was immobilized during sailing. The options are by feathering, lifting or fixing vertically.

Rudder Post

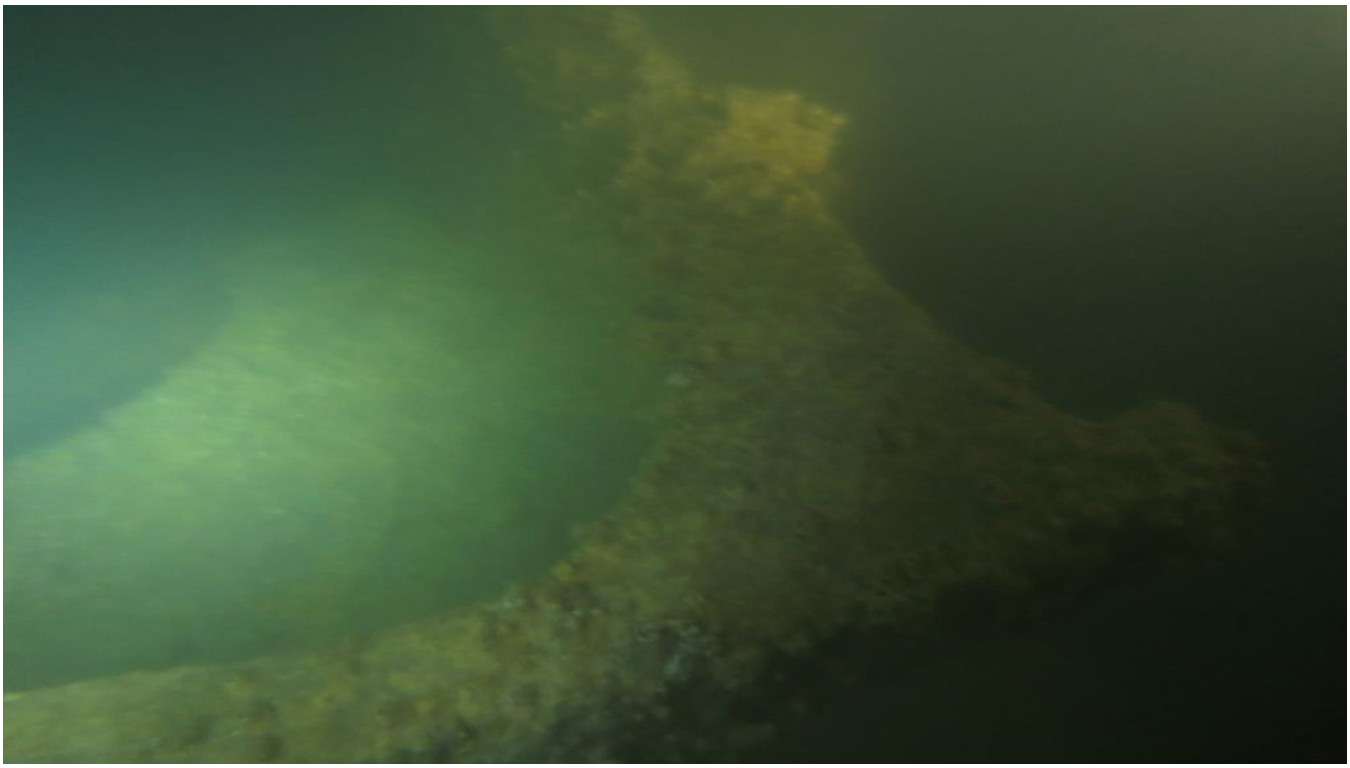
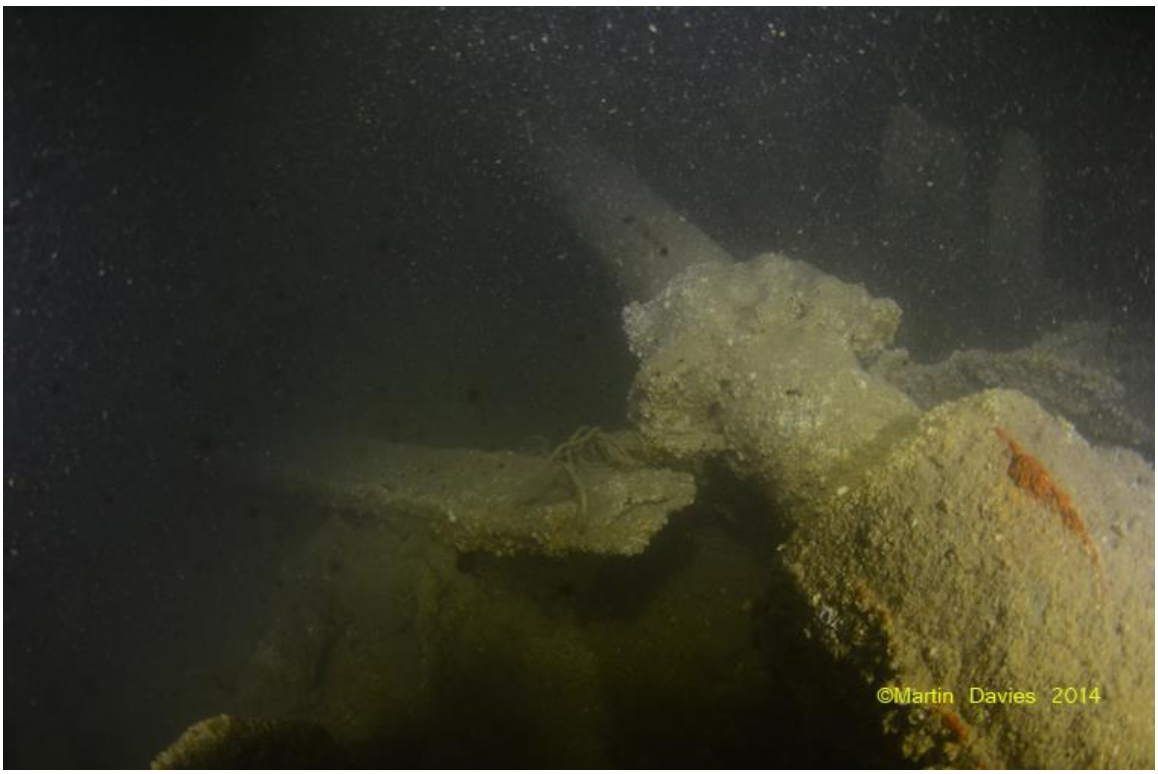


Figure 8. Remains of the rudder post © Dave Robbins 2014

This part of the ship needs revisiting. The external features showing attachment points for the rudder are important, but the curve and space on the internal face, on what I believe to be the stern frame, show how the propeller was to be accommodated. This feature would benefit from re-examination and photographing with a scale. This structure would not appear on a sailing ship.

Figure 9. Pintle from rudder © Dave Robbins 2012

Propeller shaft.



Figures 10 and 11.Propeller shaft showing the shaft, flanges and thrust block and bearings

The length of the propeller shaft was confirmed at 22.84m between the propeller boss and the final thrust block before the engine. The circumference was measured as 350mm.The overall length of machinery from propeller boss to forward edge of the boiler was 29m. As the engine and boilers were mid-ships at this period then the overall length of the wreck conforms to the measurements we have for the *Faith.*

Engine

This should have been non-contentious. SS *Faith* had a two-cylinder simple engine (Laws 1990:27). However, on two separate dives, two different marine engineers suggested that what was there was a single cylinder.

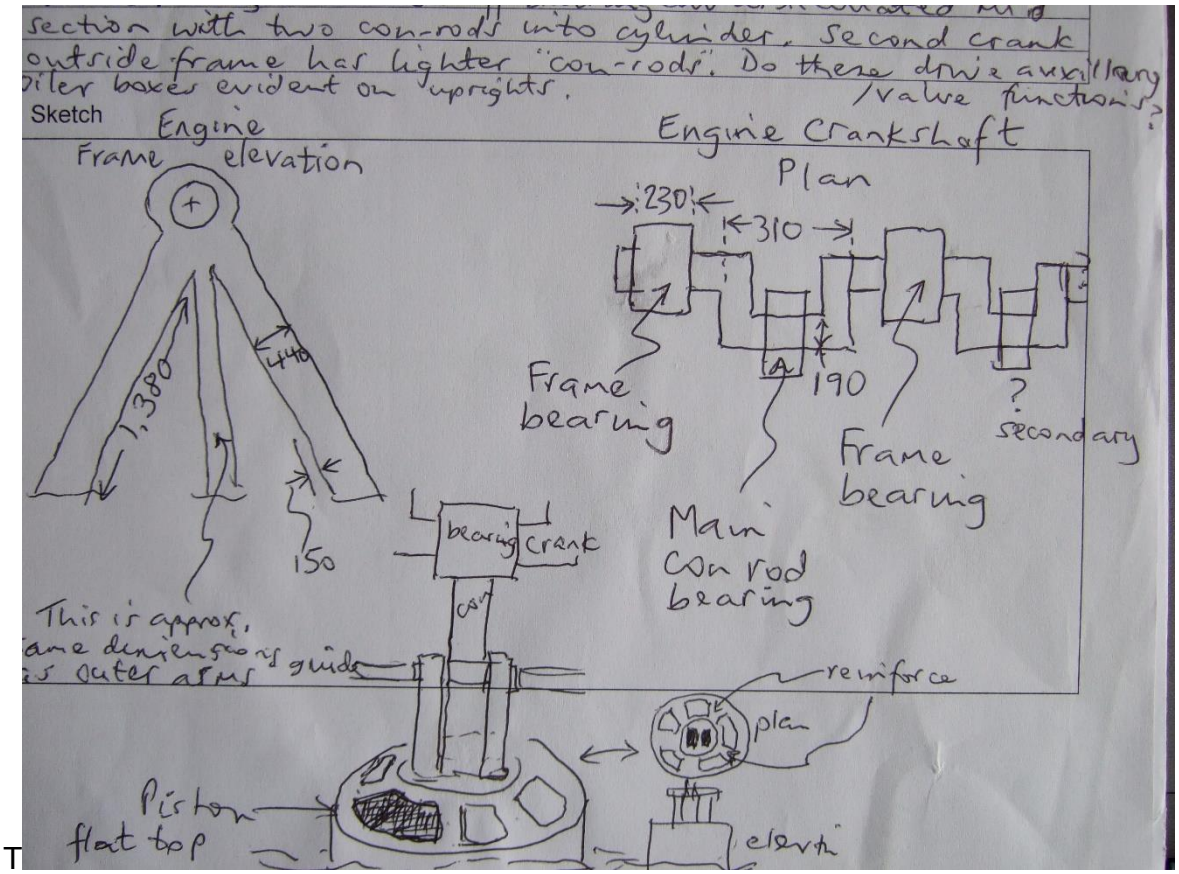


Figure 12. Drawn by Dave Lock and Jon Parlour.

Commentary on log sheet reproduced here:

The frame ends extend into the gravel/sand substrate, so the height of the frame elevation is of limited value. This appears to be a single cylinder between two frame uprights. The top of the cylinder is visible. A single conrod is articulated mid-section with two conrods going into the cylinder. A second crank is outside the frame and has lighter conrods. Do these drive auxiliary machinery? Oiler boxes visible on uprights.

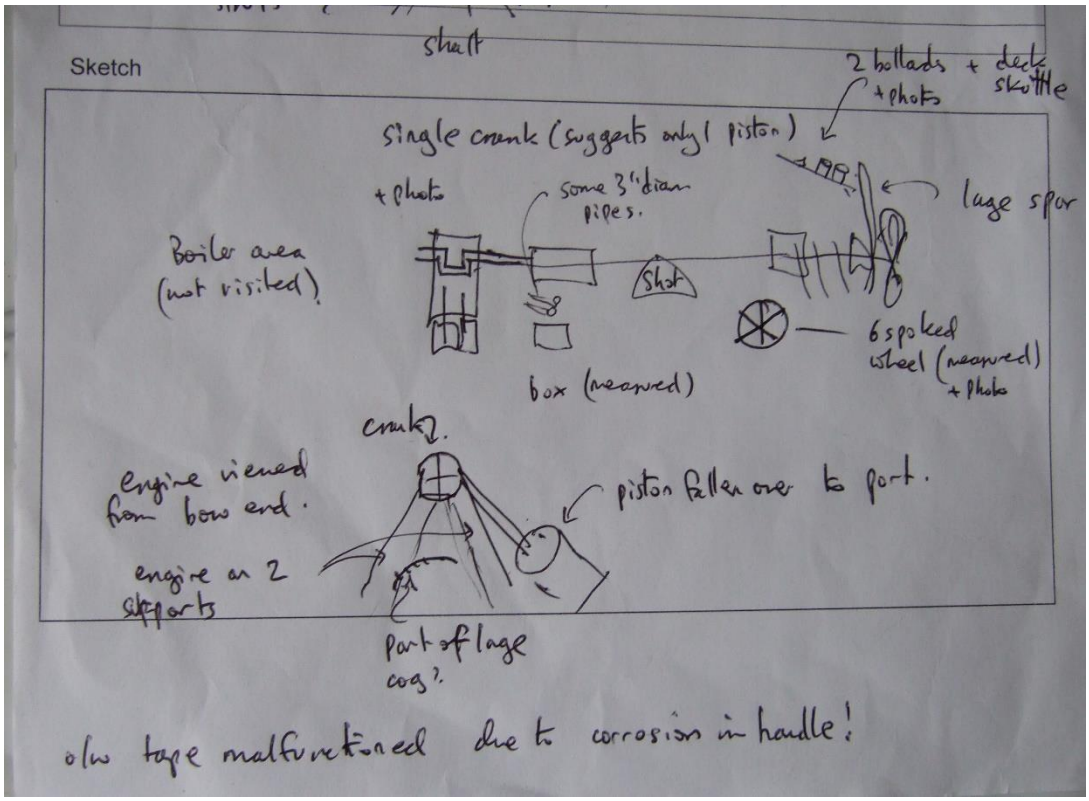
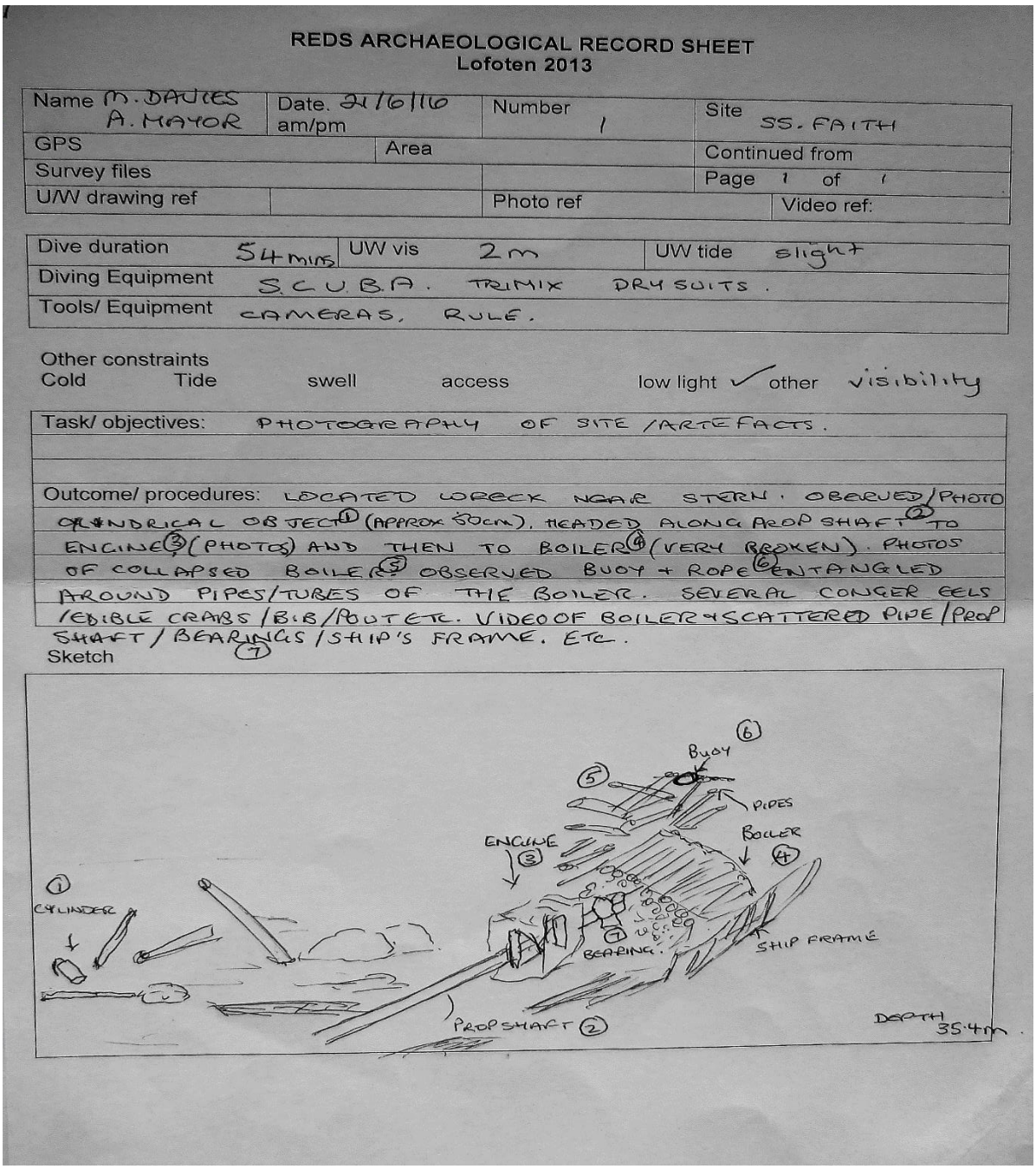


Figure 13. Giles Adams

Interestingly this sketch done on a different dive confirms the view that the engine appears to be a single piston, with a single crank with the engine resting on two supporting legs. Haws (1990:27) is clear that her engines, like those of her sister ship *Hope* are two cylinder simple engines. The low visibility makes seeing the engine in clear view quite difficult. There is also the possibility that part of the engine has collapsed out of view. The other possibility is that Haws recorded what should have been, rather than what was really there. This needs to be resolved. The August 2016 dive was to have concentrated on the engine and the link between the boiler and engine.

Figure14. Oiler and gas cylinder seen near engines. Oiler © Dave Robbins 2014



REDS ARCHAEOLOGICAL RECORD SHEET
Lofoten 2013

Name M. DAVIES A. MAYOR	Date. 21/6/16 am/pm	Number 1	Site SS. FAITH
GPS	Area		Continued from
Survey files			Page 1 of 1
U/W drawing ref		Photo ref	Video ref:

Dive duration	54 mins	UW vis 2m	UW tide slight
Diving Equipment	S.C.U.B.A. TRIMIX DRY SUITS.		
Tools/ Equipment	CAMERAS, RULE.		

Other constraints
Cold Tide swell access low light ✓ other visibility

Task/ objectives: PHOTOGRAPHY OF SITE / ARTEFACTS.

Outcome/ procedures: LOCATED WRECK NEAR STERN. OBERVED / PHOTO CYLINDRICAL OBJECT ① (APPROX 50cm). HEADED ALONG PROP SHAFT ② TO ENGINE ③ (PHOTOS) AND THEN TO BOILER ④ (VERY BROKEN). PHOTOS OF COLLAPSED BOILER ⑤ OBSERVED BUOY + ROPE ⑥ ENTANGLED AROUND PIPES / TUBES OF THE BOILER. SEVERAL CONGER EELS / EDIBLE CRABS / BIB / POUT ETC. VIDEO OF BOILER + SCATTERED PIPE / PROP SHAFT / BEARINGS ⑦ / SHIP'S FRAME. ETC.

Sketch

Figure 15. Dive report from Alison Mayor and Martin Davies showing the relationships of various features.

Boiler

Three separate dives on the boiler showed evidence for the remainder of a box base 3.6m wide. There were eight layers of tubes which were two metres long and each tube was nine mm in diameter. These measurements were consistent over three diving events with three different buddy teams. By the final dive in 2016 it became clear that the tubes' original square profile was changing, as tubes seemed to be falling away from the stack.

It is possible to suggest that she was a box boiler, perhaps even double stacked. A future dive should include careful images based on archaeological convention so that conclusions can be drawn with more confidence.

The dive in 2012 showed the boiler tubes as tidily organized in a rectangle, with lots of life living in it. Aspects of the metal box used to contain it were evident. There appeared to be only one level of tubes, suggesting it was not a two-layered box boiler. By 2014 it was clear that some disturbance had taken place as the tubes were disorganized, and some had fallen off the stack.

Figure 16. Image from 2012 showing boiler tubes in situ © Barry Jarvis 2012.

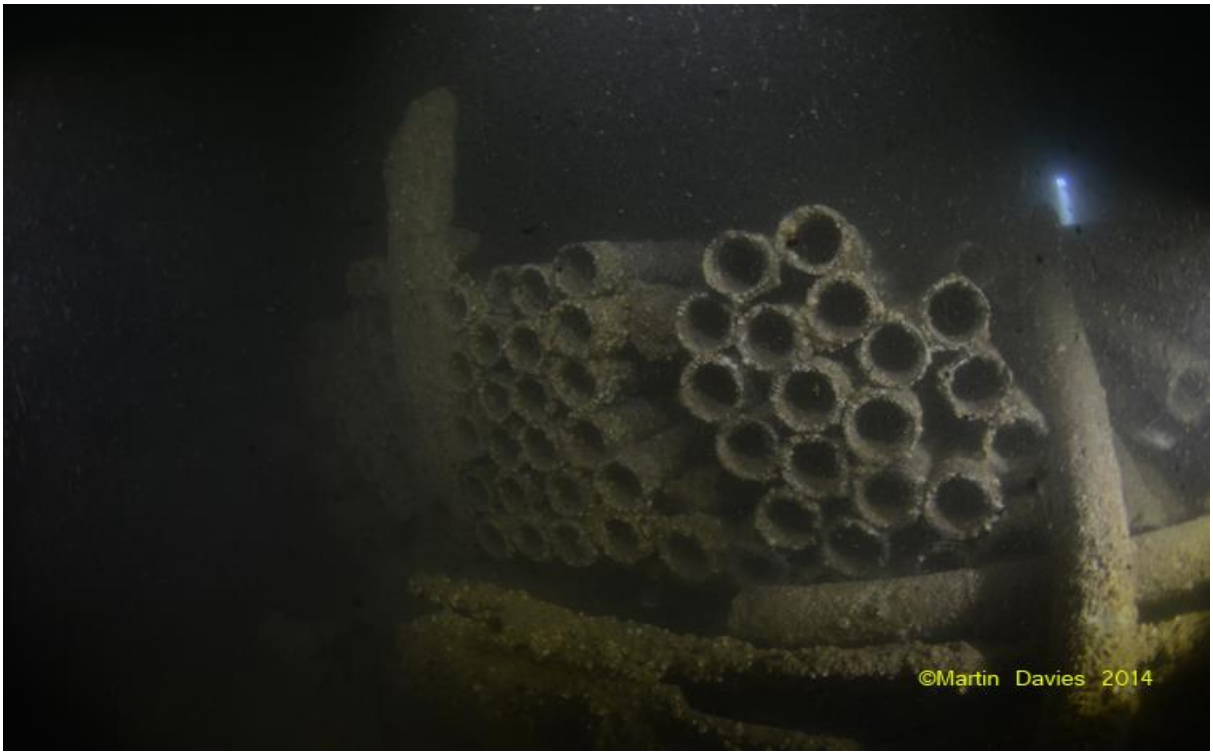


Figure17. Boiler tubes showing evidence of a box-like metal structure

Figure 18. Boiler tubes possibly showing more of the containing iron work and showing the beginning of some structural breakdown.

Hull remains

Figure 19. Part of the hull providing shelter for crabs © Dave Robbins 2012.

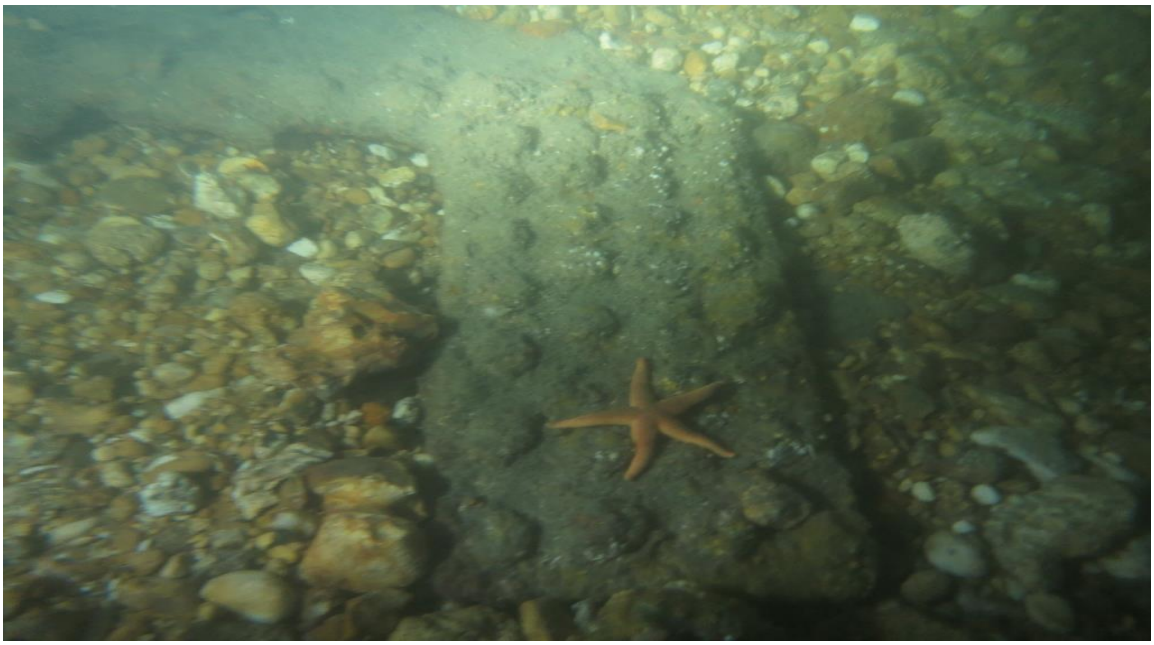


Figure 20. Riveted plate. © Dave Robbins 2012

The remains of the hull are rare. The frames are more evident, and there are some parts of the hull visible as fragmentary plates. Iron has its limitations after 160 plus years underwater.

Cargo

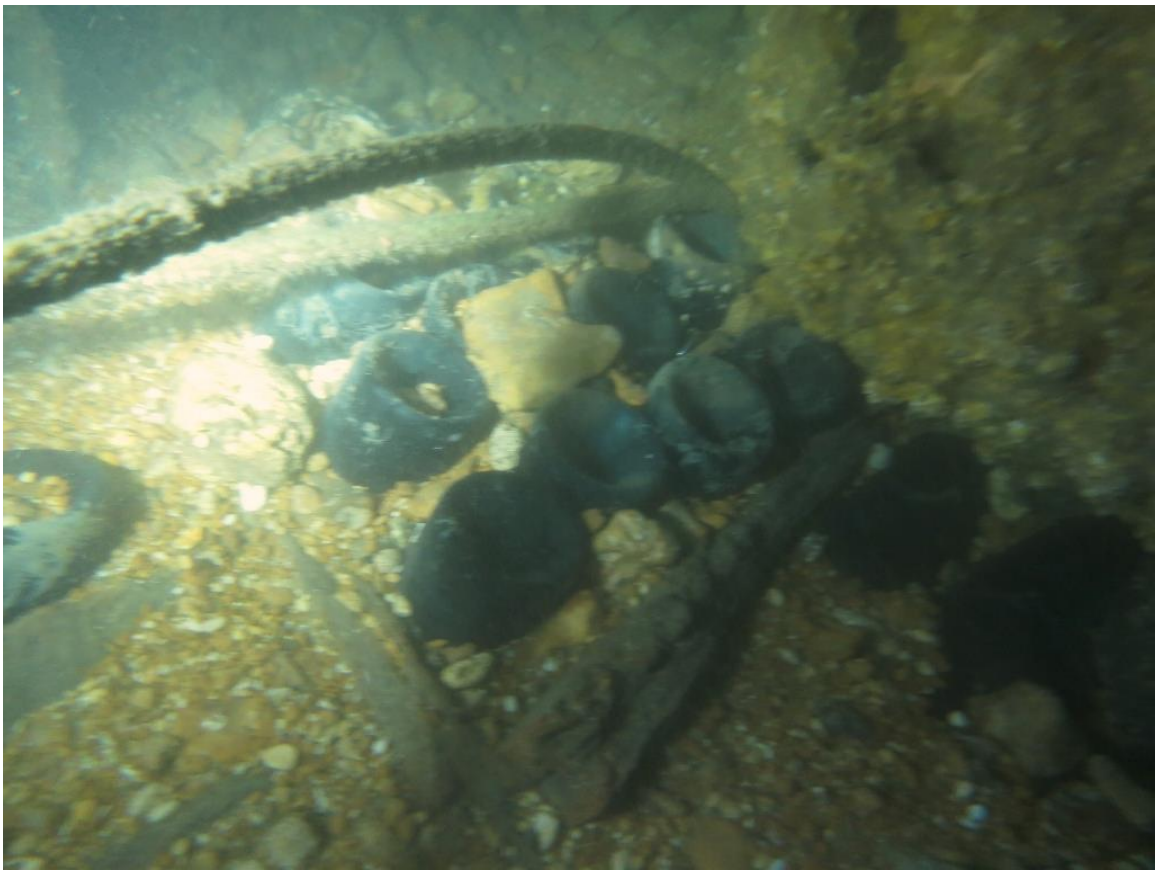


Figure 21. Wine bottles still boxed for export © Dave Robbins 2012

The remains of cargo found on the dives included wine bottles still boxed for transport, bottled fruit, the remains of a well-constructed chest, and various commodities that are not identifiable. All attempts to find a manifest have come to nothing. As soon as she became the property of the Turkish government cargo records were not kept in Britain.

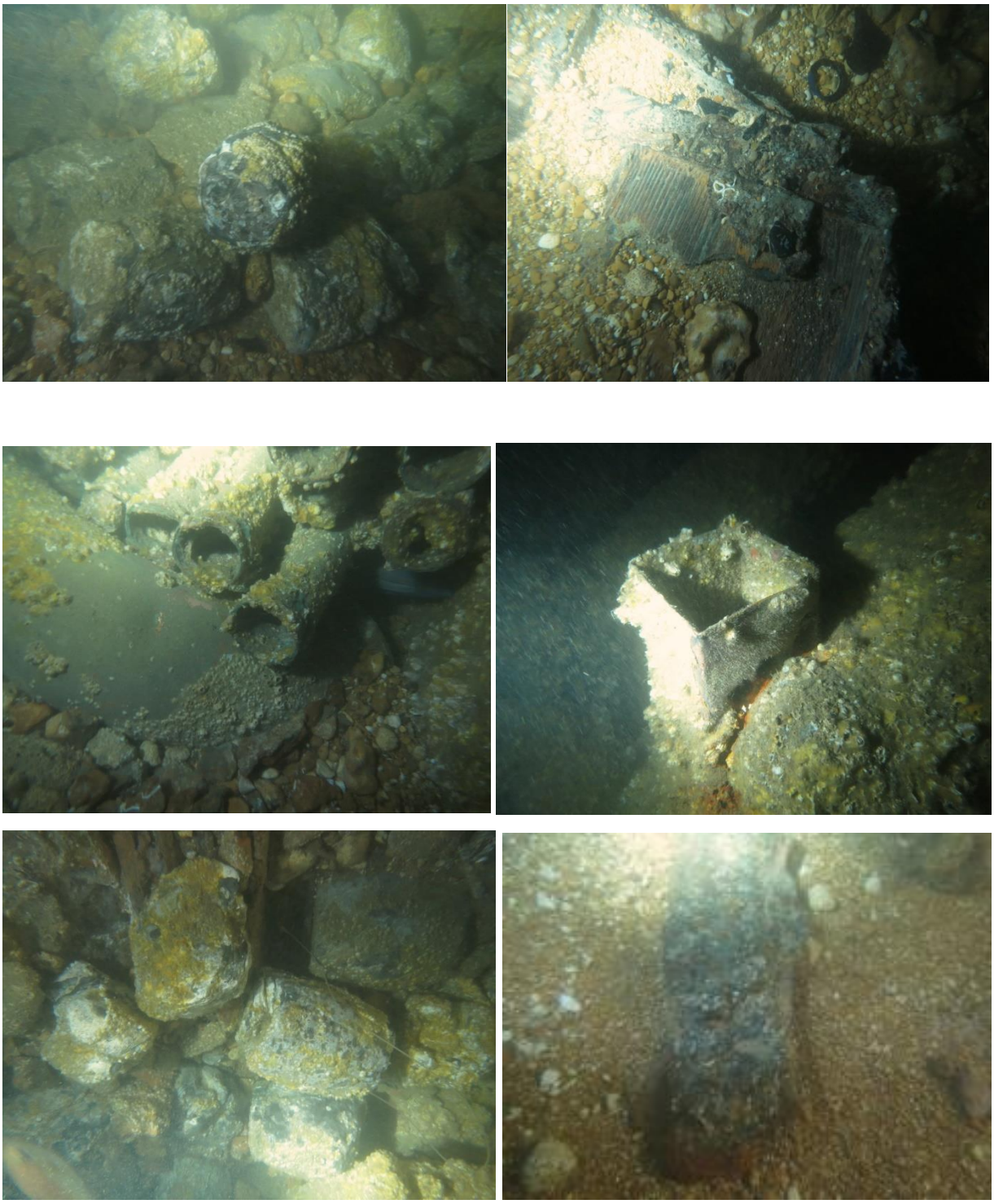
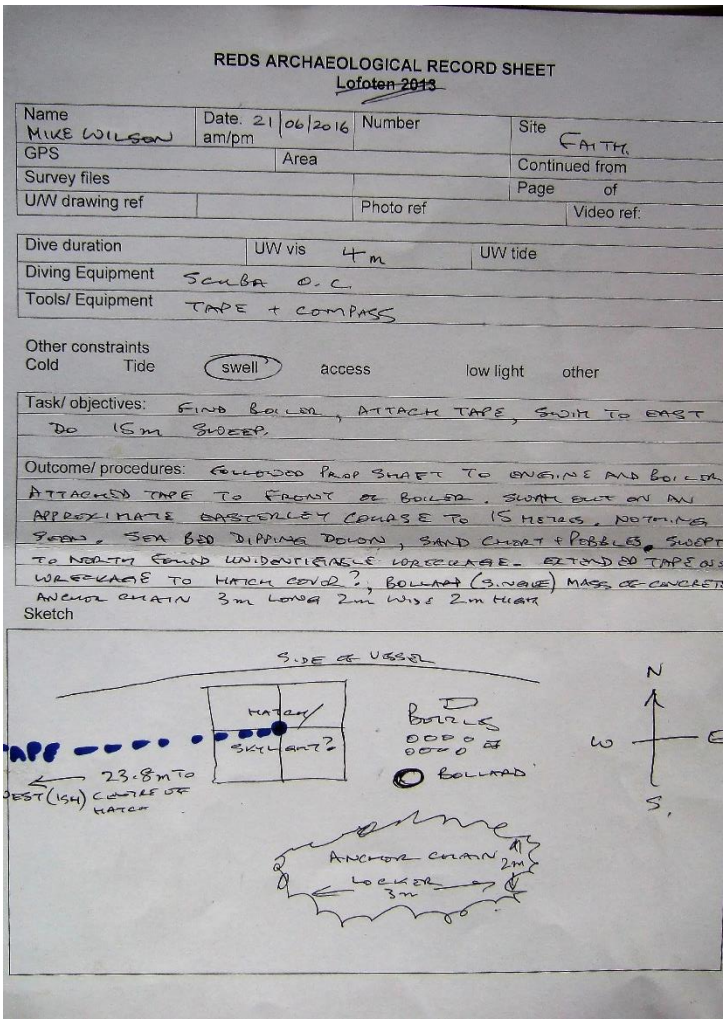


Figure 22. Examples of goods and containers found in the wreck © Dave Robbins 2012.

This material is difficult to identify. Efforts to find a cargo manifest are ongoing.

In 2013 and 2014 we had looked for the bow, but failed to find it. It was buried under shingle. By 2016 we knew that the bow section contained a spare propeller, anchors and anchor chain, a possible capstan, and other material. The divers swam the tape from the engine to the end of the 30m reading and began to sweep. By the end of the dive they had located the outline shape of the hull on the starboard side. More bollards had been found.We also had substantial remains of the anchor chain in a locker, more bottles and the remains of a possible skylight at 23.80m from the forward point of the boiler. The mass of chain was three metres long two metres wide and two metres high. After several dives searching through the poor visibility this was a successful dive.



REDS ARCHAEOLOGICAL RECORD SHEET

~~Lofoten 2013~~

Name MIKE WILSON	Date. 21/06/2016 am/pm	Number	Site FAITH.
GPS	Area		Continued from
Survey files			Page of
U/W drawing ref		Photo ref	Video ref:

Dive duration	UW vis 4m	UW tide
Diving Equipment	SCUBA O.C.	
Tools/ Equipment	TAPE + COMPASS	

Other constraints
Cold Tide swell access low light other

Task/ objectives: FIND BOILER, ATTACH TAPE, SWIM TO EAST DO 15m SWEEP.

Outcome/ procedures: FOLLOWED PROP SHAFT TO ENGINE AND BOILER ATTACHED TAPE TO FRONT OF BOILER. SWAM OUT ON AN APPROXIMATE EASTERLY COURSE TO 15 METRES. NOTHING SEEN. SEA BED DIPPING DOWN, SAND CHART + PEBBLES. SWEPT TO NORTH FOUND UNIDENTIFIABLE LOOKING OBJECT. EXTENDED TAPE OUT WRECKAGE TO HATCH COVER?, BOLLARD (SINGLE) MASS OF CONCRETE ANCHOR CHAIN 3m LONG 2m WIDE 2m HIGH

Sketch

Figure 23. Mike Wilson's dive record sheet detailing finding the bow.

In the 1980s Martin Woodward had taken the bell and two small guns from the seabed and put them into his museum. I went to the Shipwreck Museum at Arreton Down and photographed both guns and bell. Sadly the images were poor. They will be retaken and used in any update to this project.

Project Summary

This project has been challenging in some ways. The poor weather and the inadequate visibility has made diving conditions on the wreck quite dark Two metres visibility at 38 metres is challenging. The results that the team achieved in those conditions were excellent.

We were surprised at some of the things we found. The single piston versus two-cylinder simple engine issue is to be resolved. Now we have found exactly how to get to the bow, and we know that we are searching for the spare propeller as well as an anchor, we have new targets for future dives. We have questions to ask about the propeller boss and the type of gland used to prevent leaks. We also need to resolve the way the propeller was kept out of the way when under sail. We are also hoping to identify more of the cargo.

We have been fortunate that so many people wanted to join the project. The divers who missed out on dives cancelled through bad weather came from all over the Southern half of England. Those who did dive were so generous in sharing their interpretations and expertise.

The history behind the wreck made the news at local level, including local television and the Evening News on more than one occasion. This generated some useful ideas from people who would not normally be involved in something like this.

Dave Wendes has done a huge amount of documentary research around the SS *Faith.* The amount of information he found has made this ship special. We have crew lists, dates and times of her service as a troopship in the Crimean War, we know the crewmen who were insubordinate, and what penalties they suffered.

This project has looked at the existing remains of an important, innovative vessel and has allowed the documentary evidence for her career before sinking to really help my understanding of how a very early screw steamer could go on long voyages when a screw steamer was rare.

This report will be sent to Historic England. We have evidence of the remains of an important early steamship, and we hope to encourage them to protect her under the Protection of Wrecks Act 1973.

Sources:

Gardiner, R.(ed.) 1993, *The Advent of steam: the merchant steamship before 1900* Conway Maritime Press Ltd. London.

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National Archives

BT 98/4226

BT110/312

Appendix 1.

The report of the Screw Steamer Faith's trial trip taken from Gore's Liverpoolgeneral Advertiser 20th January 1853.

The Screw Steamer Faith —Trial Trip-The new schooner, the Second Of the fleet Of the African Mail Company, proceeded on the Admiralty trial trip on Saturday afternoon last. There were on board Captain Birch, mariner overlooker for the company; Mr Waterman, under-surveyor and draughtsman; and Mr Hughes, engineer, both from Somerset-house; Mr John Laird, the builder; Mr Preston, Of the firm Fawcett, Preston and Co. the engineers; Mr Douglas Hebson, and others. The Faith left Birkenhead Dock a little before two o'clock, and proceeded to New Ferry, returning along the Liverpool side. In going down the river, she had a run of a mile with the Britannia and Sylph; she speedily overhauled both. The Faith was Closely followed by the barque Steamer Ocean, and she had an exciting run with the Drogheda steamer Brian Boirholme, both powerful paddle boats. The screw kept the lead until she approached the north-west lightship, when the Brian passed her, the distance run being about eleven miles. The Faith is 206 feet in length, by 30 feet beam; her measurement is about 940 tons; On her trial trip, she carried 550 tons' deadweight as cargo. Her machinery is two 42-inch cylinders, with an aggregate computed force of 110 horse power.

Appendix 2

From: Faith-The African Steamship Company - © Historic Shipping 2011

Summary of her voyages 27th January 1853-23rd December 1855.

'FAITH'

Built by:	John Laird
Yard:	Birkenhead
Yard No.:	89
Launched:	29th January 1853
Tonnage:	894

Length: 204' 9"

Breadth: 30' 0"

Depth: 15' 0"

Machinery: Built by George Forrester & Co., and Fawcett, Preston, & Co, Liverpool. 100hp. 9 knots.

Decks:

Built of: Iron.

Type: Screw Steamship.

Registered: 15th January 1853 in London.

Official No.:

Other info:

History: 27th January 1853. Sailed from London for Plymouth.
29th January 1853. Sailed from Plymouth, Captain James Parsons.
30th January 1853. Broke air pump and cap of larboard engine and put into Falmouth for repairs.
1st February 1853. Weighed anchor and stood out at sea, then sailed for Madeira.
7th February 1853. Arrived at Madeira.
8th February 1853. Arrived at Tenerife.
13th February 1853. Arrived at Goree.
14th February 1853. Arrived at Bathurst.
17th February 1853. Arrived at Sierra Leone.
21st February 1853. Arrived at Liberia.
25th February 1853. Arrived at Cape Coast.
26th February 1853. Arrived at Accra.
27th February 1853. Arrived at Whydam, Badagry and Lagos.
2nd March 1853. Arrived at Fernando Po.
5th March 1853. Sailed from Fernando Po.
6th March 1853. Arrived at Cameroon.
7th March 1853. Arrived at Old Calabar.
9th March 1853. Arrived at Bonny.
11th March 1853. Arrived at Lagos.
12th March 1853. Arrived at Badagry and Whydam.
13th March 1853. Arrived at Accra.
15th March 1853. Arrived at Cape Coast.
18th March 1853. Arrived at Monrovia, Liberia.
23rd March 1853. Arrived at Sierra Leone.
27th March 1853. Arrived at Bathurst.

28th March 1853. Arrived at Goree.
3rd April 1853. Arrived at Tenerife.
5th April 1853. Arrived at Madeira.
13th April 1853. Arrived at Plymouth. She encountered continuous gales and she proved an excellent sea-boat. She had a full cargo of palm oil, ginger, camwwod, pepper, arrowroot, gum, cochineal, wine, ivory, bees wax, and a number of boxes of gold dust. The passengers, of whom there where a considerable number, presented a highly flattering letter of thanks to the Commander in which they express their extreme satisfaction with the arrangements which were made for their comfort, and their thanks for the kindness and liberality displayed towards them, and their appreciation of his talents. They also bore testimony to the good working conditions of the engines and the superior qualities of the ship.
24th May 1853. Sailed from Plymouth, Captain Parson, for the west coast of Africa. She has a full general cargo, and about 20 passengers.
1st June 1853. Sailed from Tenerife.
6th June 1853. Sailed from Goree.
7th June 1853. Sailed from Bathurst.
10th June 1853. Sailed from Sierra Leone.
13th June 1853. Sailed from Liberia.
17th June 1853. Sailed from Cape Coast Castle.
18th June 1853. Sailed from Accra and Arrived and sailed from Lagos.
22nd June 1853. Sailed from Bonny.
23rd June 1853. Sailed from Fernando Po.
26th June 1853. Sailed from Old Calabar.
29th June 1853. Arrived at Lagos. The surf ran so high that the mails could not be landed, and they were placed on board the brig ‘John Bagshaw', lying at anchor off the harbour.
2nd July 1853. The Propeller was unshipped, in consequence of the rottenness of a connecting part of the machinery called the cutter.
3rd July 1853. Sailed from Lagos, then, taken in tow by Her Majesty’s steamer ‘Polyphemus’, which conveyed her to Cape Coast Castle, Liberia, and Sierra Leone, when the propeller was repaired under the inspection of Mr. Williamson, engineer of the ‘Polyphemus’.
6th July 1853. Towed from Cape Coast Castle.
12th July 1853. Towed from Sierra Leone.
27th July 1853. Towed back into Sierra Leone.
31st July 1853. Sailed from Bathurst and arrived and sailed from Goree.
6th August 1853. Sailed from Tenerife.
8th August 1853. Sailed from Madeira.
14th August 1853. Arrived at Plymouth.
23rd August 1853. Sailed from London for Plymouth.

28th August 1853. While travelling from London to Plymouth a gale was uncounted and she was detained at Spithead.
1st September 1853. Sailed from Plymouth, Captain James Parsons, for the west coast of Africa. She has a full general cargo of Manchester good, etc.
3rd September 1853. Spoken to by the 'Forerunner' 80 miles south of Cape Finisterre.
7th September 1853. Sailed from Madeira.
8th September 1853. Sailed from Teneriffe.
13th September 1853. Sailed from Goree.
14th September 1853. Sailed from Gambier.
17th September 1853. Sailed from Sierra Leone.
21st September 1853. Sailed from Monrovia.
24th September 1853. Sailed from Cape Coast.
25th September 1853. Sailed from Accra.
27th September 1853. Sailed from Lagos.
30th September 1853. Sailed from Bonny.
2nd October 1853. Sailed from Fernando Po.
6th October 1853. Sailed from Cameroons.
7th October 1853. Sailed from Old Calabar.
9th October 1853. Sailed from Lagos.
13th October 1853. Sailed from Accra.
15th October 1853. Sailed from Cape Coast.
17th October 1853. Spoke to 'Charity' at Monrovia.
18th October 1853. Sailed from Monrovia.
23rd October 1853. Sailed from Sierra Leone.
25th October 1853. Sailed from Bathurst.
26th October 1853. Sailed from Goree.
1st November 1853. Sailed from Tenerife.
6th November 1853. Arrived at Falmouth, short of coal.
29th December 1853. Arrived and sailed from Madeira.
13th January 1854. Sailed from Liberia, Captain Parsons, outward bound.
24th January 1854. Arrived at Fernando Po, sailed, arrived at Cameroons, and sailed that day.
25th January 1854. Sailed from Calabar.
27th January 1854. Sailed from Bonny.
30th January 1854. Sailed from Lagos.
1st February 1854. Sailed from Accra.
2nd February 1854. Sailed from Cape Coast.
6th February 1854. Sailed from Liberia.
10th February 1854. Sailed from Sierra Leone. The natives had risen against the poll tax.
14th February 1854. Sailed from Bathurst.

15th February 1854. Sailed from Goree.
22nd February 1854. Sailed from Teneriffe.
24th February 1854. Sailed from Madeira.
3rd March 1854. Arrived at Plymouth, Captain James Parsons. She brings eight passengers only, but has a full cargo, consisting of palm oil, bee's-wax, ivory, cochineal, and a small quantity of gold-dust.
24th March 1854. Sailed from Plymouth, Captain James Parsons, for the coast of Africa.
31st March 1854. Sailed from Madeira.
1st April 1854. Sailed from Tenerife.
4th April 1854. Lost her propeller.
6th April 1854. Sailed from Goree.
7th April 1854. Sailed from Bathurst.
17th April 1854. Sailed from Sierra Leone. Had her new propeller fitted. The natives had risen against the poll-tax, pulled down the English flag, and threw it into the fort.
23rd June 1854. Sailed from Sierra Leone for England.
6th July 1854. Sailed from Teneriffe.
8th July 1854. Touched at Madeira.
14th July 1854. Off Cape Finisterre. Delayed for two days in consequence of the bursting of the starboard cylinder-cover, from which time the single engine was worked very efficiently.
21st July 1854. Arrived at Plymouth from the coast of Africa, with a general cargo of 225 puncheons of palm oil, 1,625 bags of ginger, 426 bags of pepper, 8,624 billets of camwood, 60 cases of arrowroot, 6 barrels of wax, 6 elephants' tusks and 300 ounces of gold. Arrangements had been made for landing her cargo and transporting it by rail to London.
23rd July 1854. Arrived in the Thames.
August 1854. Chartered by the Government as a Crimea transport.
26th September 1854. Loading at Deptford for the forces in the Crimea.
7th October 1854. Arrived at Deal, from London, and sailed for the Black Sea.
September 1855. Arrived in England from the Crimea.
November 1855. Sold for £1,960, to the Turkish Government.
18th December 1855. Sailed from London for Constantinople. Captain Young.
21st December 1855. Came to anchor at Lower Hope Reach due to inefficient working of a piston. Repaired. Stayed overnight.
22nd December 1855. Proceeded down the Thames for Constantinople, and passed Dungeness that evening.

23rd December 1855. During a gale, she shipped a vast quantity of water and foundered. All the crew saved, but one. The ship wasn't insured.