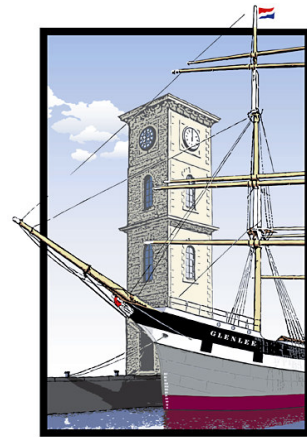


## **Sailing Vessel "Glenlee" (1896)**

**Three masted barque, bald headed rig  
Length 245 feet, beam 37.5 feet, depth 22.5  
feet  
Tonnage 1490 tons, cargo 2600 tons**



The last of only 5 Clydebuilt sailing vessels still afloat in the world available for restoration, the Glenlee launched in December 1896. She represents the final development of the cargo carrying sailing ship after 5,000 years of sail.

The Glenlee was built at the Bay Yard in Port Glasgow (Yard No. 324). She was one of a group of 10 steel sailing vessels built to a standard design for the Glasgow shipping firm of Archibald Sterling & Co. Ltd. All of these ships carried the prefix 'Glen' and were known as the 'Glen Line'. During her long career she circumnavigated the world four times and the fearsome Cape Horn on 15 voyages.

### **History**

- 1896 Launched fully rigged at 10am on 3<sup>rd</sup> December, sailed on her maiden voyage 10 days later to load 'general cargo' for Portland, Oregon, leaving Liverpool at Christmas
- 1898 March - sold to Robert Ferguson & Co. of Dundee. Name changed to 'Islamount' of Islamount Sailing Ship Company Ltd
- 1905 Sold to Richard Thomas & Co of Liverpool and registered as a single-ship company. Flint Castle Ship Co Ltd
- 1918 During First World War taken over by National Shipping Controller and managed by John Stewart & Co Ltd of London
- 1919 October - Last voyage as British merchant vessel, Java to Cette, France with cargo of sugar. Total commercial life: 5,000 days at sea
- 1919 Sold to Societa de Navigazione Stella de Italiano, Genoa, probably for Mediterranean trading
- 1922 Sold to Spanish Government as naval sail training ship, renamed 'Galatea' and based at La Grana naval base, Ferrol (NW Spain). Hull changes included flying bridge, jib boom and twin auxiliary engines plus accommodation for over 300 officers / cadets at a cost of 1m pesetas. Last cruise November 1969

- 1969 Decommissioned and permanently moored as a rigging training ship at Ferrol
- 1980s After dry docking and replating below waterline, towed to Seville for conversion as a naval museum later to be linked to Seville Expo '90, but work never carried out. Sank due to vandalism at her remote quay, later salvaged by Spanish Navy
- 1992 30 June - Sold at auction to Clyde Maritime Trust for 5m pesetas (£40,000)
- 1993 1-9 June. Towed 1,380 miles with three-man voluntary crew to Greenock. Dry docked for survey, hull cleaning, removal of propellers and painting. Towed up Clyde to Yorkhill Quay, Glasgow for restoration which began on 6 July with renaming as 'Glenlee' by Lord Provost and Spanish Consul General. £630,000 pre-restoration programme commences (free porting from Clydeport plc)
- 1996 November - £2.1m restoration begins, funded by National Heritage Lottery Fund, European Regional Development Fund, Glasgow City Council and Glasgow Development Agency
- 1997 March - return from Spain of complete set of masts and yards in 40-foot sections in road/sea containers.  
May - Deck laying begins with 1002sq. m of opepe West African hardwood main deck, traditionally caulked. New deckhouses fabricated to original design
- 1998 July - Stepping of re-welded masts and yards begins under supervision of Jamie White, lead rigger 'Balclutha', San Francisco National Historic Park; assisted by Jim Barry, ex-'Moshulu' (Philadelphia) and 'Lekake' (R. Goings), ex 'Falls of Clyde' (Honolulu) and our own Scottish riggers who were trained to maintain the work in years to come. Four of the five remaining Clydebuilt sailing ships were thus linked in the rigging restoration
- 1999 July - Glenlee towed downriver for participation in Cutty Sark Tall Ship Race Festival, attracting 20,000 visitors  
August - The Tall Ship at Glasgow Harbour visitor attraction opens
- 2001 New exhibition 'The Glenlee Story' installed on the ship
- 2003 The Tall Ship gained museum status  
Heating and lighting upgraded
- 2004 Additional disabled lift installed on ship