

# Wrecks off the Victorian Coast



ROAD TOURING EBOOK

## Basic Glossary



## CONTENTS

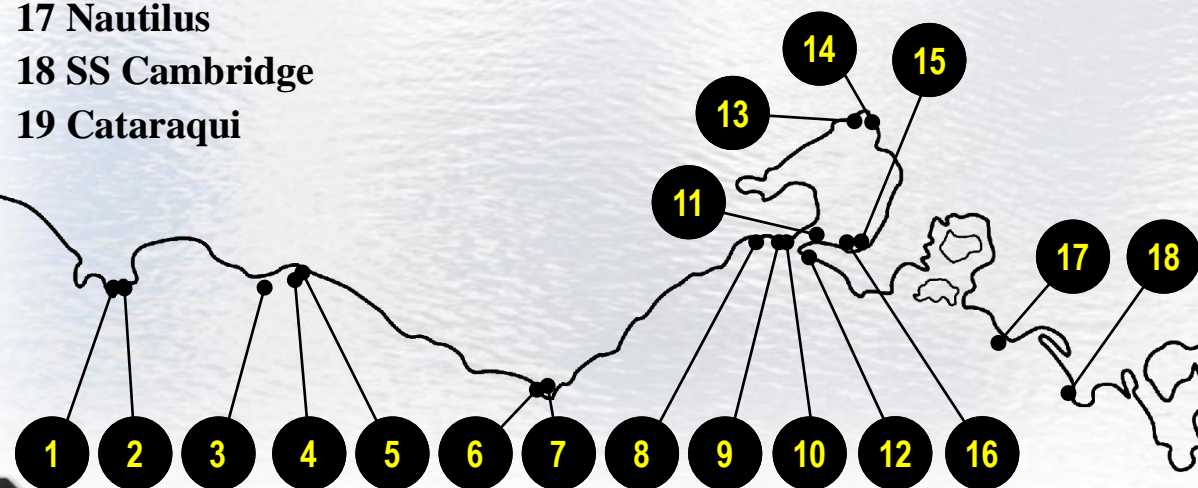
Isabella  
Nestor  
Socrates  
La Bella  
Enterprise  
Loch Ard  
Cessna VH-DSJ  
Inverlochy  
Glaneuse  
HMAS Goorangai  
RMS Australia  
Kakariki  
Hilaria  
Rosebud  
Hurricane  
Artisan  
Nautilus  
SS Cambridge  
Cataraqui



- 1 Isabella
- 2 Nestor
- 3 Socrates
- 4 Le Bella
- 5 Enterprise
- 6 Loch Ard
- 7 Cessna VH-DSJ
- 8 Inverlochy
- 9 Glaneuse
- 10 HMAS Goorangai
- 11 RMS Australia
- 12 Kakariki
- 13 Hilaria
- 14 Rosebud
- 15 Hurricane
- 16 Artisan
- 17 Nautilus
- 18 SS Cambridge
- 19 Cataraqui

**Press  
circles to  
navigate**

**?** APPROXIMATE  
WRECK LOCATIONS



Shipwrecks in  
Port Phillip Bay  
Website

# Australian Shipwrecks

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More than 7000 ships have been wrecked in Australian waters and there are likely hundreds more. The Australian National Shipwreck Database is a searchable public list of wrecks in Australia.







The Florentia, a barque similar in design to the Isabella



<b>NAME</b>	Isabella
<b>TYPE</b>	Three masted barque built in 1826 South Town, Yarmouth / UK
<b>WRECKED</b>	30 March 1837
<b>LOCATION</b>	Cape Nelson
<b>LOST</b>	None
<b>SURVIVORS</b>	All 25 passengers and crew survived

## HISTORY

The *Isabella* was built in 1826 at South Town, Yarmouth in the United Kingdom and was a three masted wooden barque. It arrived at Hobart Town on 11 February 1837 loaded with a cargo of sheep. It sailed to Launceston on 22 February arriving on 8 March 1837 with 800 sheep, seven head of cattle and passengers. It set sail for Adelaide on 21 March with a load of livestock. It was wrecked around 30 March 1837. A newspaper report in the South Australian Gazette dated 3 June 1837 stated 'We regret to state that the barque *Isabella*, Captain Hart, from Van Diemen's Land, to Port Adelaide, has been totally lost off Cape Nelson, crew and passengers saved'.

Captain John Hart was an experienced navigator, however on this eventful day mistook Cape Nelson for Lady Julia Percy Island at the head of Portland Bay. His resulting course correction sent him into the eastern cliffs of Cape Nelson. Longboats were launched after a number of failed attempts and the 25 passengers and crew rowed to safety in Portland Bay.

*Today the shipwreck can be dived on and is significant as the earliest known shipwreck along the Victorian coastline.*



# **Victorian Shipwrecks**

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There are over 640 known shipwrecks along the Victorian Coast. Less than half of these have been located. Shipwrecks are still being found thanks to recreational scuba divers and wreck enthusiasts.



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available



<b>NAME</b>	<b>Nestor</b>
<b>TYPE</b>	Three masted barque built in 1840, UK
<b>WRECKED</b>	27 October 1854
<b>LOCATION</b>	Portland
<b>LOST</b>	None
<b>SURVIVORS</b>	All 166 passengers and the crew survived

## HISTORY

The *Nestor* was a three masted wooden barque built in 1840 at Deptford, Sunderland in the United Kingdom. It arrived at Portland on 16 September 1854 with 166 immigrants and a cargo of railway iron bound for the Indian Madras Railway. On Friday 27 October at around 10 am, an onboard cannon was fired numerous times to signal the vessel was in distress. At this time the vessel was adrift and heading for the beach where it later became stuck just after noon near the jetty by order of the Captain who did not want the ship lost in deep water. The harbour Master attended the barque to find six inches of water was in the hold.

A Maritime Enquiry started the following day and ending on 9 November found that three auger holes drilled through the hull had caused the wrecking. Captain Brown was charged along with two other men (Second Mate Robertson and Carpenter Jolly) with feloniously injuring the barque, however a lack of evidence resulted in the charge later being dropped by a jury.

The hull, cargo and riggings were sold by auction on 25 November 1854 for £1250 to a Portland company formed to purchase her.



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# **Shipwreck and Discovery Coasts**

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The coastline between Cape Otway and Port Fairy is called the Shipwreck Coast.

The coastline between Port Fairy and the South Australian border is called the Discovery Coast.





A merchant barque similar to the Socrates getting underway - Painter Henry Redmore 1882



<b>NAME</b>	<b>Socrates</b>
<b>TYPE</b>	Barque built in 1821, Scarborough, UK
<b>WRECKED</b>	28 August 1843
<b>LOCATION</b>	Port Fairy
<b>LOST</b>	None
<b>SURVIVORS</b>	All passengers and crew survived

## HISTORY

The *Socrates* was a three masted wooden barque built in 1821 at Scarborough in the United Kingdom and registered at Sydney when lost. It was owned by early whaling identities Michael Connolly and John Griffiths who operated the barque from Launceston. Significantly, Connolly was a member of the 'Port Phillip Association' who were behind John Batman being sent across Bass Strait to find a quality area to establish a settlement in Victoria.

During its lifespan, the *Socrates* was used primarily as a whaling vessel, however as the whaling industry declined, vessels such as the *Socrates* were also being used as cargo ships. On its final trip the *Socrates* was carrying its owner and items including timber, hay, flour, bran, potatoes, livestock and general goods. The ship was blown ashore near Port Fairy after a main cable parted and the anchor was lost. The wind was described as a 'gale of wind' and the ocean as 'a most tremendous sea'. It was insured for 1,400 pound and sold for 45 pound after being wrecked.

In 1971 a large number of items were removed from the wreck, including wood, bottles, copper and more.



Port Fairy near the  
site of the wreck of  
the *Socrates*

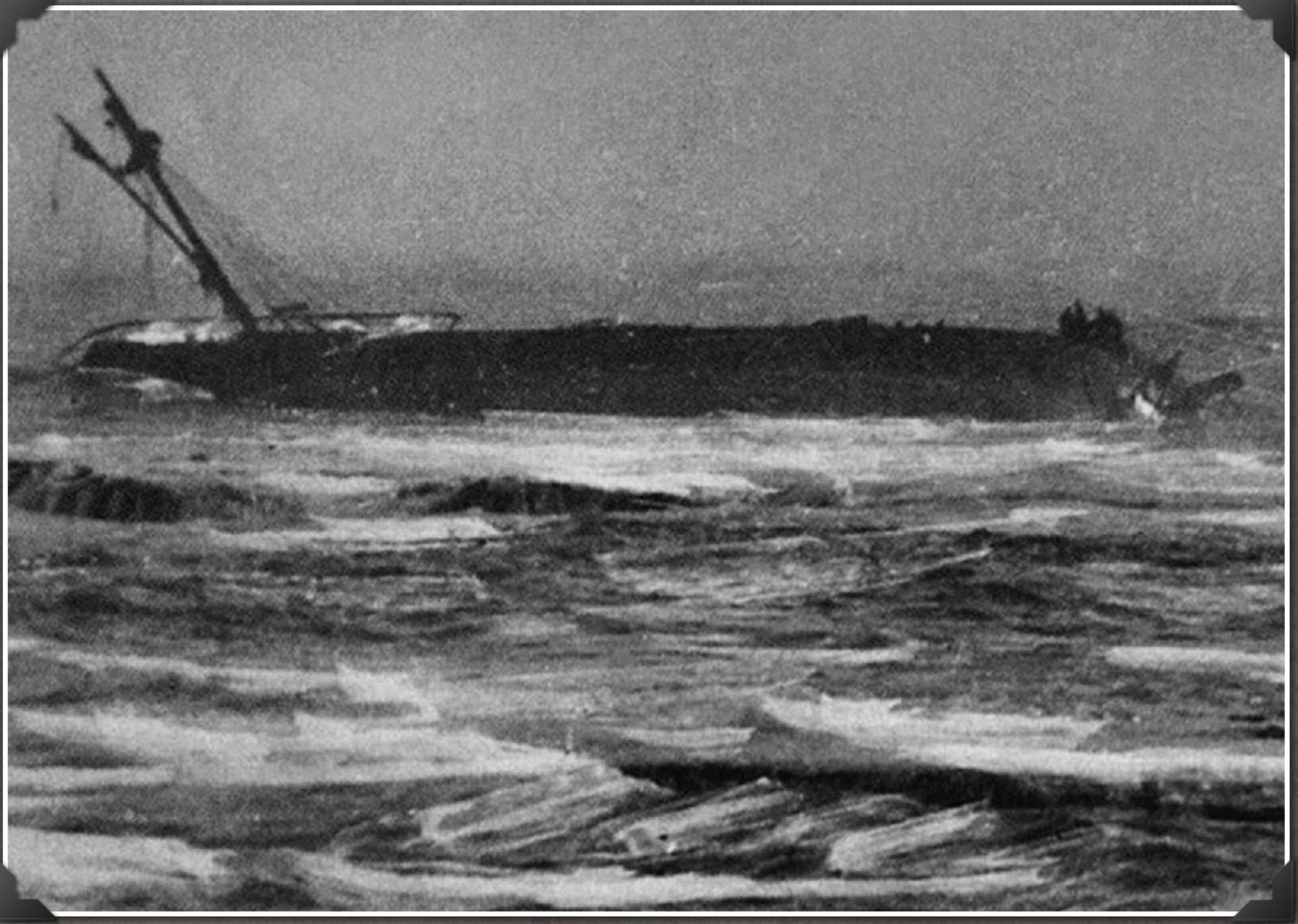




# Port Phillip Bay

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Port Phillip Bay is home to around 60 shipwrecks, four World War I submarine wrecks and the HMAS Canberra, which was scuttled to create an artificial reef. Other unrecorded wrecks also exist.





<b>NAME</b>	La Bella
<b>TYPE</b>	Three masted steel barquentine built in 1883, Norway
<b>WRECKED</b>	10 November 1905
<b>LOCATION</b>	Warrnambool
<b>LOST</b>	Seven
<b>SURVIVORS</b>	Five

## HISTORY

The *La Bella* was a 406 ton sailing ship that had been at sea for 37 days with a load of timber bound for Warrnambool when she ran aground on a submerged reef south of the Lady Bay Channel, during bad weather and a mist. A number of crew were rescued through the efforts of a young local fisherman David Ferrier who took his small fishing dingy to the wreck numerous times. He became recognised as a national hero. The Captain was saved, though died six months later of a heart attack after being found responsible for the wreck but not guilty of manslaughter.

An odd coincidence is reported in the Adelaide Advertiser in relation to the wreck. It reads: 'A somewhat remarkable coincidence has occurred in connection with the wreck of the *La Bella*. A postcard has arrived in Warrnambool addressed to Watson, one of the sailors who perished. It was sent by the deceased's mother. The card is a pictorial one, and bears a representation of a shipwreck, with a lifeboat going to the rescue of the crew. The scene is not unlike that which was actually witnessed last Saturday morning.' (*Adelaide Advertiser*, Saturday 18 November 1905). Captain's statement [here](#).



*La Bella laying on her side.*



# Victorian Shipwreck List

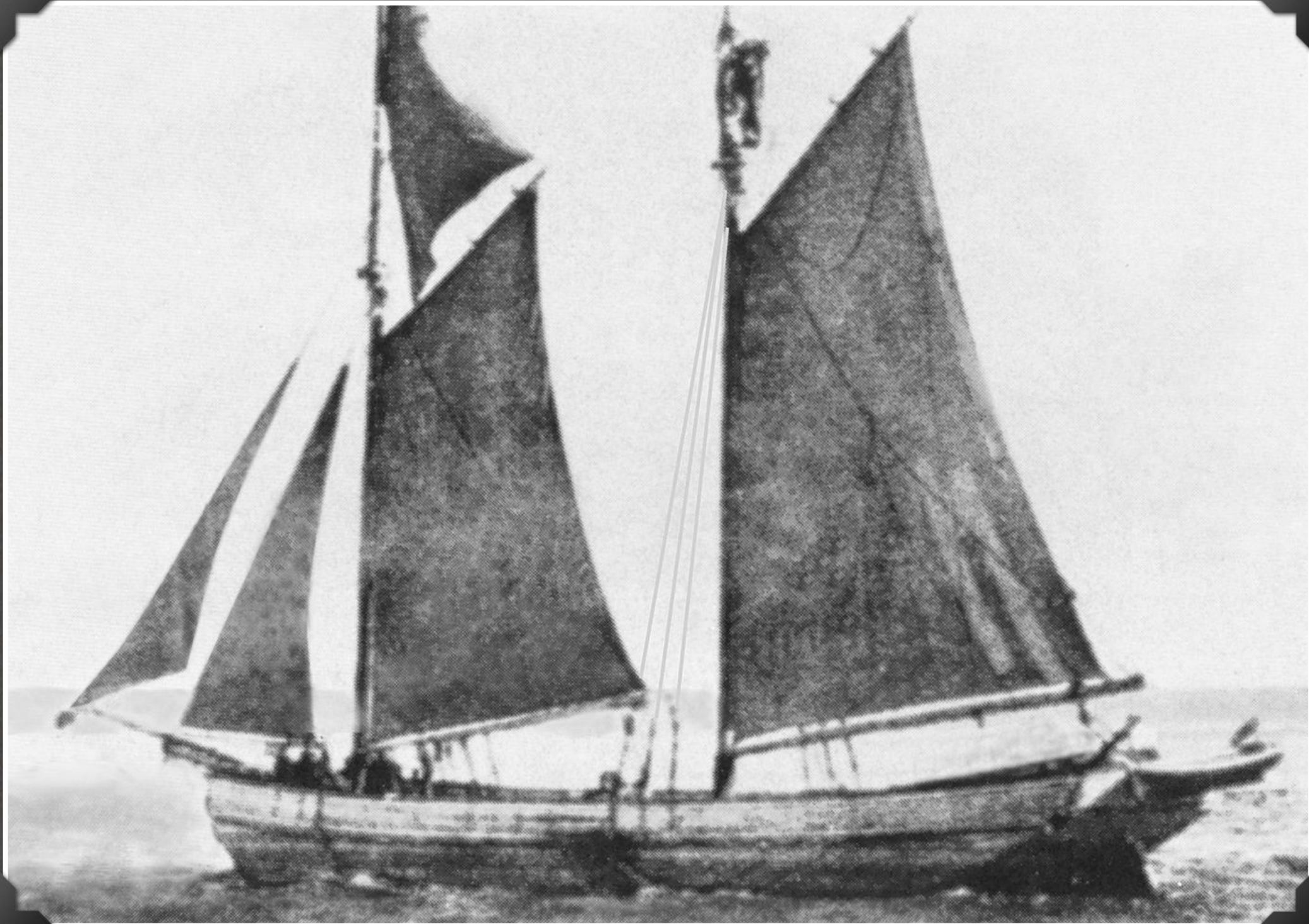
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The Heritage Victoria page below lists many of the known wrecks along this coastline.





A TWO MASTED, SINGLE DECK SCHOONER SIMILAR TO THE ENTERPRISE





<b>NAME</b>	Enterprise
<b>TYPE</b>	Two masted square stern schooner (1847)
<b>WRECKED</b>	14 September 1850
<b>LOCATION</b>	Warrnambool
<b>LOST</b>	None
<b>SURVIVORS</b>	Five

## HISTORY

The *Enterprise* was a two masted Schooner built in Waiheke, New Zealand in 1847 by builder David Hay. She was lost under Captain James Gardiner Caught while carrying potatoes and wheat from Melbourne to Warrnambool. Confusion between this ship and the *Enterprise* owned by early Victorian pioneer John Pascoe Fawkner exists, however they are different ships. The *Enterprise* (sometimes spelt *Enterprize*) arrived at Warrnambool where a strong south easterly gale swept her into Lady Bay. The gale was so strong that she dragged her anchor and was pushed bow first onto the beach where she then turned broadside. A young male Aborigine called Buckawall risked his life and swam with a line to the stricken ship. All five crew made it to the beach safely, but *Enterprise* became a total wreck.

'It is with extreme regret I tell you that the schooner *Enterprize*, Captain Caught, is now lying on the Warrnambool Beach... The sea being so rough that no one would venture to swim to the vessel, with a warp, in order to get the sailors on shore. A noble soul, however, in the person of an aboriginal native, named Buckawall, volunteered, and gallantly swam off with a rope tied to his waist.' (*Geelong Advertiser*, Monday 23 September 1850).



*Two masted, single deck schooner similar to the Enterprise*





# Schooner

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An early two masted sailing ship first used by the Dutch in the 16th Century. They were popular as an English sailing ship in the 18th, 19th and early 20th centuries due to their speed and agility.



Loch Ard in 1873 - Courtesy State Library Victoria



<b>NAME</b>	Loch Ard
<b>TYPE</b>	Three masted clipper built Glasgow, Scotland
<b>WRECKED</b>	1 June 1878
<b>LOCATION</b>	Cape Otway
<b>LOST</b>	36 crew / 18 passengers / 54 total
<b>SURVIVORS</b>	Two survivors

## HISTORY

The *Loch Ard* left Gravesend, England on 2 March 1878 bound for Australia and Port Phillip Bay, Victoria. The clipper was under command of Captain George Gibb. During the evening of 31 May that same year, the crew partied as it was their last night at sea after a three month journey and before arriving at Melbourne City where they could relax and enjoy themselves.

During the night a thick mist blanketed the area and the horizon was obscured. The captain knew land was near, so he stayed on duty throughout the night. When the mist lifted 4 am enough for the Captain to see some distance, he noticed high cliffs nearby. He cried out 'breakers ahead...'.

Only two people survived the wreck (ship's apprentice Tom Pearce and 18 year old passenger Eva Carmichael). Both made it ashore at what is now known as Loch Ard Gorge.

Today the Flagstaff Museum in Warrnambool has excellent displays and information on the wreck.



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# Barque

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An early sailing ship with three or more masts.

Initially the English form 'bark' meant a small nondescript boat, however the definition changed to mean a three or more masted sailing vessel.

By the mid 19th century the word 'bark' took on the French form 'barque'.





<b>NAME</b>	VH-DSJ
<b>TYPE</b>	Cessna 182L light aircraft
<b>WRECKED</b>	Disappeared 24 October 1978
<b>LOCATION</b>	12 minutes flying time off Cape Otway
<b>LOST</b>	Pilot
<b>SURVIVORS</b>	N/A

### HISTORY

Twenty year old Frederick Valentich was the pilot of a Cessna 182L light plane during a 125 mile training flight when he disappeared over Bass Strait off the coast near Cape Otway. An extensive search of the land and sea found no trace of the plane.

Frederick changed direction at Cape Otway and headed out to sea. After flying for 12 minutes in a southerly direction at 7:12 pm, he spoke briefly with Melbourne Air Traffic Control before unexpectedly being cut off. During radio transmission he stated how a strange large silver object was hovering over him and how he thought it was not an aircraft. His last radio transmission was interrupted by a sound described as being a metallic scraping sound.

There were later reports of UFO sightings in Australia on the night of the disappearance. Frederick had only 150 hours of flying time and it was speculated that he was disorientated and flying upside down. It is also thought that the lights he saw were his own lights reflecting in the water or lights from a nearby island.

Interestingly, Frederick was a strong believer in UFOs. His disappearance remains a mystery to this day.





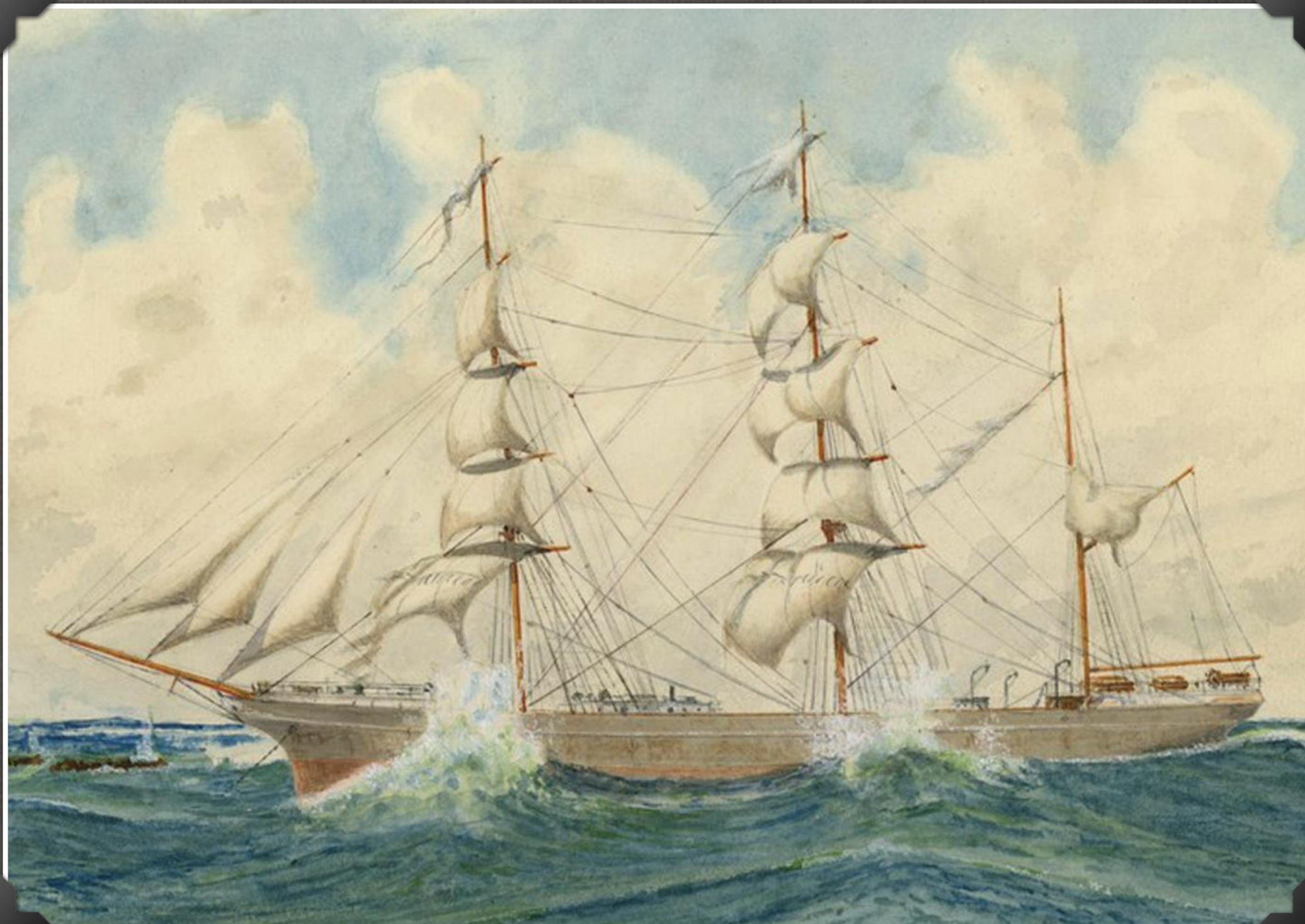
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# Clipper

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Early three masted narrow sailing ships known for their speed. They were limited in the cargo they could carry, however were extremely useful when speed was important. In 1869 the clipper Hurricane was one of the few ships able to travel from London to Australia in under 100 days.





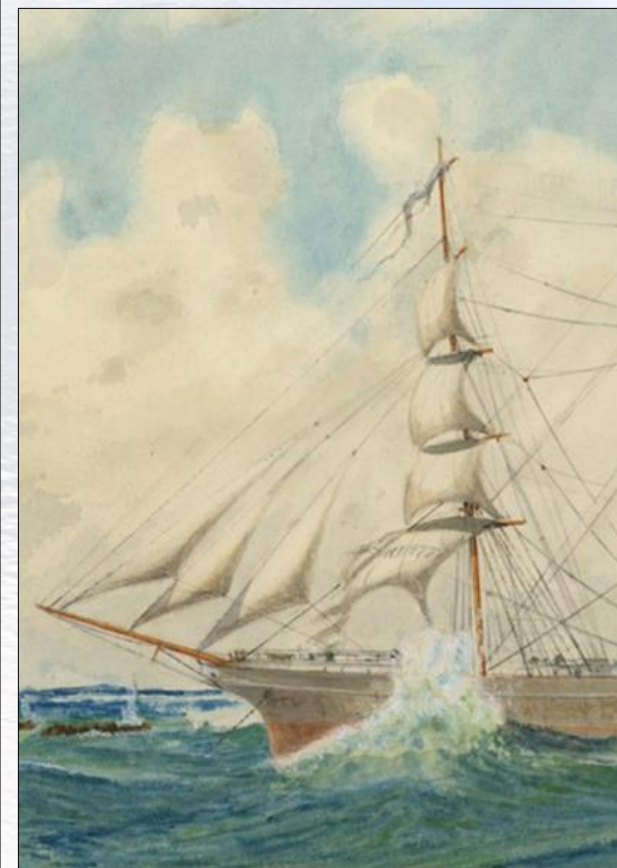


<b>NAME</b>	<b>Inverlochy</b>
<b>TYPE</b>	Three masted iron hulled Barque
<b>WRECKED</b>	18 December 1902
<b>LOCATION</b>	Anglesea
<b>LOST</b>	None
<b>SURVIVORS</b>	All 21 crew and one passenger survived

## HISTORY

The *Inverlochy* was a 1471 tonne Scottish three masted steel hulled barque, built at Port Glasgow by Messrs. G. Milne and Co of Aberdeen in 1895. She was a relatively new vessel when she met with disaster off Anglesea carrying a general cargo from Liverpool and bound for Melbourne. On 18 December 1902, the *Inverlochy* was under full sail and had passed Cape Otway on the way to Melbourne when she hit a reef. The Captain was an experienced captain and had been at his post on the bridge for a third straight night. Prior to the mishap, he had been confident of his position, however he had been unaware that the barque was being pushed off course by the south-westerly wind and currents when she ran aground on rocks around 11 pm. It was estimated by the ship's mate that their position was off Eagles Nest at Split Point and she was actually wedged between rocks near Anglesea. A longboat and a lifeboat were dropped, however instead of sailing directly to land just 400 metres, they rowed north east in poor conditions, landing around 7 am near Breamlea. All passengers and crew survived.

Today the hull is a recognised dive site, the ship's logbook can be viewed at the Anglesea & District Historical Society and the ship's bell remains in private ownership.





# Rocket Rescue

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Henry Trengrouse (1778-1854) was the inventor of the 'Rocket' life saving apparatus in 1808. The apparatus could fire a line to or from ships that were in trouble and allow for ship to shore transfers of people and cargo.









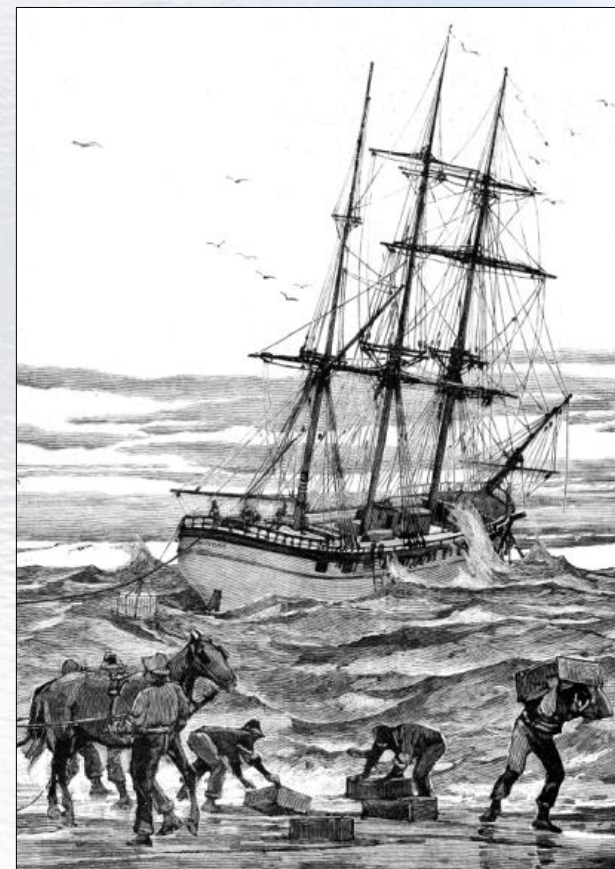
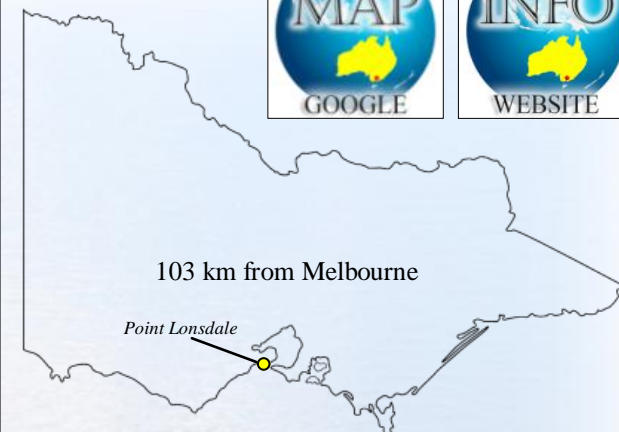
<b>NAME</b>	<b>Glaneuse</b>
<b>TYPE</b>	Three masted iron hulled Barque
<b>WRECKED</b>	2 October 1886
<b>LOCATION</b>	Point Lonsdale
<b>LOST</b>	None
<b>SURVIVORS</b>	All 14 crew survived

## HISTORY

The *Glaneuse* was a 482 ton three masted iron hulled barque built at La Seyne, France in 1870. She was operating under the command of Captain Gorcewith with 14 crew when she neared Port Phillip heads on her way to Melbourne. Conditions were calm when she arrived at the heads Friday evening. She signalled for a Pilot, however was unsuccessful in obtaining one due to miscommunication.

While waiting, the Captain sailed the ship between Point Lonsdale and Barwon Heads in the dark, accidentally running the ship onto rocks near Point Lonsdale. The anchor was dropped, however the ship drifted stern first further onto the reef. The entire crew were rescued during daylight hours and the cargo slowly removed to shore - under the watch of the police - to prevent cargo being stolen. A board of enquiry made a number of recommendations regarding the pilot service, including the purchase of a third pilot vessel. The reef was later named Glaneuse Reef.

It was suggested that the wreckage may have been the cause of the wreck of the *SS Cheviot* in 1887 when her propellers were lost to a submerged wreckage. Cheviot Beach, the site of the *SS Cheviot* wreck, was later the spot where the Australian Prime Minister Harold Holt mysteriously disappeared.





# Convict Transportation

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From 1788 to 1886 around 158,830 convicts were transported to the Australian Colonies from England and Ireland. Of these, around 134,000 were males and around 24,000 were females. They were transported in 477 ships, many of which made more than one journey.





**NAME** HMAS Goorangai

**TYPE** Minesweeper

**WRECKED** 20 November 1940

**LOCATION** Queenscliff

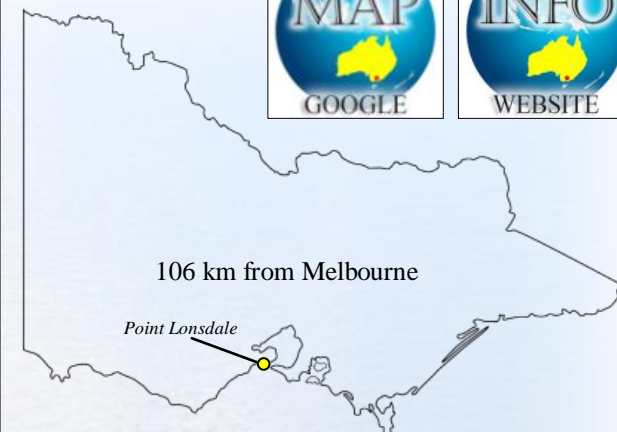
**LOST** All 24 crew lost (three officers and 20 sailors)

**SURVIVORS** None

## HISTORY

The *Goorangai* was built in 1919 at the Newcastle Dockyards for the NSW Government and sold to Cam & Sons in 1926 who refitted her as a fishing trawler. She was requisitioned at the start of WWII by the R.A.N. and refitted as a minesweeper. She was lost with all hands on 20 November 1940 when the passenger liner *MV Duntroon* rammed her at the entrance to the South Channel in Port Phillip Bay. The *Duntroon* was over 20 times her size and easily steamed over the *Goorangai* - which was crossing the Channel between Queenscliff and Sorrento. She was cut in half (just forward of her funnel) and sunk within minutes. After the collision, the *Duntroon* (carrying troops bound for Sydney) was not able to stop due to strictly enforced wartime security measures. She did drop lifeboats, fire rockets and sound her horn three times to make authorities at Queenscliff aware. She made history as the first R.A.N. vessel lost during WWII.

The wreck (in 15 metres of water) was broken up with explosives in 1941 to make it safe as its mast tips were visible. The site is now a popular recreational diver attraction. Incredibly, the *Duntroon* is also remembered for running over the Destroyer *USS Perkins*, and splitting her in half, on the morning of 29 November 1943.



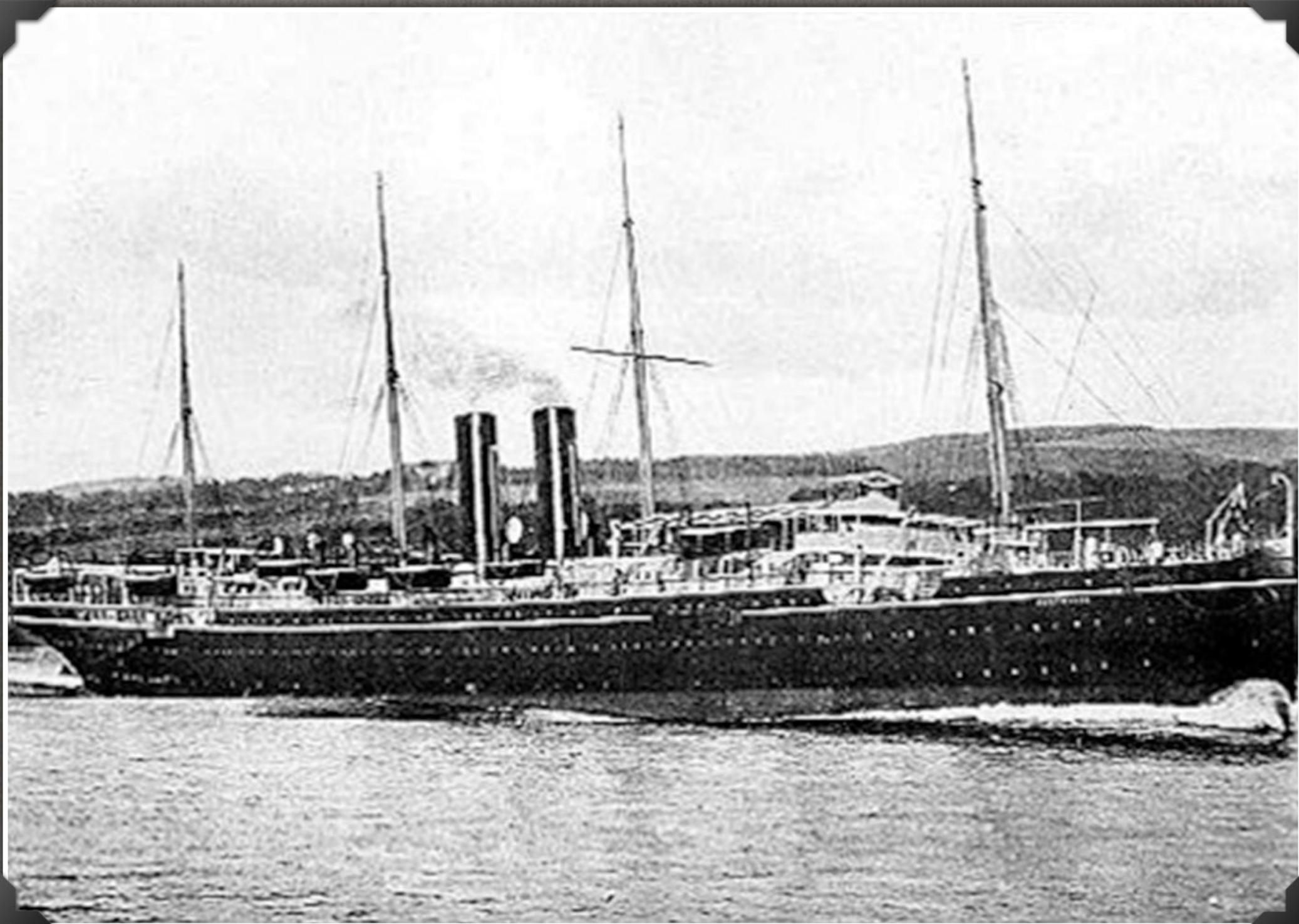


# Convict Deaths

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While most convict ships were successful in reaching the Australia Colonies, more than 2900 convicts died at sea.







<b>NAME</b>	<b>R.M.S. Australia</b>
<b>TYPE</b>	Four masted iron steamship
<b>WRECKED</b>	20 June 1904
<b>LOCATION</b>	Entrance to Port Phillip Bay
<b>LOST</b>	None
<b>SURVIVORS</b>	All 48 passengers and 224 crew members

## HISTORY

The *Australia* was a Steamship built in 1882 in Greenock, Scotland for the P&O Steam Navigation Company, Australia. When built, it was considered one of the most luxurious ships of its kind on the high seas. She had an impressive top speed, holding the speed record from England to Australia for a short time. On 20 June 1904 the *Australia* ran aground on Corsair Rock at 1.50 am near the exit of Port Phillip Bay en route to Sydney. The rock gouged a five metre tear in the keel leaving the ship floundering precariously on rocks. It was decided that the damage was too great and the ship was left to break apart. Over a period of five weeks, Australia's most experienced hard hat diver (George Beckett) led a team of divers who removed much of the cargo from her hold. When the weather turned it was decided to auction off the ship and its remaining cargo.

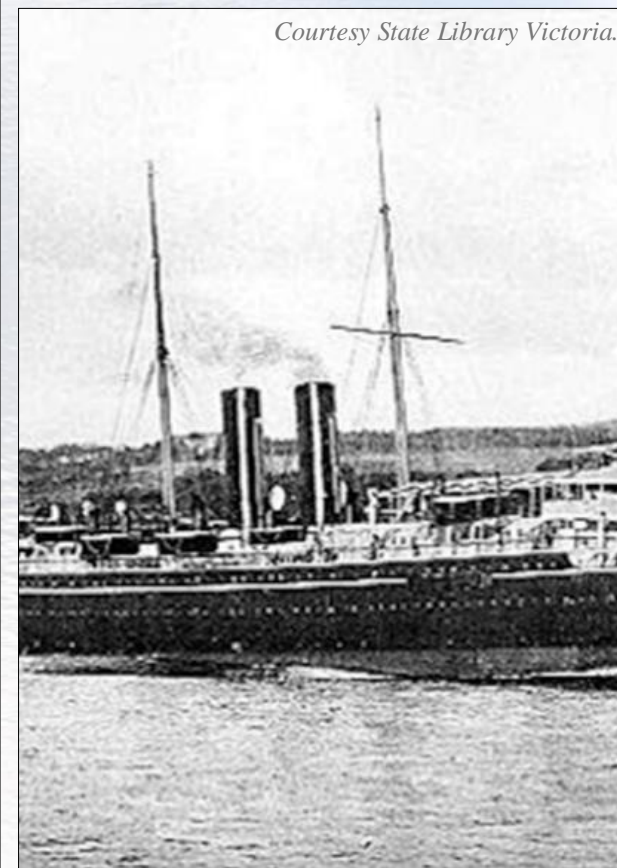
The ship and remaining cargo was purchased by merchant J.G. Aikman, who later served as Lord Mayor of Melbourne in 1919. He paid just £410 for the cargo, which he sold for a considerable profit.

The bow eventually broke off and fire gutted the hull on 15 July.

Today little is left of the ship.



*Courtesy State Library Victoria.*





# Coastal Lights

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Early fires, beacons, lighthouses, lightships and buoys were established in response to constant shipwrecks in Australian waters.





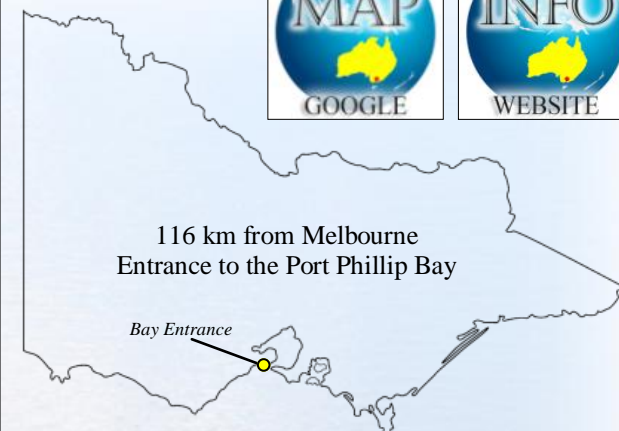


<b>NAME</b>	<b>Kakariki</b>
<b>TYPE</b>	Steel cargo ship
<b>WRECKED</b>	29 January 1937
<b>LOCATION</b>	Off Williamstown (near Gellibrand Light)
<b>LOST</b>	5 crew
<b>SURVIVORS</b>	19 crew

## HISTORY

The *SS Kakariki* was a steel hulled ship with one steel deck, three bulkheads and propelled by steam screw (SS). She was built by Cochrane & Son in 1926 in Selby England, registered in Sydney Australia and used primarily as a cargo ship for transporting timber and ore in Australian waters. When sunk off Williamstown, she was owned by the Union SS Co. of NZ Ltd. and was under the control of Captain T. White. On 29 January 1937 while sailing for Yarraville in the main channel, she collided with the *Caradale* near the Point Gellibrand Light and sunk within three minutes, with the loss of five of her 24 crew. The collision left a 28 foot long gash in the *Kakariki* and she was initially blamed for the incident by the Maritime Court, however the High Court later found against the *Caradale* (26 July 1937).

The funnel and masts of the *Kakariki* initially extended above the water line and it took several years for it to be cleared from the channel. Trevor Hibbert, who grew up at 10 Beaconfield Parade in Port Melbourne, recalls how he could see the masts of the *Kakariki* above the waterline from the front door of his home, when looking south west past the former Southport Life Saving Club. The wreckage was finally cleared in 1945 and moved to deeper water.



*Courtesy State Library Victoria.*



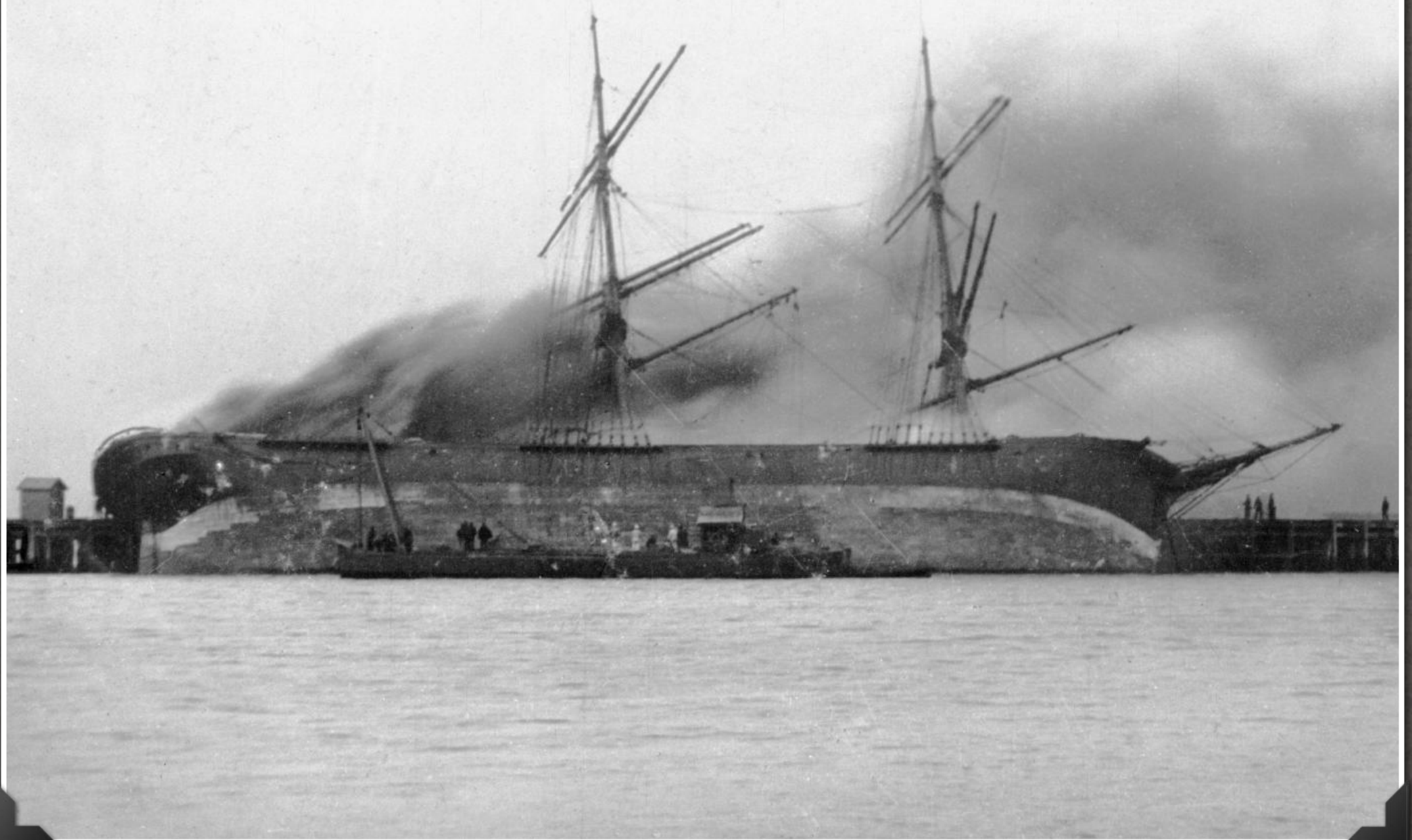
# Victorian Shipwrecks

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There are over 770 known shipwrecks along the Victorian Coast and most have never been located.







<b>NAME</b>	<b>Hilaria</b>
<b>TYPE</b>	Two masted wooden full rigged ship
<b>WRECKED</b>	9 July 1895
<b>LOCATION</b>	Town Pier, Port Melbourne
<b>LOST</b>	Detective Superintendant Christopher Gee
<b>SURVIVORS</b>	Captain Charles A. Allen, his wife and child and three crew

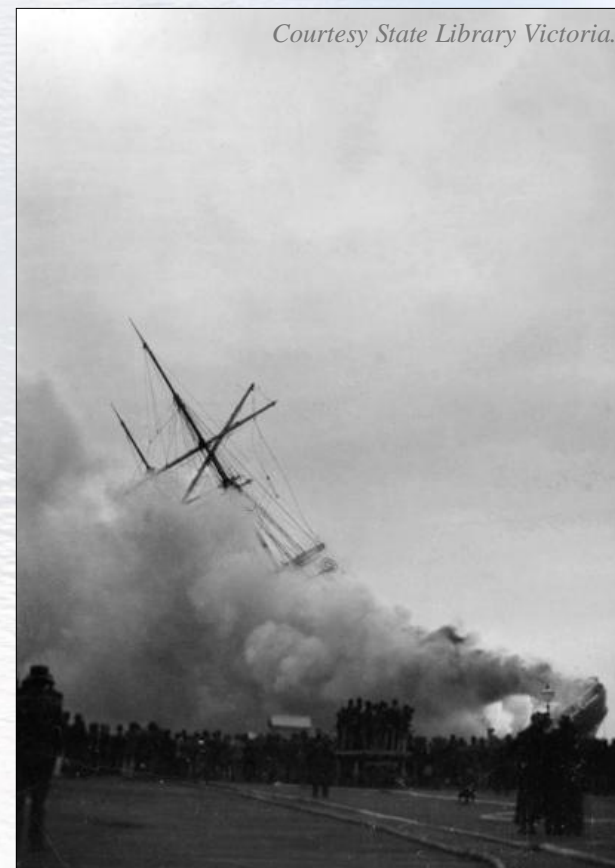
**HISTORY**

After a trip from New York with a cargo of 38,850 cases of kerosene and general cargo, the *Hilaria* caught fire while moored at Town Pier, Port Melbourne. The fire brigade attended quickly and extinguished the fire. Two nights later a second fire broke out and Police Superintendant Christopher Gee lost his life when he stepped backwards, tripped on a chain and fell 26 feet through the forward hatch into the dark hold below. The ship was consumed with fire before it could be towed away from the pier to protect it. Attempts were made by the *HMCV Nelson* to scuttle the ship with a 12 lb breech-loading field gun, but this was unsuccessful. Explosives were then successfully used to sink the ship. A Colonial Inquiry found both fires had been deliberately lit and a second mate and watchman were remanded for trial. Charges were later abandoned due to lack of evidence. The ship valued at £8,000 was uninsured and resulted in great loss to the owner and his family. The fire was the third kerosene ship fire at Melbourne in 13 months and resulted in calls for floating fire engines.

It was later reported that *Hilaria's* hull was towed to the banks of the Maribyrnong River at Footscray and fitted out as a swim bathing ship. None of the ship remains today.



*Courtesy State Library Victoria.*





# Rediscovered

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Shipwrecks are still being found around Australia thanks to recreational scuba divers and wreck enthusiasts. The Federal Government's Australian National Shipwreck Database gives us a greater insight into our coastal wrecks.



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<b>NAME</b>	<b>Rosebud</b>
<b>TYPE</b>	Single decked wooden Schooner
<b>WRECKED</b>	2 June 1855
<b>LOCATION</b>	Rosebud
<b>LOST</b>	None
<b>SURVIVORS</b>	All crew survived

## HISTORY

The *Rosebud* was a schooner built in 1841 built by Henry Barrick at Yorkshire, England. It was under the control of Captain Young when lost on 2 June 1851 near the area later called Rosebud, in Port Phillip Bay. The wreck occurred during a heavy gale that hit the bay, causing numerous losses including the *Nancy*, the cutter *Lightning*, the *Shire of War*, one unidentified schooner and a buoy. Newspaper reports tell us that the *Rosebud* and the *Nancy* were both operational in the lime trade and were owned by Melbourne companies. An action was taken by one of the owners of the *Rosebud* over the insurance payout. A dispute was where the *Rosebud* washed ashore, as it was not insured for washing ashore on the eastern side of the bay, only the southern side. It was finally settled.

The wreck is of great significance, as it represents possibly the only time in Victorian history that a township (Rosebud) in Port Phillip Bay was named after a ship that was wrecked. A Rotary monument located near the Rosebud pier (near Durham Place) tells the story of the naming of Rosebud.

Today nothing of the wreck remains.



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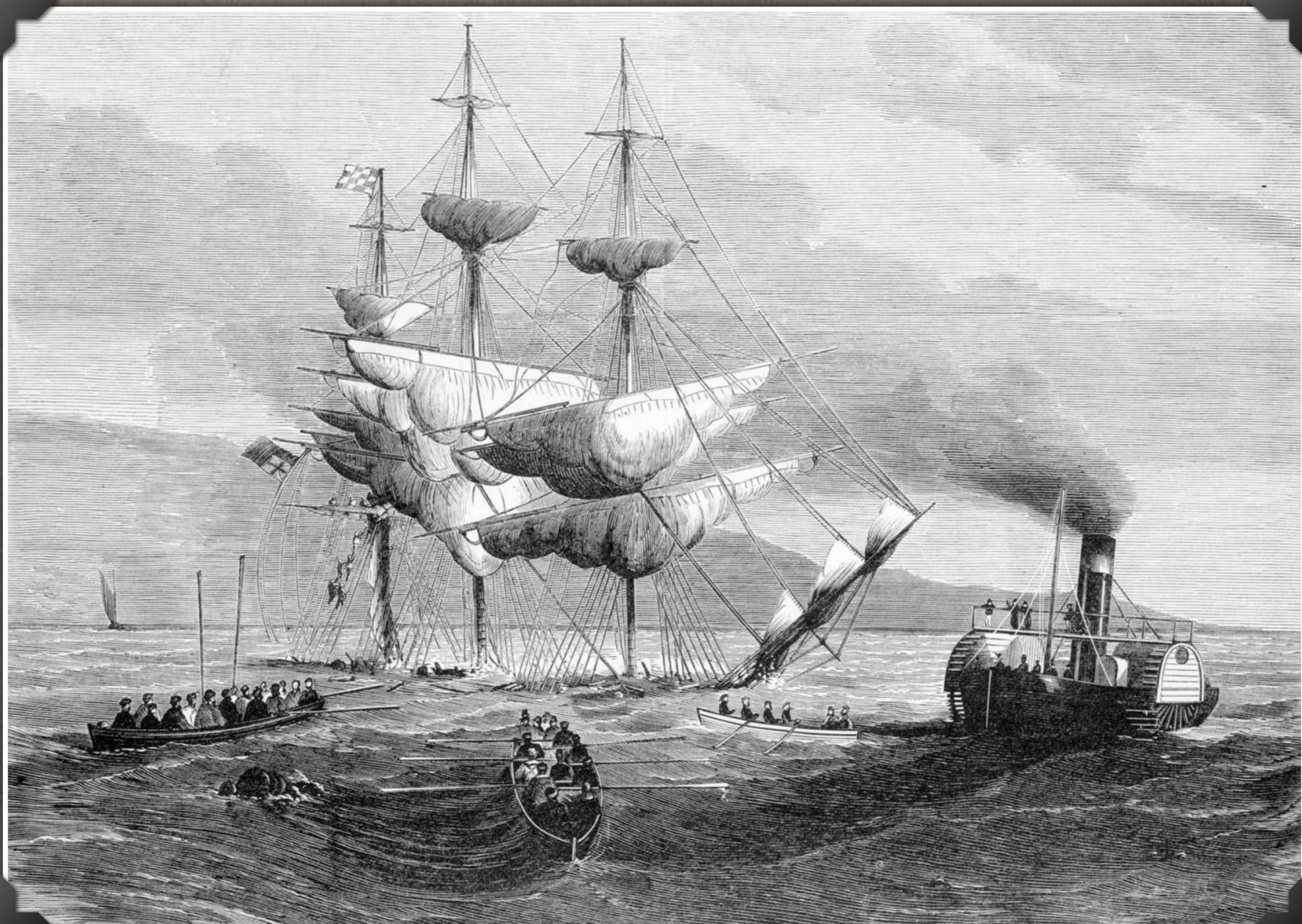
# First Australian Shipwreck

While there were likely numerous wrecks along the Australian Coastline, the first recorded wreck was of the British ship *H.M.S. Tryall* wrecked in 1622 on the Western Australian Coast. They were also the first recorded Englishmen to sight Australia.





# HURRICANE





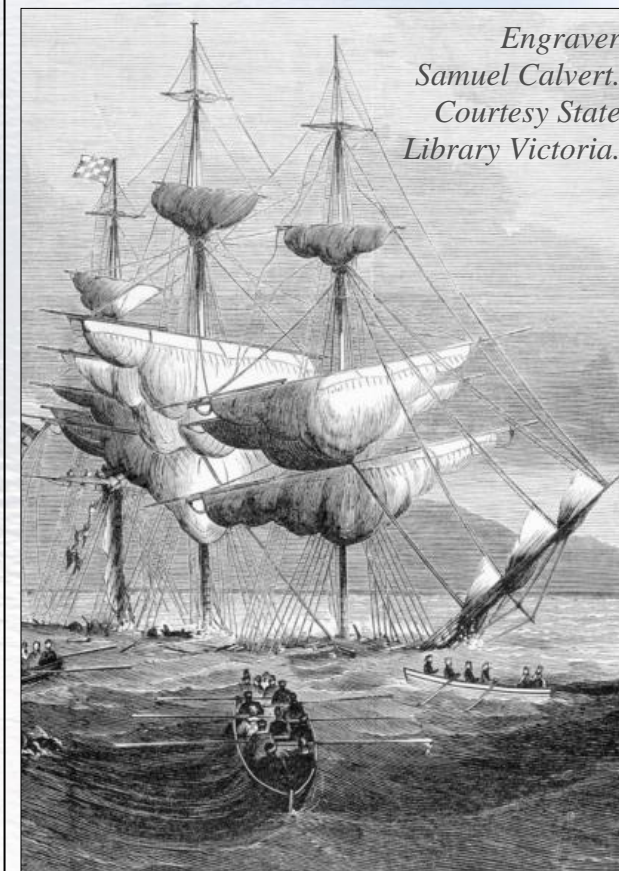
<b>NAME</b>	<b>Hurricane</b>
<b>TYPE</b>	1198 ton three masked iron clipper
<b>WRECKED</b>	22 April 1869
<b>LOCATION</b>	Off Rye Beach
<b>LOST</b>	None
<b>SURVIVORS</b>	All 19 passengers and 28 crew survived

## HISTORY

The *Hurricane* was a fast modern three masted iron clipper launched on 12 July 1853 at Glasgow ship building yards in Scotland by Messrs. Stephen and Sons and owned by Messrs. Potter and Wilson. Built primarily to service Australia, she was one of only a few ships at the time capable of sailing from London to Australia in under 100 days, completing her maiden voyage in 87 days and her return in 83 days. On the morning of 22 April 1869 during a trip from Liverpool carrying 2000 tons of cargo, she took on water and touched ground twice near Point Lonsdale. Captain D. Johnston dropped anchor in the bay and passengers and crew were removed.

The *Hurricane* settled on the bottom in six fathoms (11 metres) of water. An investigation determined she sank from an unknown leak, though Pilot Kennedy stated his belief that the 'ship sank through water coming in through the Hawse-holes, and that she was in no way injured by grazing on the bottom'. The Captain was praised for his efforts.

Today the hulk is significant as a wreck for divers. It was blasted in the late 1960s for safety reasons, but the stern still protrudes three metres from the sand and wreckage is strewn over a large area.





# Shipwreck and Massacre

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On 4 June 1629 the Dutch East India Company ship *Batavia* wrecked off the Western Australian Coast. Over the next 60 days 125 men, women and children were massacred by some of the men. When rescue arrived, seven men hung for their crimes and others were punished in other ways.







<b>NAME</b>	<b>Artisan</b>
<b>TYPE</b>	Three masted barque built New Brunswick shipyards, Canada
<b>WRECKED</b>	21 April 1901
<b>LOCATION</b>	Cape Paterson
<b>LOST</b>	No crew / No passengers
<b>SURVIVORS</b>	All 15 crew as well as the Captain's wife

## HISTORY

The *Artisan* was a British registered vessel built in 1881 at shipyards in Canada. Prior to its last voyage the *Artisan* was docked at Manilla where the United States of America Government offered to purchase the barque for 4,500 pounds. The offer was declined.

It left Manilla bound for Newcastle on 18 February 1901 under the command of 39 year old Canadian Captain Samuel Purdy and sailed with a crew of 15 as well as the Captain's wife, who often sailed with her husband. He had captained the *Artisan* for nearly six and a half years.

It washed ashore near Cape Paterson during a severe storm on 21 April 1901. The next morning Captain Purdy was able to let his crew and family safely step from the ship directly onto rocks.

This photograph was taken by early Australian Photographer James Pilkington Campbell and contributed to the Artworkz project by great grandson Rod Falconer 2010. James was later an official war photographer at the WWI Palestine campaign after serving as a Signaller at Gallipoli.



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# Worst Civil Maritime Disaster

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When the *Cataraqui* hit rocks off King Island on 4 August 1845 it became Australia's worst civil maritime disaster. Four hundred people lost their lives, and there were only nine survivors. More about the *Cataraqui* later in this eBook.





<b>NAME</b>	<b>Nautilus</b>
<b>TYPE</b>	Two masted schooner
<b>WRECKED</b>	15 January 1856
<b>LOCATION</b>	Cape Liptrap
<b>LOST</b>	None
<b>SURVIVORS</b>	One female passenger and all five crew

## HISTORY

The *Nautilus* was a two masted wooden barque built in 1839 at Padstowe, Cornwall. It was a humble and insignificant ship that was blown off course and then blown ashore onto Morgans Beach by extreme winds on 15 January 1856, while sailing from Melbourne to Western Port for rock. All five crew and the one female passenger made it to shore. Four of the men then walked through thick bush and the ranges between Albert River and Cape Liptrap for three days to find help. Eventually they stumbled into Port Albert in 'a state of utter destitution'.

The men were first suspected of being escaped convicts from Tasmania (then called Van Diemen's Land). It was not until one man produced a letter from the Captain, that they were taken seriously and help rendered.

Today the wreck is again covered by sand, however in December 2015 the wreck was uncovered when a large quantity of sand was displaced by a significant storm event that hit Gippsland. The exposed skeleton was badly worn, though easily identifiable as an old wooden ship. Subsequent tests confirmed the ship was the *Nautilus*.



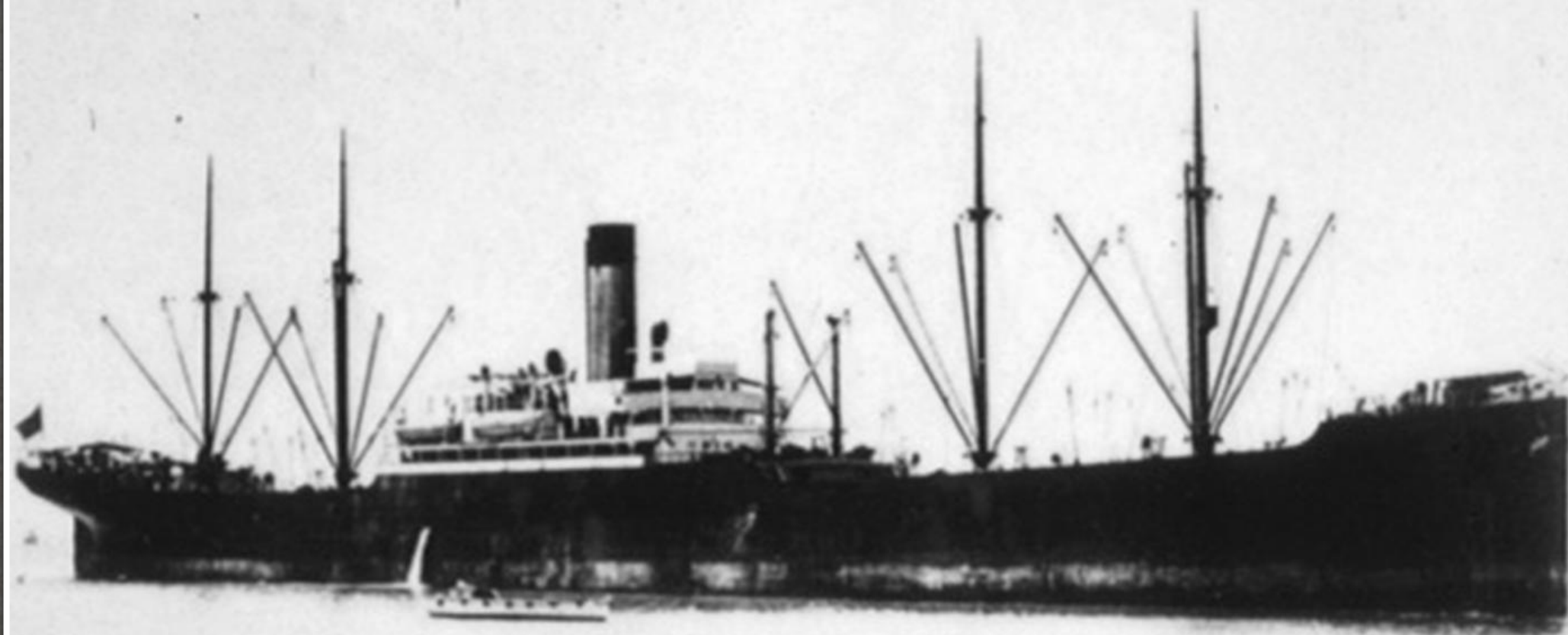


# Protections

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Shipwrecks that are over 75 years old and are in Commonwealth waters, are automatically protected by the Historic Shipwrecks Act 1976. The act also requires that a database of wrecks be kept.







<b>NAME</b>	<b>SS Cambridge</b>
<b>TYPE</b>	Twin-screw steel steamer
<b>WRECKED</b>	7 November 1940
<b>LOCATION</b>	Off Wilsons Promontory
<b>LOST</b>	One crew member
<b>SURVIVORS</b>	57 of the 58 crew survived

## HISTORY

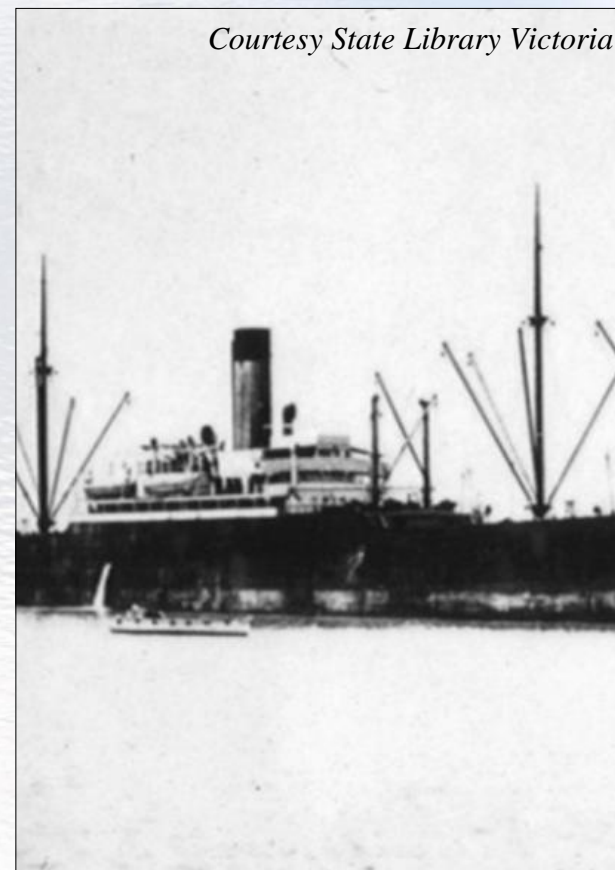
The *SS Cambridge* was a twin-screw 524.5 feet steel steamship built by Joh C Tecklenbord at Geestemünde, Germany. It was first launched in 1916 and fitted out by 1919. First named the *Vogtlamd*, it was renamed *Cambridge* in 1922 after being surrendered to Great Britain as part of WWI war reparations.

At around 11 pm on 7 November 1940 the *Cambridge* was sailing from Melbourne to Brisbane via Sydney, when it hit a German mine laid two and a half miles off the coast of Wilsons Promontory. The engine room was quickly inundated with water and Captain Angell ordered the ship's company to the three lifeboats. All but one of the 58 crew survived, including the Captain. The lost man was ship's Carpenter J. Kinnear, who had returned to his cabin to retrieve his money. The survivors were rescued by the auxiliary *HMAS Orara* and taken to Port Welshpool.

On 21 May 1988 the *Cambridge*, which was the first allied vessel lost in Australian waters during WWII, was found upright and intact on a sandy bottom, in 37 metres of water. As can be seen [here](#), the wreck can be dived on.

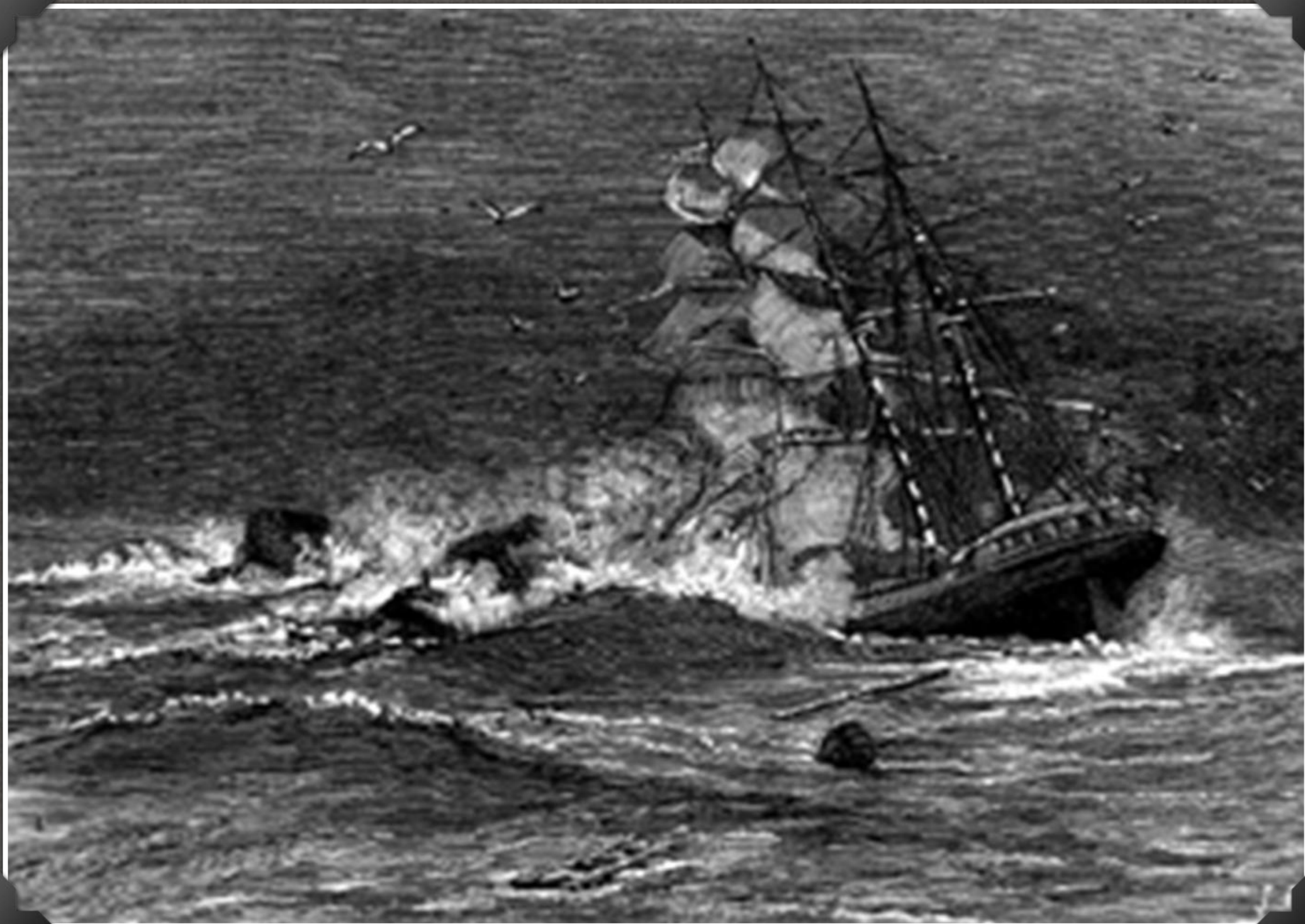


*Courtesy State Library Victoria*



OTHER NOTABLE  
WRECKS NEAR  
VICTORIA







<b>NAME</b>	<b>Cataraqui</b>
<b>TYPE</b>	Three masted barque
<b>WRECKED</b>	4 August 1845
<b>LOCATION</b>	King Island, Bass Strait
<b>LOST</b>	399 passengers and crew
<b>SURVIVORS</b>	Eight crew, one passenger

## HISTORY

**The loss of the emigrant ship *Cataraqui* off the coast of King Island to the south of Victoria remains the nations worst peacetime civil disaster.** The *Cataraqui* struck a reef located just 100 metres from the shore without warning on 4 August 1845 at around 4.30 am. The ship immediately began to break up. Many of the passengers who made it to the deck were washed away as the ship listed back and forward in the rough seas and waves broke across the deck. It is reported that by dawn around 200 people were still clinging to the wreck, with the others lost to the elements. The ship finally disintegrated around 36 hours after she first was wrecked. The conditions on the day were so rough that attempts to swim ashore were fruitless, with even Captain Findlay's attempt to swim a line to shore resulting in failure when he was forced back by the ferocious seas. John Fletcher, who watched the ship come apart stated 'During a breeze the surf upon the shore is tremendous near the position of the wreck of the *Cataraqui*. I stood upon a ledge of rock forty feet above the level of the sea, and found that over this, had been driven by the sea...'

Today the site of the wreck is home to five mass graves, a rock cairn with a plaque and interpretive signage.





# GLOSSARY

BASIC SEAFARING TERMS

# GLOSSARY

<b>Aft</b>	Towards the stern of a boat or ship.	<b>Lens</b>	The name given to the optical device in a light designed to focus light to a specific direction.
<b>Anchor</b>	Typically a steel or iron hook shaped object designed to prevent or slow the drift of a boat or ship by dragging on the bottom of the body of water.	<b>Light Ship</b>	A light built onto a floating hull designed to signal ships at sea, locations or warn of danger.
<b>Astern</b>	Towards the stern of a boat or ship.	<b>Lighthouse</b>	A coastal land based structure with a light designed to signal ships at sea to indicate their location and warn of danger.
<b>Barque</b>	A wooden sailing ship that typically has three masts. The foremast and mainmast are square-rigged and the mizzenmast is rigged fore and aft.	<b>Loch</b>	A land locked portion of the sea that is especially narrow.
<b>Ballast</b>	Heavy material placed in the bilge of a ship to ensure stability at sea.	<b>Navigation</b>	Accurately working out your position and planning and following a specific route.
<b>Bilge</b>	The rounded area of a ship's hull where the bottom is curved to meet the sides.	<b>Optic</b>	Another name for a lens in a lighthouse.
<b>Bow</b>	The front end of a boat or ship.	<b>Rocket</b>	A ship-to-shore life saving apparatus invented by <u>Henry Trengrouse</u> in 1808 that was lighter and easier to deploy than other similar products available at the time and could be carried on ships.
<b>Buoy</b>	An object with a specific colour and shape designed to float on water and serve as an aid to navigation.	<b>Route</b>	A course taken to travel from one point to another.
<b>Cessna</b>	A light plane built by the Cessna Aircraft Company.	<b>Semaphore</b>	A system for sending messages by the displaying of flags according to an alphabetic code. The flags are usually displayed by hand, though can also include flags displayed on a flagstaff (flagpole).
<b>Clipper</b>	A fast wooden sailing ship usually with three masts, especially designed and rigged for speed.	<b>Stern</b>	The rear end of a boat or ship.
<b>Cliff</b>	A steep high rock face bounding the sea.		
<b>Flagstaff</b>	A flagstaff is another name for a flagpole.		



# Lights

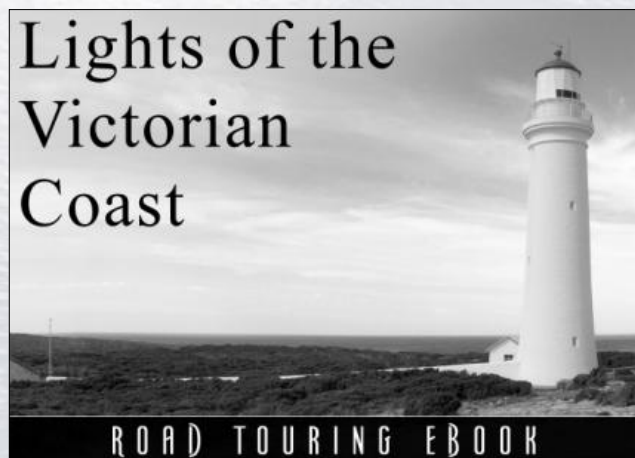
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## OFF THE VICTORIAN COAST

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This eBook is designed to be used in conjunction with our eBook *Lights of the Victorian Coast*.

You can download a copy below.





## **Free Artworkz eBook**

Heritage Victoria Shipwreck Database Website

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