

# Victorian Heritage Database Report

Report generated on - 27/04/24

---

## CHEVIOT

---

### Location

Waterloo Bay, Wilsons Promontory

### Victorian Heritage Register (VHR) Number

S114

### Date lost

24/03/1854

### Construction material

Wood

### Hull

Wooden hull, copper sheathed over felt 1831 single deck in 1831 , carvel built, no galleries, standing bowsprit, "Man Bust" figurehead; two decks; 3 masts (1) Felt sheathed and coppered in 1838. Four guns, (later 1 gun by 28 August 1837 - Nicholson:: p90

### Propulsion

Sail

### Number of masts

3

### Length/Breadth/Depth

91.20 Feet / 25.10 Feet / 5.30 Feet

### Builder

Philip Laing, Deptford? (listed as one of original owners 1827-1837)

### Year of construction

1827

**Built port**

Sunderland

**Built country**

England

**Registration Port**

Hobart

**Date lost**

24/03/1854

**Departure**

Hobart, TAS

**Destination**

Melbourne, VIC

**Cargo**

343 planks, 213 piles, 705 bags lime, 36 trusses hay, 7 boxes

**Owner**

1827-1837: Syndicate :Philip Laing, shipbuilder of Deptford, County Durham 24/64 shares; John Pirie, shipowner of Freeman s Court, City of London 8/64 shares; Thomas Alderson mariner, Freeman s Court 8/64 shares; George Denny Master Mariner of Bishop s G

**Master**

1828: Capt. Mawson1832: Capt. T. Phelp1832-1836: Captain Bateman1837: Thomas Nichols1842-1854: Capt William J. Mansfield (incl. final voyage)1850 Capt. Bleach

**Weather conditions**

south westerly gale

**Cause of loss**

Foundered in Waterloo Bay anchorage

**Crew comments**

27 crew in 1849

**Statement of significance**

<p>The Cheviot is historically significant for being associated with Hobart whalers James Kelly, William Mansfield and Charles Seal, who all owned the Cheviot at some stage in their careers. When Charles Seal died, ownership

of the Cheviot and the rest of his whaling and cargo/ passenger ships passed into the hands of his wife Phillis Seal, making her the first woman shipowner, and fleet owner in Australia. The Cheviot is archaeologically significant for representing the remains of an early 19th century Atlantic, South Seas, and colonial Australian whaling vessel, and is one of only a handful of shipwreck sites relating to the whaling industry in Victoria.</p>

## **VHR history**

The Cheviot was built as an armed snow brig in 1827 and voyaged from Sunderland (U.K.). Lloyds Register indicates voyages to Quebec in 1830-31 and then the "Southern Fisheries" in 1832-3, so it may have been whaling on the Atlantic coast of Canada as well. However there is no mention of the Cheviot, nor of any of its original owners and masters in Jones (1991). Prior to the southern whaling voyage Cheviot was sold and appears to have had another deck added as the tonnage is also increased in this entry ( 7, 1832 Red Book). Nicholson ( 8) notes "Cheviot, out 20 months, 1200 barrels of oil" as one of the vessels spoken to by the London whaler Warmer when it arrived at the Bay of Islands N.Z. in Dec 1833. It was whaling through to 1837 when it was re-registered in Hobart under the ownership of Capt.James Kelly. From that time the primary activity of the Cheviot was inter-colonial trade, while the whaling voyages became less frequent - probably as the catches diminished due to over fishing.<br /> Reference in 1837 to two Hobart vessels Cheviot and William the Fourth, and from Sydney the Hope and a brig at Portland Bay (Dunderdale in Chamberlain, Susan, Sealing, Whaling and early settlement of Victoria, VAS Report No.29, p.50). In 1842 it was sold to Charles Seal and William John Mansfield of Hobart; after Seal's death Mansfield bought out his partner's share. Mansfield then lost his ownership of the vessel through a mortgage ( 1) in 1853, though remained as master until the vessel was lost at Waterloo Bay, twelve months later.