

Victorian Heritage Database Report

Report generated on - 10/07/24

PS CLONMEL



S129 Clonmel PortAlbertBar
Boiler



S129 Clonmel PortAlbertBar
Bottles



S129 Clonmel PortAlbertBar
Cannon



S129 Clonmel PortAlbertBar
Artefact



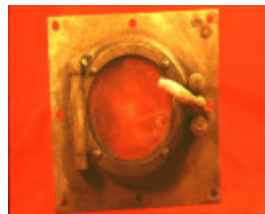
S129 Clonmel PortAlbertBar
BoilerOnSurface



S129 Clonmel PortAlbertBar
CattleSkull



S129 Clonmel PortAlbertBar
Chairs



S129 Clonmel PortAlbertBar
ConservedPortholeWindow



S129 Clonmel PortAlbertBar
GrindingStone



S129 Clonmel PortAlbertBar
Jar

Location

Clonmel Sands, Port Albert Bar.

Victorian Heritage Register (VHR) Number

S129

Date lost

03/01/1841

Construction material

Wood

Propulsion

Steam - Paddle

Engine specification

220 horsepower, engine room 58 feet long, coal consumption 610kg per hour, 10 knots maximum speed, machinery valued at between 16,000 and 18,000 pounds when new

Engine builder

George Forrester and Co. Liverpool

Number of masts

2

Length/Breadth/Depth

154.80 Feet / 27.20 Feet / 16.00 Feet

Year of construction

1836

Built port

Birkenhead

Built country

England

Registration Number

89 of 1840

Registration Port

Sydney

Date lost

03/01/1841

Departure

Sydney

Destination

Melbourne

Cargo

3000 pounds of bank notes for Union Bank, drapery stock for Cashmore's store on corner of Collins St and Elizabeth St, general cargo (half of cargo on board) for Hamilton and Goodwin, Melbourne.

Owner

1836: Waterford Steamship Company1840: Edey Manning & partners

Master

Capt. John Tollervey

Weather conditions

Calm and foggy, glassy seas

Cause of loss

Navigational error by mate on watch, coastal setting current, foggy weather

Passenger comments

Mr C. Robinson (Union Bank), Mr and Mrs Cashmore (newly married on honeymoon voyage), Mr and Mrs Walker (Mrs Walker was the daughter of Mr Blaxland MLC), Miss H. Walker, Miss S.R. Walker, Miss M.C. Walker, Master Walker and servant, Mr T.D. Edwards, Mr C

Number of crew

42

Statement of significance

<p>The paddle steamer Clonmel was one of the first steam-powered vessels on the Australian coast. However, its career was short, being wrecked on its third voyage on what is now known as Clonmel Island at the Port Albert entrance. All on board reached safety, but much of the cargo was lost. The wreck of the Clonmel was instrumental in the settlement of Gippsland and the establishment of the towns of Port Albert, Tarraville and Alberton. Although the wreck of the Clonmel was a disaster at the time, it is now one of the most significant archaeological sites in Victoria. The site is archaeologically significant for being the earliest located steamship wreck in Australian waters. It is also technically significant for the remains of a wooden hulled paddle steamship, including its early flue type boiler which is believed to be the only example known in Australia. It is historically significant for its role in the discovery of Port Albert and subsequent development of Gippsland. *There is a 100m diameter Protected Zone around Clonmel centred on position -38.7455556 S, 146.6769444 E WGS84. No entry is permitted unless a

Permit has been authorised by Heritage Victoria. *</p>

VHR history

The paddle steamer Clonmel was one of the first steam-powered vessels on the Australian coast. However, its career was short, being wrecked on its third voyage on what is now known as Clonmel Island at the Port Albert entrance. All on board reached safety, but much of the cargo was lost. The wreck of the Clonmel was instrumental in the settlement of Gippsland and the establishment of the towns of Port Albert, Tarraville and Alberton. Although the wreck of the Clonmel was a disaster at the time, it is now one of the most significant archaeological sites in Victoria