

Victorian Heritage Database Report

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COUNTESS OF HOPETOUN (HMAS)



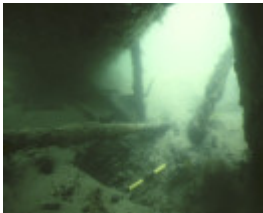
S154 CountessOfHopetoun
PortPhillipBaySwanIsland
HistoricView



S154 CountessOfHopetoun
PortPhillipBaySwanIsland
HistoricView Detail



S154 CountessOfHopetoun
PortPhillipBaySwanIsland
Diver



S154 CountessOfHopetoun
PortPhillipBaySwanIsland
Beams

Location

Swan Island, Port Phillip Bay

Victorian Heritage Register (VHR) Number

S154

Date lost

1924

Construction material

Iron

Hull

Cost: 15,000 pounds. Initial complement: 19 Speed: 24 kts; Speed under sail approx. 5 kts Speed: 20 kts
Armament: 4 sets dropping gear 2 x two 1"; three 14"torpedo tubes - one in bow under turtle deck, two on revolving carriage on after-deck; two twin

Propulsion

Steam - Screw

Engine specification

Locomotive boiler, engines 1186 HP (also described as 1100 HP) Cyls: 14 1/2", 21" & 32"

Number of masts

3

Length/Breadth/Depth

130.00 / 13.50 / 7.00

Builder

Alfred Yarrow

Year of construction

1891

Built port

Poplar, London

Built country

England

Date lost

1924

Owner

Edward Hill, 77 Chapman St, North Melbourne

Cause of loss

"The hull of the torpedo boat was beached ashore on Swan Island, where it remains mostly covered by sand and in water from .5 to 2.5 metres deep." (Gillett, 1991 p11)

Statement of significance

The Countess of Hopetoun is historically significant as the last vessel to be built for the Victorian naval force. It is also significant for the vessel's role in patrolling Port Phillip Bay during World War I

VHR history

Rigged as a schooner for the voyage to Australia, the Countess of Hopetoun arrived in Port Phillip 21 May 1892. It was commissioned 25 July 1892. Lady Hopetoun, the Governor's wife, launched it at Williamstown. It was the last warship built to order of a colonial government. During World War I patrolled Bay and acted as a tender at Williamstown. After being attached to torpedo flotilla at Flinders Naval Depot, it was sold for scrap, together with some of the fittings of submarine J3, to Edward Hill for 1500 pounds in April 1922. Dismantled hull sold separately from machinery and equipment, 5 Nov. 1924. Had been rigged as schooner for voyage to Australia.