

Victorian Heritage Database Report

Report generated on - 28/09/24

EDINA



S199 Edina
PortPhillipBayBankOfMaribyrc
LandRemnants



S199 Edina
PortPhillipBayBankOfMaribyrc
Artefact

Location

Port Phillip Bay, Maribyrnong River

Victorian Heritage Register (VHR) Number

S199

Date lost

1957

Official number

11136

Construction material

Iron

Hull

Clipper bow, traditional figurehead, short bowsprit , iron hull and frames

Propulsion

Steam - Screw

Engine specification

2 cyl 22" & 40", 26" stroke, 85 NHP, 13 knots. Removed before conversion to lighter

Engine builder

D. Rolls & Sons, Liverpool

Number of masts

1

Length/Breadth/Depth

171.00 Feet / 23.50 Feet / 12.60 Feet

Builder

Barclay, Curle & Co., Scotland

Year of construction

1854

Built port

Glasgow

Built country

Scotland

Date lost

1957

Cargo

Former cargos included horses & ordinance for Crimean War; cotton; gold; dairy produce, bales of wool and livestock; potatoes

Owner

1862: Stephen Henty & Co.
 1875: Capt Howard Smith
 1938 -1957: Victorian Lighterage Pty Ltd

Cause of loss

Broken up in Maribyrnong River

Statement of significance

<p>The SS Edina was an iconic and affectionately regarded part of Port Phillips maritime history and culture. It is historically significant for being internationally famous as the worlds oldest working screw steamship between 1912 and 1938. Its career was varied and interesting and it is considered significant for its involvement in the Crimean War, US Civil War, NZ gold rushes, and locally for its career as a western district steamship and Bay steamer. The site is archaeologically significant as the only remnant of the hull of the vessel and as part of the Maribyrnong riverine landscape situated amongst the remnants of shipbuilding slipways, Footscray wharves,

S781 Unidentified Hopper Barge wreck and goods warehouses.</p>

VHR history

The Edina had a long and varied career. After service with Cowan & Co. in Leith-Hamburg trade, served with Admiralty in Crimean War (1855). Then sold to interests in American Southern States, running Union blockade with cargoes of cotton. Propellor temporarily removed for voyage to Australia under sail, bought by SG Henty in 1863, and sold to Warrnambool Steam PacketCo. On the Western District run until 1875 with an occasional trip to New Zealand during Otago gold rushes .. Then purchased by Howard Smith for Queensland trade. Transferred to Melbourne-Geelong run in 1880 until 1938 when economic conditions forced closure of service. Sold to George Burton, shipbreaker, stripped and fittings auctioned and widely dispersed. Hull sold to Victorian Lighterage Pty Ltd and converted to wool lighter between Geelong and Melbourne, renamed Dina. The most famous steamer in Australia underwent a number of changes and refits during its lifetime. Had an unchallenged record of strandings and collisions with other vessels and of escaping serious damage itself. The vessels City of Melbourne, Courier, Manawatu, Excelsior (twice), Hovell, Batman, all suffered. When Edina was retired in 1938 it as the world's oldest working steamer. Had travelled more than 1 million km. Was finally broken up by George Seelf on the banks of the Maribyrnong in 1957.