

# Victorian Heritage Database Report

Report generated on - 19/07/24

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## EDWARD

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### Location

Point Nepean Reef, Port Phillip Heads

### Victorian Heritage Register (VHR) Number

S209

### Date lost

29/09/1912

### Official number

119235

### Construction material

Wood

### Propulsion

Sail

### Number of masts

2

### Length/Breadth/Depth

121.30 Feet / 26.80 Feet / 12.30 Feet

### Builder

Trondjems Skibswaerft

### Year of construction

1874

### Built port

Drontheim

**Built country**

Norway

**Registration Number**

1904

**Registration Port**

Hobart

**Date lost**

29/09/1912

**Departure**

Oakwood, Tasmania

**Destination**

Port Pirie, SA

**Cargo**

200 000 ft timber<br /> Previously had carried sea elephant hunters (UID 152)

**Owner**

E.A. Sherwin

**Master**

Capt. W Tait

**Weather conditions**

strong gale, flood tide

**Cause of loss**

Dragged anchor and went ashore. Marine Inquiry Board found the cause of the wreck to be defective anchors and cables (UID 181)

**Number of crew**

8

**Crew comments**

Chief mate: Rollinson, crew: C. Eversum, John Thompson, Alfred Andersen, J. Jansen, Andrew Petersen, Oscar Rulburn, Stanley Harding (UID 9)

## **Statement of significance**

<p>The Edward is historically significant as the last vessel of its type to operate in the Commonwealth</p>

## **VHR history**

The last surviving vessel of its type in Australia, the brig, Edward called at Port Phillip Heads for provisions. After a buffeting in Bass Strait for about a month, called at Heads desperately short of food and water. Remained about 3 weeks. Drifted ashore during the night after dragging anchors. The tug Nyora refused help due to the dangerous reefs around Edward. Crew landed by lifeboat and vessel went to pieces the following day. Capt. Tait had just taken over from Capt. Halliday who retired. Brig insured for 100 pounds, cargo for 800 pounds. Sold for 11 pounds. An adventurous career; about 10 years earlier took scientific expedition to Kerguelen Island in South Indian Ocean (one source cites this as sea elephant hunters) (ID 9, 152). In 1897 engaged in trade with NZ. After the wreck, the masts and forepart drifted into South Channel. Starboard bulwarks and deckhouses strewn along beach inside Heads. Purchaser paid 9d. for each hardwood sleeper returned. Much timber on ocean beach. Victorian Marine Board found loss due to defective anchors and cables. Hobart Marine Board claimed its Certificate of Survey was in order - vessel was seaworthy (ID 181).