

Victorian Heritage Database Report

Report generated on - 27/09/24

ELIZA RAMSDEN



S220 ElizaRamsden
PortPhillipBaySouthChannel
FrontView



S220 ElizaRamsden
PortPhillipBaySouthChannel
DiversOnBow



S220 ElizaRamsden
PortPhillipBaySouthChannel
SideElevation



S220 ElizaRamsden
PortPhillipBaySouthChannel
SideView



S220 ElizaRamsden
PortPhillipBaySouthChannel
TopView

Location

South Channel, Port Phillip

Victorian Heritage Register (VHR) Number

S220

Date lost

24/07/1875

Official number

64793

Construction material

Iron

Hull

Raised quarter deck 30' long 1 deck and a break; round stern; clincher built; demi-woman figurehead; no galleries.

Propulsion

Sail

Number of masts

3

Length/Breadth/Depth

151.60 Feet / 27.00 Feet / 15.00 Feet

Builder

Barclay Curle & Co

Year of construction

1874

Built port

Whiteinch, Glasgow

Built country

Scotland

Registration Number

No. 28 of 1874

Registration Port

Melbourne

Date lost

24/07/1875

Departure

Melbourne

Destination

Newcastle

Cargo

Ballast

Owner

Samuel Ramsden, Melbourne

Master

Capt Steuart

Weather conditions

slack tide

Cause of loss

Struck Corsair Rock and later sank in South Channel, Port Philip. Didn't notice Queenscliff lights (UID 152). Captain went below & had mis-judged position (UID 152). Found negligent in navigating his vessel (UID 9, 152

Passenger comments

Ramsden Jnr

Number of crew

14

Statement of significance

<p>The Eliza Ramsden, with its intact clipper bow, is one of Victoria's most aesthetically spectacular shipwreck sites, and thus has both recreational and educational significance. It is archaeologically significant as relics of cultural significance, including a small ship's bell, have been found on the site.</p>

VHR history

The Eliza Ramsden was regarded as the finest vessel of the Port of Melbourne in 1875, built to order by S. Ramsden at a cost of £10,000, and named after his wife. The vessel was badly damaged in 1875 when it ran aground and was trapped on Corsair Rock on its voyage from Melbourne to Newcastle. The owner's son was the only passenger aboard with the 13 crew. The ship was evacuated by a lifeboat sent by the steam tug Warhawk when it was assessed that it would go down once the tide rose. Most personal effects were left on board. When the tide rose, the vessel floated off Corsair Rock and eventually sunk in the South Channel. It was being sailed by a skeleton crew consisting of the cutter Ben Bolt's captain, Richard Legget and two passing fishermen, Shapter and Batchellor, who were attempting to bring it to Queenscliff. Dynamite was used on the wreck (when?) to clear the passage for larger vessels. Capt. Steuart, although highly regarded, was found guilty of negligence and his certificate was cancelled for six months. The auctioneer reluctantly knocked down the wreck to him for £1000. The lifeboat superintendent claimed Steuart's desertion of vessel was premature. The captain and crew lost most of personal effects.