

Victorian Heritage Database Report

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GAZELLE

Location

Apollo Bay

Victorian Heritage Register (VHR) Number

S283

Date lost

25/02/1888

Official number

40931

Construction material

Iron

Hull

Schooner rigged, round stern, clincher built, iron framed.
 REBUILT 1867: Anderson & Grubbs, Lyttleton, NZ: Engine 30hp.

Propulsion

Steam - Screw

Engine specification

ENGINE REMOVED: Previously 2 diagonal direct acting engines 30hp diam 14" stroke 18"

Engine builder

ENGINE REMOVED: Originally built Wilton & Co., Deptford, England

Number of masts

2

Length/Breadth/Depth

82.00 Feet / 15.20 Feet / 7.80 Feet

Builder

John Horn

Year of construction

1852

Built port

Waterford

Built country

Ireland

Registration Number

7 of 1879

Registration Port

Melbourne

Date lost

25/02/1888

Departure

Apollo Bay

Destination

Apollo Bay

Cargo

Sleepers

Owner

Oct 1854: F.E. Liardet, reg. Melbourne
 1856: M.L. Goodwin, reg. Launceston
 Aug. 1860: Lilly & Robinson
 Sept 1861: J.T. Cockshott reg. Melbourne
 Feb 1862-April 1879: New Zealand
 April 1879: Reginald Bright, merchant of Mel

Weather conditions

easterly gale

Cause of loss

Swamped at moorings

Statement of significance

The Gazelle is technically significant as an early iron hulled steamship. As the site has not been located its archaeological significance has not been determined. It has local historical significance for the role it played in the development of the Victorian coastal lime burning and timber ports of Waratah Bay and Apollo Bay.

VHR history

Originally built in Waterford, Ireland, the Gazelle was an early iron screw steamer that had a non-descript but useful career spanning 32 years under a number of owners in both Australia and New Zealand. It operated between Waratah Bay and Melbourne for a number of years, operated as a ferry in 1854 between Melbourne and Williamstown, and in 1856 again operated as a ferry between Georgetown and Launceston in Tasmania. Between 1862 and 1879 the Gazelle was owned and operated in New Zealand during which time the engine was rebuilt, in 1867 (Parsons: 82). It returned to Melbourne in 1879, where it made casual coastal voyages with passengers. While there is no mention of the time that machinery was removed from the hull of the Gazelle, Loney states that the Gazelle was used as lighter for taking out timber to vessels anchored at Apollo Bay. If the same owner W.F. Walker used it for the same purpose for the period he had it registered, the Gazelle may have been used as a lighter in Apollo Bay since at least 1884. The Melbourne Shipping Register records the vessel as having sunk at Apollo Bay while loaded with sleepers. Norman Houghton refers to a lighter, being the hull of an old steamer the Gazelle, used by the Barham River Timber Co. in 1888 to carry timber from the jetty to ships anchored at Apollo Bay, and that was swamped at her moorings. The site of the Gazelle has not been located nor reported.