

Victorian Heritage Database Report

Report generated on - 28/09/24

HOLYHEAD



S326 Holyhead
PortPhillipBayLonsdaleReef
HistoricView



S326 Holyhead
PortPhillipBayLonsdaleReef
Anchor



S326 Holyhead
PortPhillipBayLonsdaleReef
FrameView



S326 Holyhead
PortPhillipBayLonsdaleReef
RudderPost



S326 Holyhead SitePlan
diveinfosheet 1992

Location

Lonsdale Reef, Port Phillip heads

Victorian Heritage Register (VHR) Number

S326

Date lost

12/02/1890

Official number

96831

Construction material

Iron

Hull

2 decks, 1 part iron; 1 bulkhead cemented; poop deck 37';forecastle 36'; moulded depth 26'3"; freeboard amidships5'7-1/2". Special survey Lloyd's A1.

Propulsion

Sail

Number of masts

4

Length/Breadth/Depth

294.00 Feet / 42.00 Feet / 24.50 Feet

Builder

R. J. Evans & Co

Year of construction

1889

Built port

Liverpool

Built country

England

Registration Port

Liverpool

Date lost

12/02/1890

Departure

Liverpool

Destination

Melbourne

Cargo

1000 tons of iron rails, 1000 tons of slates, liquor, spirits, general cargo to the value of 60, 000 pounds (UID 9). Fishplates, pipes, bars, chemicals, crockery, softgoods, beer in bulk and bottle (UID 9)

Owner

W. Thomas & Co

Master

Captain Thomas Williams

Weather conditions

Thick; Wind SE; heavy seas

Cause of loss

Signalled unsuccessfully for pilot, ran in towards land. Warned by lookout, missed stays, anchors let go, but struck and jammed on reef.

Number of crew

32

Crew comments

Including 1 with dropsy. John Roberts (First Mate), David Jones, Owen Owens (second officer), Levital Mark, Albert Griffiths, John Hughes, John Richard Jones (acting 3rd mate)

Statement of significance

<p>The Holyhead is historically and archaeologically significant as an example of an A1 classified ship from a renowned Liverpool shipyards on its maiden voyage.</p>

VHR history

The Holyhead was on its maiden voyage, a new A1 classified ship intended for the India trade. After an uneventful voyage from Liverpool, the Holyhead was wrecked about 3.30 pm very near the George Roper wreck. The ship had signalled unsuccessfully for a pilot, and eventually ran in towards land. Warned by lookout, missed stays, anchors let go, but struck and jammed on reef. Within 10 minutes 7 ft of water was in hold. The lookout station at Queenscliff summoned a lifeboat which in heavy swell against tide reached wreck at 4.45pm. Two trips removed the crew except for two who stayed on board. At the time of wreck the first mate, who had never been to the port before, was in charge. Claimed Admiralty-certified chart on board (later lost) did not have the reef marked opposite Point Lonsdale. Court of Marine Inquiry found Capt. Williams guilty of gross misconduct. One charge was not being on deck when vessel so close to land. Certificate suspended for 2 years, fined 20 pounds. First Mate John Roberts' Certificate suspended for 18 months, 10 pound fine. Vessel valued at 25,000 pounds; cargo at 60,000 pounds.