

Victorian Heritage Database Report

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J-7 SUBMARINE



S384 J7Submarine
PortPhillipBayHampton
FrontView



S384 J7Submarine
PortPhillipBayHampton
SideDetail



S384 J7Submarine
PortPhillipBayHampton
SideView



S384 J7Submarine
PortPhillipBayHampton
Structure

Location

Port Phillip Bay, Picnic Point, Hampton, Sandringham Yacht Club

Victorian Heritage Register (VHR) Number

S384

Date lost

06/08/1930

Construction material

Steel

Hull

J-7 differed from the other J-class submarines by the repositioning of the control room aft, between the main engine rooms. The conning tower moved with it. 3" HA gun mounted at the forward end of the superstructure. Modifications included the addition of

Propulsion

Motor

Engine specification

3x12 cy Vickers solid injection direct reversing 4 cycle BHP diesel engines of 14-1/2" bore and 14" stroke, 380 rpm; for submerged running 2x Mather & Platt 1400 HP electric motors (MAAV notes)

Engine builder

Vickers; Mather & Platt

Length/Breadth/Depth

274.80 Feet / 23.50 Feet / 14.00 Feet

Year of construction

1916

Built port

Devonport

Built country

United Kingdom

Date lost

06/08/1930

Owner

Morris & Watt Pty Ltd, South Melbourne

Cause of loss

Scuttled at Hampton as a breakwater

Statement of significance

<p>The J-7 submarine at Sandringham is a unique visible feature of the marina, and is historically significant as one of the Royal Australian Navy's earliest submarines, predated only by the AE-1 and AE-2.</p>

VHR history

The present Sandringham pier straddles the semi-submerged sub. The J-7 is in similar condition to the J-3 at Swan Island. Armament: one 3" Dp/Ha gun and one 2-pounder portable gun, later changed to a 4" quick firing gun mounted on a platform built before the bridge. Seven J-class submarines built for British Navy. After World War I six subs offered to Australia as a gift. (One had been lost during War.) They saw little service with

Australian Navy - an embarrassment from the beginning, being in poor condition. Decision taken to scrap five of the subs. on 9 Nov. 1923, but decision on J-7 taken on 16 January 1924. Its engines were in use at Flinders Naval Depot to augment power plant. It was sold for breaking up in October 1929 but was sunk as a breakwater at Sandringham Yacht Club.