

Victorian Heritage Database Report

Report generated on - 27/09/24

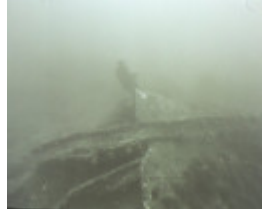
KAKARIKI



S388 Kakariki
PortPhillipBayWilliamstown
DiverOnWreck



S388 Kakariki
PortPhillipBayWilliamstown
Artefact



S388 Kakariki
PortPhillipBayWilliamstown
Wreck

Location

Near Gellibrand Pile Light, Williamstown, Port Phillip Bay

Victorian Heritage Register (VHR) Number

S388

Date lost

29 Jan 1937

Official number

153913

Construction material

Steel

Hull

1 steel deck; 3 bulkheads, asphalted; moulded depth 15'0", freeboard 1'6-1/2", draught 13'8"; cellular double bottom under engine 17', fore 123', 230 tons, FPT 95 tons; APT 28 tons; anchors and chains proved (ID 3)

Propulsion

Steam - Screw

Engine specification

Triple expansion, 3 cy. 16", 27" and 44" x 30". 141 NHP. 180lb. 2 single faced boilers, 4 corrugated furnaces, 73 sq. ft. grate, 2520 sq. ft. heating surface (UID 3)

Engine builder

Amos & Smith Ltd., Hull

Length/Breadth/Depth

190.20 Feet / 31.40 Feet / 12.90 Feet

Builder

Cochrane & Son Ltd

Year of construction

1926

Built port

Selby

Built country

England

Registration Port

Sydney

Date lost

29 Jan 1937

Departure

Strahan, Tasmania

Destination

Melbourne

Cargo

Timber and ore

Owner

Union SS Co. of NZ Ltd

Master

Captain T. White

Weather conditions

Not known. Just before midnight

Cause of loss

SS Caradale struck the Kakariki on the starboard side of No.1 Hold and made a hole in the vessel's side with was 28 ft wide at the deck level. The Kakariki sunk in 3 minutes (NAA B6121/3)

Number of crew

24

Crew comments

Harry Gascombe, able seaman; John Rogers, able seaman; Daniel Lindeman, assistant cook; Carl Lyngge, able seaman; Athol Martin, fireman; James Green, boatswain; William Fisk, chief steward; James Watson, donkeyman; James Wilson, second engineer (UID 9)

Statement of significance

The Kakariki is socially significant for its participation in an incident that cost five lives

VHR history

The Kakariki was sunk in January as it headed for Yarraville. It collided with the Caradale, which was bound for Sydney. The Kakariki was struck between forecastle and mess room on the starboard side, leaving a hole 28 feet wide (NAA B6121/3). Five drowned as vessel sank within three minutes. The Court of Marine Inquiry laid blame with Kakariki, but a later High Court judgment (26 July 1937) found against the Caradale. The salvage operations were drawn out over several years, as the Board of Works put the job out to tender and repeatedly took the lowest bid, regardless of the applicants experience (NAA B6121/3). Several salvage companies lost large amounts of money attempting to move the vessel, and one company lost 2 staff members during salvage operations. The vessel was eventually moved, in pieces, from the fairway in 1945, and sunk in deeper water.