

Victorian Heritage Database Report

Report generated on - 28/04/24

MOUNTAIN MAID



S474 MountainMaid
PortPhillipBay TopView



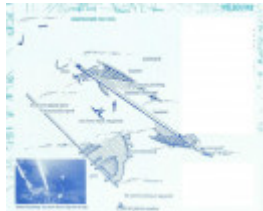
S474 MountainMaid
PortPhillipBay Beam



S474 MountainMaid
PortPhillipBay
DiversOnWreck



S474 MountainMaid
PortPhillipBay Measuring



S474 MountainMaid SitePlan
diveinfosheet 1992



S474 MountainMaid
PortPhillipBay WoodDetail

Location

Port Phillip, between Coles and West Channels

Victorian Heritage Register (VHR) Number

S474

Date lost

24/09/1856

Construction material

Wood

Hull

Oak, elm, pitch pine. Yellow metal fastening, Iron staple lodging knees. 2 bower, 2 streem and 1 kedge anchor. chain and hemp cables. Snow brig

Propulsion

Sail

Number of masts

2

Length/Breadth/Depth

84.00 Feet / 20.50 Feet / 14.90 Feet

Builder

Alexander Brown

Year of construction

1841

Built port

Dundee

Built country

Scotland

Registration Port

Dundee

Date lost

24/09/1856

Departure

Manila

Destination

Melbourne

Cargo

Rice, sugar and rope

Owner

D. Stewart

Master

Capt. J. Lawson

Cause of loss

Run down by steamer QUEEN and sank immediately

Statement of significance

<p>The Mountain Maid is archaeologically significant for its remains of a British built international trading vessel of the mid-nineteenth century.</p>

VHR history

Mountain Maid was a small two-masted wooden snow brig built as a trading vessel in Dundee in 1841. In its first 12 years, the ship traded between Europe, North America and the Orient and at one point was thought to possibly be involved in smuggling. In 1853, Mountain Maid was sold and began trading between the new Australian Victorian colony and Southeast Asia. Returning from Manila in 1856 with a cargo of rice, sugar and rope. Mountain Maid was wrecked after colliding with the Victorian steamer, SS Queen. No lives were lost but the ship sank quickly and the crew was forced to swim for their lives. The pilot onboard Mountain Maid was dismissed from the Pilot service, as he'd already run two other ships aground before changing direction and causing the collision with SS Queen (Lomdahl 1992:Mountain Maid).

 MAAV members discovered the remains of the wreck in 1981 and protection was declared in 1986. There have been wreck inspections and surveys completed in 1984 and 1991 and the vessel is part of the Underwater Shipwreck Discovery Trail (Lomdahl 1992). Thirty-nine artefacts are listed in the EMu database. Some artefacts in the collection include a barometer scale, glass bottles and pieces of ceramic.
