

# Victorian Heritage Database Report

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## AWAROA

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### Location

Bass Strait, off Cape Liptrap

### Victorian Heritage Register (VHR) Number

S50

### Date lost

25 Jul 1925

### Official number

117670

### Construction material

Wood

### Hull

Steel; water ballast; 2 decks sheathed with wood; spardeck; poop 40 ft, bridge deck 232 ft, fore 74 ft; 4 tiers of beams; 10 9" bulkheads, cemented; cellular doublebottom 288 ft, 780 tons; moulded depth 28'3"; freeboard 10'11" 12

### Propulsion

Steam - Screw

### Engine specification

Triple expansion engine, 3 cylinder 13, 21 & 35 x 21.

### Engine builder

Built by Wallsend Slipway Co.Ltd, Newcastle, NSW

### Number of masts

2

**Length/Breadth/Depth**

139.00 Feet / 25.40 Feet / 12.50 Feet

**Builder**

Morrison & Sinclair

**Year of construction**

1904

**Built port**

Sydney

**Built country**

Australia

**Registration Number**

No 3 of 1918

**Registration Port**

Melbourne

**Date lost**

25 Jul 1925

**Departure**

Launceston

**Destination**

Melbourne

**Cargo**

Timber and general.

**Owner**

1905: Northern Union Steam, Auckland.

**Master**

Captain Holyman

**Weather conditions**

Heavy seas

## Cause of loss

Sprang a leak. Abandoned.

## Number of crew

13

## Statement of significance

<p>The vessel is of historical significance for its participation in the coastal passenger and cargo trades around Southern Australia during the early 1900s. It is impossible to assess the archaeological significance of the site as it has not been located or inspected.</p>

## VHR history

The steamer Awaroa began to leak while crossing Bass Strait in bad weather. The crew continued to pump after the rising water extinguished the boiler fires. After the steamer Huntingdon had rescued the crew, the Awaroa finally sank off Cape Liptrap.<br /> The vessel was built for the New Zealand coastal trade with accommodation for passengers. In February 1919 it was reported that it underwent alterations at Launceston to fit out for the Melbourne-King Island-Launceston passenger and cargo trade. Accommodation was included for 40 passengers. The Awaroa sank following a collision with the steam hopper BATMAN in the Yarra at Melbourne in July 1915. It was raised and repaired, but sunk in collision with S.S. Katoomba in 1921 and was again raised and repaired. The vessel sailed from Launceston bound for Melbourne on 21 July 1925 with a volunteer crew on board (due to industrial action against the owner). The ship struck heavy seas as soon as it cleared the Tamar Heads, and the vessel started to take in water. The crew manned the pumps, but the water level continued to rise eventually drowning the fires. The crew continued to pump out water using buckets and hand pumps but to no avail. When the steamer HUNTINGDON was sighted just south of Cape Liptrap, the AWAROA made signals of distress. The HUNTINGDON hove to in large seas and the crew of the AWAROA abandoned ship, the vessel foundering shortly afterwards, twelve miles off Cape Liptrap.<br /> #VHR: The steamer Awaroa began to leak while crossing Bass Strait in bad weather. The crew continued to pump after the rising water extinguished the boiler fires. After the steamer Huntingdon had rescued the crew, the Awaroa finally sank off Cape Liptrap.#