

Victorian Heritage Database Report

Report generated on - 30/04/24

OMEGA



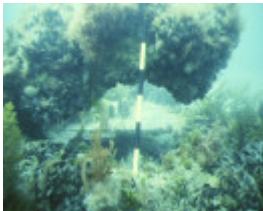
S503 Omega
PortPhillipBayWestChannel
DiverOnWreck



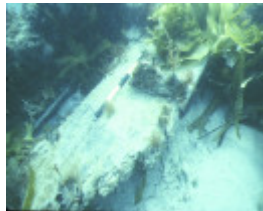
S503 Omega
PortPhillipBayWestChannel
Beam



S503 Omega
PortPhillipBayWestChannel
Measuring



S503 Omega
PortPhillipBayWestChannel
SideView



S503 Omega
PortPhillipBayWestChannel
TopView

Location

West Channel, Port Phillip Bay

Victorian Heritage Register (VHR) Number

S503

Date lost

01/10/1897

Official number

94120

Construction material

Wood

Hull

Carvel built, fiddle head, round stern, one deck, no galleries. Iron knees, copper alloy bolts, copper alloy sheathing. Plank widths 15 - 17cm Plank thickness 3-4 cm. Double frames 29 cm width total (individual frames 14 and 15cm) Depth of frame at 2nd p

Propulsion

Sail

Number of masts

2

Length/Breadth/Depth

97.00 Feet / 16.00 Feet / 9.30 Feet

Builder

Peter Callan, Stockton

Year of construction

1893

Built port

Newcastle, New South Wales

Built country

Australia

Registration Number

20 of 1896

Registration Port

Sydney

Date lost

01/10/1897

Departure

Melbourne

Destination

Devonport, Tasmania

Cargo

1330 bags and 14 tons bone dust

Owner

The Veron Pearl Fishing Syndicate Ltd, Sydney

Master

Captain John Carr

Weather conditions

Strong North-north-west gale, second quarter ebb tide, heavy sea, hazy visibility. Foggy

Cause of loss

Ran aground near number 12 buoy in West Channel. Had entered channel too far to East & despite steering correct course, ran aground on east bank of west channel

Number of crew

4

Statement of significance

<p>The Omega is archaeologically significant as the well preserved remains of a small Australian-built coastal trading vessel typical of the fleet that sailed around south-eastern Australia ie: representative of a type.</p>

VHR history

The schooner Omega entered the West Channel in foggy weather too far to the east of the West Channel Pile Light. Despite steering the correct course the vessel went aground on the eastern bank of the West Channel. The captain could not see the buoys at the time due to the foggy weather.

 The tug Rescue attempted tow the vessel free but the Omega filled with water. The remains were sold for six pounds/ The omega had recently had a thorough overhaul before its last voyage. Vessel and cargo insured (sum not known). Register closed 30 Nov. 1897 Charge of misconduct preferred against Capt. Carr not sustained by Court of Marine Inquiry but cautioned him to be more careful in future - error of judgement.