

Victorian Heritage Database Report

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OZONE



ozone low tide



S511 Ozone
PortPhillipBayIndentedHead
SideView WC



S511 Ozone
PortPhillipBayIndentedHead
PaddlewheelUnderWater WC



S511 Ozone
PortPhillipBayIndentedHead
Detail WC



S511 Ozone
PortPhillipBayIndentedHead
Paddle WC



S511 Ozone
PortPhillipBayIndentedHead
ViewOfSite WC

Location

Port Phillip Bay, Indented Head

Victorian Heritage Register (VHR) Number

S511

Date lost

1925

Official number

88947

Construction material

Iron

Hull

Top speed 19 knots; service speed over 18 knots; 2 funnels. One deck and a promenade. Paddle wheels 21' diameter. Originally 2 masts. Green hull, white superstructure topped by two orange funnels (UID 63)

Propulsion

Steam - Paddle

Engine specification

Direct acting diagonal compound engines 47" & 85". 314 HP; 2 cy (UID 63, 169, 327)
See also image on site file for old engine.
New engines in 1901

Engine builder

1st engine built by Messrs Rankin and Blackmore of Greenock (UID 327)
replacement built in Melbourne (UID 169)

Number of masts

1

Length/Breadth/Depth

260.00 Feet / 28.10 Feet / 10.00 Feet

Builder

Napier Shanks & Bell

Year of construction

1886

Built port

Glasgow

Built country

Scotland

Registration Number

1886

Registration Port

Melbourne

Date lost

1925

Owner

Capt W.G. Forbes Bay Steamers Ltd. (subsidiary of Huddart Parker Ltd), sold privately after unsatisfactory auction to John Hill, wrecker, of North Melbourne, of Melbourne Salvage Co. Hull sold privately to unnamed purchaser after unsatisfactory auction.

Cause of loss

Dismantled and scuttled as a breakwater

Statement of significance

<p>The Ozone is socially significant as one of the well known 'Bay Steamers' that used to ply Port Phillip and Corio Bay with passengers on short trips and excursions. The Bay Steamer 'wings' on Station Pier and jetties such as at Clifton Springs, Queenscliff and Portsea are other reminders of this era. The Ozone is also recreationally significant as an easily accessible shipwreck site that can be snorkelled and dived, with boilers, steering quadrant, paddlewheels and bow section providing interest and a home for marine life.</p>

VHR history

Engaged for nearly 39 years in day excursions in Bay. Faster than most competitors. John Hill paid only a few hundred pounds but worth about 2,000 pounds to a shipbreaker. Success of Ozone had prompted Huddart Parker to build Hygeia, larger and faster (1891) and Weeroona (1910). Fall off of traffic caused lay-off of Ozone from 1918. Hull became a breakwater for small craft. During its career involved in three collisions.