

# Victorian Heritage Database Report

Report generated on - 21/07/24

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## PRYDE

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### Location

Nepean Reef, Port Phillip Heads

### Victorian Heritage Register (VHR) Number

S547

### Date lost

08/02/1866

### Construction material

Wood

### Propulsion

Sail

### Number of masts

2

### Length/Breadth/Depth

87.40 Feet / 20.80 Feet / 13.70 Feet

### Year of construction

1842

### Built port

Quebec

### Built country

Canada

### Registration Port

Hobart

## Date lost

08/02/1866

## Departure

Newcastle

## Destination

Melbourne

## Cargo

260 tons coal

## Owner

D. Sargeant, Hobart

## Master

H. Bowan

## Weather conditions

Calm ; dense fog

## Cause of loss

Drifted onto rocks

## VHR history

The Pryde was a two-masted brig of 204 tons, built in Quebec, Canada, with dimensions of 87.4 x 20.8 x 13.7 feet (26.6 x 6.3 x 4.2 metres), owned by D. Sargeant of Hobart Town, and registered to the port of Hobart.<sup>1</sup> The master at its time of wrecking was Captain H. Bowden. Little is known about its earlier trading life before its wrecking or even when it came to Australia, as there are no details in Lloyds Registers 1843-1865 under this name.  
The French Register of Shipping for 1850, the Bureau Veritas, records a brig of 204 tons named the Pryde, which was built in Quebec in 1842, and in that year belonged to the English port of Liverpool.  
A 3/4 Rating of Confidence for voyages to the Atlantic was given to this vessel. A separate rating could be given for either longer voyages beyond the Cape of Good Hope or shorter ones within European ports, so this can be interpreted to mean that the Pryde, at this earlier stage of its trading life, was involved in voyages to the east coast of America and/or the west coast of Africa probably the Americas, given the Quebec connection. While its materials were rated to be in good condition in 1850, the condition of the hull was not considered to be as sound, a typical status after eight years of cargo-carrying on ocean voyages. Other details about this vessel were that it was built of oak and fir, was copper-sheathed and bolted, its captain was J. Monkhouse and it was owned by H. F. Penny of Liverpool, at least for a period between 1844 and 1850.<sup>2</sup>  
On this voyage it was inward bound from Newcastle to Melbourne with a cargo of 260 tons of coal. In calm conditions but with a dense fog, the Pryde drifted on to the outside reef of Point Nepean. The vessel was bilged and stuck fast on the reef, and the captain and crew abandoned their ship which by morning had seven feet of water in the hold. They were picked up by the government steamer Pharos, which towed the Queenscliff lifeboat to the scene to effect the rescue of the crew. Calm conditions continued for the next day but in its exposed location no hope was held for the vessel once the swell and wind increased. The Pryde was said to be insured by the Tamar & Derwent Insurance Company, and it was auctioned the day after wrecking.

<br /> The wrecksite has not been positively identified; a coal deposit and rudder gudgeons that have been reported on the outer reef may possibly be the cargo remains of either the Sussex or the Pryde.