

# Victorian Heritage Database Report

Report generated on - 02/10/24

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## REGIA



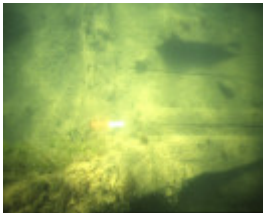
S567 Regina PortlandBay  
SiteView



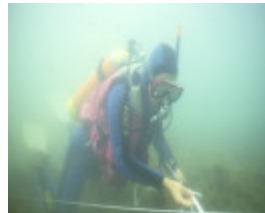
S567 Regina PortlandBay  
SideView



S567 Regina PortlandBay  
HullView



S567 Regina PortlandBay  
WoodDetail



S567 Regina PortlandBay  
DiverDoingOffsets

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### Location

Portland Bay

### Victorian Heritage Register (VHR) Number

S567

### Date lost

16/11/1860

### Official number

41080

### Construction material

Wood

### Hull

One and a half decks, square stern, carvel built, standing bowsprit, false galleries (1840), no galleries (1847), Women's bust figurehead. Rigged as a barque in 1840, rigged as a brig in 1847. Built of teak in 1835. Sheathed in 1840. Coppered over iron b

**Propulsion**

Sail

**Number of masts**

3

**Length/Breadth/Depth**

80.90 Feet / 23.00 Feet / 13.50 Feet

**Year of construction**

1835

**Built port**

Cochin

**Built country**

India

**Registration Number**

79 of 1847

**Registration Port**

Sydney

**Date lost**

16/11/1860

**Departure**

Mauritius

**Destination**

Portland

**Cargo**

Ballast with stone.

**Owner**

June 1844: John Morrison & J.T. Duff.

## **Master**

Morrison

## **Weather conditions**

Furious easterly gale; south-easterly gale

## **Cause of loss**

Weather, blown ashore in anchorage

## **Statement of significance**

<p>The Regia has historical, archaeological, technical, social and interpretive significance for its construction, location and role in Portland's history. The Regia represents the boom period that occurred in Portland between 1840-1860 when no protective breakwater existed, and vessels were exposed to south-easterly gales.</p>

## **VHR history**

Having discharged its cargo the REGIA was lying at anchor off Portland when a severe gale from the S.E. struck the west coast. A number of vessels including the brig REGIA, schooner EVA and the barque TEMORA were driven ashore. The vessel had a small bower down but as the weather got worse the Master ordered another anchor dropped. It held its position until 4.00 pm when it parted both chains and grounded on the beach 2 cables north of the "New Jetty". The crew were safely landed by the Harbour Master. The Lloyds Agent, Mr Horace Flower surveyed and condemned the vessel.