

Victorian Heritage Database Report

Report generated on - 22/07/24

BALMORAL



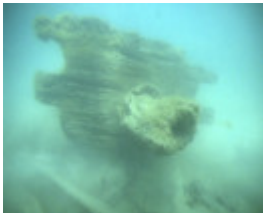
S67_
Balmoral_PortFairy_Diver_15/C



S67_
Balmoral_PortFairy_Artifact_15



S67_
Balmoral_PortFairy_SideView_



S67_
Balmoral_PortFairy_WallDetail

Location

Port Fairy

Victorian Heritage Register (VHR) Number

S67

Date lost

09/07/1868

Construction material

Wood

Propulsion

Sail

Number of masts

Length/Breadth/Depth

78.40 Feet / 22.90 Feet / 10.50 Feet

Date lost

09/07/1868

Departure

Port Fairy

Destination

Melbourne

Cargo

Produce and potatoes

Owner

E Fisher

Master

Captain Thompson

Number of crew

8

Statement of significance

<p>The vessel is historically significant for its involvement in the transportation of freestone for the construction of the Law Courts and other buildings in Melbourne. It is possibly of limited archaeological significance due to its breaking up, with little of the wreck remaining intact.</p>

VHR history

While riding out a violent south easterly gale at Port Fairy, the schooner Balmoral parted its anchor cable and was driven broadside onto the beach. The bow was on a rock while the stern remained afloat, causing the vessel to roll alarmingly. Not long after the crew abandoned ship, the Balmoral rolled on its side and parted amidship. Within an hour the vessel had broken up, littering the beach with wreckage. The Belfast Gazette commented that much of the hull timber was quite rotten. The vessel had previously been engaged in freighting freestone from Kangaroo Point to Melbourne to build the Law Courts and other buildings.

 VHR: A violent south easterly gale blew the schooner Balmoral onto the beach at Port Fairy. Not long after striking, the vessel rolled onto its side and began to break up. The crew of eight reached safety. It was later found that much of the ship's timber was quite rotten.

 Warrnambool Examiner 1868: The schooner Balmoral and the brig Mary Grant were anchored full of cargo, and waiting for a wind to get away. They both commenced dragging their anchors when it came on to blow, and by half-past eight in the morning both vessels were ashore, the sea running in very high and making a clean breach over both of them (see attachment).