

# Victorian Heritage Database Report

Report generated on - 18/10/24

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## WYRALLAH



S734\_Whyallah\_PortPhillipHea  
HistoricPhotograph

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### Location

Port Phillip Heads

### Victorian Heritage Register (VHR) Number

S734

### Date lost

04/1924

### Official number

93558

### Construction material

Steel

### Hull

Iron; 1 deck, elliptical stern, carvel built, straight stem; houses on deck 10 tons

### Propulsion

Steam - Screw

### Engine specification

Twin compound surface condensing engines, 45 NHP, coal fired 2 cyl., 16" and 32" Stroke 18" New boiler 1905

**Number of masts**

2

**Length/Breadth/Depth**

140.00 Feet / 22.30 Feet / 13.20 Feet

**Builder**

Mort's Dock & Engineering Co., Balmain

**Year of construction**

1887

**Built port**

Sydney, NSW

**Built country**

Australia

**Registration Number**

9 of 1900

**Registration Port**

Melbourne

**Date lost**

04/1924

**Departure**

Melbourne

**Destination**

Gippsland Lakes

**Cargo**

General, incl. confectionery, benzine, timber

**Owner**

Gippsland Steamers Pty Ltd

## **Master**

Captain Richard Bracken

## **Weather conditions**

Wind: WSW; thick; dark; very cold; flood tide

## **Cause of loss**

Sank after collision with SS Dilkerá

## **Number of crew**

13

## **VHR history**

The steamer Whyrallah was on its usual run to the Gippsland Lakes from Melbourne, when it was nearly cut in half in a collision with the SS Dilkerá with the loss of six lives.<br /> Schooner rigged. Chartered from Huddart Parker Ltd. Built for northern rivers of NSW, chartered for other services at times: e.g. Esperance-Albany mail service; New Caledonia; coal from Newcastle to Bairnsdale. Some accidents while in Gippsland trade. Travelling at 6 knots at 10.20 pm, was nearly cut in half by Dilkerá, travelling at full speed. Sank within 10 minutes. Searchlights from Fort Queenscliff trained on the area in search for victims and salvage. Wyrallah's master blamed by Court of Marine Inquiry - his first command. Primary cause: vessel on wrong side of Channel. Suspended for 12 months. Master of Dilkerá censured for omitting to render upmost assistance after collision. Lifeboat had taken 2 hours to arrive. Court recommended that the lifeboat (oar and sail), be replaced by a motorboat. Wreck located in 43 ft of water. Insured for 5000 pounds. (R.G. Menzies, later Prime Minister of Australia), represented the vessel's owners at the Inquiry). A number of previous owners.<br />