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THE MANLY FERRY

A history of the service and its operators, 1854-1974

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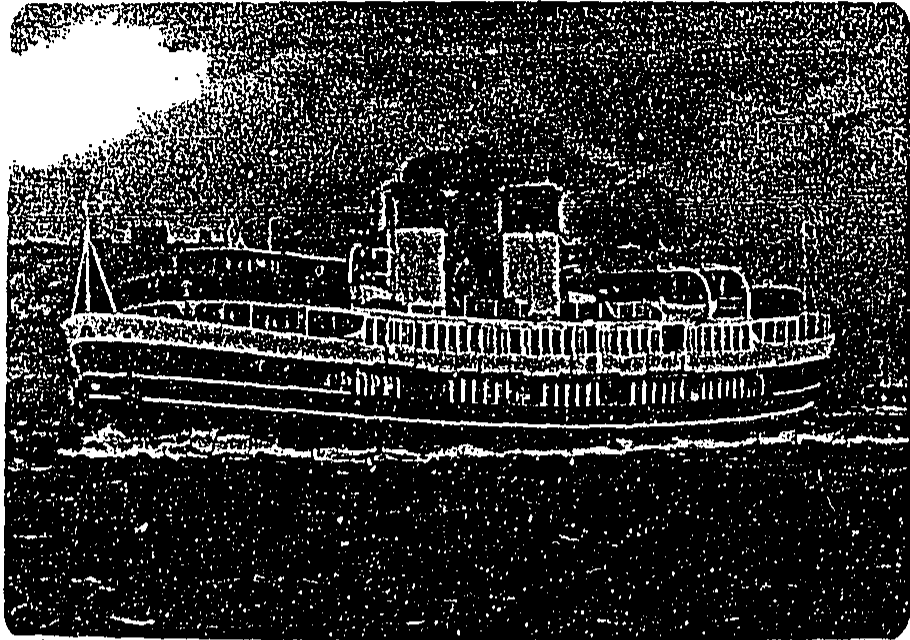
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On the wings of pleasure.
Seven miles from Sydney and
a thousand miles from care!

From a company advertisement
displayed in Sydney tramcars.

Manly is the bathing suburb of Sydney - one of them. You pass quite close to the wide harbour gate, The Heads, on the ferry steamer. Then you land on the wharf, and walk up the street, like a bit of Margate with sea-side shops and restaurants, till you come out on a promenade at the end, and there is the wide Pacific rolling in on the yellow sand: the wide fierce sea, that makes all the built-over land dwindle into non-existence.

D.H. Lawrence Kangaroo

PREFACE

This work is the history of a particularly singular and strong human enterprise. Until the advent of several more recent interpretative works, Australian transport historiography has heavily emphasised engineering and operational development without examining the contextual social and economic forces. The Manly ferry, with its unique contribution to the history of Sydney's development as a suburban city, provides a distinctive microcosmic example with which to illustrate the evolution of an urban society - with its emphasis on mobility - in the wake of the industrial revolution.

Particular vigour is given to this subject by its long history of private operation and the emergence of strong personalities whose guidance and influence contributed almost as much to the development of the service as broader economic and social forces. It is also a history with great continuity and whose course is far from "complete", as the service still operates in the midst of substantial changes described in this thesis.

In such a profoundly human history, with strong associations and long memories, it is essential that acknowledgement be made of the many people who have generously assisted me with information, comments and memories. A considerable debt in this regard is owed to Messrs. G.E. Marshall and R.E. Dyer, formerly Traffic Manager and Accountant, respectively, of the Port Jackson and Manly Steamship Co. Ltd., and Miss J. McGlynn of the Manly, Warringah and Pittwater Historical Society. In addition, Messrs. R.K. Willson and J. Darroch have been constantly generous in sharing the benefit of their own considerable investigations into the service and associated aspects of Sydney's transport. Appreciation is also expressed to Mr. W. Heading and Captains R. Hart, S. Bolton and F. Walker (all formerly of the Port Jackson Co. and subsequently of the Urban Transit Authority), and the late Captain J. Ireland. Other acknowledgements are due to the many people I have had contact with in

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both text and complex appendices of this thesis. Any possible remaining errors are due to my habit of writing across a page in all directions. My wife has had the enormous patience to share her entire married life with the Manly ferry, but has also joined me on many happy ferry rides, walks down the Corso and dinners at the Pavilion.

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ABBREVIATIONS

<u>ADB</u>	<u>Australian Dictionary of Biography.</u>
<u>D.Tel</u>	<u>The Daily Telegraph</u> (Sydney).
HMAS	His/Her Majesty's Australian Ship.
<u>JRAHS</u>	<u>Journal of the Royal Australian Historical Society.</u>
M Co-op SF Co.	Manly Co-operative Steam Ferry Company Limited (1893-1897).
MV	Motor vessel (powered by diesel or diesel-electric engine/s).
MW & PHS	Manly, Warringah and Pittwater Historical Society.
<u>NRBS</u> (or NR)	<u>The Newcastle Register of British Ships.</u>
PJ & MS Co.	The Port Jackson and Manly Steamship Company Limited (1907-1920, 1920-1950, 1950-1983).
PJ Co-op S Co.	Port Jackson Co-operative Steamship Company Limited (1896-1907).
PJH Pty. Ltd.	Port Jackson Hydrofoils Pty. Ltd. (1970-1973).
PJS Co.	Port Jackson Steamship Company Limited (1881-1896).
PJSB Co.	Port Jackson Steam Boat Company Limited (1876-1887).
PS	Paddle steamer.
PTC	Public Transport Commission of N S W.
<u>SMH</u>	<u>The Sydney Morning Herald</u> (Sydney).
<u>SRBS</u> (or SR)	<u>The Sydney Register of British Ships.</u>
SS	Screw steamer.
UTA	Urban Transit Authority of NSW.

Other abbreviations concerning technical aspects of ships are explained in the key to Appendix 1 or in the Glossary.

METRICATION AND DECIMAL CURRENCY

Due to the quantity of historical material used here and the consequent problems of conversion, Imperial weights and measures and old units of currency (pounds, shillings, and pence) are largely used throughout. An additional reason for this is general familiarity with the old units for comparative purposes. Some nautical practices are so familiar that metrication is not yet appropriate in this historical context - knots and nautical miles, capacity or Register tonnage (not convertible), registered dimensions (feet and tenths of feet), and boiler pressures. Decimal currency is used after 1966 when it was adopted, but the older currency is not converted as this creates an over-facile comparison which does not account for inflation. (Michael Cannon estimates 1975 values compared to nineteenth-century values at about 20:1). For further notes on metrication see the key to Appendix 1. Some basic conversions are:

1 inch (") = 25.4 millimetres.	£1 (pound) = \$2.
1 foot (') = 0.305 metre.	1s (shilling) = 10c.
1 statute mile = 1.609 kilometres.	1d (penny) = approx. 0.83c.
1 ton weight = 1.016 tonnes.	
1 pound weight = 0.453 kilogram.	