THE MANLY FERRY

APPENDICES

GLOSSARY

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BIBLIOGRAPHY
APPENDIX 1
VESSELS IN THE MANLY TRADE (1854-1983)

This listing covers boats which have traded to Manly as ferries, excursion vessels, cargo carriers, or a combination of all three. Boats involved in the short-lived Watson's Bay-Manly and the Spit-Manly services, and those which called at Little Manly, are included alongside the Sydney-Manly boats. Vessels are listed in chronological order of their first entry into the trade.

The list is divided into two parts. Part A covers vessels owned and operated in the trade by the early operators, the Port Jackson companies, and the Public Transport Commission of NSW (later the Urban Transit Authority of NSW). Part B covers chartered and miscellaneous vessels prior to 1876, boats chartered by the Port Jackson companies and their rivals, and boats in the Watson's Bay-Manly and the Spit-Manly services. As the early operators and the Port Jackson companies were engaged in the towing business in the nineteenth century, all vessels normally regarded as "tugs" are also listed as their duties included the Manly trade - as relief passenger vessels. (As noted elsewhere, vessels of specialised function were not as common in the nineteenth century harbour scene - the "general purpose vessel" would combine some or all of the roles of tug, ferry, tender, and cargo boat.) Thus Part A may also be treated as a complete vessels list of both the early operators and the Port Jackson companies.

This listing differs from others in separating the two aspects of "charter" and "ownership". Many chroniclers have listed chartered vessels alongside ones acquired and owned specifically or partly for the purpose of trading to Manly. However, no list has ever completely covered the great number of vessels which were chartered, particularly on holidays such as Boxing Day, during the 1850s and 1860s (and the present list is not necessarily definitive) - compare the nine or ten chartered vessels in P.W. Gledhill's list (Manly and Pittwater, pp 56-63) with the thirty listed here. This, coupled with the practice of numbering the vessels (e.g. per Gledhill, Brothers, no. 1, to South Steyne, no. 38) creates an erroneous impression of the number of vessels which have actually run to Manly. Part A in this listing may really be regarded as the list of "Manly ferries" in the specific sense of being acquired and owned for the trade. During the 1850s and 1860s most of the coastal steamships operating out of Sydney appeared at some time on excursions to Manly,
not to mention a number of tugs and other craft. (See Appendix 3.) To include these vessels (or even worse, a random selection thereof) in a list of "Manly ferries" as most writers have done leads to a highly distorted picture of the operational scene. Of the vessels in Part B, only Victoria (and perhaps Pelican) in the 1850s - 1860s, and the boats of the Manly Co-operative Steam Ferry Company in the 1890s (Admiral, Marramarra, Conqueror, Cygnet) ran in the service with a regularity that might entitle them to be regarded as Manly ferries.

It cannot be emphasised too strongly that Part B should not be regarded as a definitive list. The list of vessels and their respective dates could be substantially correct, but the list is fallible for the reasons described in the note to Appendix 3. This is stressed because many writers have placed a misguided faith in the completeness of earlier lists such as that of Gledhill. Part A, on the other hand, is a complete listing and covers all of the boats owned and used in the trade by all the regular operators (those whose major interest was the Manly service, plus the Public Transport Commission and Urban Transit Authority from 1974): H.G. Smith, Skinner and Wilson, Heselton and Parker, J.R. Carey, the Port Jackson Companies, and the PTC/UTA. (The Manly Co-operative Co., although running a regular service, did not own vessels and therefore its chartered boats are listed in Part B.)

A considerable amount of inaccuracy, mythology, and contradiction has developed over time, involving names, dates, events, and technical statistics. This list represents an attempt at achieving absolute accuracy, but there are instances where even the most original and reliable sources reveal inconsistencies which are unresolvable. In the end, accuracy must be considered a relative concept. However, there are some incompatibilities which can be simply explained. A lot of writers have been careless with dates, spellings of names, etc. and these have been corrected as thoroughly as possible. A common error made by many writers has been to read the dimensions given in feet and tenths of feet in the registers as feet and inches (for example 110.5' is transformed into 110'5", when 0.5' actually equals 6"). This has created a mass of incorrect information in many secondary sources, and extends to many works on Australian shipping.

Information given is derived from the Sydney Register of British Ships, Lloyd's Register of Shipping, and the Australian and New Zealand
Underwriters' Register, supplemented by company records, builders' records (where available), and contemporary newspapers. Of the Port Jackson Co. records, the major sources are half-yearly and annual reports and minutes of Directors' or General Meetings. However, details of vessel deployment and costs are from the ledgers in the company accounts. Details of mortgages are from the Sydney Register of British Ships. Secondary sources are used to provide additional information where this is deemed reliable but much basic information (including that for all vessels in Part A) has been exhaustively cross-checked between the registers and company records. This listing gives more extensive details in Part A (vessels owned and operated in the trade) than Part B. Further information on vessels in Part B may be obtained from the above-mentioned registers. Information on vessels alleged (but not confirmed) in secondary sources to have run to Manly may be obtained from the registers, the works of R.H. Parsons (see BIBLIOGRAPHY), or the present author's Sydney Ferry Fleets (see NOTES ON THE SOURCES).

One matter which is not dealt with in detail in this thesis is the fascinating subject of the technical development of the ferryboats, both in this trade, and on Sydney Harbour generally. In Chapter 1, I mention that the boats are dealt with in the text mainly by way of indicating how they reflected the changing circumstances of the service. Unfortunately, the engineering history of the line is somewhat beyond both the objectives and space limitations of this thesis and would be better dealt with in a separate comparative maritime history study. As I have suggested in the text, such a study would be justified by the service's remarkable history of engineering innovation. However, in order to give some substance to the technical aspects raised in the text, I have provided two areas of supporting information. One is in this fleet-list (Part A) where I provide notes under each vessel indicating, where relevant, its technical significance to the development of the fleet. The other area is bibliographical and comprises on one hand contemporary engineering articles (see BIBLIOGRAPHY, but note particularly the articles by A.J. Gibson, 1909, and E.H. Mitchell, 1928), and on the other hand articles written by the present author and Ross K. Willson for The Log (Journal of the Nautical Association of Australia), viz.:

Dee Why and Curl Curl (v 10, no 2 (1977), pp 35-45);
Bellubera (v 11, no 4 (1978), pp 101-109);
Balgowlah, Barrenjoey and Baragoola (v 12, no 3 (1979), pp 76-85);

These articles, which are fully sourced, cover twentieth century developments (excepting the advent of hydrofoils) fairly well but, having been written over a period of time, could be improved by thematic consolidation. However, the depth of information given in these articles frees the text of this thesis for discussion of broader considerations. Nevertheless, it is suggested that the articles, and at least that of E.H. Mitchell, might be read in conjunction with this thesis.

In the case of nineteenth century vessels I have considered a similar type of article but have been constrained by time. However, prior to the late 1890s when the first double-screw steamers (Manly II) and Kuring Gai) were introduced, it can be said that the boats introduced to the service were entirely British in concept. This does not apply to all harbour services. The North Shore Steam Ferry Co. Ltd. began experiments with double-screw propulsion in the late 1870s. Obliged to operate sea-going boats, the Port Jackson Co. stuck to convention a little longer, although in being double-ended, the Manly passenger boats were a somewhat novel variation on the standard Clyde River (Scotland) excursion steamer. A number of excellent British books (see BIBLIOGRAPHY) provide a thorough historical and engineering background to these vessels, notably the works of C.L.D. Duckworth and G.E. Langmuir, A.J.S. Paterson, and E.C.B. Thornton. Again it is suggested that these works be consulted in conjunction, more so because of the interesting historic parallels with and precedents for the Manly service. Most of these works have excellent sections on technical developments in engines, paddle-wheels and so on, all of which can be seen in a range of Manly vessels. A local deficiency these books make good is a large number of detail photographs of nineteenth century excursion steamers. Mentioned in this fleet-list is a superb word-picture of Brighton's opulent interior. However, frustratingly, no photographs exist. Nevertheless we can turn to Iain Hope's The Campbells of Kilmun (1981) where (illustration 36) we see a photo of what must have been a very similar interior.

In the development of vessels acquired for the Manly trade, a number of themes and objectives may be defined:

1. **Size** A factor governed by both sea-conditions of the route and passenger demand. The earliest boats were often too small for the sea-conditions. However, the need to construct boats to carry over 1,000 passengers did not arise until the turn of the century.
Initially the operators were hampered by having to buy any boat they could obtain, regardless of suitability. The first passenger boat designed for the service was not obtained until the late 1870s (Fairlight). Boats increased in size until South Steyne (1,781 passengers) to meet demand, then after World War Two were too large for the market. The new Freshwater class have a lower passenger capacity (1,107) but are as large as South Steyne due to altered regulations governing stability requirements. Length is constrained to about 70 metres (230 feet) by terminus restrictions. The possibility of carrying the same number of passengers in a given time with smaller vessels is explored in the 1970s with investigation of the high-speed Boeing Jetfoil (500 passengers), but this is ruled out due to purchase and running costs.

2. Beam The problem of beam seas across the Heads (together with passenger capacity) is met by progressive increase in beam (13.1' in Phantom to 40.39' in Freshwater). Double-ended hulls - fine at both ends - create a stability problem not encountered in a conventional vessel. However, South Steyne overcompensates with a square 'midships which creates a severe wash, rectified in Freshwater.

3. Speed A factor of striking a balance between travel-time and economy. Progressive efforts to raise average speed are discussed in Chapter 5. In the nineteenth century, journey times appear to vary with individual vessels (from 30 minutes to 1 hour). However, in the twentieth century, the restrictions of double-screw propulsion are tackled and maximum speeds of up to 18 knots are produced from the steamers. In the late 1930s, diesel-electric propulsion brings the prospect of a rise in the fleet average to 16 knots. However, this is interrupted by the war. After the war the emphasis is on economy, also provided by diesel-electric propulsion - conversion ensues. Freshwater utilises technological advances to adopt a brilliant solution: two engines, one for economical running at service speed, supplemented by a second for up to 18 knots as required; also her variable-pitch propellers increase economy by reducing drag. It should be noted that hull and propeller tests for most of these developments from the 1920s to the 1980s were conducted by the National Physical Laboratory, Teddington (England). Hydrofoils (from the 1960s) introduce a radical new speed factor (up to 35 knots) and give the
service a major boost. However, their cost factor is high (both for operator and user) and their capacity is low (140) and they cannot cater for the entire service.

4. **Shelter** Some original boats had only open decks with awnings. When saloons were introduced they were a privilege for the rich (6d fee); then they were allocated to women, and men smokers. It was not until the 1920s that the great improvements in road transport forced the company to reconsider the matter of passenger comfort. From 1928 the promenade (upper) decks were enclosed in houses with upholstered seating. In its 1933 annual report the company noted a positive improvement in winter patronage, presumably consequent upon the extended shelter. However, attempts to fully enclose vessels (North Head, Freshwater, hydrofoils) are resented by excursionists. Recently, smokers are restricted to outside areas.

5. **Economy** Much of this aspect is related to Speed. However, other manifestations are evident with consideration of costs becoming a major factor from 1910s. Interiors become more austere in twentieth century boats with growing emphasis on maintenance-free materials. External steelwork increases and woodwork decreases. Crew requirements are reduced from 11-12 to about seven (three in hydrofoils).

   **Freshwater** has potential for operation by two, but union resistance keeps crew at seven. There is possibly less thorough pursuit of operational economy under government ownership than under private ownership, but this is difficult to substantiate.

Overall, the Manly operators have developed a large double-ended, double-screw type of vessel with capacity for over 1,000 persons and of a speed (up to 18 knots) capable of achieving a Sydney-Manly trip in 30 minutes. These characteristics have been shared by a number of ferryboat types, notably in Europe and North America. However, the Manly boats are also designed to combine manoeuvrability and sturdiness required for rapid berthing and turnaround with fine lines and deep hulls required for fast navigation ahead or astern in deep-sea conditions. (South Steyne and the Freshwater type are in fact certificated to carry passengers at sea.) In this last factor the Manly boats are, as far as I can determine, unique in the world. This point should be recorded in view of John Bach's acknowledgement only of the North Coast Company steamers, and perhaps the Murray-Darling steamers, as distinctive Australian designs. *(A Maritime History of Australia* (1976), p. 18.)
Key

The sequence of information given is as follows:

Name of vessel (later names, earlier names).
(The vessel is always entered under the name with which it first entered the Manly trade.)

Years in commission in the Manly service (Part A only).

Official number. British Register reference, Sydney/Newcastle (Folio number/year of registry, supplementary entries).

Owners, ports of registration (dates of ownership).
(If port not given, it is the same as for previous owner. Shipbreakers listed in parentheses. In Part B owners while in Manly service only are listed.)

Name of shipbuilder, place where built.

Type. Specifications and description.

Register tonnage: gross (gt), net (nt), under deck (udt).
(Altered tonnage.)
Displacement tonnage (dpt, or dpt tonnes).
Deadweight tonnage (dwt, or dwt tonnes).

Length: registered (no abbrev.); overall (OA); between perpendiculars (BP).
Breadth: registered (no abbrev.); moulded (mld.); extreme (ext.).
Depth: registered (no abbrev.); moulded (mld.). Draught.
(Registered dimensions alone are expressed as L x B x D, and are given in feet and tenths of feet, e.g. 110.5'. Other dimensions in feet and inches. For definitions see Glossary.)
(Altered dimensions.)
Other measurements.

Name of engine builder, place where built (year built, if different from ship).

Machinery specifications: engine type, propulsion.
Cylinder dimensions (Cyls: diameters x stroke).
Horsepower: nominal, indicated, brake. (Expressed as NHP, IHP, or BHP.)
Screw type (one at each end if double-ended hull; twin screw = 2 screws at stern only).
Boilers, type. (WP: working pressure; pds.: pounds per square inch.)
Steering (to rudder at each end if double-ended hull).
Auxiliary machinery and power.
Other specifications.
Speed.
Passengers (first harbour certificate unless otherwise indicated).
Lifesaving capacities.
Crew.
Fuel and bunkers (coal fuel assumed for steamers unless otherwise stated, oil for diesels).
Major alterations (builder, location - if applicable).
Key (cont.)

Designer. Lloyd's & other registration. Signal letters.
Masters4.

Dates5.

Historical notes.

(Omissions from this sequence indicate that the information is not applicable or not available.)

Imperial weights and measures are used throughout. However, the statistics of vessels built since the 1960s are generally given in metric in sources such as Lloyd's Register and the following points should be noted: when tonnes and millimetres are given in original sources (usually for deadweight and engine cylinder measurements) these are not converted; when a vessel's dimensions are given in metric, approximate conversions to feet, for comparison, are shown alongside the official metric measurements (which are in parentheses).

Notes:

1. An official number enclosed in parentheses indicates that the vessel's Register was closed in 1974 or 1975 due to registration not being required for Government vessels.

2. A general purpose vessel is of the type commonly used on the harbour last century. Often built primarily as a tug, but with other facilities for handling cargo (even a hold) and carrying passengers (for whom benches would be provided either on the main deck or on top of the house). Other vessels described as tugs, packets, etc., were also "general purpose" vessels, but the function described was predominant.

3. Gangway exits are not described for paddle-steamers as conventional method of exit was over the sponsons - usually two exits each side, fore and aft of the paddle box.

4. The dates listed beside the names of various masters are those in which the master is mentioned as serving by the registers or newspaper accounts. They are not meant to represent the whole range of years during which a particular master served. In more recent times vessels have two or more masters working in shifts and the concept of "registered master" rarely applies. All masters are master mariners.

5. Not all events, such as collisions etc., may be covered for a particular ship - only those which have come to light from newspaper reports, etc.

Abbreviations, Part B: b = built; w = wrecked or lost; s = broken up; f = sold foreign (non-British.)
Vessels in the Manly Trade

Part A: Vessels owned by Manly service operators

PS Phantom
PS Breadalbane
PS Cobre
PS Goolwa
PS Royal Alfred
PS Mystery
SS Manly
PS Emu (II), later Brightside
PS Commodore
PS Fairlight
SS Glenelg
SS Port Jackson
PS Brighton
SS Irresistible
PS Narrabeen
SS Manly (II)
SS Kuring Gai
SS Binngarra
SS Burra Bra
SS Bellubera (later MV)
SS Ben Bolt
SS Balgowlah
SS Barrenjoey, later MV North Head
SS Narrabeen (II)
SS Baragoola (later MV)
SS Curl Curl
SS Dee Why
(MV Bellubera, see SS Bellubera)
SS South Steyne
(MV North Head, see SS Barrenjoey)
(MV Baragoola, see SS Baragoola)
MV Manly (IID, later Enterprise
MV Fairlight (II)
MV Dee Why (II)
MV Curl Curl (II)
MV Lady Wakehurst
MV Lady Northcott
MV Palm Beach (ex Patane)
MV Long Reef (ex Freccia di Mergellina)
MV Freshwater
MV Queenscliff
Part B  Chartered and miscellaneous vessels

PS Nora Creina
PS Huntress
PS Black Swan
PS Pelican
PS Emu
PS Planet
PS Illawarra
PS Victoria, later Nagasaki Maru No. 1
PS Mimosa
PS Hunter
PS Williams
PS Kiama
PS Thistle
PS William the Fourth
PS Rapid (ex Derwent)
PS Washington, later Gorilla
PS Illalong
PS Yarra Yarra
PS Waratah
PS Paterson
PS City of Newcastle
PS Collaroy
PS Urara
PS Grafton (later SS)
PS Kembla
PS Bungaree
PS Morpeth
PS Mynora
PS Comarang
PS Culloden
PS Goolwa (see Part A)
PS Prince Alfred
PS Waterview
SS Admiral
SS Marramarra
SS Conqueror
SS Cygnet
PS Balmain
(Part B  Chartered and miscellaneous vessels - cont.)

SS Fearless  
SS Bronzewing  
SS Lady Hampden  
SS Lady Manning  
SS Woy Woy  
SS J.W. Alexander  
SS Koompartoo  
SS Kuttabul
PART A

VESSELS OWNED BY MANLY SERVICE OPERATORS
PHANTOM
1859-1878 41100 (SR 29/1859, Sup. v 1/25,77, 2/115, 4/355, 5/419)

S.B. Skinner, Melbourne (1858-1859)
S.B. Skinner and Partners, Sydney (1859-1860)
S.B. Skinner and S.H. Wilson (1860-1867)
T.J. Parker and Partners (1867-1868)
Thomas Heselton and Partners (1868-1875)
John Randal Carey (1875-1876)
J.B. Watson and Partners (1876-1877)
Port Jackson Steam Boat Co. Ltd. (1877-1878)
C.E. Jeanneret (1878-1879)
J.F. Harmer and Partners (1879-1881)
Sir John Robertson (1881-1885)

Built by J.F. Dow and Co., Williamstown, Victoria.

 Passing ferry. Double-ended iron hull, superstructure probably wood.
 Possibly cabins below deck. Canvas awning over deck. 1 funnel.
 Sea jib: probably wood benches.

63.09 gt, 39.94 nt, 61 udt.
119.4' x 13.1' x 6.8'. Draft: 3'5".


Steam engine driving a paddle wheel at each side. 50 NHP. Boilers: 2
 tubular type. 70 pds. W P. Over 12 knots (possibly 14 knots).

Passengers: 166.

Alteration: 1867: Refit to hull, engine and boiler by McArthur & Co.,
 Sydney. New 'ships frames and plates, two extra watertight compartments,
 new deck.

(Not registered.) Signal letters TCGW.

Masters: Molland (1865 delivery), James Hutton (1860s), Brett (1870s),
 R. Heselton (1870s).

1859: Sep - built.
1859: 14 May - left Hobson's Bay, Melbourne.
  19 May - left Port Phillip.
  24 May - left Sealers' Cove, Vic.
  28 May - arrived Sydney.
  21 Jun - (Tuesday) entered Manly service, 10.20 am. to Woolloomooloo.
 Register transferred from Melbourne (owners Skinner 24/64
 and Smith 40/64).

  28 Jun - registered Sydney.
  19 Jul - Skinner sells 8/64 to S.H. Wilson. (Register altered.)
1860: 27 Aug - Smith sells out, 23/64 to Wilson 17/64 to Skinner. (Register
 altered.)
1867: 5 Dec - Register altered, T.J. Parker takes over Skinner's shares
  33/64), S. Butts and M.E. Hollings take over Wilson's
  shares (31/64).
1868: 15 Jan - Parker sells out to Thomas Heselton. (Register altered.)
1870: 9 Mar - S. Butts and M.E. Hollings sell out to Heselton. Register
 altered 11/3/1870.
  30 May - Heselton sells 31/64 to Parker. (Register altered.)
1875: 18 Jan - Heselton sells out (33/64) to Carey. (Register altered 19/1/1875.)
  19 Jan - Parker sells out (31/64) to Carey. (Register altered.)
1876: 31 Oct - sold to Watson and Partners. (Register altered 15/11/1876.)
1877: 3 Jul - sold to FJSB Co. Ltd. (Register altered 6/7/1877.)
1878: 31 Dec - sold. (Register altered 4/1/1879.)
1885: Oct - broken up by Davy and Sands, Pyrmont.
1886: 6 Jun - Register closed.

Built to the order of Samuel Bourne Skinner (original partner of Captain Howard Smith) for Port Phillip excursion work. Phantom became the first vessel purchased specifically for the Manly trade when in 1859 Henry Gilbert Smith bought a share from Skinner and brought the vessel to Sydney. In August 1860 Smith sold his shares to Skinner and S.H. Wilson (for £2,240, reduced by a subsidy) in an agreement whereby they would use Phantom to continue a regular service between Sydney and Manly. She put in another 18 years in the Manly service, then spent the rest of her life in various duties before being broken up in 1885. There were other ways in which Phantom was an early milestone in the history of the service. She was the first double-ended ferry on the run (and the last for 18 years until Emu (II) came from Brisbane), and had a white funnel with black top, thus introducing a colour scheme which lasted until 1974. (As these were also the funnel colours of the Howard Smith line, it is a fair assumption that Skinner simply adopted his former partner's colour scheme.) Although having a fair turn of speed, she was said to be noisy and "cranky" and her narrow beam and shallow draught were better suited to river work than the voyage across the Heads. (See Chapter 3.) Phantom maintained the passenger service fairly steadily for her first 9 or 10 years. In 1859 she shared the service with the chartered Victoria and in this and following years often ran trips to Watson's Bay and Middle Harbour. For a couple of years she was assisted, particularly on holidays, by many other chartered vessels, but in 1862 she was joined by Breadalbane and together this pair operated the service for the rest of the 1860s. When Heselton and Parker took over she often seemed to be displaced in favour of the tugs Goolwa and Cobbe. In the mid 1870s she returned to general passenger service supporting Royal Alfred and Breadalbane, but by this time her limited capacity and other shortcomings must have kept her only a relief role. When Emu (II) entered service in March 1877 Phantom was virtually retired from the passenger trade. Phantom was mortgaged several times, first by Wilson to Skinner to the extent of £200 (8/64) at 4½% interest from 19 July 1859 to 17 April 1860. This was followed by a series of mortgages to Henry Gilbert Smith. The first (interest-free) on 27 August 1860, were to secure the sale of his shares for £2,240 (reduced by a subsidy) to Skinner and Wilson. Skinner mortgaged 25 of his 33/64 (worth £952) and Wilson mortgaged all of his 31/64 (worth £1,288), these mortgages being executed on 27 August 1860 and discharged on 11 October 1862. The second mortgages to Smith (at 7½% interest) were executed on 11 October 1862 and involved 10 of Skinner's shares (worth £271/7/6, discharged on 15 January 1868) and 18 of Wilson's shares (worth £648/12/6, discharged on 9 March 1870). Skinner died intestate on 21 March 1867 and Letters of Administration were granted to T.J. Parker (shipowner, then of Sydney) by the N.S.W. Supreme Court on 1 November 1867. Parker discharged the mortgage by selling to Heselton on 15 January 1868. Wilson died on 24 August 1867 and, by his will of 7 April 1866, Stephen Butts and Marion Elizabeth Hollings were appointed Executors (Probate being granted in the N.S.W. Supreme Court on 17 September 1867). Butts and Hollings further mortgaged £368 at 8½% interest to Parker (now of Melbourne) on 7 September 1868. Butts and Hollings discharged Wilson's last mortgage by selling out (31/64) to Heselton in 1870 and Heselton carried their last (£368) mortgage until selling the 31/64 to Parker two months later.) The next mortgage was by J.R. Carey to the Mercantile Bank, Sydney, to secure a sum on Account Current. This was executed on 19 January 1875 and discharged on 31 October 1876. Carey had his entire fleet mortgaged from the time of purchase until the formation of the partnership -
J.B. Watson, mineowner of Sandhurst (Bendigo), Jenkin Collier of Melbourne, John Woods, contractor of Manly, and Carey, auctioneer of North Sydney – on 31 October 1876 which became the Port Jackson Steam Boat Co. Ltd. Finally, she was mortgaged to Watson from 7 December 1877 to 29 October 1878 (see notes on Emu (II)). By 1878 she was valued at £1,000, but was sold for only £325.
BREADALBANE

1862-1882 16250 (SR 18/1857, Sup. v 1/34, 2/116, 4/339)

D. McMurrich, Glasgow (1853-1856)
Robert Towns, Sydney (1856-1862)
S.B. Skinner and S.H. Wilson (1862-1867)
T.J. Parker and Partners (1867-1868)
Thomas Haselton and Partners (1868-1875)
John Randal Carey (1875-1876)
J.B. Watson and Partners (1876-1877)
Port Jackson Steam Boat Co. Ltd. (1877-1881)
Port Jackson Steamship Co. Ltd. (1881-1883)

Built by Smith and Rogers, Govan, Scotland.

General purpose vessel (tug/ferry). Iron hull, superstructure probably wood, clipper bow with bowsprit, square counter stern. 1 deck. Possibly cabin on main deck (or below). Navigation bridge amidships, open with canvas awning. 1 lifeboat. 1 mast. 1 funnel. Seating: probably wood benches.

144 gt. 90 nt. (By 1856: 161.23 gt, 101.58 nt, 161.23 utd.)
140.0' x 16.4' x 8.0'. (By 1856: 146.4' x 17.1' x 8.0'.)

Engine built by Smith and Rogers, Glasgow, Scotland.

Steeple steam engine driving a paddle wheel at each side. 80 NHP. Passengers: 200 (later possibly 530).

(Not registered Lloyds.) Signal letters LWQG.
Masters: Henry Pettit (c1863-c1870), J. Warlaw (1874-1880).

1853: built.
1854: despatched to Melbourne for sale.
1857: 16 May - registered Sydney.
1862: 3 Nov - sold to Skinner (38/64) and Wilson (26/64). (Register altered 27-28/11/1862.)
29 Nov - official trials, Sydney.
30 Nov - (Sunday) entered Manly service, 10.15 am. ex Sydney vine.
1867: 5 Dec - registered with T.J. Parker (Administrator of Skinner's Estate) (38/64) and Stephen Butts and Marion Elizabeth Hollings (Executors of Wilson's Estate) (26/64).
1868: 15 Jan - Parker sells out to Haselton. (Register altered.)
1870: 28 Jan - Haselton sells 3/64 to Henry Pettit. (Register altered.)
9 May - Parker takes over Butts' and Hollings' shares (26/64) and sells out to Haselton. (Register altered 11/3/1870.)
30 May - Haselton sells 26/64 to Parker. (Register altered.)
1871: 17 May - Haselton sells 5/64 to Parker. (Register altered.)
29 Jun - Pettit sells out to Haselton. (Register altered 30/6/1871.)
1875: 14 Jan - Haselton sells out (33/64) to Carey. (Register altered 20/1/1875.)
19 Jan - Parker sells out (31/64) to Carey. (Register altered 20/1/1875.)
1876: 31 Oct - sold to Watson and Partners. (Register altered 15/11/1876.)
1877: 3 Jul - sold to PJSB Co. Ltd. (Register altered 6/7/1877.)
1881: 26 Sep - sold to FJS Co. Ltd. (Register altered 19/10/1881.)
1882: Jun - withdrawn from service.
1883: 13 Jul - broken up.
13 Aug - register closed.

Breadalbane was despatched to Melbourne for sale soon after being built and was operated in the Geelong trade and as a shipping tender. Early in
1856 she went to Brisbane for the Ipswich and other trades. Her owner, Robert Towns played a part in initiating the Queensland Steam Navigation Co. which later built the Emu (II) for the Ipswich trade. By 1862 the Q.S.N. Co. was acquiring its own vessels and Breadalbane was displaced and left for Sydney sometime during that year. As noted in Chapter 3, Skinner and Wilson adapted her for towing and she performed the role of ferryboat and tug, initiating a dual role which the Manly operators were to maintain until 1898. Fairlight (1878) displaced her as a passenger boat and she carried on with towing work until 1882. Some secondary sources maintain that her hulk was entombed under land reclamation in Blackwattle Bay (site of Glebe High School). Breadalbane was mortgaged several times. Firstly she was mortgaged to Towns by Skinner to the extent of £891 (38/64) and by Wilson to the extent of £609 (26/64). These mortgages were executed on 3 November 1862 and discharged on 5 August 1863. Secondly she was mortgaged by Wilson's executors (Butts and Hollings) to T.J. Parker for £802/10/4 at 8% interest on 7 September 1868. This mortgage was probably discharged when Parker took over the executors' 26 shares in 1870. Thirdly, she was mortgaged to the Mercantile Bank by Carey from 19 January 1875 to 31 October 1876 (see notes on Phantom). Finally, she was mortgaged to J.B. Watson from 7 December 1877 to 12 July 1881 (see notes on Emu (II)). By 1878 she was valued at £6,000.
COBRE
1869-1873 32206 (SR 12/1869, NR 7/1874)
J. Patin, Swansea (1849-1851)
W. Walter, Chester (1851-1854)
Pulton and Smith, Melbourne (1854-1855)
J. Aitkenhead, Launceston (1855-1856)
W. Rout and Partners (1856-1855)
J.R. Gourlay and Armstrong, Hobart (1865-1869)
Thomas Heselton and Partners, Sydney (1869-1873)
John Dalton (1873-1874), Newcastle (1874-1917)
(Builder unknown.) Built Swansea, Wales.

67 gt, 28 nt. (1853: 91.14 nt, 46.34 nt, 91.14 udt.)
83.2' x 13.5' x 8.9'. (Lengthened 1853: 98.9' x 13.6' x 8.9'.)

(Engine builder unknown.)
Low pressure steam engine driving a paddle wheel at each side. 45 NHP.
(Not registered Lloyds.) Signal letters QVFB.
1849: built.
1854: Nov - registered Melbourne.
1855: to Tasmania.
   20 Mar - Heselton sells 16/64 to William Gray, Engineer, of Sydney.
   (Register altered.)
   Apr - entered Manly service.
1870: 30 May - Heselton sells 15/64 to T.J. Parker. (Register altered.)
1872: 6 Jun - Gray sells out (16/64) to Parker. (Register altered
   12/6/1872.)
1873: 2 Sep - Heselton sells out (33/64) to John Dalton. (Register altered
   18/9/1873.)
   31 Oct - Parker sells out (31/64) to Dalton. (Register altered
   2/6/1874.)
1874: 2 Jan - Register transferred to Newcastle.
1917: May - Register closed (broken up).

Cobre was built as a tug and passenger tender and spent her early life in
these duties, also being engaged in cargo and passenger work in Tasmania.
Upon coming to Sydney she joined Heselton's Breadalbane as one of the
main tugs in the port with additional duties on the Manly run. In the
1870s she ran regular ferry services with Goolwa, Breadalbane, and Phantom.
The arrival of the passenger boat Royal Alfred in October 1873 displaced
her and she was sold immediately to John Dalton who put her into his
Newcastle tug fleet. Her departure, and that of Goolwa in January 1874,
left Heselton's fleet at 3 vessels for a short time but the acquisition
of the Mystery in April 1874 and the construction of the Manly in the
same year filled the towing void. Cobre spent another 43 years in
Dalton's Newcastle service before being broken up in about 1917. This
vessel was officially registered as Cobre, but for unexplained reasons
she was always referred to as COBRE in the Manly service (viz. newspaper
advertisements).
GOOLWA

1870-1874, 1877-1878  46675  (SR 29/1870, NR 9/1874)

J.W. Smith and Thomas Heselton, Port Adelaide (1867-1870)
Thomas Heselton and Partners, Sydney (1870-1874)
T.J. Parker and Henry Finch (1874)
Henry Finch, Newcastle (1874-1876)
Newcastle Co-operative Steam Tug Co. Ltd. (1876-1878)
John Brown (1878-1881)
James (dec'd 1894), Alexander Jr. (dec'd 1897) and John Brown (1881-1897)
John Brown (1897-1905)
J. O'Connor (1905-)

Built by Palmer Brothers, Jarrow-on-Tyne, England.

Tug. Iron hull, superstructure probably wood, elliptic counter stern.
1 deck. Cabin on main deck, topped by navigation bridge (ahead of funnel).
1 lifeboat. 1 mast (originally 2 masted brig, probably for voyage to
Australia). 1 funnel. Seating: probably wood benches on main deck (for
passenger service).
191.07 gt, 115.85 nt, 191.07 udt.
130.0' x 21.1' x 10.3'.

2 steam engines driving a paddle wheel at each side. 90 NHP.
Passengers: about 600.

Registered Lloyds. Signal letters VTCW.
Masters: Henry Pettit (1874), H. Sutherland (1876-80).

1864: built.
20 Jan - launched.
1866: registered.
1867: brought to Adelaide early in year.
May - registered with Smith and Heselton.
1870: 1 Aug - sold to Heselton.
2 Aug - registered Sydney.
10 Sep - (Saturday) commenced Manly service.
1871: 29 Jan - Heselton sells 3/64 to Henry Pettit, Master Mariner,
Sydney. (Register altered 30/6/1871.)
2 Jul - Heselton sells 28/64 to T.J. Parker. (Register altered
4/7/1871.)
1874: 14 Jan - Heselton (33/64) and Pettit (3/64) sell out to Henry Finch.
(Register altered.)
17 Apr - Parker sells out (28/64) to Henry Finch. (Register
altered.)
31 Aug - Register transferred to Newcastle.
1905: Jun - sold out of tug service.
c1919: sank at moorings (later raised).

Goolwa was an important vessel in the early history of tug operations in
Sydney and Newcastle. Her first 2 or 3 years after leaving the builder's
yards are rather obscure but Ronald Parsons suggests that she was laid
down to the order of W. Wells of Adelaide, but Wells sold out his towing
interests before Goolwa was completed and another buyer had to be found.
(Levi possibly acted as an agent.) She came to Adelaide early in 1867
and was sold to Captain Heselton and Jacob William Smith. Heselton
brought her to Sydney in 1870 where she joined the Manly line as ferryboat
and tug. With the arrival of Royal Alfred in 1873 Goolwa and Cobre were
displaced from the Manly run and sold to Newcastle soon afterwards.
However, this was not the end of Goolwa's part in the history of the
Manly service. In January 1876 she was acquired by the Newcastle Co-operative Steam Tug Co, which sent her (and other tugs) into towing and excursion opposition in Sydney Harbour. The Directors' minutes of the Port Jackson Co. show the flurry of concern this caused and the rush to buy a good new tug, in order to compete, resulting in the decision to order Commodore from England. In 1877-1878 Goolwa was chartered by the Port Jackson Co. for towing and excursion work. She ran to Manly in the passenger service on 26 December 1877 and during January and February of 1878. In June 1878 Goolwa passed (with the other assets of the Newcastle Co-operative) to the Brown family business which, over the next two decades competed vigorously with Port Jackson until 1896 when John Brown took over Port Jackson's remaining tugs. Goolwa was thus joined for a while by Commodore, Port Jackson, and Irresistible until sold in 1905. There is no record of her use after this date but she was evidently laid up and her Register was not closed until 1972. Parsons writes that she sank at her moorings about 1919 and was eventually raised and run onto the Hunter River bank near Hexham. Her century-old hull may still be seen today between Hexham Island and the south bank, a short distance downstream from another Manly boat, Kuring Gai. Goolwa was mortgaged twice by Nesselton to Francis G. Smith of the Bank of South Australia. The first mortgage was for £8,677 plus interest from 1 July 1869 to 12 July 1870. The second was for £2,500 from 1 August 1870 to 15 June 1871.
ROYAL ALFRED

1873–1885  57781  (SR 77/1873, Sup. v 4/356)

S.H. Smith and Partners, Auckland (1868–1871)
A. Obuglieu (1871)
Thames Steam Navigation Co. Ltd. (1871)
J.S. MacFarlane (1871)
Auckland Steam Packet Co. Ltd. (1872–1873)
Thomas Heseltone, Sydney (1873–1875)
John Randal Carey (1875–1876)
J.B. Watson and Partners (1876–1877)
Port Jackson Steam Boat Co. Ltd. (1877–1881)
Port Jackson Steamship Co. Ltd. (1881–1885)
James Halstead (1885–1892)

Built by George Beddoes, Auckland, N.Z.

General purpose (passenger) vessel. Wood hull and superstructure, round counter stern. 1 deck and a break. Cabin on main deck topped by navigation bridge (ahead of funnel). Saloon on quarter deck topped by promenade deck (open with canvas awnings). Canvas awning on main deck forward. 2 lifeboats, aft on promenade deck. 2 masts (schooner rigged). 1 funnel. Seating: probably wood benches.

140.62 gt, 88.59 nt, 120.39 udt.
132.3' x 19.4' x 8.3'.

2 oscillating steam engines driving a paddle wheel at each side.
Cyls: 30" x 42", 30" x 42". 60 NHP. About 11 knots.
Passengers: about 750.

(Not registered Lloyds.)
Masters: Farquhar (1873 delivery), Andrew Moreton (1873–1878).

1868: built.
Jul - completed.
1873: 21 Oct - sold to Heseltone. (Register altered 2/12/1873.)
23 Oct - left Auckland.
25 Oct - left Bay of Islands.
3 Nov - arrived Sydney.
27 Nov - registered Sydney.
Dec - entered Manly service.
1875: 18 Jan - sold to Carey. (Register altered 19/1/1875.)
1876: 31 Oct - sold to Watson and Partners. (Register altered 15/11/1876.)
1877: 5 Jul - sold to PJSB Co. Ltd. (Register altered 6/7/1877.)
1881: 26 Sep - sold to PJS Co. Ltd. (Register altered 19/9/1881.)
1885: 14 Feb - sold. (Register altered 16/2/1885.)
1893: broken up at Berry's Bay, Sydney.
24 Jan - Register closed.

Royal Alfred spent most of her career as a passenger boat (with cargo facilities), in Auckland and Sydney. Late in her Manly service her ledger shows that she undertook occasional towing work. From her entry into the service in 1873 she provided, with Breadalbane, the backbone of the passenger service - a task for which her large passenger capacity must have greatly suited her. She replaced Cobre and Goolwa which went to Newcastle in 1874. She continued to support the passenger trade into the 1880s (running with Emu (II) and Fairlight) until she was effectively superseded by Brighton in 1883. She had a saloon aft, thus introducing a new comfort to the service. A contemporary newspaper described the saloon fittings as polished Huon pine, each alternate panel
(between windows) bearing a mirror, the other panels carrying "well executed paintings of local scenery". *Royal Alfred* was the last single-ended passenger boat of the Port Jackson Co. to engage in regular service between Sydney and Manly, until 1965 when the hydrofoil *Manly* entered service. Her withdrawal left the double-enders supreme.

*Royal Alfred* was mortgaged twice - first to the Mercantile Bank, Sydney from 18 January 1875 to 31 October 1876 (see notes on *Phantom*) and second to J.B. Watson from 7 December 1877 to 12 July 1881 (see notes on *Emu* (II)). In 1878 she was valued at £7,500. She was sold in part-payment (£1,000) for *Irresistible* in 1885.
MYSTERY

1874-1893  27244  (SR 22/1874, Sup. v 4/371)

R.D. Ross and Partner, London (1852-1867)
James Deane and Co., Melbourne (1867-1874)
Thomas Heselton, Sydney (1874-1875)
John Randal Carey (1875-1876)
J.B. Watson and Partners (1876-1877)
Port Jackson Steam Boat Co. Ltd. (1877-1881)
Port Jackson Steamship Co. Ltd. (1881-1893)
Thomas S. Rowntree (1891-1899)


Tug/passenger vessel. Wood hull and superstructure, clipper bow with bowsprit, round counter stern. 1 deck. Cabin on main deck, topped by navigation bridge (ahead of funnel). 2 lifeboats on main deck aft. 1 mast with boom (sloop). 2 funnels abreast (later 1 funnel).
Seating: probably wood benches on main deck (for passenger service).

104.78 gt, 24.97 nt, 104.78 udt.
96.1' x 16.8' x 10.4'. (Readmeasured 1869: 99.0' x 18.8' x 10.4')

2 grasshopper side lever steam engines driving a paddle wheel at each side. 25" x 48", 25" x 48". 60 NHP. About 9 knots.
New paddle wheels, 1883. New boilers, 1897.

Registered Lloyds. Signal letters PQVF.
Masters: Henry Pettit (1874-71877).

1852: built.
14 Aug - completed.
1867:  Dec - commenced service Port Phillip.
1873:  Jul - collision Italia.
1874:  Apr - entered Manly service.
13 Apr - Register transferred to Sydney.
17 Apr - registered with Heselton.
1875: 18 Jan - sold to Carey. (Register altered.)
1876: 31 Oct - sold to Watson and Partners. (Register altered 15/11/1876.)
1877:  5 Jul - sold to PJSB Co. Ltd. (Register altered 6/7/1877.)
1881: 26 Sep - sold to PJS Co. Ltd. (Register altered 19/10/1881.)
1893: 27 Feb - sold. (Register altered 28/2/1893.)
1899:  Aug - engine dismantled, converted to night soil punt.
28 Aug - Register closed.

Like most of her contemporaries in the trade, Mystery was a tug fitted with passenger accommodation. Captain James Deane brought her to Melbourne for towing duties but she was also engaged in excursion work and ran regularly between Melbourne and Geelong. Moving to Sydney she spent nearly 19 years with the Manly operators but seems to have been mainly used for towing, excursion and relief work. (She is not often mentioned in timetables and her slow speed would have been a disadvantage in the passenger service. She was advertised for charter excursions however.) By the time she was sold early in 1893, she was over 40 years old and must have been a quaint sight among the other ferries with her bowsprit and figurehead. Her career on Port Phillip is described in T.K. Pitchett's Down the Bay (1973). Carey mortgaged her to the Mercantile Bank, together with his other vessels, between 18 January 1875 and 31 October 1876 (see notes on Phantom). Later she was mortgaged to J.B. Watson from 7 December 1877 to 12 July 1881. She was valued at £7,000 in 1878 and £657 in 1892.
MANLY

1874-1880  71794  (SR 65/1874, 160/1882, Sup. v 4/357)

Thomas Heselton, Sydney (1874-1875)
John Randal Carey (1875-1876)
J.B. Watson and Partners (1876-1877)
Port Jackson Steam Boat Co. Ltd. (1877-1880)
George Davis (1880)
Matthew Byrnes and Partners (1880-1882)
Australasian Steam Navigation Co. (1882-1887)
James Munro (1887)
D. MacKinnon and G.S. Mackenzie (1887)
Australasian United Steam Navigation Co. Ltd. (1887-1906)

Built by Bower and Drake, Pyrmont, N.S.W.

General purpose vessel (tug). Wood hull and superstructure, elliptic
counter stern. 1 deck. Cabin on main deck, topped by navigation bridge
(ahead of funnel). 2 lifeboats on main deck aft. 1 mast. 1 funnel.
Seating: probably wood benches on main deck (for passenger service).
88.73 gt, 60.34 nt, 88.73 udt.
101.4' x 17.7' x 8.2'.


2 steam vertical steam engines driving a single screw. Cyls: 24½" x 20",
24" x 20". 45 NHP.
Passengers: about 300.
(Not registered Lloyds.)

1874: built.
  Aug - launched.
  2 Oct - registered Sydney.
1875: 18 Jan - sold to Carey. (Register altered 19/1/1875.)
1876: 31 Oct - sold to Watson and Partners. (Register altered 15/11/:
1877: 5 Jul - sold to PJSB Co. Ltd. (Register altered 6/7/1877.)
1880: 6 Apr - sold.  (Register altered 19/4/1880.)
1906:  Apr - broken up in Sydney.
  24 Jul - Register closed.

Built for Thomas Heselton but soon sold to Carey, Manly was the first screw-
propelled vessel in the trade and the first to carry a local name. She
undertook both toving and excursion duties but before she was five years
of age the Port Jackson Co. made strenuous efforts to sell her, finally
doing so in 1880. This could suggest that she was not a very successful
boat (perhaps a fault with her engine or screw propulsion) as she was
disposed of in preference to much older paddle-wheelers. She put in many
years of service with the Australasian and Australasian United Steam
Navigation Companies before being broken up in 1906. A letter dated 20
July 1906 from Burns, Philp and Co. Ltd. (agents for AUSN Co. Ltd.) to the
Sydney Registrar of British Ships comments that Manly had recently been
used as a lighter before being broken up. A note on this letter states:
"Given to Artillery for target purposes Easter training 1906". The
Register details note that she had a Ladies' Cabin. Manly was mortgaged by
Carey to the Mercantile Bank, together with his other vessels, between 18
January 1875 and 31 October 1876 (see notes on Phantom). Later she was
mortgaged to J.B. Watson from 7 December 1877 to 29 October 1878. She was
valued at £3,700 in 1878, and was sold for £993/15/-.
ENU (II), _later BRIGHTSIDE_

1877–1908  52221  (SR 42/1868, 52/1887)

Queensland Steam Navigation Co. Ltd., Brisbane (1865–1868)
Australasian Steam Navigation Co. Ltd., Sydney (1868–1877)
Port Jackson Steam Boat Co. Ltd. (1877–1881)
Port Jackson Steamship Co. Ltd. (1881–1898)
Port Jackson Co-operative Steamship Co. Ltd. (1898–1907)
The Port Jackson and Manly Steamship Co. Ltd. (1907–1909)

Built by A. and J. Inglis, Glasgow, Scotland.
(Shipped in sections and re-assembled at Kangaroo Point, Brisbane.)

Passenger ferry. Double-ended iron hull, wood superstructure.
Bridge and 2 decks; main deck originally open at each end, saloons
constructed for Manly service, promenade deck (formed by roof of main deck
house) open with canvas awnings, navigation bridge (open with canvas
awning) on staging amidships; saloon in main deck house aft, cabin forward.
6 bulkheads. 1 lifeboat aft on main deck. 1 funnel (aft of bridge).
Seating: outside-wood benches, saloons - possibly padded lounges.

269.56 gt, 211.88 nt, 171.25 udt.
170' x 22.1' x 5.8'.

Engines built by A. and J. Inglis, Glasgow, Scotland.
2 inverted direct-acting diagonal surface suction condensing steam engines driving
a paddle wheel at each side. Cyls: 30" x 48", 30" x 48". 70 NHP.
10½ knots.

Passengers: about 800.
New boiler and condenser, 1886.
Converted to cargo vessel, 1902.

(Not registered Lloyds.)
Masters: John Wood (1874–1879), John Weericare (?1880s), A. Gilroy (1890s–
1900s).

1865: built, Glasgow, shipped to Brisbane.
   2 Aug - launched.
1868: 20 Jul - registered Sydney.
1877: 19 Jan - bought by PJSB Co. Ltd. (Register altered 31/1/1877.)
   3 Mar - official trials. (In service by 10 Mar.)
1881: 26 Sep - sold to PJS Co. Ltd. (Register altered 19/10/1881.)
1887: Feb - collided with and sank ferry PS Waratah.
   9 Aug - certificate delivered up.
   26 Sep - registered as Brightside.
1897: Jun - sank in Neutral Bay, raised.
1898: 4 Oct - PJ Co-op S Co. Ltd.
1902: converted for Manly cargo trade.
1907: 31 Mar - fractured plate while blowing boilers, sank in Neutral Bay,
towed ashore by Kuring Gai.
   14 Nov - sold to PJ & MS Co. Ltd. (Register altered 6/3/1908.)
1908: 28 Sep - gutted by fire.
1909: 23 Jul - Register closed, sold and broken up.

Emu started life in the Brisbane River (Brisbane - Ipswich) trade (built
for the Q.S.N. Co. - see notes on the Breadalbane) and served there until
1876 - being displaced by the Brisbane - Ipswich railway. Acquired by the
Port Jackson Steam Boat Co. during their first months of operation, she
became one of their main passenger carriers and continued as such through
the 1880s. By the 1890s her safety and reliability were in question and
she became one of the issues of contention between Manly residents and
the company which eventually led to the creation of a rival company.
By 1891 she was being used only as a reserve boat and in late 1893 the
company tried unsuccessfully to sell her. Some writers assert that her
name was changed to Brightside to remove a "jinx", but it was more likely
an attempt to revive her flagging popularity. During the years of
competition in the 1890s she is never mentioned in timetables and by
1895 the company, during holidays, was running their entire fleet -
ferries and tugs - and even hiring the Balmain ferry Balmain, but still
did not use Brightside. On Boxing Day, 1896, after the competition had
ended, Brightside again appeared and thereafter made occasional appearances
as a relief boat. In 1897 she sank without warning at her mooring in
Neutral Bay, but was raised again. Soon afterwards the company assured
the Manly Council she would be used only for emergency relief and holiday
work. In 1902 she was commissioned to serve exclusively as a cargo
carrier to cater for the growing trade to Manly and served until
September 1908 when a fire broke out in her aft cabin and gutted her.
She was the first vessel in the Manly trade to be used exclusively for
cargo work. Sold in 1909, she was broken up and her engine went to a saw
mill on the N.S.W. South Coast. Her small depth and low speed probably
provide a clue to her tarnished image. Like the double-ender she replaced,
Phantom, she was more suited to river work and not a very good sea boat.
This, together with her slow speed relative to Fairlight, Brighton, and
Narrabeen did not endear her to Manly travellers as the years went by.
Much of her engines must have been above the main deck and she can be
identified in photographs by her high paddle-boxes. To inject an
optimistic note, it can probably be said that she gave her owners some
experience on which to base the designs of their future, successful double-
enders. Brightside was mortgaged twice during her Manly service. The
first occasion involved £20,000 (at 8%) provided by J.B. Watson,
Director of the Port Jackson Steam Boat Company, to finance the new
Commodore and Fairlight. This mortgage was executed on 7 December 1877
and discharged on 12 July 1881. The second mortgage was to Kelso King to
secure £28,000 (at 5%). This was executed on 17 February 1903 and
discharged on 13 August 1906. Brightside was purchased from the A.S.N. Co.
for £4,530, and was valued at £4,000 from 1878 to 1892. After modification,
to plans by Norman Selfe and refitting (particularly in the saloons) she
had cost £5,405/14/7 by the time she entered service in 1877.
COMMODORE

1878-1898 74986 (SR 52/1878)

Port Jackson Steam Boat Co. Ltd., Sydney (1878-1881)
Port Jackson Steamship Co. Ltd. (1881-1898)
John and William Brown (1890-1931)

Built by J.T. Eltringham, South Shields, England.

Tug. Iron hull, superstructure probably wood, round counter stern.
1 deck. Cabin on main deck, topped by navigation bridge (ahead of funnel,
open with canvas awnings). 3 bulkheads. 1 lifeboat. 1 mast. 2 funnels
abreast (1 funnel after 1898). Seating: probably wood benches on main
deck (for passenger service).

187.08 gt, 84.23 nt, 187.08 udt.
120.9' x 20.7' x 10.35'.

Engines built by J.P. Rennoldson, South Shields, England.
2 side lever type surface condensing steam engines driving a paddle wheel
at each side. 34" x 54", 34" x 54". 95 NHP.

Registered Lloyds.
Masters: Rennoldson (1878 delivery), David Francis (1878-1879), W. Heselton
(1880-1897).

1877: laid down
1878: Mar - completed.
   27 Aug - registered Sydney.
1881: 26 Sep - sold to PJS Co. Ltd. (Register altered 19/10/1881.)
1898: 30 Sep - sold to Browns, Newcastle for tug service. (Register altered
   6/10/1898.)
1900: 21 Sep - collision Fairlight .
1931: 8 Sep - (12.30 pm) scuttled off Newcastle.
   18 Sep - Register closed.

The first new vessel acquired for the Port Jackson Steam Boat Co. Ltd., the
Commodore led an active life towing and serving as a relief and excursion
boat on the Manly service. She often ran Sunday excursions to Middle
Harbour and Clontarf in the 1870s and 1880s. Sold to Browns of Newcastle
with Port Jackson and Irresistible in 1898 she spent many more years towing
around Sydney and Newcastle until retired in the late 1920s. Her scuttling
in 1931 is recorded in photographs. Ronald Parsons suggests that she was
probably the last active oceangoing paddle tug in Australia. She served
an active life of some 50 years. From 8 October 1878 to 12 July 1881 she
was mortgaged to J.B. Watson (see notes on Emu (II)). Commodore,
originally cost £8,690/9/2 and was valued at £11,000 in 1881 and £6,750
in 1892.
FAIRLIGHT

1878-1912  74996  (SR 68/1878, Sup. v 8/81)

Port Jackson Steam Boat Co. Ltd., Sydney (1878-1881)
Port Jackson Steamship Co. Ltd. (1881-1898)
Port Jackson Co-operative Steamship Co. Ltd. (1898-1907)
The Port Jackson and Manly Steamship Co. Ltd. (1907-1912)
(W. Haugh, 1912-1914)
Cleghorn, Hopkins and Co. Ltd., BriLoane (1914- )

Built by Thomas Wingate and Co., Whiteinch, Scotland.

Passenger ferry. Double-ended iron hull, wood superstructure.
Bridge, 2 decks, and cabin flat; promenade deck (formed by roof of main
deck house) open with canvas awnings and cabin amidships topped by
navigation bridge (open with canvas awning, later enclosed in wood house);
2 saloons in main deck house (fore and aft), 2 saloons below on fore and
aft cabin flats. 2 lifeboats on main deck. Rigged as 2 masted
schooner for voyage to Australia. 1 funnel (ahead of bridge). Seating:
outside-wood benches; saloons - padded lounges.

314.93 gt, 177.42 nt, 278.82 udt.
171.4' x 22.2' x 10.15'.

Engines built by Thomas Wingate and Co., Whiteinch, Scotland.

One pair 2 cylinder compound direct-acting diagonal steam engines driving
a paddle wheel at each. Cyls: 28", 56" x 60". 130 NHP. Electric lighting
(1895). Over 13 knots.

Passengers: British, 1,100; Australian, 969.
New wheelhouse, c1895-1900.
Converted to cargo vessel, 1908.

Registered Lloyds.

Masters: Roderick (1878 delivery), Andrew Morton (1878-1880s), Neils
Nikkalson (1900).

1878: built.
14 Aug - left Glasgow.
2 Nov - (Saturday) arrived Sydney.
19 Nov - registered Sydney.
30 Nov - (Saturday) commenced Manly service.

1881: 20 Sep - sold to FJS Co. Ltd. (Register altered 19/10/1881.)
1882: 6 Jun - collision Osprey.
1894: 8 May - collision Victoria.
1898: 4 Oct - PJ Co-op S Co. Ltd.
1900: 21 Sep - collision Commodore.
1903: 22 Jan - collision Pacific.
1907: 14 Nov - sold to PJ & MS Co. Ltd. (Register altered 6/3/1908.)
1908: converted for Manly cargo trade.
1912: 10 May - sold. (Register altered.)
5 Sep - Register closed, converted to a lighter.
1914: 17 Aug - hulk left Sydney for Brisbane in tow of tug Coringa.

Built in the tradition of the Clyde River steamers by one of the great
Clyde shipbuilders, Fairlight introduced a new level of luxury and style
into the Manly passenger trade. She was the third double-ended boat to
enter the service and the first passenger vessel specifically designed for
the trade. Her voyage out was speedy and uneventful - she was schooner-
rigged for the trip and averaged 10 knots. Her comfortable saloons had
cushioned seats with linoleum and carpet on the floors. Sketches of
Highland scenery and floral illustrations decorated the panels between the
scuttles in the lower saloons. A bar was operated until about 1882, the
keeper being John Gorman. Fairlight generally carried the mail contract
as well. Although the newly-formed Port Jackson Steam Boat Co. mortgaged
itself heavily to acquire this vessel, she proved herself a reliable and
seaworthy passenger carrier over the next 30 hears. Apparently on the basis
of a twentieth century newspaper article, some writers have made much of the
"fact" that she was the "first light steel steamer built on the Clyde".
This is simply not true. The registers describe her as iron and indeed
two steel paddlers were completed on the Clyde earlier in 1878. Fairlight
spent her last years in the cargo service and then many more years as a
hulk in Brisbane. (She was still in the Underwriters' Register in 1949
but could have been broken up as early as 1928.) Fairlight was mortgaged
to J.B. Watson from 12 December 1878 to 12 July 1881 and to Kelso King
from 17 February 1903 to 13 August 1906 (see notes on Emu (II)). Her
original cost was £9,217/5/4, rising to £12,041/15/6 after her voyage to
Sydney. With final fitting out and other sundries she had cost £16,000
by the time she entered service. She was valued at £8,750 in 1892.
GLENELG

1882-1891  70595  (SR 32/1882)
T. Elder and R.B. Smith, Port Adelaide (1875-1882)

Thomas Heselton, Sydney (1882)
Port Jackson Steamship Co. Ltd. (1882-1891)
Edward T. Miles and Partners, Hobart (1891-1898)
A.J. Ellerker, Melbourne (1898-1900)

Built by Aitken and Manson, Whiteinch, Scotland.

Tug. Iron hull, superstructure probably wood, round counter stern.
1 deck. Cabin on main deck, topped by navigation bridge (ahead of funnel).
2 lifeboats on main deck amidships. 2 masts (schooner rigged).
1 funnel. Seating: probably wood benches on main deck (for passenger service).

210.46 gt, 75.50 nt, 206.84 udt.
135.8' x 21.15' x 11.35'.

Engines built by Rait and Lindsay, Glasgow, Scotland.
2 inverted compound direct-acting steam engines driving twin screws.
CyLS: 15", 30" x 21". 90 NHP. New boilers, 1886.

Registered Lloyds. Signal letters NSCP.
Masters: Thomas Clayton (?1880s).

1874: built.
1882: May - entered service.
23 May - registered with Heselton in Sydney.
10 Jul - sold to PJS Co. Ltd. (Register altered 13/7/1882.)
1891: 3 Nov - sold, Register transferred to Hobart.
1900: 25 Mar - foundered Bass Strait.

Acquired from Adelaide to increase the fleet's towing capacity, Glenelg put in a few years service before being sold again to Hobart. Most of her work was towing but she was also used in passenger and charter work, particularly in 1883 (pending the arrival of Brighton). In November 1887 she was offered for sale but did not attract a buyer. From late 1889 until her sale she was only involved in charter work. She cost the company £6,252/10/8 and was sold for £4,000. Glenelg came to a tragic end when in the Gippsland (Victoria) trade. During a gale she foundered off Ninety Mile Beach with the loss of 31 lives. (See J. Loney Bay Steamers and Coastal Ferries (1982).)
PORT JACKSON
1883-1898  83769  (SR 71/1883)
Port Jackson Steamship Co. Ltd., Sydney (1883-1898)
John and William Brown (1898-1910)
Built by R.S. Sparrow and Co. Dunedin, N.Z.

Tug. Iron hull, superstructure probably wood, turtle-backed bow, elliptic counter stern. 1 deck. House on main deck topped by navigation bridge (ahead of funnel) and passenger deck (open with canvas awning). 1 lifeboat. 2 masts (schooner rigged). 1 funnel. Seating: probably wood benches.

107.73 gt, 53.13 nt, 100.53 udt.
103.9' x 17.5' x 7.7'.

Engines built by R.S. Sparrow and Co., Dunedin, N.Z.
2 inverted compound direct-acting surface condensing steam engines driving a single screw. Cyls: 15", 30" x 24". 38 NHP.

Designed by Norman Selfe.
Registered Lloyds.
Masters: Archibald Fletcher (1883 delivery).

1883: built.
  9 Apr - launched.
  Jul - arrived Sydney.
  Aug - entered service.
  15 Aug - registered Sydney.

1898: 30 Sep - sold. (Register altered 6/10/1898.)
1910: 12 Feb - wrecked 20 miles south of Newcastle, near Catherine Hill Bay, en route to Sydney.
  1 Apr - Register closed.

One of the last multi-purpose vessels built for the Manly trade, Port Jackson had towing facilities and limited passenger accommodation (for relief duties). Her major task was towing, but in the early 1880s (before the arrival of Brighton, like the other tugs, she undertook regular relief passenger and charter work. From the late 1880s most of the tugs were confined to towing and some charter work. She was sold to Browns of Newcastle with Commodore and Irresistible in 1898 and continued towing duties in Sydney and Newcastle until her loss in 1910. In October 1889 she went to Melbourne on a charter to Huddart, Parker and Co. She cost £7,912/8/7 and was valued at £4,500 in 1892. She was to be originally called Manly.
BRIGHTON
1883-1916 83792 (SR 100/1883)

Port Jackson Steamship Co. Ltd., Sydney (1883-1898)
Port Jackson Co-operative Steamship Co. Ltd. (1898-1907)
The Port Jackson and Manly Steamship Co. Ltd. (1907-1916)
(W. Waugh, 1916)
Burns, Philp and Co. Ltd. (1916- )

Built by T.B. Seath and Co., Rutherglen, Scotland.

Passenger ferry. Double-ended steel and iron hull, wood superstructure and decks. Bridge, 2 decks, and cabin flat; promenade deck (formed by roof of main deck house) open with canvas awnings and smoking cabin amidships topped by navigation bridge (open with canvas awning, enclosed in wood house 1897); 3 saloons in main deck house (probable arrangement - first class deck saloon and ladies' cabin aft, ordinary class deck saloon forward), main saloon probably on aft cabin flat, ordinary class cabin (and, possibly, crew's cabin) on forward cabin flat. 1 lifeboat aft on main deck. Rigged as 2 masted schooner for voyage to Australia.

2 funnels. Seating: outside-wood benches; saloons and cabins - padded lounges. 4 stairways, main to promenade deck, probably 2 (fore and aft) to lower saloons.

416.78 gt,127.10 nt, 403.72 udt. (173.36 nt after 2/1/1914 as result of reduction in machinery space.)

Length: 220.2'.
Breadth: 23.05'; 45.0' ext.
Depth: 10.7'; 11'3" mld.

Engines built by A. Campbell and Sons, Glasgow, Scotland.

2 compound direct-acting diagonal oscillating surface condensing steam engines driving a paddle wheel at each side. Cyls: 31", 60" x 60". 160 NHP (increased to 230 in 1890s), 960 IHP.

Boilers: 4 marine horizontal multitubular (navy type), arranged in pairs in two stokeholes, exhausting through 2 funnels. 2 furnaces each boiler.


Passengers: British, over 1400; Australian, fair weather - 1137, rough weather - 885.

New wheelhouse, sponsons, funnels shortened at Neutral Bay works, 1897.

Designed by James Richmond (Manager, PJS Co.) and the builders.
Registered Lloyds.

Masters: Roderick and James S. Jopp (1883 delivery), Laurence Le Guay (1883), Setterfield (1900), James Drewett (1901).

1882: 14 Dec - launched.
  2 Jun - left Glasgow.
  1 Sep - (Saturday) arrived Sydney.
  22 Sep - official trials. Registered Sydney.
  23 Sep - (Sunday) commenced service.
1898: 4 Oct - PJ Co-op S Co. Ltd.
1900: 7 Aug - collision Brunner, sank in Chowder Bay.
  14 Aug - refloated, towed to Jubilee Dock.
  10 Nov - returned to service.
1901: 30 Jun - rescue of Manly.
1907: 14 Nov - sold to PJ & MS Co. Ltd. (Register altered 6/3/1908.)
  22 Dec - Register closed, converted into a hulk.
Largest of the Manly paddle-steamers and the most opulently-fitted Manly ferryboat ever. Although initially an extravagant investment, Brighton's size was eventually justified by the growing traffic to Manly. Her general design was based on that of some Mersey River (England) ferryboats constructed a few years earlier by the same builder. A model of one of these, PS Primrose (1880), is in the Glasgow Museum of Transport and photographs are included here. However, Brighton was some 70 feet longer than the Mersey boats and her interior fittings, by contrast, were of the height of luxury and utterly sumptuous. The Rutherglen Reformer of 15 December 1882 (quoted in SMH, 24 September 1883) described Brighton's outfit as follows. The main saloon was fitted with stained glass panels showing well-known Scottish, England and Irish views set in panels and mouldings composed of polished plane tree, ash, and walnut, relieved with gilt cornices and trusses. Elaborate use was made of white and gold in the ceiling and there were mirrors, crimson or green velvet on the sofas and lounges, with corresponding carpet and runners on the floor. The first-class deck saloon was equal in fittings and furniture but different in style with large plate-glass windows all round shaded by silk curtains to match the sofas and lounges. The ladies' cabin could be entered from this saloon or from the deck and was outfitted similarly: panelled ceilings, moulded throughout, window pillars in plane tree and walnut with gilt Corinthian capitals supporting a carved cornice, floor carpets, green or crimson velvet sofas and lounges, curtains to match, gilt-framed mirrors, a silver drinking fountain, and curtain rods, lamps, door handles and other furnishings executed in white metal. The forward deck saloon and the cabin under it were of similar size to the first-class cabins but plainer in design and fittings. The sponson houses contained a galley, store room and toilets. Four staircases gave access to the promenade deck which had a large smoke-room amidships, under the bridge. In the 1880s she carried a bar. For her voyage to Australia, like Fairlight, she was schooner rigged with 2 masts and fore-and-aft sails, and averaged only 8 knots on the trip. Between Aden and Colombo she ran into a fierce gale and shipped a heavy sea, breaking windows and losing some of her protective timber cladding around the saloons. Nearing Thursday Island she ran low on fuel, and had to burn some of the timber cladding. And finally, navigating the Barrier Reef without a pilot, she ran twice onto sandbanks and once onto a reef of rocks at full speed. However, she reversed off these obstacles and eventually arrived safely in Sydney. Brighton served a successful and largely uneventful 32 years carrying passengers to Manly. Unlike her predecessors and contemporaries she served as a passenger carrier until the end of her career in the trade and was probably the first Manly boat to do so. Her most unfortunate incident occurred in 1900 when she collided with the collier Brunner which opened up her side and she settled to the bottom in Chowder Bay. (See Chapter 5.) Her speed and size enabled her to match the screw steamers being delivered in the 1900s-1910s and she remained in service as a passenger boat until 1916 when she was sold to William Waugh, shipbreaker of Balmain, who hulked her. Captain Jim Ireland, who served on her, recalled that she was very shabby in her last years and the velvet seats were filthy. He also noted that she was harder to steer and berth than the screw steamers due to the absence of propeller wash against the rudders. Unlike the screw steamers, the helmsman had to steer her right into the berth with the Master operating the telegraph from the bridge wing (over the paddlebox). After being hulked she was used by Burns, Philp and Co. as a store ship in Salamander Bay, Port Stephens, before being abandoned many years later. Her hulk is still extant at the Duck Hole, Port Stephens, and some of her fittings are on display at Newcastle Maritime Museum. Although described when new
as an "all steel" ship, she actually had an iron frame. She was mortgaged to Kelso King of Sydney between 17 February 1903 and 13 August 1906 (see notes on Emu (II)). Brighton cost £19,559/18/6; this rose to £24,978/12/10 after delivery and preparation (more expensive than even the first screw steamers). She was valued at £16,500 in 1892. Originally she was to have been named Port Jackson. (Photographs of PS Primrose copyright, Glasgow Museum of Transport.)
IRRESISTIBLE

1885-1898 87172 (SR 66/1884)

James Halstead, London (1883-1884), Sydney (1884-1885)
Port Jackson Steamship Co. Ltd. (1885-1898)
John and William Brown (1898-1931)


Tug. Steel hull and superstructure, turtle-backed bow, counter stern.
1 deck. House on main deck topped by navigation bridge (ahead of funnels)
and, possibly, passenger deck. 1 lifeboat. 1 mast (2 masts, schooner
rigged, for voyage to Australia). 2 funnels abreast (1 funnel after 1898).

136.28 gt, 92.67 nt, 132.14 udt.
109.0' x 21.0' x 9.0'.

Engines built by Plenty and Sons, Newbury, England.

2 compound surface condensing steam engines driving a single screw.
Cyls: 18", 33" x 24". 90 NHP. New boiler, 1892.

Registered Lloyds. Signal letters HWSQ.
Masters: William Crussan (1889), Thomas Clayton (?1890s), Gilbert Moore
(?1890s).

1883: built
4 Oct - registered London.
1884: 23 Jan - registered Sydney.
1885: Feb - entered Manly service.
14 Feb - sold to PJS Co. Ltd. (Register altered.)
1992: out of commission for several months for boiler replacement.
1898: 30 Sep - sold. (Register altered 6/10/1898.)
1931: 27 Aug - (4 pm) scuttled 6 miles north-east of Newcastle.
8 Sep - Register closed.

Irresistible was imported from Britain with her near-sister Inflexible
(87199, SR 71/1884) by James Halstead in 1884. The Port Jackson Co.
acquired her for £8,130/1/11, payment being partly made by exchange of
Royal Alfred (£1,000) and the company's land at Lavender Bay (£4,000).
Irresistible was valued at £5,000 in 1892. She was the last tug purchased
by the Port Jackson Co.
NARRABEEN
1886-1917  93554  (SR 28/1887)

Port Jackson Steamship Co. Ltd., Sydney (1886-1898)
Port Jackson Co-operativo Steamship Co. Ltd. (1898-1907)
The Port Jackson and Manly Steamship Co. Ltd. (1907-1917)

Built by Mort’s Dock and Engineering Co. Ltd., Balmain, N.S.W.

Passenger Ferry. Double-ended iron hull, wood superstructure and decks. Bridge, 2 decks, possibly cabin flat; promenade deck (formed by roof of main deck house) open with canvas awnings, navigation bridge on staging amidships (open with canvas awning, later enclosed in wood house); 2 or 3 saloons in main deck house (fore and aft), possibly saloons below on cabin flats. 1 lifeboat aft on main deck. 2 short masts (replaced by 2 masts and cargo derricks, 1911). 1 funnel (ahead of bridge). Seating: outside-wood benches; saloons-probably padded lounges.

239.48 gt, 150.87 nt, 214.24 udt. (214.24 gt, 96.41 nt after 26/10/1911.) 160.0’ x 22.0’ x 9.2’.

Engines built by Mort’s Dock and Engineering Co. Ltd., Balmain, N.S.W.

2 compound surface condensing steam engines driving a paddle wheel at each side. Cyls: 20”, 42” x 60”. 65 NHP, 520 IH.P. Electric lighting (1895). About 13 knots.

Passengers: about 850.
New wheelhouse: c1895-1900.
Converted to cargo vessel, 1911.

Registered Lloyds.
Masters: George Williams (from 1887), William Ross (1899).

1886: built.
    14 Aug - completed.
    Dec - entered service.
1887: 8 Jan - registered Sydney.
1898: 4 Oct - PJ Co-op S Co. Ltd.
1907: 14 Nov - sold to PJ & MS Co. Ltd. (Register altered 6/3/1908.)
1911: Apr - converted to cargo vessel.
    Oct - entered Manly cargo trade.
1917: 27 Dec - Register closed, sold and hulked.

Fourth and last of the Port Jackson Company’s double-ended passenger paddlers, Narrabeen served a useful 24 years carrying passengers - never being really large enough for that role - and another six in the cargo service. As a “milestone” in the history of the service she was the last paddler (ferry or tug) to enter the service, and the last to be withdrawn; she was also the first of eight ferries to be built for the Manly service over the next 36 years by the famous Sydney shipbuilding firm, Mort’s Dock and Engineering Co. Ltd. She was mortgaged to Kelso King between 17 February 1903 and 13 August 1906 (see notes on Emu (II)). Narrabeen cost £12,830/18/3 and was valued at £10,000 in 1892.
MANYL (II)
1896-1924 106127 (SR 45/1896, Sup. v 9/60)
Port Jackson Co-operative Steamship Co. Ltd., Sydney (1896-1907)
The Port Jackson and Manly Steamship Co. Ltd. (1907-1924)
James Ruttley (1924)
W.M. Ford, Jr. (1924-1926)
Built by Young, Son and Fletcher, Balmain, N.S.W.
Passenger ferry. Double-ended wood hull, superstructure and docks. Bridge, 2 decks; promenade deck (formed by bows and roof of main deck house) open with canvas awnings and cabin amidships, topped by navigation bridge (comprising two wood wheel-houses immediately fore and aft of funnel); saloons in main deck house. 2 lifeboats, amidships on promenade deck. 2 short masts. 1 funnel. Seating: outside - wood benches; saloons - probably padded lounges. 4 gangway exits on promenade deck.
229.30 gt, 155.92 nt, 164.94 dwt. (139.47 nt after alterations due to crew space deductions, January 1897.)
147.0' x 26.0' x 10.9'.
Inverted surface condensing 3 cylinder triple expansion steam engine driving a single screw at each end on the "push-pull" principle. Cyls: 14", 23", 36"x24". 100 NHP, 600 IHP. Screws: 3 blade gunmetal (replaced with 4 blade gunmetal, 1897.) Electric lighting. Over 14 knots.
Passengers: 820.
Designed by Walter Reeks.
Registered Lloyds.
Masters: J. Hart (first), Percy Davis (1901), James Drewett (n.d.).
1896: built.
18 Dec - collision Merksworth.
21 Dec - registered Sydney.
1901: 30 Jun - broke down in gale, beached at Manly.
1 Jul - refloated by Port Jackson.
1907: 14 Nov - sold to PJ & MS Co. Ltd. (Register altered 6/3/1908.)
1920: 3 Sep - sold to PJ & MS Co. Ltd. (Register altered 4/9/1920.)
1924: 1 Feb - sold. (Register altered.)
1926: 18 Aug - Register closed, dismantled and hulked.
Built to the order of the Manly Co-operative Steam Ferry Co. but taken over by the Port Jackson Co. when completed, Manly introduced a design revolution to the Manly service. Designed by the talented naval architect Walter Reeks she was double-ended with turtle-backed bows built up to promenade deck level, propelled by a screw at each end, and with two wheelhouses facing fore and aft. Quite unlike any Manly ferry before her, she was the archetype of a design format which was to last to the present day. She was built to compete with the Port Jackson Company's vessels and her powerful triple expansion engine gave her an edge in speed over most of the paddle-wheelers. Like the Narrabeen her small size was ultimately against her and she is noted more for her innovatory nature than as a long and successful carrier. Her powerful engine created a disconcerting vibration, accentuated when the propeller shaft lost its alignment with movement of the wooden hull. In 1901 she nearly featured in the service's first "shipwreck" when she broke down between the Heads in a gale and nearly drifted ashore but was towed to safety by Brighton.
Finally superseded by newer vessels, Manly was sold for £600 in 1924, and in 1926 her engine and boilers were removed and put into Carpenter and Sons' island trader S.S. Madal (800 gt). Manly was mortgaged to Kelso King between 17 February 1903 and 13 August 1906 (see notes on Emu (II)).
KURING GAI

1901-1928 112524 (SR 12/1901)

Port Jackson Co-operative Steamship Co. Ltd., Sydney (1901-1907)
The Port Jackson and Manly Steamship Co. Ltd. (1907-1928)
The Newcastle Ferries Co. Ltd. (1928-1934)
(F. Viggers and Co., n.d.)

Built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.

Passenger ferry. Double-ended steel and iron hull, wood superstructure and decks. 3 decks and cabin flat; navigation bridge amidships on sun deck (comprising two wood wheelhouses fore and aft of funnel); promenade deck (formed by bows and roof of main deck house) an open shelter; saloons in main deck house (smoking cabin forward); Captain's cabin below main deck aft; crew's cabin below main deck forward. 2 lifeboats aft on promenade deck. 2 short masts. 1 funnel. Seating: wood benches; saloon and cabin - padded benches. 4 gangway exits each deck on promenade and main decks. 2 double stairways (fore and aft) to promenade deck.

497.25 gt, 155.07 nt, 466.41 udt. (206.27 nt after reduction in machinery space 2/1/1914.)

171.5' x 31.3' x 14.7'. Draught: 10'6".

Engine built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.


Passengers: fair weather - 1221, rough weather - 744.

Designed by Walter Reeks.

Registered Lloyds.

Masters: J. Hart (1901).

1900-1901: built.

1900: 8 Nov - launched by Mrs. J. Woods.

1901: 29 Apr - (Monday) official trials.

11 May - (Saturday) entered service (10 am from Sydney).

24 May - registered Sydney.

1905: 1 Apr - collided Circular Quay wall.

1907: 14 Nov - sold to PJ & MS Co. Ltd. (Register altered 6/3/1908.)

1918: 26 May - collision Kummulla.

1920: 3 Sep - sold to PJ & MS Co. Ltd. (Register altered 4/9/1920.)

1928: 3 Aug - sold. (Register altered 6/11/1928.)

10 Aug - left for Newcastle.

1934: 14 May - Register closed (vessel out of commission - registry no longer required).

The solid-looking Kuring Gai, designed by Walter Reeks and built by Mort's Dock at a cost of £23,789/13/8, represented the second stage of evolution towards the design of the twentieth century Manly steamers. She introduced the broad beam, built-up steel bows with stylishly curved hances, gangway exits on the promenade deck, and permanent sun deck (replacing the old promenade deck awnings) to carry the navigation bridge. As noted in Chapter 5, she was built with Reek's experimental camber (rocker) keel which appeared to produce the desired effect of improved speed and reduced
resistance but, according to Jim Ireland, also produced diabolical handling qualities. Reeks was to swing back in favour of a straight keel and in one of his addresses to the Engineering Association of NSW (see BIBLIOGRAPHY) he was taken to task on this matter by Andrew Christie of Mort's Dock (1906 paper, pp 118-119). Christie produced the design for the next six passenger steamers which progressively improved Reeks' basic design, though it must be said that it took three tries before a boat was produced (Bellubera) to match Kuring Gai's 15 knot speed. Kuring Gai also had distinctive ram bows which were not reproduced in the later boats. Kuring Gai served a useful 27 years, being retired partly because her passenger capacity had become rather tight for the demands of 1920s and mainly because of the arrival of Curl Curl and Dee Why. In her last years in the Manly service she served only as a relief boat. Sold to Newcastle Ferries Co. Ltd. for £8,000, she served as a ferry between Newcastle and the Walsh Island dockyard, making additional trips up the Hunter River to Raymond Terrace and excursions at sea to Port Stephens and Broughton Island. Her service came to an end when a heavy sea tore off part of her sponson and she was retired. After lying idle for some time she was hulked in the late 1930s. During the Second World War her hulk was towed to New Guinea for use as a store ship by United States forces. After the war she was returned to the Hunter River and moored at the bank below Hexham bridge where she eventually settled on the bottom. Her hull may still be seen here, under the Coal & Allied coal wharf. She was mortgaged to Kelso King between 17 February 1903 and 13 August 1906 (see notes on Emu (II)). When acquired by Newcastle Ferries she was mortgaged to the Port Jackson Company for £5,000 at 7%. The mortgage was executed on 3 August 1928 and discharged on 6 April 1934. The following illustration of Lady Rawson (Balmain New Ferry Co. Ltd., 1903) by W.P.S. Nicolson shows clearly Reeks' camber keel. Reeks designed all of the Balmain Co. Lady boats. The contemporary drawing of Kuring Gai from The Engineer shows only one wheelhouse, though she was fitted with two.
BINNGARRA

1905-1930 121108 (SR 43/1905)

Port Jackson Co-operative Steamship Co. Ltd., Sydney (1905-1907)
The Port Jackson and Manly Steamship Co. Ltd. (1907-1933)
(J. Stride, 1933)

Built by Mort's Dock and Engineering Co. Ltd., Woolwich, N.S.W.

Passenger Ferry. Double-ended steel hull, wood superstructure and decks.
3 decks and cabin flat; promenade deck (formed by bows and roof of main
deck house) an open shelter; saloons in main deck house; Captain's cabin
below main deck aft; crew's cabin below main deck forward; navigation
bridges and wheelhouses at fore and aft ends of sun deck. 5 watertight
bulkheads. 2 lifeboats aft on promenade deck. 1 funnel. Seating: wood
benches; saloon - padded benches. 6 gangway exits each deck on promenade
and main decks. 2 double stairways (fore and aft) to promenade deck.

442.26 gt, 300.74 nt, 384.61 udt.
190.5' x 31.7' x 13.5'. Draught: 11'4".

Engine built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.

3 cylinder triple expansion steam engine driving a single screw at each
end on the "push-pull" principle. Cyls: 17¼", 27¼" 45" x 27". 103 NHP,
1150 IHP.

Screws: gummetal.

Boilers: 2 marine horizontal multitubular (navy type). Dimensions: 18.6"
long, 10.8" internal diameter. 160 pds. WP.

Steam assisted steering. Electric lighting. Chadburn engine room
telegraphs. Over 13 knots (14 knots on trial).


Designed by Andrew Christie (Mort's Dock and Engineering Co. Ltd.)
Registered Lloyds.

Masters: J. Hart (1905).

1905: built.
18 Jul - launched by Mrs. A. Howie.
26 Oct - official trials.
29 Oct - (Sunday) entered service (3 pm ex Circular Quay.)

1 Nov - collided Circular Quay wall.
11 Dec - registered in Sydney.

1907: 14 Nov - sold to PJ & MS Co. Ltd. (Register altered 6/3/1908.)
1920: 3 Sep - sold to PJ & MS Co. Ltd. (Register altered 4/9/1920.)

1926: 10 Aug - collision Kanimbla.
1927: 31 Jan collision Lady Isobel.
1930: withdrawn from commission.
1933: 23 May - sold.

30 May - Register closed (advice received that vessel hulked).
1946: Dec - scuttled off Sydney.

With Binngarra the basic design of the twentieth century Manly ferry - so
familiar over the next 80 years - was established. The angular lines of
Kuring Gai evolved into the slight but infinitely pleasing curves of
Binngarra, the wheelhouses were moved to the ends of the sun deck, and the
result was a first-rate design which was repeated and refined in all the
steamers up to South Steyne. Binngarra (often incorrectly spelt "Bingarra")
was the first of a class of six very similar boats built by Mort's Dock
between 1905 and 1922 (of which one is still in service). There was a
process of evolution within the class which was determined partly by
experience with Binngarra and partly by the continuing need for larger
passenger capacities. Binngarra's near-sister, Burra Bra, was slightly longer
and had a larger passenger capacity but both vessels produced a maximum speed of little over 13 knots (and less if their hulls were fouled). Correspondence from Mort's Dock (J.P. Franki to Port Jackson Co., Mort's letter book 1903-1907) indicates that the shipbuilder felt that a higher speed could be produced with a longer (200') hull. However, at this stage the Port Jackson Co. was intent on constraining the costs of both vessels and a number of compromises were made. Basically, it appears that Binnarara and Burre Bra were a little short and underpowered for best results. (Half-Models of these two vessels, mentioned in the correspondence, are in the Mort's collection in Mitchell Library.) Three more practically identical vessels with more powerful engines were added to the class between 1910 and 1913 and these produced good results. They also had a slightly wider beam and were 210 feet long. Finally, Baragoola of 1922 tried an even greater beam and shorter hull but her speed fell below expectations. However, all vessels of the class served almost legendary lives and this must at least partly attest to the success of the design. Binnarara was phased out of service after the arrival of Curl Curl and Dee Why, but during her 24 years she carried some 30 million passengers in nearly 100,000 trips. Sold in 1933, she was reduced to a hulk and taken to the Duck Hole, Port Stephens where she was used as a timber store ship. Part of her superstructure is extant on a beach near Tea Gardens. During World War Two she was towed to New Guinea for use as a store ship by United States forces. After the war she was brought to Sydney and in 1946, loaded with 400 tons of unservicable ammunition, she was towed out to sea and scuttled. Binnarara may be distinguished from other boats of the class by the simple arc of her hances and by the wheelhouses which are located flush with the leading edges of the sun deck. She cost £23,564/12/1. "Binnarara" was said to be Aboriginal for "spring".
BURRA BRA

1908-1940  125175  (SR 47/1908)

The Port Jackson and Manly Steamship Co. Ltd., Sydney (1908-1943)
Commonwealth of Australia (Royal Australian Navy) (1 943-1947)
(J. Stride, 1947- )

Built by Mort's Dock and Engineering Co. Ltd., Woolwich, N.S.W.

Passenger ferry. Double-ended steel hull, wood superstructure and decks.
(Most features above hull altered for Naval service, 1942.) 3 decks and
 cabin flat; promenade deck (formed by bows and roof of main deck house)
 a open shelter; saloons in main deck house; Captain's cabin below main
 deck aft (later on sun deck); cafe below main deck aft (1926-1930s),
 crew's cabin below main deck forward; navigation bridges and wheelhouses
 at fore and aft ends of sun deck (later 2 cabins on sun deck attached to
 wheelhouses). 5 water tight bulkheads. 2 lifeboats aft on promenade
 deck. 1 funnel. Seating: wood benches; saloon - padded benches. 6 gangway
 exits each deck on promenade and main decks. 2 double stairways (fore and
 aft) to promenade deck.

458.14 gt, 311.54 nt, 391.20 udt.
195.3' x 31.7' x 13.5'.

Engine built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.

3 cylinder triple expansion steam engine driving a single screw at each end
 on the "push-pull" principle. Cyl: 18", 27¾", 45" x 27". 100 NHP, 1200 IHP.
 Screws: gunmetal.
Boilers: 2 marine horizontal multitubular (navy type). Dimensions: 18'6"
 long, 10'8" internal diameter. 160 pds. WP.
Steam assisted steering. Electric lighting. Chadburn engine room
 telegraphs. Over 13 knots (13 knots on trial).

Alterations 1920s: 2 cabins on sun deck attached to wheelhouses.
Alterations 1942-1943: Reconstructed for Naval service by Poole and Steel
Ltd., Balmain, N.S.W. Superstructure altered considerably, sun deck
largely removed, aft bridge and wheelhouse removed, bow screw and rudder
removed, gun platform on stern, 1 mast. Armaments: 1x12 pd. gun, 2 Vickers
guns, 4 depth charges. (Bow lettering-BR, fishery pennant - 69, signal
letters - VXKJ.)

Designed by Mort's Dock and Engineering Co. Ltd.
Registered Lloyds.
Masters: J. Hart (1908), James Drewett (nd), N. Smith (late 1930s).

1908: built.
  17 Jun - launched by Miss Loudon.
  29 Oct - official trials.
  Nov - entered service.
  12 Nov - Registered in Sydney.
1920:  3 Sep - sold to PJ & MS Co. Ltd. (Register altered 4/9/1920.)
1922:  22 Jun - collision Express.
1928:  10 Sep - carried Eucharistic Congress delegates, Manly to Sydney.
1929:  28 Dec - flagship at Pittwater Regatta.
1940: withdrawn from commission.
1943:  1 Feb - commissioned as HMAS Burra Brah.
  25 Aug - purchased by Commonwealth of Australia.
  6 Sep - Register closed, registry no longer required.
1944:  1 Jun - decommissioned and laid up.
1947: Nov - sold for breaking up.
Second of the Birra Bura type, Burra Bra served over 30 years in the Manly service. Her best remembered occasion was in 1928 when, painted white with a huge gold cross at each side of her funnel, she carried delegates from the Roman Catholic 40th International Eucharistic Congress at Manly on a water procession to Sydney. During the voyage the Papal Legate blessed the oceans of the world. With the arrival of Dee Why and Curl Curl she became a reserve boat and the company sought to dispose of her, this move probably being unsuccessful due to the depression. By the mid-1930s she was the only Manly ferry with an open promenade deck and in the winters Manly travellers, already accustomed to newer comforts, were complaining about her. The arrival of South Steyne effectively displaced her and she was put out of commission. The advent of the war produced a new role for her. She was requisitioned by the Navy and converted into an anti-submarine training and target-towing ship. She became HMAS Burra Bra, the only Manly ferry to be commissioned as a warship. She spent some time in Broken Bay, and served in target duties for Beaufort torpedo-bombers. After this she was laid up for about three years and was sold by auction in 1947. In the 1950s she was slowly broken up at Stride's yard in Glebe. A newspaper report on her official trials described her ladies' saloon as "tastefully decorated in white enamel picked out with gold, the fittings being silver plated." Burra Bra cost about £23,000. "Burra Bra" is the Aboriginal name for The Spit. (For further notes — see Birra Bura.)
BELLUBERA
The Port Jackson and Manly Steamship Co. Ltd., Sydney (1910 .975)
Pacifica Enterprises Pty. Ltd. (1975)
McDonald (NTR) Pty. Ltd. (1975-1976)
Gregory R. Board (1976-1978)

Built by Mort's Dock and Engineering Co. Ltd., Woolwich, N.S.W.
Passenger ferry. Double-ended steel hull, wood superstructure and
decks. 3 decks and cabin flat; promenade deck (formed by bows and roof
of main deck house) an open shelter (later enclosed in wood house with
open shelter at each end); saloons and crew's mess in main deck house;
Captain's cabin below main deck aft (later on sun deck); cafe below
main deck aft (1926-1930s), crew's cabin below main deck forward;
navigation bridges and wheelhouses at fore and aft ends of sun deck
(later 2 cabins on sun deck attached to wheelhouses). 5 watertight
bulkheads. 3 lifeboats on promenade deck, 1 forward, 2 aft (later
(2 funnels, 1936.) Seating: outside and main deck - wood benches;
Ladies' cabin - padded benches (promenade deck house - reversible
padded benches, c1931/1932). 6 gangway exits each deck on promenade
and main decks. 2 double stairways (fore and aft) to promenade deck.
499.40 gt, 339.95 nt, 423.83 utd. (504.7 gt, 331.89 nt after 1936.)
210.0' x 32.2' x 14.1'. Draught: 12'2".

Engine built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.
3 cylinder triple expansion steam engine driving a single screw at each
end on the "push-pull" principle. Cyls: 18½", 28½", 48½" x 27".
110 NHP, 1350 IHP.
Boilers: 2 marine horizontal multitubular (navy type). Dimensions:
19'6" long, 11'8" internal diameter. 3 corrugated furnaces each boiler,
3.8' diameter each. 180 pds. WP. Alley and McLellan steam assisted
15 knots.

Passengers: Fair weather - 1490, rough weather - 962 (later 1501/986).
Crew: 11; 7 as motor vessel (Captain, Chief Engineer, greaser, 3 deck-
hands, deckboy).

Alterations 1920s: 2 cabins on sun deck attached to wheelhouses.
Alterations c1931-1932: Passenger house on promenade deck.
Alterations 1936: Re-engined and reconstructed by company works,
Neutral Bay, and Associated General Electric Industries Ltd., Sydney,
N.S.W. New wheelhouses with 2 (later 4) cabins on sun deck. 2 short
funnels (1 dummy). Engines built by British Thompson-Houston Co. Ltd.,
Rugby, England, and Harland and Wolff Ltd., Belfast, Northern Ireland
(1935). 4 x 5 cylinder diesel generators powering electric motors
driving a single independent screw at each end. Cyls: 220mm x 325mm.
1800 BHP. Electric-assisted steering with chains. Engines controlled
from bridge. 16 knots. Passengers: 1318. Capacity of bunkers: 50 tons
oil. (Steam engine broken up by J. Stride, Glebe.)

Alterations 1937: Repaired and rebuilt by Cockatoo Docks, Sydney, N.S.W.
Alterations 1954: Re-plated and re-engined by New South Wales State
Dockyard, Newcastle, N.S.W. 12 new plates in hull (6 each side).
Engines built by British Thompson-Houston Co. Ltd., Glasgow, Scotland,
and English Electric Co. Ltd., Rugby, England (1949). 3 x 4 stroke
single-acting, 7 cylinder, diesel generators powering 2 electric motors each driving a single independent screw at each end. Cyls: 225mm x 305 mm. 2000 B.H.P.

Designed by Mort's Dock and Engineering Co. Ltd.
Registered Lloyd's.

1910: built.
26 Apr - launched by Mrs. J.J. Eyre.
8 Sep - official trials.
9 Sep - entered service.
14 Sep - Registered Sydney.

1914: 1 Apr - collision Kate.
1920: 3 Sep - sold to PJ & MS Co. Ltd. (Register altered 4/9/1920.)
1933: 26 May - collision Kai Kai.
1935: Jun - conversion completed.
26 Jun - official trials.
28 Jun - (Sunday) entered service.
1 Aug - Register closed and registered anew.
16 Nov - (Monday) 3.30 pm, destroyed above main deck by fire.
1937: 4 Jan - towed to Cockatoo Dock for rebuilding.
3 Oct - (Sunday) entered service.

1941: 9 Sep - collision Sydbridge.
1944: 10 Oct - collision Balgowlah.
1945: 6 Feb - Captain Dohn dies on duty.
1952: withdrawn from commission for re-engining.
2 Oct - returned to Sydney.
21 Oct - entered service.
1961: 3 Feb - Captain Villiers dies on duty.
1966: 12 Dec - collision, dredge WDS3.
1973: 29 Nov - last day of service.
1975: 7 Mar - sold. (Register altered 16/9/1975.)
1980: hulked
1 Aug - (11.40 am) scuttled off Long Reef.

Bellubera represented the greatest refinement of the Binnagarra type and was the first of three sister ships. The other boats were Balgowlah and Barrenjoey. In a long and very eventful life she put in over 59 years service, remaining with her owners nearly 65 years - a record with few rivals anywhere. She was the largest and fastest ferry on the harbour when she entered service and served her first 25 years as a steamer. Like most other boats of her class her promenade deck was largely enclosed in the early 1930s, following the style of Curl Curl and Dee Why. In 1935 her boilers were nearing the end of their lives and the company used the opportunity to experiment with a new form of propulsion - diesel-electric. It was anticipated that an increase in speed would be gained and this would be in line with the new standard of speed set by the Scottish boats. So in 1936 Port Jackson became the first company in Australia to own a diesel-electric vessel. The novelty was short-lived when on 16 November 1936 a welder's torch accidentally started a major fire which destroyed the entire superstructure and damaged the hull. Quick action by company staff saved Curl Curl, moored alongside, and Bellubera's Captain Dohn had to lower himself over the bow on a rope. Not so fortunate were several men trapped in the engine room who suffered a terrible ordeal. Eventually the men were reached but one had died and another died in hospital. Fortunately the
engines were not harmed and Bellubera was rebuilt and came back to service late in 1937. The initial diesel-electric installation was not a total success due to noise and mechanical problems with the diesel generators. Accordingly, this, and the onset of war, led to deferment of further diesel-electric conversion. The next new vessel ordered, South Steyne, was, accordingly, fitted with steam propulsion. Improvements were made in diesel machinery during the war and, following a visit to Britain by W.L. Dendy in 1946, the company acquired three new sets of diesel-electric engines, intended for Bellubera and her two sisters - Barrenjoey (then being rebuilt as North Head) and Balgowlah - in 1949. In the economically difficult years after the war the first consideration was economy and the new motors provided this advantage. By this time the cost of building new vessels was prohibitive and this led to the artificial situation whereby vessels such as Bellubera, which had already seen out the normal life of a Manly ferry, were preserved by re-plating of the hull, modification of fittings, and re-engining, and put into further service. In 1950, Bellubera was rammed amidships by the freighter Taurus near Bradley's Head, causing her to roll heavily and damaging the superstructure. However, the strength and stability of the ferryboat's design was vindicated and she completed her journey safely. In 1973 Bellubera was retired and, 16 months later, sold. She was laid-up in Blackwattle Bay. In 1980 she was moved to Darling Harbour and hulked, the engines being sold to the UTA for use as spares for North Head. On 1 August 1980 she was towed to sea by the tug Betts Bay and scuttled near Dee Why, off Long Reef. Bellubera was mortgaged on 4 August 1950 to the Commercial Banking Company of Sydney Ltd. to secure a sum with interest on Account Current. The mortgage was discharged on 9 January 1973. Her 1954 modifications cost £165,000.
BEN BOLT

1912-1923    121195    (SR 5/1908)

E.D. Pike and P. Burrows (1908)
George W. Whatmore, Sydney (1908-1912)
Albert A. Goldsmith (1912)
The Port Jackson and Manly Steamship Co. Ltd. (1912-1923)
Harbour Land and Transport Co. Ltd. (1923-1932)

Built by George Whatmore, Bellingen River, N.S.W.

Cargo vessel. Wood (carvel) hull and superstructure, counter stern.
1 deck. Cabin on main deck aft, topped by navigation bridge (ahead of
funnel) and small open deck (aft of funnel). 1 lifeboat. 1 mast with
cargo derrick. 1 funnel

82.74 gt, 45.05 nt, 66.58 udt.
91.6' x 22.7' x 5.15'.

Engine built by Perdriae and West, Balmain, N.S.W. (1884).
2 cylinder compound surface condensing steam engine (aft) driving a single
screw. Cyls: 91", 16" x 12". 15 NHP, 45 IHP. 1 boiler. 80 pds WP.
8 knots.

(Not registered Lloyds.)

1907: built.
1908: 28 Jan - registered Sydney.
1912: 20 Aug - purchased for Manly cargo trade. (Register altered 30/8/1912.)
1920: 3 Sep - sold to PJ & MS Co. Ltd. (Register altered 4/9/1920.)
1932: 29 Nov - Register closed, registry no longer required.

The first of two specialised cargo steamers purchased for the Manly cargo
trade which in the first two decades of this century was booming.
Ben Bolt served alongside the converted paddler Narrabeen until 1917 and was
joined by the second Narrabeen in 1921. Coincidental with the opening of
the SpitBridge in 1924 (which made a serious impact on the cargo service),
Ben Bolt was withdrawn and sold to a subsidiary of Sydney Ferries Ltd.
Probably more colourful than the boat was her master whom Captain
Henderson recalls as:"A picturesque character with a much wrinkled visage
weather-beaten to a mahogany hue, his ears were ornamented by a pair of
sizeable gold earrings." The following illustration of Ben Bolt is by
W.P.S. Nicolson.
BALGOWLAH

1912-1951 131538 (SR 66/1912)

The Port Jackson and Manly Steamship Co. Ltd., Sydney (1912-1953)
(J. Stride, 1953-)

Built by Mort's Dock and Engineering Co. Ltd., Woolwich, N.S.W.

Passenger ferry. Double-ended steel hull, wood superstructure and decks.
3 decks and cabin flat; promenade deck (formed by bows and roof of main
deck house) an open shelter (later enclosed in wood house with open
shelter at each end); saloons and crew's mess in main deck house;
Captain's cabin below main deck aft (later on sun deck); cafe below main
deck aft (1926-1930s); crew's cabin below main deck forward; navigation
bridges and wheelhouses at fore and aft ends of sun deck (later 2 cabins
on sun deck attached to wheelhouses). 5 watertight bulkheads. 3 lifeboats
on promenade deck, 1 forward, 2 aft. 1 funnel. Seating: outside and main
deck - wood benches; Ladies cabin - padded benches (promenade deck house-
reversible padded benches, c1931). 6 gangway exits each deck on promenade
and main decks. 2 double stairways (fore and aft) to promenade deck.

499.28 gt, 339.51 nt, 423.83 udt.
210.0' x 32.2' x 14.1'. Draught: 12'2".

Engine built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.

3 cylinder triple expansion steam engine driving a single screw at each
end on the "push-pull" principle. Cyls: 18½", 20½", 48½" x 27". 122 NHP,
1400 IHP.

Boilers: 2 marine horizontal multitubular (navy type). Dimensions: 19'6"
long, 11'8" internal diameter. 3 corrugated furnaces each boiler, 3.8'
diameter each. 180 pds. WP.

Alley and McLellan steam assisted steering. Electric lighting. Chadburn
engine room telegraphs. Over 15 knots (16 knots on trial).

Passengers: Fair weather - 1517, rough weather - 982 (later 1509/977).
Crew: 11.

Alterations 1920s: 2 cabins on sun deck attached to wheelhouses.
Alterations c1931: Passenger house on promenade deck.
Alterations 1948: New wheelhouses with 4 cabins on sun deck.

Designed by Mort's Dock and Engineering Co. Ltd.
Registered Lloyds.

Masters: J. Hart (1912), G.H. Goldie (1913), W.R. Chappell (1930s-1940s).

1912: built.

18 Jun - launched by Miss Dorothy Coudery.
25 Nov - official trials.
28 Nov - registered Sydney and entered service.
10 Dec - collision, anchor cable of Five Islands.

1913: 26 Dec - collision Kangaroo.

1920: 3 Sep - sold to PJ & MS Co. Ltd. (Register altered 4/9/1920.)

1921: 25 Apr - collision Manuka.
26 May - collision Karaska.

1927: 15 Jun - collision Kanimbla.


1937: 15 Aug - collision Himatangi.

1939: 26 Jan - aground, Circular Quay.

1943: 23 Feb - collision, Circular Quay.

1944: 10 Oct - collision Bellubera.

1951: 27 Feb - withdrawn from service.

1953: 30 Jun - sold for breaking-up.
23 Sep - Register closed.
Balgowlah led a less conspicuous life than her two sister ships, apart from her share of bumps and knocks which are a feature of the Manly ferry's working life. Like Bellubera and Barrenjoey she was in line for a new set of diesel-electric engines in the 1950s and when her boilers were condemned she was withdrawn from service in 1951. However, the company found it difficult at the time to bear the cost of reconditioning her hull and fitting the engines, and she was sold for scrapping. The new engines eventually went into Baragoola. During her lifetime Balgowlah ran over 110,000 trips. She was hulked at Stride's yard in Glebe and was then used as a lighter in the construction of Iron Cove Bridge. In this location she was finally broken down and sunk. She was mortgaged on 4 August 1950 to the Commercial Bank, Sydney. (See notes on Bellubera.) The mortgage was discharged on 4 September 1953. Balgowlah cost about £29,000.
BARRENJOEY, \textit{later} NORTH HEAD

1913-1948, 1951- \( (131567) \ (SR \ 56/1913) \)

The Port Jackson and Manly Steamship Co. Ltd., Sydney (1913-1974)
Urban Transit Authority of NSW (1980- )

Built by Mort's Dock and Engineering Co. Ltd., Woolwich, N.S.W.

Passenger ferry. Double-ended steel hull, wood superstructure (later steel) and decks. 3 decks and cabin flat; promenade deck (formed by bows and roof of main deck house) an open shelter (later enclosed in wood house with open shelter at each end, later replaced with steel house); saloons and crew's mess in main deck house; Captain's cabin below main deck aft (later on sun deck); cafe below main deck aft (1926-1930s), crew's cabin below main deck forward; navigation bridges and wheelhouses at fore and aft ends of sun deck (later 2 cabins on sun deck attached to wheelhouses), 5 watertight bulkheads. 3 lifeboats on promenade deck, 1 forward, 2 aft (later replaced by 3 lifeboats and 1 workboat on sun deck). Radio-telephone (1955). Radar (1975). 1 funnel. (2 funnels, 1951.) Seating: outside and main deck - wood benches; Ladies' cabin - padded benches (promenade deck house - reversible padded benches, 1930). 6 gangway exits each deck on promenade and main decks (later 8 gangway exits on promenade deck). 2 double stairways (fore and aft) to promenade deck.

499.63 gt, 339.75 nt, 423.83 udt. (465.66 gt, 183.78 nt after survey 18/11/1954.)
210.0' x 32.2' x 14.1'. Draught: 12'2".

Engine built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.

3 cylinder triple expansion steam engine driving a single screw at each end on the "push-pull" principle. Cyls: 18½", 26½", 40½" x 27". 123 NHP, 1400 IHP.

Boilers: 2 marine horizontal multitubular (navy type). Dimensions: 19'6" long, 11'8" internal diameter. 3 corrugated furnaces each boiler, 3.8' diameter each. 180 pds. WP. Alley and McLellan steam assisted steering. Electric lighting. Chapburn engine room telegraphs. Over 15 knots.

Passengers: fair weather - 1509, rough weather - 977.

Crew: 11; 7 as motor vessel (Captain, Chief Engineer, greaser, 3 deckhands, deckboy).

Alterations 1920s: 2 cabins on sun deck attached to wheelhouses.
Alterations 1930: Passenger house on promenade deck.

Alterations 1975: 2 lifeboats on sun deck. (2 removed).
Alterations 1983: 2 masts.

Designed by Mort's Dock and Engineering Co. Ltd.
Registered Lloyds.
Masters: J. Hart (1913), A.E. Villiers (1930s-1940s).

1913: built.
  8 May - launched by Miss McBride.
  17 Sep - official trials. Registered Sydney.
  20 Sep - (Saturday) entered service, 10.30 am.

1920: 3 Sep - sold to PJ & MS Co. Ltd. (Register altered 4/9/1920.)
1924: 8 Jan - collision Kareela.
1927: 29 Dec - collision Klandra.
1930: Aug - withdrawn from service for construction of promenade deck house.
  28 Aug - returned to service.
1940: 27 Jan - collision Kubu.
1942: 13 Apr - aground at Manly.
1948: 12 Apr - withdrawn from commission for reconstruction and re-engining.
  27 Apr - name changed to North Head. (Register altered.)
1951: 5 May - official trial, 2.30 pm. from Circular Quay.
  7 May - (Monday) recommissioned as MV North Head by Mr. W. Sheahan, Minister for Transport.
29 Sep - resumed service.
1955: 28 May - aground at Bradley's Head.
1961: 8 Sep - aground at Manly wharf.
1965: Mar - to Port Phillip for excursions.
  Apr - returned to Sydney.
1966: Jan - to Port Phillip for excursions.
  Feb - returned to Sydney.
1967: Jan - to Port Phillip for excursions.
  Mar - returned to Sydney.
1968: 30 May - collision, Navy launch.
1974: 20 Nov - Register closed, no longer required due to sale to Government of N.S.W.
23 Dec - recommissioned in colours of PTC.
1980: 1 Jul - UTA.

Barrenjoey, built at a cost of about £32,000, was the last Manly ferry constructed before the First World War and ended a prolific period of expansion for the company. She spent her first 34 years as a steamer and was the first of the Mort's Dock boats to be fitted with a enclosed house on the promenade deck - in 1930 at a cost of some £4,000. In 1948 she was taken out of service for modifications and, like Bellubera, received a set of diesel-electric engines. But at the same time her hull was altered and her superstructure completely rebuilt and, at a cost of £261,772, she emerged as North Head. She now bore a passing resemblance to South Steyne with soft-nosed stems, steel bulwarks and superstructure on the promenade deck, and lifeboats on the sun deck. To all extents she was very much a new boat, and the company vigorously promoted her as such. However, the reconstruction was not without its follies. The open shelters on the promenade deck were enclosed in cabins and this did not appeal to travellers who liked the open air. Another problem was the effect of the additional steelwork up top on the stability of the boat. The life rafts, originally intended for the sun deck, had to come down to the bows of the promenade deck, restricting the little open-air space available. Since 1951 North Head has been the most familiar vessel on the Manly run and still operates 70 years after entering service in 1913 - more than half the time that ferries have served Manly. She has actually been running for a total of 67 years and therefore holds the honour of being the longest-serving Manly ferry. In 1965 she was sent to Melbourne to operate excursions on Port Phillip.
during the Moomba festival - believed to be the first time a Manly ferry had operated away from Sydney. This operation was repeated in the two following years but eventually patronage fell and the service was discontinued. Late in 1974 she became the last Manly ferry to operate in the green and white livery. At the time of writing she has been given a new lease of life pending delivery of a third vessel of the Freshwater class. Her engines have been refitted utilising machinery from Baragoola and Bellubera. North Head was mortgaged to the Commercial Bank, Sydney from 4 August 1950 to 9 January 1973 (see notes on Bellubera). The following drawings by W.P.S. Nicolson illustrate the changes to Barrenjoey described above. (Copyright 1970.)
'RILYN

(SR 26/1921)

1y Steamship Co. Ltd., Sydney (1921-1928)

12)

nport Shipping Co. Pty. Ltd. (1932)

Pty. Ltd., Melbourne (1932-1948)

elaide (1948-1958)

Co. Ltd., Balmain, N.S.W.

1 hull and superstructure, round counter stern.
topped by navigation bridge (wood wheelhouse
passenger deck (with awning). 1 watertight
dow (1926: 2 lifeboats on bridge). 1 mast with
1 funnel. Seating: wood benches on passenger

92 udt. (239 gt, 98 nt after 1948.)

ck and Engineering Co. Ltd., Balmain, N.S.W.

d direct-acting steam engine (aft) driving a
6" x 18". 27 NHP., 250 IHP. Boiler: 1 marine

trial).
(Melbourne or Adelaide), 1948.

ke single-acting 4 cylinder Atlas-Imperial
7 knots.

and Sons, Sydney.
letters VLGT.

builder's "little grandson".

ydney.
: accommodation.
(sister altered 29/9/1928.)
't Sydney for Melbourne.

ferred to Melbourne.
'e. Renamed Marilyn. Converted to motor ship.

Island, Bass Strait.

steamer acquired by the company, Narrabeen was
Spit Bridge and the imminent opening of the
service was terminated and her sale to the
r, A.K.T. Sambell, left the Port Jackson
purely an operator of passenger ferries. Her
'n the Manly service was to carry organised
the Heads from 1926. Narrabeen spent the rest
tern Port, then as a trader in Bass Strait, becoming
acquired by Sambell she was mortgaged to the
,000 at 9%. The mortgage was executed on
arged on 9 September 1929.
BARAGoola


The Port Jackson and Manly Steamship Co. Ltd., Sydney (1922-1974)
Urban Transport Authority of NSW (1980-1983)
Eureka Education Foundation (1983-)

Built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.

Passenger ferry. Double-ended steel hull, wood superstructure and decks.
3 decks and cabin flat; promenade deck (formed by bows and roof of main
deck house) an open shelter (later enclosed in wood house with open
shelter and guardrails at each end); saloons and crew's mess in main deck
house; Captain's cabin below main deck aft (later on sun deck); cafe below
main deck aft (1926-1930s), crew's cabin below main deck forward;
navigation bridges and wheelhouses at fore and aft ends on sun deck (later
2 cabins on sun deck attached to wheelhouses). 5 watertight bulkheads.
2 lifeboats on promenade deck aft (later supplemented by workboat forward).
main deck - wood benches; Ladies' cabin - padded benches (promenade deck
house - reversible padded benches, c1931). 6 gangway exits each deck on
promenade and main decks. 2 double stairways (fore and aft) to promenade
deck.

498.04 gt, 338.67 nt, 412.49 udt. (224.12 nt after survey 16/11/1961.)
199.5' x 34.1 x 14.0'. Draught: 12'2".

Engine built by Mort's Dock and Engineering Co. Ltd., Balmain, N.S.W.

3 cylinder triple expansion steam engine driving a single screw at each
end on the "push-pull" principle. Cyls: 18", 28", 47" x 27". 112 NHP,
1100 IHP.

Boilers: 2 marine horizontal multitubular (navy type). 180 pds. WP
Steam assisted steering. Electric lighting. Chadburn engine room
telegraphs. 15 knots.

Passengers: fair weather - 1512, rough weather - 996 (later 1504/992).
Crew: 11;7 as motor vessel (Captain, Chief Engineer, greaser, 3 deckhands,
deckboy).

Fuels used: coal (later also furnace oil and coal tar).

Alterations 1920s: 2 cabins on sun deck attached to wheelhouses.
Alterations c1931: Passenger house on promenade deck.
Alterations 1939: Boilers fitted with oil-burning equipment (in addition
to coal-burning), new propellers.
electro-hydraulic steering controlled by telemotor.
Alterations 1961: Re-plated and re-engined. New plates in hull. 1 Short
4 x 4 stroke single-acting, 7 cylinder diesel generators powering electric
motors driving a single independent screw at each end. Cyls: 10" x 14".
2000 BHP. Engines controlled from bridge. 16 knots. Passengers: 1218/926.
Capacity of bunkers: 39 tons oil. (Steam engine broken up by J. Stride,
Glebe).
Alterations 1975: 1 lifeboat on promenade deck (2 removed).
Alterations 1980: 1 diesel generator removed for placement in North Head.
Designed by Mort's Dock and Engineering Co. Ltd.
Registered Lloyds.
Masters: W.T. Thornton (1930s-1940s).
1922: built.
  14 Feb - launched, 10.20 am, b'f'r, H. McPherson.
  11 Aug - official trials.
  28 Aug - registered in Sydney.
  3 Sep - entered service, 10 am from Circular Quay.
1926: 24 Dec - collision Kosciusko.
1927: 12 Sep - collision with lifeboat.
1933: 13 Aug - collision, Circular Quay.
1934: 28 Aug - collision with whale.
1938: 3 May - collision with Osiris.
       13 Aug - collision, Circular Quay.
1939: 8 Mar - withdrawn from service for modifications.
       3 Aug - returned to service.
       9 Sep - withdrawn from service for re-engining.
1958: 1 Dec - work commenced on conversion to diesel-electric propulsion.
1960: 12 Dec - official trial.
1961: 9 Jan - entered service.
1974: 2 Oct - Register closed, no longer required due to sale to
       Government of N.S.W.
       2 Dec - recommissioned in colours of P.T.C.
1980: 1 Jul - UTA.
1983: 8 Jan - withdrawn from service (last trip 6.15 pm ex Manly).
       Dec - sold.

Built at a cost of about £80,000, Baragoola was the last of the Binngarra
type and the last new boat built for the company by Mort's Dock. She
was slightly shorter and broader than her three predecessors and may be
distinguished by the rounded ends of her sun deck. Her only drawback
seemed to be her speed, for although she reached 15 knots on trials she
was never quite up to the normal travelling times. In 1939 the company
fitted new propellers and oil-burning equipment and announced "an increase
in speed". From 1942 to 1944 she reverted to coal-burning due to the war,
but kept her dual equipment up to 1958. After the war, together with
Curl Curl and Dee Why, she was fitted with electro-hydraulic steering
equipment. In the 1950s she became the last of the old single-funnelled
steamers still running and was termed the "slow boat to China". In 1958
she was withdrawn from service to receive the diesel-electric machinery
originally intended for Balgowlah. This work was completed in 1960 at a
cost of £65,000 and she increased her maximum speed to 16 knots.
Structurally, she was little-changed, the most conspicuous alteration
being the replacement of her tall funnel by a short motor-ship stack. In
1974 she featured in a furore when the company (now owned by Brambles)
announced that she would be taken out of service in February of that year,
leaving only two conventional ferries operating. The chain of events which
followed led to the takeover of the service by the NSW Government and
Baragoola received a new lease of life, serving until 1983. Baragoola was
mortgaged to the Commercial Bank, Sydney from 4 August 1950 to 9 January
1973 (see notes on Bellubera). "Baragoola" was said to be Aboriginal
for "flood tide".
CURL CURL

1928-1960 155325 (SR 21/1928)


Built by Napier and Miller Ltd., Old Kilpatrick, Scotland.

Passenger ferry. Double-ended steel hull, steel superstructure to promenade deck level, wood superstructure above this level, wood decks. Soft-nosed stems. 3 decks and cabin flat; passenger house and cabins on promenade and main decks; passenger cabin on forward cabin flat, cafe on aft cabin flat (withdrawn from use by 1938); crew's cabin on forward cabin flat (later mess on main deck), navigation bridges and wheelhouses at fore and aft ends of sun deck, 2 (later 4) cabins on sun deck attached to wheelhouses. 6 watertight bulkheads. Bar keel. 3 lifeboats on sun deck (later supplemented by 1 workboat). Wireless (1928), radio-telephone (1955). 2 funnels. Seating: outside, main deck, lower cabin - wood benches; Ladies' Saloon - padded benches; promenade deck house - reversible padded benches. 8 gangway exits each deck on promenade and main decks. 3 double stairways (fore, aft, and amidships) main to promenade deck, 2 single stairways to fore and aft cabins.

799.44 gt (1022.14 gt including promenade deck house), 353.58 nt, 587.26 udt, 1,248 dpt (load), 965 dpt (light), 283 dwt.

Length: 220.0'.
Breadth: 36.15'; 35'11" mld.; 36'1" ext.
Depth: 14.80'; 15'6" mld. Max. draught: 12'6".

Engine built by David and William Henderson and Co. Ltd., Glasgow, Scotland.


Boilers: 4 single-ended Scotch type coal or oil burning arranged in pairs (back-to-back) in two stokeholds, exhausting through 2 funnels. Dimensions: 11'6" long, 12'0" internal diameter. Forced draught burning. 2 "Deighton" furnaces each boiler, 3'8" internal diameter. 185 pds. WP. Steam assisted steering. Electric lighting. Chemical fire extinguishing. Mechans engine room telegraphs.

Speed: over 17 knots (trial results: River Clyde 24/5/1928 - 17.561 kn best result; Port Jackson 30/11/1928 - 17.75 kn).

Passengers: fair weather - 1574, rough weather - 1235.

Crew: 13; later 8 (Captain, Chief Engineer, greaser, fireman, 3 deckhands, deckboy).

Capacity of bunkers: 39 tons oil, 98 tons coal.

Fuels used: coal, coal tar, furnace oil.

Alterations c1930: Plating extended at bows, new hanches.

Alterations c1935: Promenade deck guardrails replaced by extension of bulwarks.


Masters: Abram (1928 delivery), H. Liley (1930s-1940s).
1928: 27 Feb – launched by Mrs. H.A.M. Napier.
24 May – trials, Firth of Clyde.
1-2 Jun – left Glasgow.
25 Oct – arrived Port Jackson, 8.15 am.
26 Oct – registered Sydney.
30 Nov – official trials.
6 Dec – entered service.
1929: 28 Apr – collision Nimrod.
1930: 30 Apr – collision Kiandra.
1932: 24 Feb – collision, Manly pool
1936: 31 Mar – aground at Bradley’s Head, withdrawn from service.
9 Apr – resumed service.
1938: 10 Nov – collision, Manly wharf.
1943: 23 Sep – collision with launch.
1953: 12 Feb – collision, damage to Manly wharf buildings.
1963: Jul – sold.
4 Sep – Register closed, vessel being broken up for scrap.
1969: 12 Aug – hulk scuttled off Sydney (1 pm).

In 1927 the Port Jackson Co. took the opportunity of favourable ship-building costs in Britain to order two fast steamers for the service, Curl Curl and her sister Dee Why. Their design was a marked step forward from the Binnagara type and offered the traveller a tempting alternative to the direct road connection being established by the construction of bridges. The windswept promenade deck with its wooden seats was largely replaced by a spacious house with padded reversible seats. Passengers could avail themselves of breakfast, lunch, dinner or supper in the ship’s cafe where the silver cutlery was embossed with the company’s insignia, and where Mrs. Hughes or Mrs. Carr (with her "Carr-way") would bring out that "cup of tea with fresh-cut sandwiches, scones and delightful cakes which you so enjoy". The subject of Curl Curl’s speed is now more a matter of mythology, but on Anniversary Day, 1936 (when she and Dee Why were shifting huge crowds by running "free" - that is, continuously and not to a timetable) she covered the seven nautical miles in 22 minutes, averaging 18 knots. (South Steyne’s record was 23 minutes.) The design of these two ships gave them a distinctly aristocratic bearing, accentuated by two magnificent tall funnels. Originally their appearance was quite unique - the built up sections of the bow were not extended far back in relation to the length of the ship and the promenade deck house looked very much as though it had been added in an afterthought. However, the owners resolved the lines of the vessels very nicely when it was found that the limited bulwarks on the bows did not keep the boats dry and, in two stages, the bulwarks were extended. During this process a system was devised to assist the casual observer distinguish between the two otherwise identical ships. Firstly, canvas dodgers lashed behind the promenade deck railings were cut in this shape for Curl Curl, and this shape for Dee Why. Then, when the bulwarks were fully extended on the bows of the promenade deck they were painted as white (or, during the war, green) dovetails:  

This lasted until about 1958 when both vessels were again painted identically.) Curl Curl and Dee Why spent 20 hard-working years carrying massive crowds, particularly during the war when all passenger records were broken. However, the company’s fortunes changed and the twin ferries were eventually denied much of the glamour they could have earned for themselves. The cafes did not see out the 1930s and the high speeds were ultimately uneconomical (besides the cost of
fuel, the location of the four boilers in two stokeholds required two fireman, whereas one fireman could operate two boilers). The South Steyne robbed the twin ferries of any major excursion role and they spent the rest of their working lives as commuter workhorses, becoming shabbier and more expensive to run as the years went by. Curl Curl led an eventful life. Like Dee Why she had a difficult voyage out, breaking a steampipe, being delayed for repairs, and being held at Aden for seven weeks by the Harbour Master until the monsoon cleared. Although she left Scotland after Dee Why she arrived in Sydney first, where she was fitted with her bow propeller and rudder and prepared for service. In 1960, when Baragoola was about to return to service as a diesel-electric boat, Curl Curl was withdrawn from service and laid up pending a decision on her future. In 1963 she went to the breakers where she was gradually reduced to a hulk until in 1969 she was towed out and sunk off Sydney. Curl Curl and Dee Why introduced the green, white-striped hull colour scheme to the Manly fleet in place of the old black, white-striped hull which the ferries had carried since Phantom. The new colour scheme lasted until the sale of the service to the NSW Government in 1974. Curl Curl was mortgaged to the Commercial Bank, Sydney from 4 August 1950. The Register does not record the discharge of this mortgage but presumably this occurred when the ship was sold (see notes on Bellubera). The following drawings of Curl Curl/Dee Why are by B.M. Pemberton. (Copyright 1977.)
General arrangement of steam ferries CURLEW and DEE WHY, and plan of promenade deck.

1. Sun Deck: Wheelhouses, captain’s cabin, lifeboats, buoyant rafts, f.w. tanks.
2. Promenade Deck: 503 seats inside house, 145 forward outside, 156 stern outside.
3. Main Deck: 96 seats each in fore and aft saloons, 120 midships, 186 outside.
4. Cabin Flat: Café to seat 40 (A), saloon to seat 87 (E), crew’s mess (F).

Engine room (B), Boiler room (D), Coal bunkers (C). The elliptical hull and midship position of after funnel were characteristic features of these two identical vessels.
DEE WHY

1928-1968 155336 (SR 24/1928)


Built by Napier and Miller Ltd., Old Kilpatrick, Scotland. Passenger ferry. Double-ended steel hull, steel superstructure to promenade deck level, wood superstructure above this level, wood decks. Soft-nosed stems. 3 decks and cabin flat; passenger house and cabins on promenade and main decks; passenger cabin on forward cabin flat, cafe on aft cabin flat (withdrawn from use by 1938); crew's cabin on forward cabin flat (later mess on main deck), navigation bridges and wheelhouses at fore and aft ends of sun deck, 2 (later 4) cabins on sun deck attached to wheelhouses. 6 watertight bulkheads. Bar keel. 3 lifeboats on sun deck (later supplemented by 1 workboat). Wireless (1928), radio-telephone (1955). 2 funnels. Seating: outside, main deck, lower cabin - wood benches; Ladies' Saloon - padded benches; promenade deck house - reversible padded benches. 8 gangway exits each deck on promenade and main decks. 3 double stairways (fore, aft, and amidships) main to promenade deck, 2 single stairways to fore and aft cabins.

799.44 gt (1022.14 gt including promenade deck house), 353.58 nt, 587.26 udt, 1,248 dpt (load), 965 dpt (light), 283 dwt.

Length: 220.0'.
Breadth: 36.15'; 35'11" mld.; 36'1" ext.
Depth: 14.80'; 15'6" mld. Max. draught: 12'6".

Engine built by David and William Henderson and Co. Ltd., Glasgow, Scotland. Inverted direct-acting 4 crank triple expansion steam engine driving a single screw at each end on the "push-pull" principle. Cyls: 24", 37", 46", 46" x 33". 389 NHP, 3200 IHP.

Screws: 9'3" diam. bronze.

Boilers: 4 single-ended Scotch type coal or oil burning, arranged in pairs (back-to-back) in two stokeholes, exhausting through 2 funnels. Dimensions: 11'6" long, 12'0" internal diameter. Forced draught burning. 2 "Deighton" furnaces each boiler, 3'8" internal diameter. 185 pds. WP. Steam assisted steering. Electric lighting. Chemical fire extinguishing. Mechan's engine room telegraphs.

Speed: over 17 knots (trial result: 17.65 km).


Crew: British - 16 (Captain, Engineer, 14 seamen and firemen). Australia - 13; later 8 (Captain, Chief Engineer, greaser, fireman, 3 deckhands, deckboy). Capacity of bunkers: 39 tons oil, 98 tons coal. Fuels used: coal, coal tar, furnace oil.

Alterations c1930: Plating extended at bows, new hances.
Alterations c1935: Promenade deck guardrails replaced by extension of bulwarks.

Designed by W.L. Dendy (Manager, PJ & MS Co.), E.H. Mitchell, and the builders.

Class: Lloyds 100A1 with freeboard until Feb. 1929. Board of Trade Steam 4 and 5 certificates until May 1929. Signal letters LBJS, later VJKJ (after 1/1/1934).

1927: 28 Dec - launched by Mrs. J.L. Goodwin.
1928: Mar - completed.
    25 May - left Glasgow.
    1 Nov - arrived Port Jackson, 2 a.m.
    2 Nov - registered Sydney.
    24 Dec - trial trip.
    25 Dec - entered service.
1943: 1 Oct - collision with Liberty ship.
1946: 25 Dec - aground in fog at Obelisk Bay.
1951: 15 Jul - boilers used to supply North Shore Gas Co.
1957: 29 Mar - collision Himna, aground.
1968: 8 Apr - withdrawn from service.
    19 Jul - sold.
1976: 25 May - hulk scuttled off Long Reef (10.05 am).

Identical sister to Curl Curl, Dee Why remained in service 7½ years longer
(for further notes, see Curl Curl). Dee Why also had a difficult voyage
out from Scotland, breaking a steampipe, and being held at Aden for weeks
until the monsoon cleared. There was a stowaway, discontent among the
crew, and the Captain did not have the full support of his officers.
However, she reached Sydney safely and settled down to nearly 40 years of
service. Like other boats she had her share of accidents, possibly the
best-remembered being her grounding in fog at Obelisk Bay in 1946 with a
full load of home-going Christmas holiday-makers aboard. Repairs to the
ferry cost £6,500, and most of the travellers had to wait through the
small hours of the morning before being lifted off. (Incidents such as
this led to an improvement in the ferries' compasses, as deep-sea compasses
such as those fitted to Dee Why left something to be desired when
navigating the confines of the harbour.) In her last three years she was
used only as a relief boat and was at the end of her economic life. In 1968
she joined Curl Curl at Stride's yard at Glebe and for the next several
years was gradually stripped down to a hulk. (Her wheelhouse was on display
in Warringah Mall for a number of years.) On 25 May 1976 she was scuttled
off Long Reef, the first of a number of vessels (including Bellubera in
1980) sunk at this site to create an artificial reef designed to encourage
the breeding of fish. Dee Why was mortgaged to the Commercial Bank, Sydney,
from 4 August 1950 to 18 September 1969. (See notes on Bellubera.)
SOUTH STEYNE
1938-1974  171240  (SR 19/1938)

The Port Jackson and Manly Steamship Co. Ltd., Sydney (1938-1975)
Frank J. Markert and Partners (1975)
Tiraki Pty. Ltd. (South Steyne Steamship Preservation Society) (1975-1977)
Robert Harold Kentwell (1977-78)
B.K.E. Pty. Ltd. (1978-)

Built by Henry Robb, Ltd., Leith, Scotland.
Passenger ferry. Double-ended steel hull and superstructure, wood decks.
Soft-nosed stems. 3 decks and cabin flat; passenger house and cabins on promenade and main decks; 2 passenger cabins on cabin flat (withdrawn from passenger use in 1965); crew's cabin on forward cabin flat, mess on main deck, navigation bridges and wheelhouses at fore and aft ends of sun deck, 2 (later 4) cabins on sun deck attached to wheelhouses. 8 watertight bulkheads. Bar keel. Double bottom under engine only.
1,203.37 gt, 536.10 nt, 700.30 udt, 1,367 dpt (load), 1,070 dpt (light), 297 dwt (oil, passengers).

Length: 217.0'; 223.6" OA; 220'0" BP.
Breadth: 38.25'; 38'0" mld.; 40'8" ext.
Depth: 14.9'; 15'9" mld. Max. draught: 12'6".
Height of 'tween decks: 7'9".
Freeboard: summer 3'6¾", winter 3'9½".

Engine built by Harland and Wolff Ltd., Belfast, Northern Ireland.
Inverted direct-acting 4 crank triple expansion fully-reversing steam engine driving a single screw at each end on the "push-pull" principle.
Cyls: 24", 37", 46", 46" x 33". 410 NHP, 3250 IHP. Screws: 9'3" diam. Mg. bronze.
Boilers: 4 single-ended Scotch type oil or coal burning, arranged in pairs in single stokehold, exhausting through a single funnel.
Dimensions: 11'6" long, 12'0" internal diameter. Forced draught burning. 2 "Deighton" furnaces each boiler, 3'8" internal diameter.
200 pds. WP.
Speed: over 17 knots (trial results: Firth of Forth 23/6/1938 - 17.105 kn ahead, 17.23 kn astern; Port Jackson 21/10/1938 - 17.1 kn).

Passengers: British Steam 4 Certificate - summer 1313, winter 1161,
British Steam 5 Certificate - summer 2076 (including 18 crew).
Australian Certificate: fair weather - 1781, rough weather - 1398 (ocean cruises - 1000 including crew).
Lifesaving capacity (persons): lifeboats 46, liferafts 784, lifebuoys 8, lifejackets 2076. (Figures for British Certificates.)
Crew: British - 10 (Captain, Engineer, 7 seamen and fireman).
Australian - 11, later 8 (Captain, Chief Engineer, greaser, fireman,
3 deckhands, deckboy).

Capacity of bunkers (including settling tanks): 123 tons oil.
Fuels used: coal tar, furnace oil.

Alterations 1948: 2 additional cabins on sun deck attached to wheelhouse.
Moss on main deck.

Alterations 1964: Enclosed cocktail lounge with bar on promenade deck
aft built by New South Wales State Dockyard, Newcastle, N.S.W.
Generators replaced by 2 McLaren diesel alternators.

Designed by W.L. Dendy (Manager, PJ & MS Co.) and John Ashcroft (ChFr.,
Draughtsman, Henry Robb, Ltd.),
Class: Lloyds 100Al with freboard (for service between Sydney and Manly)
until Jan 1939. Board of Trade Steam 4 and 5 Certificates. Signal letters VMDD
Masters: R.M. Beedie (1938 delivery), A.B. Rawlings (1930s-1940s),
McKennon (nd), Hatch (nd), H. Gibson (1950s-1960s).

1938: 1 Apr - launched by Mrs. H. Robb.
23 Jun - trials, Burntisland Mile, Firth of Forth.
7 Jul - (5 am) left Leith.
9 Sep - (12.15 pm) arrived Port Jackson.
12 Sep - registered Sydney.
21 Oct - official trials.
24 Oct - (Monday) commenced service, 8.10 am from Manly.
1939: 30 Jan - collision with launch.
6 Nov - collision with Manly pool.
1944: 11 May - collision with Manly wharf.
1953: certificate to operate at sea within 26 mile radius of Sydney.
1 Nov - first ocean cruise to Broken Bay.
1954: 18 May - collided with launch from HMAS Barcoo.
1964: 13 May - collision SS Jason,
licensed to sell liquor aboard during trips to sea.
1973: 20 May - last ocean cruise.
1974: 14 Apr - last Sunday service (easter).
23 Aug - last day of service.
25 Aug - (Sunday) damaged by fire.
1975: 15 Apr - sold. (Register altered 17/4/1975.)

The last, largest, and most visually beautiful of the Manly steamers.
At the time of her building South Steyne was claimed to be the largest
and fastest passenger ferry in the British Empire, but her speed must
be disputed when compared with the Curl Curl and Dee Why which could
exceed 17 knots with ease. South Steyne's design was based on Curl Curl
and Dee Why but, on her arrival in Sydney, the Sydney Morning Herald noted "the
stamp of modern shipbuilding practice" in her raked and streamlined stems,
gracefully flared superstructures, and squat funnels. Ships and Ship
Models noted that her machinery was "the most powerful ever installed in
a British-built ferryboat". She cost £141,526. Her owners treated her
with conspicuous pride until the Brambles takeover when she went into
decline. With her size, good looks, and the adventure of her ocean cruises
South Steyne was regarded as the Queen of Sydney Harbour by the post-war
generation. To handle the problem of beam-end seas between the Heads (and
to increase her capacity), her 38 foot breadth was greater than any other
Manly boat but her square underwater profile amidships created a wake which
was the bane of small boats. The company was obliged to restrict her
speed in parts of the harbour to alleviate this problem. On their delivery voyages Curl Curl and Dee Why had been detained at Aden by the monsoon, but the South Steyne proved her seaworthiness by steaming through the fierce weather. She arrived in Sydney, dressed in flags, to a traditional harbour welcome, and settled down to 35 years of reliable service. Her first 15 years were spent in harbour duties until 1953 when she was given a certificate to cruise at sea close to Sydney. She was chartered for a series of cruises to Broken Bay and upon termination of the charter the company undertook the cruises itself. These Sunday excursions during the Spring, Summer, and Autumn months of each year remained a feature of her operation for the next 20 years. Later, cruises were introduced on Boxing Days to follow the Sydney-Hobart yacht race to sea. These activities were financially lucrative and help offset her growing operating costs. Unfortunately her adaptation to excursion purposes made some inroads on her aesthetics, particularly in 1964 when her aft open shelter was enclosed to create a cocktail lounge, an awning was erected on her quarterdeck, and the quiet steam generators were replaced by diesel alternators to boost the ship's electric power. In 1967 the erection of a radar mast on the dummy funnel completed the disruption of the ship's double-ended symmetry. The following year, after the retirement of the Dee Why, she became the only steam ferry operating on Port Jackson. A change of ownership of the company in 1972 was followed by deterioration in her maintenance and a survey in 1973 found that some of her plates would have to be renewed if she were to continue the ocean cruises. This was not done. The end of her Manly service came in August 1974 when, awaiting inspection by the NSW Government for purchase purposes, she was ravaged in the fan-engine room and promenade deck-house by a fire. Since her sale in 1975 she was laid up in Sydney, and later Newcastle, pending restoration as an operating tourist vessel. The Government was lobbied for some time to restore her to the Manly service but this was unsuccessful. She is currently at a Ballina, NSW, shipyard being restored. South Steyne was mortgaged to the Commercial Bank, Sydney, from 4 August 1950 to 9 January 1973 (see notes on Bellubera). The following drawing of South Steyne is by B.M. Pemberton. (Copyright 1983.)
MANLY (III), later ENTERPRISE


Port Jackson Hydrofoils Pty. Ltd. (1970-1972)
The Port Jackson and Manly Steamship Co. Ltd. (1972-1973)
FNCB - Waltons Finance Ltd. (1973-1975)
Public Transport Commission of NSW (1975-1978)
Hydrofoil Seaflight Services Pty. Ltd. (1978- )

Built by Hitachi Zosen, Kawasaki, Japan.

Passenger hydrofoil (Type: Supramar PT20). Aluminium alloy hull and superstructure. 1 deck. 2 passenger cabins on main deck (fore and aft), topped by navigation bridge. 4 bulkheads. Inflatable lifeboats. Radio-telephone. 1 mast. Aircraft-type seats in cabins.

59.52 gt, 33.73 nt, 40.35 utd, 7 dwt.
Length: 63.5'; 68'1" OA; 62'8" BP.
Breadth: 15.7'; 15'0" mld.; 24'7" ext.
Depth: 5.9'. Max. Draught: floating 8'10" (to bottom of foils), cruising 3'6" (to bottom of foils).

Engine built by S.A. Fiat Stabilimento Grandi Motori, Turin, Italy.

4 stroke single-acting V12 cylinder Mercedes-Benz diesel engine with flexible coupling single reduction reverse gear and magnetic clutch driving a single screw. Cyls: 175mm x 205mm. 28.65 NHP, 1350 BHP. Engine controlled from bridge. 35 knots.


Class: Lloyds 100A1 (hydrofoil craft for service in Port Phillip Bay or between Jervis Bay and Port Stephens or in Moreton Bay).

1964: built.
Dec - completed.
31 Dec - arrived in Sydney on MV Kanto Maru.
1965: 7 Jan - commenced service.
8 Jun - Registered Sydney.
1967: Jan - to Port Phillip for excursions.
Mar - returned to Sydney.
1972: 3 Mar - sold to PJ & MS Co. ,td. (Register altered 8/3/1972.)
1973: 18 Sep - sold to FNCB - Waltons. (Register altered 9/7/1974.)
1975: 1 Aug - engine room fire.
8 Sep - Register closed, no longer required due to sale to Government of NSW.
1978: Sep - withdrawn from regular service.
Dec - sold.
1979: 13 Jan - left Sydney for Rockhampton (renamed Enterprise).

Built at a cost of £140,000 for the Port Jackson Company, Manly followed the innovatory tradition of her two previous namesakes. Not only was the hydrofoil a new type of craft for the Manly service, but nothing like it had appeared before anywhere in Australia. It was a bold step for a company in unsettled financial circumstances and a gamble which paid off successfully. Manly regained some of the speed advantage which the ferries had lost to the motor vehicle and thus added a new dimension to the service. Her first trip took 15 minutes. Despite some early problems with debris on the harbour, Manly soon settled down to scheduled runs together
with numerous excursions. In 1967 she joined North Head in Melbourne running excursions on Port Phillip Bay. After the Brambles takeover the hydrofoils, including Manly, were sold to the finance company FNCR-Waltons and operated under lease to cut capital costs. She was then purchased by the Public Transport Commission and operated mainly as a relief boat, the other larger-capacity hydrofoils being preferred for the run. She was sold to Queensland buyers in 1978, largely because she had become incompatible with the balance of the fleet of 140 seat hydrofoils. Manly was mortgaged twice to the Commercial Bank, Sydney, to secure sums with interest on Account Current. The first mortgage was from 4 August 1967 to 22 October 1970 and the second from 9 October 1970 to 9 January 1973.
FAIRLIGHT (II)
1966: (317902) (SR 32/1967)
Port Jackson Hydrofoils Pty. Ltd. (1970-1972)
The Port Jackson and Manly Steamship Co. Ltd. (1972-1973)
FNCB-Waltons Finance Ltd. (1973-1975)
Public Transport Commission of NSW (1975-1980)
Urban Transit Authority of NSW (1980-)

Built by Cantiere Navale Leopoldo Rodriguez, Messina, Italy.


139.68 gt, 78.49 nt, 122.56 udt, 21 dwt tonnes.

Length: 89'10" (29.01m) OA; 79'10" (24.34m) BP.
Breadth: 19'20"; 18'9" (5.71m) mid.; 35'2" (10.72m) ext.
Depth: 11.65'.
Max. draught: floating 11'6" (to bottom of foils), cruising 4'11" (to bottom of foils).

Engines built by Maybach Mercedes-Benz Motorenbau, Friedrichshafen, Germany.

2 x 4 stroke single-acting V12 cylinder Mercedes-Benz diesel engines reverse reduction geared driving twin screws. Cyls: 175mm x 205mm. 2700 BHP. Electric light and power supplied by 1x10 kW 415 Vac generator. Engines controlled from bridge. 36 knots.

Class: Lloyds 100A1 (hydrofoil craft for service in Port Phillip Bay or between Jervis Bay and Port Stephens or in Moreton Bay).

1966: built.

Sep - completed.
6 Nov - Arrived Sydney.
11 Nov - commenced service 5.05 pm from Circular Quay.

1968: Sep - to Newcastle for excursions, returned to Sydney.
1972: 3 Mar - sold to Pi & MS Co. Ltd. (Register altered 8/3/1972.)
1973: 18 Sep - sold to FNCB - Waltons. (Register altered 9/7/1974.)
1975: 8 Sep - Register closed, no longer required due to sale to Government of NSW.

Following the success of Manly, the company purchased the larger Fairlight. Her 140 seat capacity proved more successful and she has an open shelter on deck, unlike Manly where passengers are confined inside. Fairlight was the first of five 140 seat hydrofoils acquired between 1966 and 1978 which enabled a 15-20 minute service to be maintained throughout the day. In 1968 Fairlight carried a load of passengers up the coast to Newcastle and operated excursions there. Fairlight was mortgaged twice to the Commercial Bank, Sydney, the first being from 14 August 1967 to 22 October 1970, the second from 9 October 1970 to 9 January 1973 (see notes on Manly (III)). Fairlight cost $518,346.
DEE WHY (II)


The Port Jackson and Manly Steamship Co. Ltd., Sydney (1970)
Port Jackson Hydrofoils Pty. Ltd. (1970-1972)
The Port Jackson and Manly Steamship Co. Ltd. (1972-1973)
FNCH - Waltons Finance Ltd. (1973-1975)
Public Transport Commission of NSW (1975-1980)
Urban Transit Authority of NSW (1980-)

Built by Cantiere Navale Leopoldo Rodriguez, Messina, Italy.


129.43 gt, 63.95 nt.

Length: 87.60'; 94'2" (28.71m) OR; 79'10" (24.34m) BP.
Breadth: 19.22'; 18'10" (5.49m) mld.; 35'2" (10.72m) ext.
Depth: 11.03'; 10'10" (3.31m) mld.
Max. draught: floating 11'6" (to bottom of foils), cruising 4'11" (to bottom of foils).

Engines built by Maybach Motoren-un Turbinen-Union G.m.b.H. Friedrichshafen, Germany.

2x4 stroke single-acting V12. cylinder Mercedes-Benz diesel engines reverse reduction geared driving twin screws. Cyls: 175mm x 205mm. 482.142 NHP, 2700 BHP. Electric light and power supplied by 1x12 kW 415Vac and 2x 1.25kW 24Vac generators. Engines controlled from bridge. 32 knots.
Passengers: 140. Crew: Captain, Engineer, Deckhand.
Capacity of bunkers: 3 tonnes oil.

Class: Lloyds 100A1 (hydrofoil craft for service in Port Phillip Bay or between Jervis Bay and Port Stephens or in Moreton Bay).

1970: built.
Feb - completed.
31 Mar - registered Sydney.
15 May - arrived in Sydney on München.
25 May - commenced service, 4 pm.
28 Aug - sold to PJH Pty. Ltd. (Register altered 12/9/1970.)

1972: 3 Mar - sold to PJ & MS Co. Ltd. (Register altered 8/3/1972.)
1973: 18 Sep - sold to FNCH-Waltons. (Register altered 24/9/1973.)
1975: 8 Sep - Register closed, no longer required due to sale to Government of NSW.

Basically identical to Fairlight (II) but distinguished by slightly elevated bridge and forecastle. Identical to Palm Beach and Long Reef. Dee Why was mortgaged to the Commercial Bank, Sydney from 9 October 1970 to 9 January 1973 (see notes on Manly (III)). She cost $572,578.
CURL CURL (II)

1973 - (355207) (SR 67/1972)

The Port Jackson and Manly Steamship Co. Ltd., Sydney (1972-1973)
FNCS-Waltons Finance Ltd. (1973-1975)
Public Transport Commission of NSW (1975-1980)
Urban Transit Authority of NSW (1980-).

Built by Cantieri Navaltecnica S.p.A., Messina, Italy.

Passenger hydrofoil (Type: RHS 140). Aluminium alloy hull and super-
structure. Riveted and welded construction. 1 deck and cabin flat.
Bridge and passenger cabin on main deck, 2 passenger cabins on cabin flats
1 twin mast. Aircraft-type seats in cabins.

129.43 gt, 63.95 nt, 65 dwtonees.

Length: 87.60' ; 94' 9" (28.91m) OA; 79' 0" (24.08m) BP.
Breadth: 19.22' ; 19' 44" (5.85m) mld.; 35' 2" (10.72m) ext.
Depth: 11.03' ; 10'10" (3.11m) mld.
Max. draught: floating 11'6" (to bottom of foils), cruising 4'11" (to
bottom of foils).

Engines built by Maybach Motoren-und Turbinen-Union Friedrichshafen,
Friedrichshafen, Germany.

2 x 4 stroke single-acting 12 cylinder Mercedes-Benz diesel engines reverse
reduction geared driving twin screws. Cyls: 175 mm x 205 mm. 2700 BHP.
Electric light and power supplied by 1x16 kW 415/240V ac and 2x1.25 kW
24 V &c generators. Engines controlled from bridge. 32.5 knots.

Passengers: 140. Crew: Captain, Engineer, Deckhand.
Capacity of bunkers: 3 tonnes oil.

Class: Lloyds 100A1 (hydrofoil craft for service in Port Phillip Bay or
between Jervis Bay and Port Stephens or in Moreton Bay).

1972: built.
Nov - completed.
21 Dec - registered Sydney.
entered service.
Mar - conducted service to Gladesville.
18 Sep - sold to FNCS-Waltons. (Register altered 24/9/1973.)
1975: 5 Sep - Register closed, no longer required due to sale to
Government of NSW.

Basically identical to Dee Why (II) but distinguished by twin mast.
Curl Curl inaugurated and maintained the short-lived Circular Quay -
LADY WAKEHURST

1974, 1978- (Unregistered)

Urban Transit Authority of NSW (1980- )

Built by Carrington Slipways Pty. Ltd., Tomago, N.S.W.

Passenger ferry. Double-ended steel hull, superstructure and decks. 2 decks; navigation bridge at each end of promenade deck (wheelhouses fore and aft); passenger house on promenade deck with open shelter at each end; passenger house and cabins, and crew's cabin on main deck. 1 lifeboat aft on main deck. Radio-telephone. 2 masts. 1 funnel. Seating: outside - fibreglass benches; houses and cabins - padded benches. 2 stairways to promenade deck.

366 gt, 281 nt, 180 dwttonnes.

Length: 143'8" (43.79m) OA; 127'8" (38.92m) BP.

Breadth: 33'11" (10.34m) mld.; 36'1" (10.98m) ext.

Depth: 10'9" (3.28m) mld.

Max. draught: 7'3" (2.21m).


2 x 4 stroke single-acting 6 cylinder diesel engines driving a single independent screw at each end. Cyls:222mmx292mm.810 BHP. Engines controlled from bridge. 13 knots.

Passengers: 820 (718 in Manly service).

Alterations 1979: Officer's cabin attached to forward wheelhouse.

Class: Lloyds A1 for restricted service.

1974: built.
   6 Jul - launched.
   3 Oct - arrived Sydney.
   14 Oct - commenced service on Manly run.

1975: 18 Jan - sent to Hobart.
   3 Feb - commenced service in Hobart.

   26 Oct - (Wednesday) arrived Sydney.

1978: 9 Jan - re-entered Manly service.

Built at a cost of $750,000 for the NSW Public Transport Commission, Lady Wakehurst was the first completely new conventional ferry to run to Manly for 36 years. However, she was designed and built for inner-harbour ferry services, such as the Mosman run, and her design was derived from the Lady Cutler class. The rapid chain of events leading to the government takeover of the Manly service caused a hasty modification of design (including building up the bows to handle heavy seas) and she was put into service while North Head and Baragoola were repainted. By the end of 1974 she was free for inner-harbour duties, but her career was then affected by the collapse of the Derwent Bridge in Hobart. She was leased to the government of Tasmania and, in January 1975, towed to Hobart where she served as a ferry until 1977. When she returned to sydney she was placed in the Manly service with Baragoola and North Head, thus restoring a three-boat (half-hourly) service. Since the delivery of new Manly boats in 1982/1983 she has served as a relief boat as required. As Lady Wakehurst and her sister ship, Lady Northcott, were not designed for the Manly service it is unfair to make too much of their shortcomings. However, it may be noted that their speed leaves them hard-pressed to maintain the schedules and they are the first to be taken off the run in rough weather.
10 of NSW, Sydney (1975-1980)
NSW (1980-)

1 Pty. Ltd., Tomago, N.S.W.

Red steel hull, superstructure and decks.

At each end of promenade deck (wheelhouses
case on promenade deck with open shelter at
cabin, and crew's cabin on main deck.

Radio-telephone. 2 masts. 1 funnel.

Passenger berths; houses and cabins - padded benches.

L 127'8" (38.92m) BP.
W 36'1" (10.98m) ext.


cyliner diesel engines driving a single
J. Cyls: 222mm x 292mm. 810 BHP. Engines
knots.

'y service).
cabin attached to forward wheelhouse.

'ted service.

'y.

Main depot by Mrs. R. Nash.
ervice on Manly run.

Lady Wakehurst. Built at a cost of $780,000,
used for inner-harbour services but operates
as a relief boat. (For further notes - see

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PALM BEACH (ex PATANE)

1975 - (332452)

Far East Hydrofoil Co., Hong Kong (1969-1975)
Urban Transit Authority of NSW (1980- )

Built by Cantieri Navale Leopoldo Rodriguez, Messina, Italy.


129 gt, 64 nt, 66 dwtonnes.

Length: 95'0" (28.96m) OA; 80'0" (24.39m) BP.
Breadth: 19'4½" (5.85m) mld.; 35'2" (10.72m) ext.
Draught: max. 12'9" (to bottom of foils).

Engines built by Maybach Mercedes-Benz Motorenbau, Friedrichshafen, Germany.

2 x 4 stroke single-acting V12 cylinder Mercedes-Benz diesel engines reverse reduction geared driving twin screws. Cyls: 175mm x 205 mm. 2500 BHP. Electric light and power supplied by 1x1.25 kW 24V a/c generators. Engines controlled fr’n bridge. 34.75 knots.
Passengers: 140. Crew: Captain, Engineer, Deckhand.
Capacity of bunkers: 3 tonnes oil.

Registered Lloyds.

1969: built
1975: Jun - purchased for Manly service.
   23 Jun - arrived in Sydney on Andros.
   12 Jul - (Saturday) commenced service.

Identical to Dee Why (II) and Long Reef. Palm Beach was the first vessel purchased by the Public Transport Commission specifically for the Manly service. She served in Hong Kong before coming to Sydney. Purchased from her Hong Kong operators at a cost of $700,000.
LONG REEF (ex FRECCIA DI MERGELLINA)

1978 - (Unregistered)

Urban Transit Authority of NSW (1980-

Built by Cantieri Navale Leopoldo Rodriguez, Messina, Italy.

Passenger hydrofoil (Type: Supramar PT50).

146 gt, 95 nt.

Length: 95'0" (28.96m) OA; 79'10" (24.34m) BP.
Breadth: 19'2" (5.85m) mld.; 35'2" (10.72m) ext.

Engines built by Maybach Mercedes-Benz Motorenbau, Friedrichshafen, Germany.
2 x 4 stroke single-acting V12 cylinder Mercedes-Benz diesel engines reverse reduction geared driving twin screws. Cyls: 175mm x 205mm. 2500 BHP. Engines controlled from bridge. About 35 knots.
Passengers: 140. Crew: Captain, Engineer, Deckhand.

Registered Lloyds.

1969: built
1978: 1 May - arrived in Sydney on Botany Bay.
13 Sep - (Wednesday) commenced service.

Identical to Dee Why (II) and Palm Beach. Acquired by the Public Transport Commission to replace Manly (III).
FRESHWATER

1982- (Unregistered)

Urban Transit Authority of N.S.W., Sydney (1982- )

Built by NSW State Dockyard, Newcastle, NSW.

Passenger ferry. Double-ended steel hull and main deck superstructure, aluminium superstructure promenade and sun decks. Soft-nosed stems. Welded construction. 3 decks; navigation bridge at each end of sun deck; enclosed passenger houses promenade and main decks; cabins for Master and Engineer on sun deck attached to forward and aft wheelhouses respectively; 5 crew's cabins and mess on main deck aft; 6 watertight bulkheads. 22 inflatable lifeboats, 10 liferafts, 1 workboat on sun deck. Radio-telephone and address system. Radar. Echosounder. Kiosk on promenade deck. All crew accommodation air-conditioned. 2 masts. 1 funnel. Seating: outside (main deck) - plastic benches; houses - padded chairs. One hydraulically-operated gangway ramp exit each deck, each side, main and promenade decks, 2 double and 2 single stairways main to promenade deck. 4 emergency gangway exits, main deck.

1,184 gt, 969.74 nt, 200 dwtonnes.

Length: 231.0' (70.41m) OA; 213.35' (65.03m) BP.

Breadth: 40.39' (12.31m) mld.; 43.01' (13.11m) ext.

Depth: 18.11' (5.52m) mld.

Max. draught: 11.0' (3.352m).

Freeboard: summer 7.0' (2.15m), winter 6.8' (2.09m).

Engines built by Daidatsu Diesel Manufacturing Co. Ltd., Osaka, Japan.

2 x 4 stroke single-acting 8 cylinder diesel engines driving a single Lips controllable pitch fully-feathering screw at each end through 2 Lohmann and Stolterfoht gearboxes. Cyls. 320mm x 380mm. Transverse thrust facility utilising rudders. 6,400 BHP (4,708 kW). Electro-hydraulic steering. Electric light and power supplied by 2x215 kW Rolls Royce 8 cylinder diesel alternator sets. Engines controlled through Lips computer system from three control stations on each bridge. Control assisted by Honeywell computer information system. 18 knots (15 knots on one engine). Passengers: 1107 (ocean cruises - 550). Crew: 7.

Lifesaving capacity (persons): inflatable lifeboats (550), liferafts (120), lifejackets (all persons).

Capacity of bunkers: 125 tonnes oil.

Designed by State Dockyard, Newcastle, NSW.

Class: Lloyds 100A1 (restricted service).

1980: 19 Dec - keel laid.

1982: 27 Mar - launched by Mrs. O. Cox.

4 Nov - trials (Newcastle).

26 Nov - arrived Sydney and commissioned.

28 Dec - (Saturday) commenced service, 4 pm ex Circular Quay.

The first new conventional-hulled Manly ferry designed and built for the service since South Steyne. Freshwater was built at a cost of some $8,300,000 and represents a totally different era in shipping technology compared to her predecessors. In overall dimensions she is the largest vessel (with her sister Queenscliff) ever to run in the Manly service and, with her 18 knot maximum cruising speed, one of the fastest. Her control systems are through bridge-controlled computer and with variable-pitch propellers the vessel has a high degree of manoeuvrability. Hydraulically-
controlled drawbridge-type gangways, attached to a central exit, each side of each deck, are used to load and unload passengers in conjunction with two-deck loading ramps specially constructed by the Maritime Services Board at Sydney and Manly wharves. Like Barrenjoey when rebuilt as North Head, the passenger accommodation is enclosed, excepting outside seating at port and starboard sides of the main deck. However, passenger spaces are light and airy, with panoramic windows and padded armchair seating. In its combination of design, performance, and quality of finish the Freshwater class is undoubtedly the finest type of vessel ever constructed for Sydney Harbour ferry service. A third vessel of the same type (Narrabeen) is being constructed at Carrington Slipways Pty. Ltd., Tomago.
QUEENSCLIFF
1983- (Unregistered)

Urban Transit Authority of N.S.W., Sydney (1983- )

Built by NSW State Dockyard, Newcastle, N.S.W.

Passenger ferry. Double-ended steel hull and main deck superstructure, aluminium superstructure promenade and sun decks. Soft-nosed stems. Welded construction. 3 decks; navigation bridge at each end of sun deck; enclosed passenger houses promenade and main decks; cabins for Master and Engineer on sun deck attached to forward and aft wheelhouses respectively; 5 crew's cabins and mess on main deck aft. 6 watertight bulkheads. 22 inflatable lifeboats, 10 liferafts, 1 workboat on sun deck. Radio-telephone and public address system. Radar. Echosounder. Kiosk on promenade deck. All crew accommodation air-conditioned. 2 masts. 1 funnel. Seating: outside (main deck) - plastic benches; houses - padded chairs. One hydraulically-operated gangway ramp exit each deck, each side, main and promenade decks. 2 double and 2 single stairways main to promenade deck. 4 emergency gangway exits, main deck.

1,184 gt, 969.74 nt, 200 dwtonnes.

Length: 231.0' (70.41m) OA; 213.35' (65.03m) BP.

Breadth: 40.39' (12.31m) mld.; 43.01' (13.11m) ext.

Depth: 18.11' (5.52m) mld.

Max. draught: 11.0' (3.352m).

Freeboard: summer 7.0'(2.15m), winter 6.8' (2.09m).

Engines built by Daihatsu Diesel Manufacturing Co. Ltd., Osaka, Japan.

2 x 4 stroke single-acting 8 cylinder diesel engines driving a single Lips controllable pitch fully-feathering screw at each end through 2 Lohmann and Stoltersfoth gearboxes. Cyls. 320 mm x 380 mm.

Transverse thrust facility utilising rudders. 6,400 BHP (4,708 kW).

Electro-hydraulic steering. Electric light and power supplied by 2 x 215 kW Rolls Royce 8 cylinder diesel alternator sets. Engines controlled through Lips computer system from three control stations on each bridge. Control assisted by Honeywell computer information system.

18 knots (15 knots on one engine).


Lifesaving capacity (persons): inflatable lifeboats (550), liferafts (120), lifejackets (all persons).

Capacity of bunkers: 125 tonnes oil.

Designed by State Dockyard, Newcastle, N.S.W.

Class: Lloyds 100A1 (restricted service).

1982: 4 Dec - launched by Mrs. J. Wran.


9 Jul - (Saturday) commissioned and commenced service, 3.15 pm ex Circular Quay.

Sister to *Freshwater*. Built at a cost of $9,500,000.
QUEENSCLIFF
1983- (Unregistered)

Urban Transit Authority of N.S.W., Sydney (1983- )

Built by NSW State Dockyard, Newcastle, N.S.W.

Passenger ferry. Double-ended steel hull and main deck superstructure, aluminium superstructure promenade and sun decks. Soft-nosed stems. Welded construction. 3 decks; navigation bridge at each end of sun deck; enclosed passenger houses promenade and main decks; cabins for Master and Engineer on sun deck attached to forward and aft wheelhouses respectively; 5 crew's cabins and mess on main deck aft. 6 watertight bulkheads. 22 inflatable lifeboats, 10 liferafts, 1 workboat on sun deck. Radio-telephone and public address system. Radar. Echosounder. Kiosk on promenade deck. All crew accommodation air-conditioned.

2 masts. 1 funnel. Seating: outside (main deck) - plastic benches; houses - padded chairs. One hydraulically-operated gangway ramp exit each deck, each side, main and promenade decks. 2 double and 2 single stairways main to promenade deck. 4 emergency gangway exits, main deck.

1,184 gt, 969.74 nt, 200 dwt tonnes.

Length: 231.0' (70.41m) OA; 213.35' (65.03m) BP.
Breadth: 40.39' (12.31m) mld.; 43.01' (13.11m) ext.
Depth: 18.11' (5.52m) mld.
Max. draught: 11.0' (3.352m).
Freeboard: summer 7.0'(2.15m), winter 6.8' (2.09m).

Engines built by Daihatsu Diesel Manufacturing Co. Ltd., Osaka, Japan.

2 x 4 stroke single-acting 8 cylinder diesel engines driving a singleLips controllable pitch fully-feathering screw at each end through 2 Lohmann and Stolterfoht gearboxes. Cyls. 320 mm x 380 mm.
Transverse thrust facility utilising rudders. 6,400 BHP (4,708 kW).
Electro-hydraulic steering. Electric light and power supplied by 2 x 215 kW Rolls Royce 8 cylinder diesel alternator sets. Engines controlled through Lips computer system from three control stations on each bridge. Control assisted by Honeywell computer information system.
18 knots (15 knots on one engine).
Lifesaving capacity (persons): inflatable lifeboats (550), liferafts (120), lifejackets (all persons).

Capacity of bunkers: 125 tonnes oil.

Designed by State Dockyard, Newcastle, N.S.W.
Class: Lloyds 100A1 (restricted service).

1982: 4 Dec - launched by Mrs. J. Wran.
9 Jul - (Saturday) commissioned and commenced service, 3.15 pm ex Circular Quay.

Sister to Freshwater. Built at a cost of $9,500,000.
PART B

CHARTERED AND MISCELLANEOUS VESSELS
NORA CREINA
32294 (SR 167/1854)
Shoalhaven Steam Navigation Co., Sydney (1854-1857)
Illawarra Steam Navigation Co (1857-1862)
Built by Neptune Foundry, Waterford, Ireland.
Iron P S. Coastal trader. 142 gt, 93 nt. 133.7' x 18.0' x 7.7'.
Steam engine. 275 passengers.
1849b, c1855f, 1869w.
First vessel to run an excursion to Manly, 26/12/1854. Also 7/7 and

HUNTRESS
32617 (SR 147/1853)
G. Russell, J. and A. Brown, Sydney (1853-1857)
Built by Newton and Malcolm, Manning River, NSW.
Wood P S. Tug. 86gt, 54 nt. 89.1' x 16.2' x 7.6'. 2 steam engines by
G. Russell and Co., Sydney, NSW. 60 NHP. 11 knots.
1853b, 1872w.
First regular Manly ferry. Ran to Manly from 27/5/1855 until late 1855.

BLACK SWAN
32401 (SR 125/1855)
W. Byrnes and Partners, Sydney (1854-1866)
Edye Manning and T.S. Mort (1866-1868)
Built by C.J. Mare and Co., Blackwall, England.
Iron P S. Packet. 40 gt (1865: 69 gt). 90.4' x 14.3' x 6.9'. (Lengthened
1865: 110.0' x 14.0' x 6.2'.) Oscillating steam engine. 35 NHP. About
150 passengers.
1854b, 1866w.
First ran to Manly 6/10/1855, often running 1855-1860. Also 26/5 and from
12/10 to December 1863, 24/5/1865. To Little Manly 1861 and 30/8/1867.

DELICAN
32480 (SR 124/1855)
W. Byrnes and Partners, Sydney (1854-1866)
Built by C.J. Mare and Co., Blackwall, England.
Iron P S. Packet. 42 gt. 90.4' x 14.3' x 6.9'. Oscillating steam engine
by Seaward and Cape 1, London, England. 35 NHP. 165 passengers.
1854b, 1888w.
Ran regularly to Manly from 13/10/1855 to 1858. Also 24/5/1859 and
26/12/1861.

EMU
32274 (SR 86/1841)
Edye Manning, Sydney (1841-1864)
Built by Ditchburn and Mare, Blackwall, England.
Iron P S. Packet. 72 gt, 44 nt. 94.0' x 14.0' x 6.1'. Jet condensing
steam engine. 32 NHP. 150 passengers.
1841b, 1884w.
Ran to Manly from November 1855, also 24/5/1859.

PLANET
32275 (SR 116/1854)
Shoalhaven Steam Navigation Co., Sydney (1855-1858)
Built by W. Peat, Balmain, NSW.
Wood P S. General purpose vessel. 60 gt, 45 nt. 74.6' x 12.0' x 6.0'.
2 steam engines by Young and Mather, Sydney, NSW. 30 NHP.
1854b, 1863w.
Ran an excursion to Manly 18/11/1855.
ILLANARRA
32273  (SR 8/1857)
W.O. Manning, London (1853-1856)
Edye Manning, Sydney (1856-1861)
Illawarra Steam Navigation Co. (1861-1863)
Built by C.J. Mare, Blackwall, England.
Iron P S. Coastal trader. 166 gt. 106.0' x 19.5' x 10.2'. 2 cyl. steam engine. 60 NHP. About 100 passengers.
1853b, 1863f, 1864w.
Ran excursions to Manly 26/12/1855, 1/1/1856, 13/4 and 26/12/1857, 24/5/1859, 1/1/1860, 2/2/1861, 1/1/1862.

VICTORIA, later NAGASAKI MARU No. 1
32516  (SR 36/1854)
Edye Manning, Sydney (1856-1863)
Built by Thomas Wingate and Co., Whiteinch, Scotland.
Iron P S. Packet. 107 gt, 69 nt (1861: 132 gt). 123.6' x 15.5' x 6.6'.
(Lengthened 1860: 154.2' x 16.3' x 9.1'). 2 steam engines. 60 NHP.
About 200 passengers (328 after 1860).
1851b, 1863f, 1864w.
Under the flag of the Sydney and Melbourne Steam Packet Co., Victoria pioneered the excursion trade in Sydney Harbour, running excursions and daily services to Watson's Bay from 13/3/1854. First ran to Manly on Easter Tuesday, 25/3/1856, and became the main Manly ferry until 1859-1860 when she supported the new Phantom. Ran excursions to Watson's Bay and Little Manly from 22/12/1860 to March 1861. Ran to Little Manly 25/12/1861, and to Manly 26/12/1861, 1/1/1862.

MIMOSA
31989  (SR 8/1861)
John Edye Manning, Hobart (1858-1861)
Built by J.W. Hoby and Co., Renfrew, Scotland.
Iron P S. Coastal trader. 163 gt, 105 nt. 140.6' x 17.9' x 9.0'.
Trunk type steam engine. 60 NHP. 308 passengers.
1854b, 1863w.
Ran excursions to Manly 5/4/1858, 26/1/1859, 26/12/1860, 26/12/1861.

HUNTER
32293  (SR 38/1855)
R. Haworth and Partners, Sydney (1858-1861)
Illawarra Steam Navigation Co. (1862-1887)
Built by Scott and Co., Greenock, Scotland.
Iron P S. Coastal trader. 170t. 154.4' x 18.6' x 10.2'. 2 steam engines by MacNab and Clark, Greenock, Scotland. 120 NHP. 15 knots.
375 passengers.
1854b, 1904s.
Ran excursions to Manly 27/12/1858, 24/5/1859, 1/1, 24/5, 26/12/1860, 10/11/1862, 26/5, 26/12/1863, 26/12/1864, 1/1, 23/4/1866, 26/1/1869.

WILLIAMS
32291  (SR 74/1855)
Hunter River New Steam Navigation Co. Ltd., Sydney (1854-1862)
Built by Scott and Co., Greenock, Scotland.
Iron P S. Coastal trader. 327 gt, 219 nt. 155.0' x 20.8' x 11.0'.
2 oscillating steam engines by MacNab and Clark, Greenock, Scotland. 120 NHP. 375 passengers.
1854b, 1894s.
KIAMA
32276 (SR 49/1855)
Kiama Steam Navigation Co., Sydney (1854-1861)
Illawarra Steam Navigation Co. (1861-1896)
Built by J.G. Lawrie, Whiteinch, Scotland.
Iron P.S. Coastal trader. 104 gt. 123.6' x 19.3' x 8.0'. 2 oscillating steam engines by shipbuilder. 60 NHP. 270 passengers.
1854b, 1914s.
Ran excursions to Manly 24/5/1859, 1/1/1860, 24/5/1861, 1/1/1864, 26/1/1865, 2/4/1866.

THISTLE
32284 (SR 39/1841)
Australasian Steam Navigation Co., Sydney (1851-1859)
Iron P.S. Coastal trader. 278 gt, 127 t burden. 148.7' x 19.5' x 11.0'.
Side lever jet condensing low pressure steam engine. 100 NHP. About 140 passengers.
1840 b, 1859w.
One of the three original steamers built for the Hunter's River Steam Navigation Company. Ran to Manly 24/5/1859.

WILLIAM THE FOURTH
32272 (SR 56/1843)
Illawarra Steam Navigation Co., Sydney (1858-1863)
Built by Marshall and Lowe, Williams River, NSW.
Wood P.S. Coastal trader. 77t. 86.0' x 14.8' x 8.2'. Steam engine (new in 1853) by Napier and Co., Sydney, NSW. 40 NHP. 180 passengers.
1831b, 1863fr.
One of the original Australian steamships and the first oceangoing steamship built in Australia. She was the oldest steamship ever to operate a service to Manly. Ran to Manly 24/5/1859, 1/1/1860.

RAPID (ex DERWENT)
32075 (SR 34/1859)
T. Hale, Sydney (1859-1876)
Built by David Hoy, Port Arthur, Tasmania.
Wood P.S. Tug. 96 gt, 61 nt. 86.3' x 16.7' x 9.1'. Steam engine by Napier, Glasgow, Scotland. 40 NHP. 150 passengers.
1840b, 1883 rebuilt (83883 NR), 1893f.
Ran an excursion from Watson's Bay to Manly 24/5/1859 - probably the first vessel to operate this particular service.

WASHINGTON, later GORILLA
43220 (SR 142/1854)
Mitchell and Co., Sydney (1854-1862)
Built by J.B. Maxton, Leith, Scotland.
Iron P.S. Tug. 193 gt, 85 nt. 121.3' x 20.0' x 11.6'. Steam engine.
About 300 passengers.
1844b, 1862f.
Ran excursions to Manly in November and December 1860, frequently during 1861, and on 1/1/1862. (Incorrectly called Warrington by Gledhill and later writers.)

ILLALONG
32278 (SR 169/1854)
Australasian Steam Navigation Co., Sydney (1854-1864)
Illawarra Steam Navigation Co. (1864-1878)
Built by J.W. Hoby and Co., Renfrew, Scotland.
Iron P.S. Coastal trader. 294 gt, 180 nt. 175.6' x 20.5' x 11.0'.

Oscillating steam engine by shipbuilder. 120 NHP. 450 passengers. 1854b, 1878a.

**YARRA YARRA**

32296  (SR 59/1852)
Australasian Steam Navigation Co., Sydney (1851-1874)
Built by W. Denny and Brothers, Dumbarton, Scotland.
Iron P. S. Coastal trader. 337 t burthen (1862: 555 gt, 350 nt).
166.5' x 25.0' x 13.0'. (Lengthened 1862: 183.5' x 30.0' x 11.7').
2 steam engines. 200 NHP. 600 passengers.
1851b, 1877w.

**WARATAH**

31765  (SR 37/1852)
Australasian Steam Navigation Co., Sydney (1851-1867)
Built by W. Denny and Brothers, Dumbarton, Scotland.
Iron P. S. Coastal trader. 256 gt. 167.7' x 20.0' x 12.3'.
Steam engine. 465 passengers.
1851b, 1867f.

**PATERSON**

32292  (SR 75/1855)
Hunter River New Steam Navigation Co. Ltd., Sydney (1854-1871)
Built by Scott and Co., Greenock, Scotland.
Iron P. S. Coastal trader. 326 gt, 219 nt. 155.0' x 20.8' x 10.2'.
2 oscillating steam engines by MacNab and Clark, Greenock, Scotland.
120 NHP. 375 passengers.
1854b, 1874w.

**CITY OF NEWCASTLE**

41117  (SR 53/1859)
Hunter River New Steam Navigation Co. Ltd., Sydney (1859-1878)
Built by Scott and Co., Cartesdyke, Scotland.
Iron P. S. Coastal trader. 393 gt, 247 nt. 192.5' x 23.3' x 11.6'.
2 cyl. oscillating steam engine by MacNab and Co., Greenock, Scotland.
150 NHP. 607 passengers.
1859b, 1878w.

**COLLAROY**

32279  (SR 58/1854)
Australasian Steam Navigation Co., Sydney (1854-1879)
Iron P. S. Coastal trader. 419 gt, 264 nt. 180.9' x 23.3' x 11.1'.
2 cyl. oscillating steam engine by Fawcett and Preston, Liverpool, England.
140 NHP. 475 passengers.
1853b, 1889w.

**Excursions to Manly 26/12/1860 (via Watson's Bay), 1/1/1862, 2/1/1865.**

**Excursions to Manly 1/1/1861, 26/12/1868.**

**Excursions to Manly 1/4/1861.**

**Excursions to Manly 1/4 and 26/12/1861, 1/1/1862, 6/4 and 26/12/1863, 1/1, 28/3 and 24/5/1864, 1/1/1867, 27/1 and 13/4/1868.**

**Excursions to Manly 24/5 and 26/12/1861, 26/12/1862, 1/1/1866, 26/12/1867.**

**Between 1881 and 1884 she was stranded on the beach north of Manly which now bears her name.**
URARA  
36848  (SR 23/1860)
Clarence and Richmond Rivers Steam Navigation Co. Ltd., Sydney (1859–1866)
Built by Laird and Sons, Birkenhead, England.
Iron P S. Coastal trader. 382 gt. 180.5' x 24.2' x 11.4'.
2 steam engines. 120 NHP. 500 passengers.
1859b, 1866w.
Ran excursions to Manly 26/12/1861, 26/12/1863, 26/1 and 26/12/1864, 2/1/1865.

GRAFTON  
32364  (SR 23/1855)
C. Irving and Partners (Clarence and Richmond Rivers Steam Navigation Co.),
Sydney (1860–1866)
Iron P S. (Rebuilt as S S , 1877). Coastal trader. 316 gt, 212 nt.
140.9' x 22.3' x 10.6'. Steam engine by Forrester and Co., Liverpool,
England. 100 N H P. 350 passengers.
1854b, 1898w.
Ran excursions to Manly 1/1/1862.

KEMBLA  
36869  (SR 34/1861)
Edye Manning and D.L. Waugh, Sydney (1861–1873)
Built by J. Reid and Co., Glasgow, Scotland.
Iron P S. Coastal trader. 325 gt, 204 nt. 185.1' x 22.1' x 11.5'.
2 cyl. low pressure steam engine by MacNab and Co., Glasgow, Scotland.
165 NHP. 450 passengers.
1860b, (hulked by 1934).
Ran excursions to Manly 1/1/1862, 24/1, 26/1 and 6/4/1863, 26/1/1865,
1/1/1866, 25/5/1868.

BUNGAREE  
43230  (SR 38/1862)
Australasian Steam Navigation Co., Sydney (1861–1863)
Built by Barclay Curle and Co., Glasgow, Scotland.
Iron P S. Tug. 163 gt, 85 nt. 121.7' x 22.5' x 9.4'. 2 side lever
(grasshopper type) steam engines by A. and J. Inglis, Glasgow, Scotland.
150 NHP. 300 passengers.
1861b, 1930–1933s.
Ran excursions to Manly 10/11 and 1/12/1862.

MORPETH  
43226  (SR 24/1862)
Built by Low, Walker-on-Tyne, England.
Iron P S. Coastal trader. 527 gt, 360 nt. 212.9' x 25.4' x 12.8'.
2 cyl. steam engine. 185 NHP. 700 passengers.
1861b, (presumed s by 1920).
Ran excursions to Manly 26/12/1862, 1/1/1863. Largest vessel, in size
and passenger capacity, to run to Manly at the time and for many years
to come.

MYNORA  
46428  (SR 23/1863)
Illawarra Steam Navigation Co., Sydney (1863–1864)
Built by Chowne, Pyrmont, NSW.
Wood P S. Coastal trader. 117 gt, 76 nt. 119.3' x 17.8' x 7.8'. Steam
engine by Russell and Co., Sydney, NSW.
1863b, 1864w.
Ran excursions to Manly 1/1/1864.
COMARANG
38852  (SR 26/1865)
Illawarra Steam Navigation Co., Sydney (1865-1869)
Built by J. Cuthbert, Sydney, N S W.
Wood P S. Coastal trader. 198 gt, 152 nt. 144.6' x 22.4' x 6.8'.
Steam engine. 70 NHP.
1865b, (hulked by 1893).
Ran excursions to Manly 26/1/1866.

CULLODEN
32098  (SR 50/1866)
Gourley and Armstrong, Hobart (1865-1866)
E.T. Belby and W. Scott, Sydney (1866-1871)
Built by Caird and Co., Greenock, Scotland.
Iron P S. General purpose vessel. 151.59 gt, 81.41 nt. 147.0' x 17.2' x 9.0'.
2 oscillating steam engines by shipbuilder. 60 NHP. Over 12 knots.
1845b, 1872w.

PRINCE ALFRED
45768  (NR 9/1867)
James, Alexander, and John Brown, Newcastle (1878-1917)
Iron P S. Tug. 145.49 gt, 83.17 nt. 100.2' x 21.2' x 10.1'
2 oscillating steam engines by shipbuilder. 80 NHP.
1862b, 1917s.
Chartered by PJS Co. for towing work between January and June, 1883. Also undertook some passenger work (charter and regular running) in February and March, 1883.

WATERVIEW
89257  (SR 45/1884)
Balmain Steam Ferry Co. Ltd., Sydney (1884-1900)
Built by S. Briggs, Balmain, N S W.
Double-ended wood P S. Passenger ferry. 140 gt, 88 nt. 127.4' x 19.8' x 7.3'.
2 cyl. compound surface condensing steam engine by Mort's Dock and Engineering Co. Ltd., Sydney, N S W. Cyls. 15½", 28" 55 NHP.
1884b, 1911s.
Chartered by PJS Co. for passenger work, February 1885., March 1896.

ADMIRAL
83757  (SR 57/1883)
William and Elizabeth Waterhouse, Sydney (1883-1896)
Built by William Dunn, Berry's Bay (North Sydney), N S W.
Wood S S. General purpose vessel. 120.66 gt, 82.05 nt, 108.23 udt.
102.0' x 20.6' x 9.2'. 2 compound surface condensing steam engines by.
Plenty and Sons, Newbury, England. (Single screw.) Cyls. 14½" x 18", 25" x 18". 50 NHP. (Lloyds Register.)
1883b, 1926s.
Chartered to an operator (James Murray) in 1888 and 1889 to run a regular service to Little Manly wharf. Chartered by the M Co-op SF Co. to provide a service to Manly in direct competition to the Port Jackson Company's service. Ran to Manly between approximately 1 December 1893 and 15 May 1896. Sold to New Zealand, October 1896.
MARRAMARRA
89256  (SR 43/1884)
Benjamin W. Chapman, Richard and Thomas Manning, Sydney (1893-1896)
Built by W.M. Ford, Berry's Bay (North Sydney), N S W.
Wood S S.  General purpose vessel.  66.07 gt, 44.93 nt, 59.17 udt.
83.8' x 16.8' x 7.0'.  2 compound surface condensing steam engines by
Bow, McLachlan and Co., Paisley, Scotland.  (Single screw.)  Cyls. 16" x 13",
21" x 13".  30 NHP.  1884b, 1896w.
A small trader, mostly engaged in Sydney-Hawkesbury River trade.
Chartered by M Co-op & SF Co. for the Manly service, probably mostly as
a relief boat.  Possibly commenced Manly service December 1893 and may
have remained in the service until 1896.  Sold to New Zealand, February
1896.

CONQUEROR
101109  (SR 9/1894)
James Wallace, Sydney (1893-1906)
Built by Dunn Brothers, Berry's Bay (North Sydney), N S W.
Wood S S.  General purpose vessel.  91.92 gt, 62.51 nt, 73.49 udt.
81.0' x 18.0' x 9.5'.  2 cyl. compound surface condensing steam engine.
(Single screw.)  Cyls. 13", 26".  35 NHP.  About 13 knots.
1893b, (hulked about 1932).
Chartered by M Co-op SF Co. for the Manly service.  Ran to Manly between
approximately January 1894 and 15 May 1896.  Sold to South Australia, 1906.

CYGNET
91093  (SR 4/1894)
Henry and Edward Lane, Sydney (1894-1897)
Built by Davis and Clow, Abingdon, England.
Steel/wood S S.  General purpose vessel.  124.14 gt, 66.06 nt, 119.81 udt.
120.0' x 17.3' x 8.7'.  2 cyl. compound steam engine by Bow, McLachlan
and Co., Paisley, Scotland.  (Single screw.)  Cyls. 16", 32" x 18".
43 NHP.  (Lloyd's Register.)  Signal letters KDFP.
1885b, 1933s.
Chartered by M & Co-op SF Co. for the Manly service.  Ran to Manly from
approximately February 1894.  Charter taken over by PJ Co-op S Co.,
1896-1897, for relief passenger/cargo work.  Sold to New Zealand, 1900.

BALMAIN
83773  (SR 74/1883)
Balmain Steam Ferry Co. Ltd., Sydney (1883-1900)
Built by S. Briggs, Balmain, N S W.
Double-ended wood P S.  Passenger ferry.  177.46 gt, 111.80 nt, 140.03 udt.
120.0' x 20.0' x 7.3'.  2 tandem compound steam engines by Mort's Dock
and Engineering Co. Ltd., Sydney, N S W.  Cyls 15½" x 48", 28" x 48".
45 NHP.
1883b, 1910s.
Chartered by PJS Co. for the Manly service during the Christmas holidays,
1895.

FEARLESS
94121  (NR 1/1896)
Peter Callen, Newcastle (1895-1899)
Built by Peter Callen, Stockton, N S W.
Wood S S.  Tug.  103.9 gt, 27.47 nt.  (1896: 110.8 gt, 43.47 nt.)
112.0' x 20.0' x 9.6'.  (Passenger cabin added by Young, Son and Fletcher,
Balmain, N S W., 1896.)  2 cyl. compound steam engine by Ross and Duncan,
Glasgow, Scotland.  (Single screw.)  Cyls. 15½", 31".  40 NHP.  12 knots.
1895b.  1952s
Chartered by M Co-op SF Co. for the Manly service. Ran to Manly for only a short time in 1896, probably until 15 May. Sold to Brisbane, 1908.

BRONZewing
106216 (SR 13/1899)
Parramatta River Steamers and Tramway Co. Ltd., Sydney (1899-1901)
Sydney Ferries Ltd. (1901-1931)
Built by R. Young and Son, Balmain, N S W.
Wood S S. Passenger ferry. 149 gt, 101 nt. 110.0' x 22.0' x 8.1'.
Steam engine. 35 NHP. 12 knots. About 500 passengers.
1899b, 1931s.
Chartered by PJ Co-op S Co. for relief passenger work July 1899, October
1901, January 1902, January 1903. (Withdrawn from ferry service, 1929.)

LADY HAMPDEN
106137 (SR 12/1897, 7/1937)
Balmain New Ferry Co. Ltd., Sydney (1896-1917)
Built by J. Scott, Balmain, N S W.
Double-ended wood S S. Passenger ferry. 135 gt, 92 nt. 115.6' x 26.0' x 9.7'.
2 cyl. compound steam engine. (Converted to single screw.) Cyls. 13",
264'. 42 NHP. 631 passengers.
1896b, (Sunk as target, 1940s.)
Chartered by PJ Co-op S Co. for relief passenger work November 1902, June
1903. (Withdrawn from ferry service, 1939.)

LADY MANNING
101110 (SR 11/1894)
Balmain New Ferry Co. Ltd., Sydney (1893-1917)
Built by Young and Scott, Balmain, N S W.
Double-ended wood S S. Passenger ferry. 97 gt, 66 nt. 109.0' x 24.4' x 8.2'.
2 cyl. compound steam engine by Ross & Duncan, Glasgow, Scotland.
Cyls. 14", 26" x 18". 29 NHP. 11½ knots. 475 passengers.
1893b, 1928s.
Chartered by PJ Co-op S Co. for relief passenger work June 1903. (Withdrawn
from ferry service, 1928.)

WOY Woy
112534 (SR 31/1901)
Charles Stephenson, Sydney (1901-1910)
Built by William Dunn, Berry's Bay (North Sydney), N S W.
Wood S S. Passenger vessel. 74.02 gt, 44.41 nt, 68.20 udt. 84.2' x
21.0' x 7.45'. 2 cyl. compound surface condensing steam engine by Chapman
and Co., Sydney, N S W. (Single screw.) Cyls. 10", 19" x 15". 2C NHP.,
120 IHP. 10 knots.
1901b, (Ultimate fate unknown).
Ran in the Sydney-Gosford trade, 1901-1907. Chartered by the PJ & MS Co.

J.W. ALEXANDER
125194' (SR 16/1909)
J.W. Alexander Ltd., Sydney (1910-1918)
Built by W.M. Ford, Jr., North Sydney, N S W.
Wood S S. Tug. 62.65 gt, 41.29 nt, 62.65 udt. 78.2' x 18.5' x 9.6'.
2 cyl. compound surface condensing steam engine by London and Colonial
22 NHP. 9 knots.
1909b, 1936w.
Chartered jointly by the PJ & MS Co. and the Watson's Bay and South Shore
Ferry Co. Ltd. for the Watson's Bay-Manly service, 2/11/1912 to about March
1913.
KOOPARTOO
150184  (SR 17/1922, 36/1936)
Sydney Ferries Ltd., Sydney (1922-1945)
Built by N S W Government Dockyard, Newcastle, N S W.
Double-ended steel/wood S S. Passenger ferry. 447.68 gt, 201.46 nt,
447.68 udt. 182.6' x 36.1' x 11.7'. 3 cyl. triple expansion steam
engine by shipbuilder. Cyls. 17½", 28", 48" x 24". 113 NHP. 1050 IHP.
12½ knots. 2,089 passengers.
1922b, 1966s.
Chartered by the PJ & MS Co. with her sister, Kuttabul (qv), to operate
the Manly service on 10/9/1928. (Converted to naval use, Second World War.)

KUTTABUL
150185  (SR 18/1922, 37/1936)
Sydney Ferries Ltd., Sydney (1922-1942)
Built by N S W Government Dockyard, Newcastle, N S W.
Double-ended steel/wood S S. Passenger ferry. 446.50 gt, 200.93 nt,
446.50 udt. 182.6' x 36.1' x 11.7'. 3 cyl. triple expansion steam engine
by shipbuilder. (Single screw at each end.) Cyls. 17½", 28", 48" x 24".
113 NHP. 1050 IHP. 12½ knots. 2,250 passengers.
1922b, 1942w.
Chartered by the PJ & MS Co. to operate the Manly service on 10/9/1928.
(Requisitioned for naval use, 1940, and sunk during the Japanese submarine
attack on Garden Island, Sydney, 31/5/1942.)
APPENDIX 2
VESSELS IN OTHER SERVICES OWNED OR OPERATED BY THE PORT JACKSON AND MANLY STEAMSHIP CO. LTD.

Listed here are vessels operated by the Port Jackson and Manly Steamship Co. Ltd. and its subsidiaries in services other than the Manly trade.

First listed are the boats of the Palm Beach ferry and excursion services, acquired from W. Goddard in 1942. A subsidiary company, Palm Beach and Bobbin Head Ferries Pty. Ltd., was formed in 1969 to manage this service, the boats being wholly owned by the Port Jackson company. This service was sold in late 1974. More detailed information on this operation is given in the present author's article "The Pittwater and Hawkesbury River Ferry Services of the Port Jackson and Manly Steamship Co. Ltd., 1942-1974", in Australasian Shipping Record, v 13, no. 6 (1982), pp 311-317. (There are minor typographical errors in the article, not significantly affecting its accuracy.) The fleet list given in that article is reproduced here with the addition of mortgage details. Information is derived from company records (notably annual reports and minute books), the Sydney Register of British Ships, R.D. Fildes The Ships that Serve Australia and New Zealand, v 1 (1975), and Mr. George Marshall (who commenced his career in the Palm Beach ferries). It is interesting to note that this service included three vessels built by the Port Jackson Co. at its Kurraba Point works: Currawong, Rambler and West Head.

Second listed are the ferries operated by Sydney Harbour Ferries Pty. Ltd., a Port Jackson subsidiary created in 1951 to manage the ferry services acquired by the N.S.W. government from Sydney Ferries Ltd. The vessels were owned by the N.S.W. government which eventually also took over management on 1 December 1974. Ferry boats in service between 1951 and 1974 are listed. Third listed are the offshore oil rig supply vessels of Tidewater Port Jackson Marine Pty. Ltd., owned by Port Jackson in equal partnership with Tidewater Marine Service Inc. of the U.S.A. Tidewater Port Jackson, formed in 1967, was an associate company, rather than a subsidiary of the Port Jackson Co. In 1976 it became a subsidiary of Brambles when that company acquired a majority interest. Tidewater Port Jackson continues to trade and has acquired further vessels.

The format of statistical details for Palm Beach ferries and Tidewater Port Jackson ships is generally the same as for vessels in
Appendix 1, but in a considerably abridged form. Tidewater Port Jackson ships are entered in both the Sydney Register of British Ships and Lloyd's Register of Shipping. Only bare details are given of boats operated by Sydney Harbour Ferries Pty. Ltd. as Port Jackson had no ownership interest. Further details may be obtained from the Sydney Register or the writer's Sydney Ferry Fleets.

The following general descriptions of vessels listed in this appendix may be given:

Palm Beach ferries. Single-decked launches (or water-buses) of wood construction, usually mostly enclosed with a passenger house. Wheelhouse and small open deck forward.

Sydney Harbour ferries. Distinctive double-ended passenger ferries, all except Kooleen having two passenger decks. Pre-war ferries of wood construction, except steel-hulled Kirava and Kanangra; K boats have rounded stems, old Lady boats have bar stems; wheelhouse at each end of promenade deck house; promenade decks extend to ends of vessel; all single-funnelled (steamers with tall funnel, diesels with short funnel). Post-war ferries of steel construction; Kooleen has single deck fully enclosed in house (aluminium) with wheelhouse on top; new Lady boats have raised forecastles, wheelhouses full width of vessel with three helms in each to facilitate berthing, and engines which can be controlled from bridge.

Tidewater Port Jackson ships. Characteristic offshore supply/towing vessels of steel construction. Single deck with raised forecastle, superstructure forward. Comprehensive navigational aids include radar, radio-telephone, echo-sounding device, direction finder, etc.
PART A

Palm Beach Ferries (1942-1974)

FALCON, later ELVINA
1942-1951
Built 7/1928 by W.J. Goddard, Palm Beach, N.S.W.
Motor launch. 4 gt. 25' length. 30 passengers. Owners: A. Sutton (Brooklyn, N.S.W.); sold to W. Goddard and Sons 1942; sold to PJ & MS Co. Ltd. 1942; sold to Church Point Ferry Service Pty. Ltd. 7/12/1951 (renamed). Still operating Pittwater services.

SEEKA, later SEEKA STAR
1945-1956 196387 (SR 24/1953)
Built 1940 by J. Hayes, Careening Cove (North Sydney), N.S.W.
Motor launch. Wood (carvel) build. 3 watertight bulkheads. 42.67 gt, 29.02 nt, 22.43 udt. 47.6’ x 14.0’ x 7.3’. 2 x 4 stroke single-acting 5 cylinder Gardner diesel engines (1939). Twin screws. Cyls. 4½” x 6”. 9.03 N H P. 9 knots. 92 passengers. Originally named ROVER by PJ & MS Co. Built as Hordern Family yacht; served with R.A.N. Auxiliary Patrol, World War Two; to PJ & MS Co. Ltd. for Brooklyn-Patonga service 11/1945 (renamed 1953); sold to N.D. Hegarty and Son Pty. Ltd. (Sydney-North Sydney service) 16/11/1956 (mortgaged to PJ & MS Co. Ltd. to secure £4,000 at 5 3/4% interest, 16/11/1956-13/7/1960); Sold to Stannard Bros. Pty. Ltd. 5/1978.

CURRAMONG, later CURRAMONG STAR
Built 1945 by The Port Jackson and Manly Steamship Co. Ltd., Neutral Bay, N.S.W.
Motor launch. Wood (carvel) build. 1 non-watertight bulkhead. 16.84 gt, 15.21 nt, 10.64 udt. 34.5’ x 12.5’ x 4.9’. 4 stroke 4 cylinder Ruston and Hornsby diesel engine. Single screw. Cyls 4½” x 5½”. 4.05 NHP. 9 knots. (Renamed 1951). Sold to E.H. Caldwell (Church Point, N.S.W.) 4/12/1951 (mortgaged to PJ & MS Co. Ltd. to secure £2,833/7/- at 4½% interest, 4/12/1951-10/12/1952); sold to PJ & MS Co. Ltd. 19/12/1952; sold to S.O. Rosan (Eildon, Vic.) 9/7/1958; later sold to Fiji.

RAMBLER, later RAMBLER STAR
1946-1959 196386 (SR 23/1953)
Built 1946 by The Port Jackson and Manly Steamship Co. Ltd., Neutral Bay, NSW.
Motor launch. Wood (carvel) build. 2 bulkheads. 28.70 gt, 27.62 nt, 15.40 udt. 36.3’ x 12.35’ x 3.2’. 4 stroke single-acting 4 cylinder Ruston and Hornsby diesel engine. Single screw. Cyls. 4½” x 5½”. 4.05 NHP. 8 knots. (Renamed 1953.) Sold to S.O. Rosan (Eildon, Vic.) 13/4/1959; later sold to Fiji.

WEST HEAD
1947-1974 191365 (SR 13/1953)
Built 1947 by The Port Jackson and Manly Steamship Co. Ltd., Neutral Bay, N.S.W.
HAWKESBURY, later MELISSA  
1948-1974  179737 (SR 1/1948)  
Built 1940 (as an R.A.A.F. bomb scow).  
Rebuilt 1945 by Slazengers (Australia) Pty. Ltd., Putney, N.S.W.  
Motor launch. Wood (carvel) build. 4 bulkheads. 34.31 gt. 22.38 nt,  
33.99 udt. 51.8' x 16.3' x 4.5'. 2 x 4 cylinder Southern Cross diesel  
150 passengers. Owners 1948: A.B. Lubeck; Hawkesbury River Tourist  
Services Pty. Ltd. Sold to PJ & MS Co. Ltd. 16/12/1948; Sold to Palm Beach  
and Bobbin Head Ferries Pty. Ltd. 28/8/1970; sold to PJ & MS Co. Ltd.  
10/7/1974; sold to C.T. and S.G. Davey (Wyoming, N.S.W.) 29/11/1974  
(mortgaged to PJ & MS Co. Ltd. to secure $15,000 and interest, 29/11/1974-  
29/5/1975); sold to P. Verrels (Palm Beach Ferry Service) 1980 (renamed).  
Still operating Hawkesbury River services.

SWANHILDA (ENA)  
Built ?1912 by C.E. Dunn, Berry's Bay (North Sydney), N.S.W.  
Motor launch (open). Wood (carvel) build. 2 non-watertight bulkheads.  
12.15 gt, 9.28 nt, 12.15 udt. 43.75' x 12.3' x 4.5'. 4 Stroke 4 cylinder  
4.05 NHP. 9½ knots. 69 passengers. Built for D. Lyons, The Spit; tug  
on Port Jackson to 1933; sold to G. Windybanks, Hawkesbury River (Patonga  
service); boom defence tug, Pittwater, World War Two; Patonga service after  
war; sold to PJ & MS Co. Ltd. for Basin service c1948; sold to E.H. Caldwell  
(Church Point, N.S.W.) 4/12/1951 (mortgaged to PJ & MS Co. Ltd. to secure  
£1,086/18/- at 4½% interest, 4/12/1951 - (no information in Register  
after 1951); sold to PJ & MS Co. Ltd. 1952; sold to Emery c1953; sold to  
C. Buel c1961; sold to D. Mackay c1964 (Basin service); sold for private  
use 1972.

PATONGA (ex LILY BRAYTON)  
?1950-1963  
Noumea 1963.

BARRENJOEY (ex KILCARE STAR, ex REGENT BIRD)  
Built 1919 by Gordon E. Beattie, Palermo (Woy Woy), N.S.W.  
Motor launch. Wood (carvel) build. 2 bulkheads.  
16.38 gt, 11.14 nt, 16.38 udt. 44.4' x 12.4' x 4.4'. 4 cylinder Southern  
Cross diesel engine (1945). Single screw. Cyls. 4½" x 5½". 42 BHP.  
8½ knots. 85 passengers. Built for Brisbane Water Services, as  
Regent Bird (later renamed Kilcare Star); sold to PJ & MS Co. Ltd. (renamed  
Barrenjoey) with Brooklyn-Dangar Island service 1966; sold for private use  
1974.

PART B

Sydney Harbour Ferries Pty. Ltd. (1951-1974)  
(Perryboats operated on behalf of the Sydney Harbour Transport Board.)

KAREELA  
1951-1958  117699 (SR 26/1905, 21/1936)  
Built by Morrison & Sinclair Ltd., Balmain, N.S.W.  
Wood SS. 186 gt, 126nt. 112.7' x 26.8' x 9.7'. 784 passengers. 1905b, 1959s.
KIRRULE
1951-1953  125247  (SR 29/1910, 26/1936)
Built by Morrison & Sinclair Ltd., Balmain, NSW.
Wood SS. 258gt, 175 nt. 140.1' x 30.1' x 10.75'. 1,080 passengers.
Sister to Kiandra, Kulu. 1910b, 1953s.

LADY CHELMSFORD
Built by Rock Davis, Blackwall, NSW.
Wood MV. 98 gt, 67 nt. (1958: 99 gt, 64 nt.) 110.2' x 24.7' x 9.8'.
Re-engined 1957. 446 passengers. Similar to Lady Denman, Lady Edeline,
Lady Scott, Lady Ferguson. 1910b, sold to Adelaide, SA.

KIANDRA
1951-1953  131487  (SR 28/1911, 27/1936)
Built by Morrison & Sinclair Ltd., Balmain, NSW.
Wood SS. 257 gt, 175 nt. 140.0' x 30.1' x 10.8'. 1,101 passengers.
Sister to KIRRULE, Kulu. 1911b, 1953s.

KOSCIUSKO
1951-1974  (131491)  (SR 36/1911, 28/1936)
Built by David Drake Ltd., Balmain, NSW.
Wood SS. 165 gt. 112 nt. 116.5' x 28.5' x 9.75'. Converted to MV 1959.
785 passengers. 1911b, sold Hobart, Tas., 1975.

LADY DENMAN
1951-1974  (131510)  (SR 31/1912, 1/1937)
Built by Joseph Dent Ltd., Huskisson, NSW.
Wood MV. 96 gt, 65 nt. 110.4' x 25.0' x 9.0'. Re-engined 1962.
500 passengers. Similar to Lady Chelmsford, Lady Edeline, Lady Scott,
Lady Ferguson. 1912b, preserved at Huskisson 1979.

KUBU
1951-1959  131510  (SR 47/1912, 31/1936)
Built by Morrison & Sinclair Ltd., Balmain, NSW.
Wood SS. 258 gt, 175 nt. 140.0' x 30.1' x 10.7'. 1,072 passengers.
Sister to Kiandra, KIRRULE. 1912b, 1960s.

KIRAWA
1951-1953  131534  (SR 62/1912, 30/1936)
Built by Mort's Dock & Engineering Co. Ltd., Balmain, NSW.
Steel SS. 295 gt, 201 nt. 149.2' x 31.7' x 10.9'. 1,070 passengers.
Sister to Kanangra. 1912b, 1953s.

KANANGRA
Built by Mort's Dock & Engineering Co. Ltd., Balmain, NSW.
Steel SS. 295 gt, 201 nt. (1959: 235 gt, 172 nt.) 149.2' x 31.7' x 10.9'.
Converted to MV 1959. 945 passengers. Sister to Kirawa. 1912b, still
operating.

KAMERUKA
Built by Morrison & Sinclair Ltd., Balmain, NSW.
Wood SS. 144 gt, 98 nt. 112.0' x 25.8' x 10.25'. Converted to MV 1955.
596 passengers. 1913b, withdrawn from service 1983.
KARINGAL
1951-1974  (131565)  (SR 54/1913, 34/1936)
Built by Morrison & Sinclair Ltd., Balmain, NSW.
Wood MV. 107 gt, 72 nt. 104.1' x 25.2' x 9.1'. Re-engined 1961.
608 passengers. Similar to Karrabee, 1913b, still operating.

KARRABEE
Built by Morrison & Sinclair Ltd., Balmain, NSW.
Wood MV. 109 gt, 72 nt. 107.5' x 25.5' x 8.6'. Re-engined 1958.
653 passengers. Similar to Karingal. 1913b, still operating.

LADY EDELINE
1951-1974  (131586)  (SR 10/1914, 4/1937)
Built by G.A. Washington, Balmain, NSW.
Wood MV. 96 gt, 65 nt. 110.7' x 24.3' x 9.0'. Re-engined 1963. 544
passengers. Similar to Lady Chelmsford, Lady Denman, Lady Scott, Lady
Ferguson. 1913b, still operating.

LADY SCOTT
1951-1969  136379  (SR 46/1914, 5/1937)
Built by Joseph Dent Ltd., Huskisson, NSW.
Wood MV. 95 gt, 65 nt. (1953: 96 gt, 64 nt.) 110.4' x 24.4' x 9.0'.
569 passengers. Similar to Lady Chelmsford, Lady Denman, Lady Edeline,
Lady Ferguson. 1914b, presently cruise vessel John Cadman.

LADY FERGUSON
1951-1974  (136409)  (SR 1/1915, 6/1937)
Built by David Drake Ltd., Balmain, NSW.
Wood MV. 95 gt, 65 nt. (1954: 97 gt, 64 nt.) 110.0' x 24.3' x 9.0'.
Re-engined 1956. 560 passengers. Similar to Lady Chelmsford, Lady Denman,

KOOLEEN
1936-1974  (199171)  (SR 7/1957)
Built by NSW State Dockyard, Newcastle, NSW.
Steel MV. 67 gt, 27 nt. 74.5' x 19.55' x 7.95'. 270 passengers.
1956b, still operating.

LADY CUTLER
Built by NSW State Dockyard, Newcastle, NSW.
Steel MV. 404 gt, 256 nt. 118.7' x 29.05' x 9.3'. 570 passengers.
Similar to Lady McKell, Lady Woodward. 1968b, still operating.

LADY McKELL
Built by NSW State Dockyard, Newcastle, NSW.
Steel MV. 339 gt, 184 nt. 118.7' x 29.05' x 10.15'.
570 passengers. Sister to Lady Woodward, similar to Lady Cutler, 1970b, still operating.

LADY WOODWARD
Built by NSW State Dockyard, Newcastle, NSW.
Steel MV. 339 gt, 184 nt. 118.7' x 29.05' x 10.15'. 570 passengers.
Sister to Lady McKell, similar to Lady Cutler. 1970b, still operating.
PART C


AUSTRAL TIDE 332239 (SR 21/1968)
Tender. 662.68 gt, 272.9 nt, 711 dwt. 155.6' x 38.05' x 13.2'.
Engines built by Caterpillar Tractor Co., Peoria, Illinois.
2 x 4 stroke single-acting, each 12 cylinder, diesel engines (aft).
Twin screws. Cyls. 159 mm x 203 mm. 1530 BHP. 2 x 100 kW generators.
Register transferred to Singapore 31/12/1974. (Mortgaged to Commonwealth
Development Bank of Australia, Sydney to secure sum on Account Current,
4/2/1969-21/7/1972.)

VICTORIA TIDE 332709 (SR 23/1969)
Supply ship. 685.39 gt, 282.34 nt (717.5 gt, 290.51 nt after 20/12/1974.)
686 dwt. 156.2' x 38.1' x 13.7'.
Engines built by Caterpillar Tractor Co., Peoria, Illinois.
2 x 4 stroke single-acting, each 12 cylinder, diesel engines (aft).
Twin screws. Cyls. 162 mm x 203 mm. 1700 BHP. 2 x 100 kW generators.
13 knots. 12 passengers. Signal letters WJKV. Registered in Sydney
to secure $200,000 at 8½% interest, 27/2/1970-15/9/1972.)

TASMAN TIDE 332727 (SR 6/1969)
Supply ship. 662.68 gt, 272.9 nt, 650 dwt. 155.8' x 38.05' x 13.2'.
Engines built by Caterpillar Tractor Co., Peoria, Illinois.
2 x 2 stroke single-acting, each 12 cylinder, diesel engines (aft).
Twin screws. Cyls. 159 mm diam. 1700 BHP. 2 x 100 kW generators.
T' thwartships thrust propeller forward. 12 knots. 12 passengers. Signal

SYDNEY TIDE 333000 (SR 13/1970)
Supply ship. 685.39 gt, 282.34 nt, 884 dwt. 156.2' x 38.1' x 13.7'.
Engines built by Caterpillar Tractor Co., Peoria, Illinois.
2 x 4 stroke single-acting, each 12 cylinder, diesel engines (aft).
Twin screws. Cyls. 159 mm x 203 mm. 1700 BHP. 2 x 125 kW generators.

SOUTHERN TIDE 355221 (SR 52/1972)
Supply ship. 787.25 gt, 234.38 nt, 813 dwt. 157.2' x 40.1' x 14.4'.
Engines built by General Motors Corporation, La Grange, Illinois.
2 x 2 stroke single-acting, each 5 cylinder, diesel engines (aft).
Twin screws. Cyls. 570 mm x 2320 mm. 3900 BHP. 2 x 100 kW, 1 x 60 kW
generators. T' thwartships thrust propeller forward. 14.75 knots.
(Mortgaged to Commercial Banking Company of Sydney Ltd. to secure sum on
Account Current, 25/1/1973.)

NORTHERN TIDE 355361 (SR 3/1974)
Tug/supply ship. 768.62 gt, 296.25 nt. 162.75' x 40.1' x 14.4'.
Engines built by General Motors Corporation, La Grange, Illinois.
2 x 2 stroke single-acting, each 16 cylinder, diesel engines. Twin screws.
Cyls. 230 mm x 254 mm. 3900 BHP. 2 x 100 kW, 1 x 60 kW generators. 12 knots.
Registered in Sydney 22/1/1974.)
APPENDIX 3

VESSELS OPERATING HOLIDAY EXCURSIONS, 1854-1869

Information used to compile this listing is generally derived from advertisements in the *S M H*, on or about the dates shown. As I have emphasised in the introduction to Appendix 1, the fallibility of listings such as this must be stressed. Deriving the information from newspaper advertisements leaves several problems. First and foremost, I have not looked at every issue of the *Herald* since 1854 and it is therefore inevitable that there will be omissions. I have tried to cover the official public holidays, in addition to locating (very much by calculated chance) other instances where steamers other than those normally used on the service have been brought in - usually on particularly fine or festive weekends. This listing is thus intended to be a fairly comprehensive, but slightly random guide. The other major factor is that an advertisement only tells of the operator's plans in advance. Thus, while it is likely that a service did operate as advertised, there is usually no way of telling whether vessels were withdrawn from or added to service on the day (though occasionally the news items which appeared in the *Herald* on the day after a public holiday mentioned the names of the boats running to Manly and other venues). In some cases, only a chance reading of a news report about a collision or some incident has revealed the operation of a vessel not indicated in advertisements. Also, advertisements sometimes only refer to "the steamers" or "*Victoria* and others", leaving no way of determining which vessels were running - for this reason some public holidays are omitted from this listing. All that may be said is that this coverage of vessels operating in the 1850s and 1860s, like the list in Part B of Appendix 1, is probably largely accurate, but only relative to the factors described above.


<table>
<thead>
<tr>
<th>Year</th>
<th>Date</th>
<th>Vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td>1854</td>
<td>26 Dec</td>
<td>Nora Creina</td>
</tr>
<tr>
<td>1855</td>
<td>26 Dec</td>
<td>Illawarra</td>
</tr>
<tr>
<td>1856</td>
<td>1 Jan</td>
<td>Illawarra</td>
</tr>
<tr>
<td></td>
<td>25 Mar</td>
<td><em>Victoria</em>, <em>Black Swan</em></td>
</tr>
<tr>
<td></td>
<td>7 Jul</td>
<td>Nora Creina, <em>Pelican</em></td>
</tr>
<tr>
<td></td>
<td>26 Dec</td>
<td>Nora Creina, <em>Victoria</em>, <em>Black Swan</em>, <em>Pelican</em>.</td>
</tr>
<tr>
<td>1857</td>
<td>26 Jan</td>
<td>Nora Creina, <em>Victoria</em>, <em>Black Swan</em>, <em>Pelican</em>.</td>
</tr>
<tr>
<td></td>
<td>13 Apr</td>
<td>Illawarra, <em>Victoria</em>, <em>Black Swan</em>, <em>Pelican</em>.</td>
</tr>
<tr>
<td></td>
<td>26 Dec</td>
<td>Illawarra, <em>Victoria</em>, <em>Pelican</em>.</td>
</tr>
<tr>
<td>1858</td>
<td>1 Jan</td>
<td><em>Victoria</em>, <em>Pelican</em>.</td>
</tr>
<tr>
<td></td>
<td>5 Apr</td>
<td>Mimosa, Nora Creina, <em>Victoria</em>, <em>Black Swan</em>.</td>
</tr>
<tr>
<td></td>
<td>27 Dec</td>
<td>Hunter, <em>Victoria</em>, and others.</td>
</tr>
<tr>
<td>1859</td>
<td>26 Jan</td>
<td>Mimosa, <em>Victoria</em>, <em>Black Swan</em>.</td>
</tr>
<tr>
<td></td>
<td>9 Apr</td>
<td><em>Williams</em>, <em>Phantom</em>.</td>
</tr>
<tr>
<td></td>
<td>24 May</td>
<td>Hunter, <em>Williams</em>, <em>Victoria</em>, <em>Phantom</em>.</td>
</tr>
</tbody>
</table>
1861 : 1 Jan Yarra Yarra, Washington, Phantom, Victoria (via WB to LM).
      5 Jan Washington, Phantom.
      2 Feb Illawarra (via WB to LM).
      1 Apr Waratah, Williams, Paterson, Washington, Phantom.
      24 May City of Newcastle, Kiama, Washington, Phantom.
      26 Dec Mimosa, Paterson, City of Newcastle, Urara, Collaroy,
          Washington, Victoria, Pelican, Phantom, Nora Creina (to LM).
1862 : 1 Jan Illawarra, Illalong, Grafton, Kembla, Paterson,
          Washington, Victoria, Phantom.
      27 Jan Paterson (via WB), Victoria, Phantom.
      10 Nov Hunter, Bungaree, Phantom.
      1 Dec Bungaree, Breadalbane, Phantom.
      26 Dec City of Newcastle, Morpeth, Breadalbane, Phantom.
1863 : 1 Jan Morpeth, Breadalbane, Phantom.
      24, 26 Jan Kembla, Breadalbane, Phantom.
      6 Apr Paterson, Kembla, Breadalbane, Phantom.
      26 May Hunter, Black Swan (via WB), Breadalbane, Phantom.
      26 Dec Hunter, Paterson, Urara, Black Swan (from P via WB),
          Breadalbane, Phantom.
1864 : 1 Jan Paterson, Kiama, Urara, Mynora, Breadalbane, Phantom.
      26 Jan Urara, Breadalbane, Phantom.
      28 Mar Paterson, Breadalbane, Phantom.
      24 May Paterson, Breadalbane, Phantom.
      26 Dec Urara, Hunter, Breadalbane, Phantom.
1865 : 2 Jan Illalong, Urara, Breadalbane, Phantom.
      26 Jan Kembla, Kiama, Breadalbane, Phantom.
      24 May Black Swan, Breadalbane, Phantom.
1866 : 1 Jan City of Newcastle, Kembla, Hunter, Breadalbane, Phantom.
      26 Jan Comarang, Culloden, Breadalbane, Phantom.
      2 Apr Kiama, Breadalbane, Phantom.
      23 Apr Hunter, Breadalbane, Phantom.
      24 May Breadalbane, Phantom.
1867 : 1 Jan Paterson, Breadalbane, Phantom.
      19 Apr Culloden, Breadalbane.
      22 Apr Culloden, Breadalbane, Phantom.
      30 Aug Black Swan (to LM and C).
      26 Dec City of Newcastle, Breadalbane, Phantom.
1868 : 27 Jan Paterson, Breadalbane, Phantom.
      13 Apr Paterson, Breadalbane, Phantom.
      25 May Kembla, Culloden, Phantom.
      26 Dec Yarra Yarra, Breadalbane, Phantom.
1869 : 26 Jan Hunter, Breadalbane, Phantom.
APPENDIX 4

DIRECTORS OF THE PORT JACKSON PUBLIC COMPANIES, 1876-1983

(D = Debenture-holders' Director)
John Randal Carey, 1876-1893, 1895-1904
   Chairman 1876-1877, 1881-1882, 1901-1902
   Managing 1876-1881
John Woods, 1876-1884, 1886-1904
   Chairman 1877-1881, 1883-1884, 1894-1900
John Boyd Watson, 1876-1881
Jenkin Collier, 1876-1882
James Watson, 1877
Captain Thomas Heselton, 1877-1896 Chairman 1884-1894
A.W. Gilles, 1877-1892 Chairman 1882-1883
Hon. Patrick Higgins, 1881-1882
Hugh George, 1882-1884
John Taylor, 1882-1894
Captain John McClemens, 1884-1888
Thomas Saywell, 1884-1886
William Sanford, 1888-1894
James Carroll, 1892-1895
R.E. Kemp, 1893-1895
Bernard McBride, 1894-1920
Henry S. Badgery, 1895-1903
R. Wilkinson, Jr., 1896-1901
H.E. Stevenson (D), 1897-1898
A. Ogden (D), 1897-1898
S.C. Sadler (D), 1898-1908 Chairman 1903-1904
J.A. Paterson (D), 1898-1908
Edward Shirley Chapman, 1901-1903, 1915-1925
W.J. Loudon, 1903-1916
John Williams, 1903-1906
Archibald Howie, 1904-1922 Chairman 1904-1908
J.J. Eyre, 1904-1915 Chairman 1908-1913
Hunter McPherson, 1906-1931 Chairman 1914-1931
W.H. Coudery, 1908-1910
Richard Philip Eyre, 1908-1935
Victor Carlton Coudery, 1910-1927
Percival J. Loudon, 1922-1961
Percy Steele Chapman, 1925-1945
R.H. Coudery, 1927-1928
Hon. Sir Archibald Howie (Jr.), K.B., M.L.C., 1928-1943 Chairman 1932-1943
H. Norman Pope, 1935-1949 Chairman 1943-1950
H.W. Knight, 1943-1964 Deputy Chairman 1948-1950 Chairman 1950-1964
C.H. Hando, 1945-1964 Deputy Chairman 1950-1964
Claude E. Cameron, 1948-1964 Managing 1948-1964
A.H. Smedley, 1949-1961
R.W.G. Hoyle, 1964-1972
Bjarne J. Halvorsen, 1964-1972
R.A. Dickson, 1972-1981
R. McLeod, 1972-1983
W. Bolitho, 1972-1981
L.G. Medley, 1972-1978
T. MacBrude Price, 1972-1983
J.B. Clarkson 1977-1983
APPENDIX 5

SENIOR STAFF OF THE PORT JACKSON COMPANIES, 1876-1976

General Managers
Frederick John Doran 1920-1925
Walter Leslie Dendy 1925-1947
Thomas B. Sorrell (acting) 1937
Claude E. Cameron 1948
T.F. Gibson 1972-1975

Managers
James Richmond 1881-1885
William Smellie 1896-1899
James A. Fitzsimons 1900-1901
Duncan Dowie 1902-1905
Frederick John Doran 1905-1920
Claude E. Cameron 1946-1948
Reginald E. Dyer 1975-1976

Secretaries
John J. Chounding 1877-1881, (acting) 1889-1890
W.M. Shenstone 1881-1882
Thomas Grundy 1882
Leslie Ogilby 1883-1889
J.S. Williams 1890-1891
Henry Tillidge 1891-1895
William Smellie 1896-1899
James A. Fitzsimons 1900-1901
Duncan Dowie 1902-1905
Thomas B. Sorrell (acting) 1937
Walter Leslie Dendy 1937-1945
C.E. Cameron 1946-1948
W.S. Edwards 1949
Arthur Roy Butterfield 1949-1964
John Clissold Needham 1964-1974

Works Managers/Superintendent Engineers
James Richmond 1880-1885
W.A. McNicoll 1909-1914
R. Burnside (dates unknown)
Donald Cameron McMillan 1928-1951
A.E. Gale 1952-1955
W. McCubbray 1955-1974
APPENDIX 6

MAPS AND TABLES

A. Maps of Sydney Waterways and Manly


Population catchments of ferry services, 1971, indicated by shaded areas, based on a maximum walking distance of half a mile from wharves. The limited potential of ferries is strikingly apparent in this map which shows only a portion of the total (1983) metropolitan area. Note the walking-distance catchment of the Manly ferry.
(Source: Sydney Area Transportation Study, 1974).

Numbers and letters on maps indicate ferry wharves and depots. Mentioned in this thesis are:

J  PJSC Co Ltd./PJS Co. Ltd. depot, Lavender Bay (1878-1883).
L  PJS Co. Ltd./PJ Co-op S Co. Ltd./PJ & MS Co. Ltd. depot, Kurraba Point (Neutral Bay) (1883-196-).
E  Sydney Harbour Transport Board depot, Waterview Street, Balmain (used by PJ & MS Co. Ltd., 1964-1974).
94  Phoenix Wharf (Erskine Street).
96  Ferry Street Wharf (Windmill Street).
98  Circular Quay wharves.
99  Woolloomooloo wharf.
100  Cargo wharf for Manly, Potts Point.
113  Watson's Bay wharf.
135  The Spit wharf.
136  Clontarf wharf.
137  Manly wharf.
138  Manly passenger wharf 1890s, cargo wharf, amusement pier.
139  Stuart Street (Brightside) cargo wharf.
140  Little Manly wharf.

Other symbols:

——— Railways with major stations.
——— Major bridges with date of opening of original structure.
———— Manly tramway system at its maximum extent.
———— Present Manly ferry route.
……….. Major variations to route and associated services mentioned in text.

M4. Manly.

Early estates described in text:

A. Grants to G. Baker/R. Cheers (130 acres), then D'Arcy Wentworth, then "Bassett-Darley" and leased as Montpelier/East Brighton/Brightside. Subdivided post - 1877.
B. Grant to J. Thompson (100 acres), then H.G. Smith 1853 and subdivided as Ellensville/Brighton.
C. H.G. Smith's "20 acres" (see Chapter 2, fn 29).
D. Grant to J. Wheeler (19 acres), then H.G. Smith 1855 and subdivided.
E. Grant to C. Chapman (17 acres). Subdivided post - 1885.
F. Grant to J.C. Parker (20 acres), then H.G. Smith 1853 (site of
Fairlight House: [ ], subdivided 1902.

Significant roads and wharves:

a Darley Road
b Ashburner Street
c The Corso
d West Esplanade
e East Esplanade
f South Steyne
g North Steyne
h Sydney Road
i Raglan Street
j Kangaroo Street
k Belgrave Street
l Pittwater Road
m Condamine Street

n Little Manly wharf
o Stuart Street (Brightside)
P Cargo wharf
p Passenger wharf (PJS Co.,
1890s), cargo wharf, amusement
q Manly passenger wharf
r Manly pool 1933-1974
s The pool pavilion
t Possible site of original
North Harbour trading wharf.

Symbols

- Wharves.
--- Roads.
- - - Estate boundaries.
----- Municipal boundary.

M5. Pittwater a``. Broken Bay, with Port Jackson Co. Properties. From
Cast Off a``. ; Explore the Hawkesbury River (PJ & MS Co. Ltd.
pamphlet, [146).

M6. Manly-Warringah bus routes, 30 March - 5 October 1952, during
operation of the "bus-ferry co-ordination scheme". The Manly
ferry was given a wide catchment, free of direct city buses.
Today, only the Manly-Harbour area is not served by city buses.
From Department of Road Transport and Tramways advertisement,
Manly Daily, 27 March 1952.

The orientation of the Warringah road transport system (both
present and proposed) away from Manly wharf is strikingly obvious
in this map. (Compare this with the orientation of the tramway
system towards Manly wharf in M1.) Of the various Warringah
railway proposals, one of those of Dr. J.J.C. Bradfield (creator
of the city underground railway) was routed from North Sydney via
Mosman and the Spit, with a branch to Manly. The Sydney Area
Transportation Study railway proposal was routed from St. Leonards,
via the "Warringah Corridor", through Brookvale - bypassing
Manly. The sections of the corridor recommended for retention, as
indicated on the map, are for roadways. Reproduced courtesy
Electric Traction (copyright 1983).

B. Tables

T1. Sydney's transformation to a suburban city, 1860-1901.
T6. Comparative travel times to city by car (via Spit Bridge),
    direct bus, and bus-ferry combination, 1975.
T7. Modal analysis of commuters leaving Manly-Warringah,
    morning peak, 1975/76.
Existing expressways (A: Warringah Freeway, B: Burnt Bridge Creek deviation.)

Proposed Gore Hill Freeway

Sections of Warringah Corridor recommended for retention

Section of Warringah Corridor recommended to be abandoned

Approximate route of second harbour crossing proposal

Manly ferry route

Existing road system

North Shore railway with stations
### T1. SYDNEY'S TRANSFORMATION TO A SUBURBAN CITY, 1860-1901.

Demographic growth of Sydney and suburbs, late nineteenth century.

<table>
<thead>
<tr>
<th>Census Date</th>
<th>Sydney Population</th>
<th>Suburban Population</th>
<th>Metropolitan Population</th>
</tr>
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<tbody>
<tr>
<td>1861</td>
<td>56,840</td>
<td>38,949</td>
<td>95,789</td>
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<tr>
<td>1871</td>
<td>74,560</td>
<td>63,210</td>
<td>137,776</td>
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<tr>
<td>1881</td>
<td>100,152</td>
<td>124,787</td>
<td>224,939</td>
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<tr>
<td>1891</td>
<td>107,652</td>
<td>275,631</td>
<td>383,263</td>
</tr>
<tr>
<td>1901</td>
<td>111,255</td>
<td>369,721</td>
<td>480,976</td>
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</table>


### T2. POPULATION AND HOUSING TABLES, MANLY AND WARRINGAH, 1848-1976.

<table>
<thead>
<tr>
<th>Census Date</th>
<th>MANLY (Incorp.1877; Area 1976; 15.2 km²)</th>
<th>WARRINGAH (Incorp.1905; Area 1976; 263 km²)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Population</td>
<td>Occupied Dwellings</td>
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<tr>
<td>1848</td>
<td>63a</td>
<td>-</td>
</tr>
<tr>
<td>1857</td>
<td>73</td>
<td>-</td>
</tr>
<tr>
<td>1871</td>
<td>500b</td>
<td>150b</td>
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<td>1881</td>
<td>1,327</td>
<td>-</td>
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<td>1891</td>
<td>3,236</td>
<td>-</td>
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<td>1901</td>
<td>5,035</td>
<td>-</td>
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<tr>
<td>1911</td>
<td>10,465</td>
<td>1,853</td>
</tr>
<tr>
<td>1921</td>
<td>18,507</td>
<td>2,887</td>
</tr>
<tr>
<td>1933</td>
<td>23,259</td>
<td>5,962</td>
</tr>
<tr>
<td>1947</td>
<td>33,455</td>
<td>9,577</td>
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<tr>
<td>1954</td>
<td>32,473</td>
<td>10,365</td>
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<tr>
<td>1961c</td>
<td>36,049</td>
<td>11,622</td>
</tr>
<tr>
<td>1966</td>
<td>38,141</td>
<td>12,812</td>
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<tr>
<td>1971</td>
<td>39,260</td>
<td>14,091</td>
</tr>
<tr>
<td>1976</td>
<td>36,705</td>
<td>14,250</td>
</tr>
</tbody>
</table>

*a Manly-Warringah combined.*

*b approximate.*

*c Figures for this and subsequent years slightly influenced by a change in local government boundaries.*

**Note:** Population density in Manly has increased from 87 persons per square kilometre (1881), 689 pppkm² (1911), 2,201 pppkm² (1947), to 2,415 pppkm² (1976). In Warringah, density has increased from 11 pppkm² (1911), 126 pppkm² (1947), to 646 pppkm² (1976).

### T3. KNOWN PATRONAGE FIGURES, MANLY FERRY, 1881-1982.

**Passenger journeys.**

<table>
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<tr>
<th>Year Ended 30 June</th>
<th>Total</th>
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<tr>
<td>1881</td>
<td>600,000a</td>
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<tr>
<td>1888</td>
<td>580,000a</td>
</tr>
<tr>
<td>1896</td>
<td>1,365,000a</td>
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<td>1904</td>
<td>2,500,000a</td>
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<tr>
<td>1927</td>
<td>7,000,000a</td>
</tr>
<tr>
<td>1932</td>
<td>7,300,000a</td>
</tr>
<tr>
<td>1933</td>
<td>7,500,000a</td>
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<tr>
<td>1935</td>
<td>8,500,000a</td>
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<tr>
<td>1936</td>
<td>8,800,000a</td>
</tr>
<tr>
<td>1937</td>
<td>9,450,360</td>
</tr>
<tr>
<td>1938</td>
<td>10,196,513</td>
</tr>
<tr>
<td>1939</td>
<td>12,500,000a</td>
</tr>
<tr>
<td>1944</td>
<td>13,223,140</td>
</tr>
<tr>
<td>1945</td>
<td>13,496,793</td>
</tr>
<tr>
<td>1946</td>
<td>13,854,282</td>
</tr>
<tr>
<td>1947</td>
<td>12,930,844</td>
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<tr>
<td>1948</td>
<td>12,393,014</td>
</tr>
<tr>
<td>1949</td>
<td>10,590,000a</td>
</tr>
<tr>
<td>1950</td>
<td>8,130,000a</td>
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<td>1951</td>
<td>8,120,000a</td>
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<td>1953</td>
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<td>1955</td>
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<td>1961</td>
<td>5,339,591</td>
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<td>1962</td>
<td>5,157,000a</td>
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<td>1963</td>
<td>5,178,000a</td>
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<td>1964</td>
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</tr>
<tr>
<td>1965</td>
<td>5,360,000a</td>
</tr>
<tr>
<td>1966</td>
<td>5,351,000a</td>
</tr>
<tr>
<td>1967</td>
<td>5,362,000a</td>
</tr>
<tr>
<td>1968</td>
<td>5,366,955</td>
</tr>
<tr>
<td>1969</td>
<td>5,323,668</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Ferryboats</th>
<th>Hydrofoils</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>5,363,127</td>
<td>4,465,937</td>
</tr>
<tr>
<td>1971</td>
<td>5,325,519</td>
<td>4,277,015</td>
</tr>
<tr>
<td>1972</td>
<td>4,970,612</td>
<td>3,909,016</td>
</tr>
<tr>
<td>1973</td>
<td>5,141,907</td>
<td>3,879,353</td>
</tr>
<tr>
<td>1974</td>
<td>4,879,989</td>
<td>3,376,989</td>
</tr>
<tr>
<td>1975</td>
<td>4,194,668</td>
<td>-</td>
</tr>
<tr>
<td>1976</td>
<td>3,990,009</td>
<td>2,320,272b</td>
</tr>
<tr>
<td>1977</td>
<td>4,887,000a</td>
<td>3,018,000b</td>
</tr>
<tr>
<td>1978</td>
<td>5,314,000a</td>
<td>3,329,000b</td>
</tr>
<tr>
<td>1979</td>
<td>5,358,000a</td>
<td>3,298,000c</td>
</tr>
<tr>
<td>1980</td>
<td>6,391,000a</td>
<td>4,222,000</td>
</tr>
<tr>
<td>1981</td>
<td>6,303,000a</td>
<td>4,330,000</td>
</tr>
<tr>
<td>1982</td>
<td>7,747,000a</td>
<td>5,869,000</td>
</tr>
</tbody>
</table>

---

a Rounded-off figures or estimates.
b Two-boat (3/4 hour) service only, August 1974 - January 1978.
c Corrected figure - there was actually a rise in patronage this year.

**Sources:** Port Jackson Co. annual reports, minutes of general meetings. Public Transport Commission/Urban Transit Authority annual reports, statistical summary 1961-1976.
### T4. SYDNEY METROPOLITAN PASSENGER TRAFFIC, 1881-1980.
Millions of passenger journeys.

<table>
<thead>
<tr>
<th>Year Ended 30 June</th>
<th>Ferries Total</th>
<th>Of which Manly Ferry</th>
<th>Tram</th>
<th>Train</th>
<th>Government Bus (incl. Newcastle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1881</td>
<td>NA</td>
<td>0.6*</td>
<td>7.1</td>
<td>2*</td>
<td>-</td>
</tr>
<tr>
<td>1888</td>
<td>NA</td>
<td>0.6*</td>
<td>52*</td>
<td>NA</td>
<td>-</td>
</tr>
<tr>
<td>1896</td>
<td>25*</td>
<td>1.4*</td>
<td>63.4</td>
<td>NA</td>
<td>-</td>
</tr>
<tr>
<td>1904</td>
<td>19</td>
<td>2.5*</td>
<td>130.2</td>
<td>10*</td>
<td>-</td>
</tr>
<tr>
<td>1919</td>
<td>35.3</td>
<td>NA</td>
<td>253.9</td>
<td>89.5</td>
<td>-</td>
</tr>
<tr>
<td>1927</td>
<td>51.4</td>
<td>7*</td>
<td>324.8</td>
<td>130.3</td>
<td>-</td>
</tr>
<tr>
<td>1931</td>
<td>46.2</td>
<td>NA</td>
<td>253.2</td>
<td>119</td>
<td>-</td>
</tr>
<tr>
<td>1933</td>
<td>20</td>
<td>7.5*</td>
<td>276.7</td>
<td>125</td>
<td>2.6</td>
</tr>
<tr>
<td>1939</td>
<td>27.8</td>
<td>12.5*</td>
<td>298.8</td>
<td>174.6</td>
<td>50.1</td>
</tr>
<tr>
<td>1945</td>
<td>30.7</td>
<td>13.5</td>
<td>404.6</td>
<td>237*</td>
<td>140*</td>
</tr>
<tr>
<td>1950</td>
<td>17</td>
<td>8.1*</td>
<td>274.1</td>
<td>240*</td>
<td>203</td>
</tr>
<tr>
<td>1955</td>
<td>14.4</td>
<td>6.9*</td>
<td>192</td>
<td>260*</td>
<td>217.9</td>
</tr>
<tr>
<td>1960</td>
<td>12.2</td>
<td>5.6</td>
<td>45.2</td>
<td>239.8</td>
<td>237.9</td>
</tr>
<tr>
<td>1965</td>
<td>11.8</td>
<td>5.4*</td>
<td>-</td>
<td>225.4</td>
<td>261.6</td>
</tr>
<tr>
<td>1972</td>
<td>11.9</td>
<td>5</td>
<td>-</td>
<td>216.5</td>
<td>189.2</td>
</tr>
<tr>
<td>1976</td>
<td>9.2</td>
<td>4</td>
<td>-</td>
<td>179.5</td>
<td>182.7</td>
</tr>
<tr>
<td>1980</td>
<td>12.7</td>
<td>6.4</td>
<td>-</td>
<td>205</td>
<td>194.4</td>
</tr>
</tbody>
</table>

* approximate.

Note: Due to constantly changing criteria for government transport statistics, and gaps in ferry records, the figures listed should be interpreted as a guide for comparative purposes only.

### T5. MODAL ANALYSIS OF INWARD FERRY COMMUTERS, 1974.
Number and percentage of passengers from Manly to Sydney over a full day.

<table>
<thead>
<tr>
<th>Travel mode to Manly wharf</th>
<th>Ferry pass</th>
<th>%</th>
<th>Hydrofoil pass</th>
<th>%</th>
<th>Total pass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>1,539</td>
<td>40</td>
<td>753</td>
<td>39</td>
<td>2,292</td>
</tr>
<tr>
<td>Taxi</td>
<td>43</td>
<td>1</td>
<td>116</td>
<td>6</td>
<td>159</td>
</tr>
<tr>
<td>Car</td>
<td>854</td>
<td>23</td>
<td>630</td>
<td>33</td>
<td>1,484</td>
</tr>
<tr>
<td>Bus</td>
<td>1,281</td>
<td>34</td>
<td>413</td>
<td>21</td>
<td>1,694</td>
</tr>
<tr>
<td>Other</td>
<td>78</td>
<td>2</td>
<td>27</td>
<td>1</td>
<td>105</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>3,795</strong></td>
<td></td>
<td><strong>1,939</strong></td>
<td></td>
<td><strong>5,734</strong></td>
</tr>
</tbody>
</table>

#### Travel mode after arrival
**Circular Quay**

<table>
<thead>
<tr>
<th>Travel mode</th>
<th>Ferry pass</th>
<th>%</th>
<th>Hydrofoil pass</th>
<th>%</th>
<th>Total pass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>2,068</td>
<td>55</td>
<td>837</td>
<td>44</td>
<td>2,905</td>
</tr>
<tr>
<td>Taxi</td>
<td>62</td>
<td>2</td>
<td>89</td>
<td>5</td>
<td>151</td>
</tr>
<tr>
<td>Bus</td>
<td>918</td>
<td>24</td>
<td>646</td>
<td>33</td>
<td>1,564</td>
</tr>
<tr>
<td>Ferry</td>
<td>48</td>
<td>1</td>
<td>14</td>
<td></td>
<td>62</td>
</tr>
<tr>
<td>Train</td>
<td>652</td>
<td>17</td>
<td>322</td>
<td>17</td>
<td>974</td>
</tr>
<tr>
<td>Bus/Ferry</td>
<td>10</td>
<td></td>
<td>4</td>
<td></td>
<td>14</td>
</tr>
<tr>
<td>Bus/train</td>
<td>38</td>
<td>1</td>
<td>26</td>
<td>1</td>
<td>64</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>3,796</strong></td>
<td></td>
<td><strong>1,938</strong></td>
<td></td>
<td><strong>5,734</strong></td>
</tr>
</tbody>
</table>

*Source: Manly Municipal Council The URTAC Report and the Journey to Work Transport System From and Through Manly Municipality (1976).*

### T6. COMPARATIVE TRAVEL TIMES TO CITY BY CAR (VIA SPIT BRIDGE), DIRECT BUS, AND BUS-FERRY COMBINATION, 1975.
Times in minutes.

<table>
<thead>
<tr>
<th>Origin of Journey</th>
<th>Car</th>
<th>Direct Bus</th>
<th>Bus/Ferry (NOT Hydrofoil)</th>
<th>Time Advantage, Direct Bus over Bus/Ferry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seaforth</td>
<td>28</td>
<td>31</td>
<td>55</td>
<td>24</td>
</tr>
<tr>
<td>Balgowlah</td>
<td>34</td>
<td>34</td>
<td>47</td>
<td>13</td>
</tr>
<tr>
<td>North Manly</td>
<td>38</td>
<td>40</td>
<td>45</td>
<td>5</td>
</tr>
<tr>
<td>Curl Curl</td>
<td>44</td>
<td>50</td>
<td>57</td>
<td>7</td>
</tr>
<tr>
<td>Brookvale</td>
<td>42</td>
<td>45</td>
<td>55</td>
<td>10</td>
</tr>
<tr>
<td>Dee Why</td>
<td>45</td>
<td>50</td>
<td>60</td>
<td>10</td>
</tr>
<tr>
<td>Collaroy</td>
<td>50</td>
<td>55</td>
<td>69</td>
<td>14</td>
</tr>
</tbody>
</table>

*Source: Derived from Manly Municipal Council The URTAC Report and the Journey to Work Transport System From and Through Manly Municipality (1976).*
T7. MODAL ANALYSIS OF COMMUTERS LEAVING MANLY-WARRINGAH, MORNING PEAK, 1975/76.

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Percentage of passenger journeys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus via Spit Bridge</td>
<td>11.39</td>
</tr>
<tr>
<td>Bus via Roseville Bridge</td>
<td>3.18</td>
</tr>
<tr>
<td>Bus via Mona Vale Road</td>
<td>0.28</td>
</tr>
<tr>
<td>Manly Ferry</td>
<td>7.82</td>
</tr>
<tr>
<td>Total Public Transport (corrected)</td>
<td>22.63</td>
</tr>
<tr>
<td>Motor Car - all routes</td>
<td>77.37</td>
</tr>
</tbody>
</table>


By local government areas.

<table>
<thead>
<tr>
<th>Destination of journey to employment</th>
<th>Percentage of passenger journeys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manly/Warringah (locally employed)</td>
<td>48.11</td>
</tr>
<tr>
<td>Sydney/South Sydney</td>
<td>23.36</td>
</tr>
<tr>
<td>North Sydney/Mosman</td>
<td>9.44</td>
</tr>
<tr>
<td>Willoughby/Ku-ring-gai</td>
<td>7.94</td>
</tr>
<tr>
<td>Other</td>
<td>11.15</td>
</tr>
</tbody>
</table>

APPENDIX 7

ILLUSTRATIONS
(See also illustrative material, Appendix 1, under Brighton, Kuring gai, Ben Bolt, Barrenjoey, Curl Curl and South Steyne.)

PHOTOGRAPHS

Frontispiece. SS South Steyne (period 1964-1967). From a painting by M. Muter.

Personalities

P1. Thomas Heselton, From Australian Men of Mark, courtesy Fisher Library, University of Sydney.
P2. John Randal Carey, From Australian Men of Mark, courtesy Fisher Library, University of Sydney.
P3. Official opening of Manly pool and pavilion, 23 October 1933, left to right: Archibald Howie (Jr.), Chairman of Directors, Port Jackson Co., John H. Cross, Mayor of Manly, W.L. Dendy, General Manager, Port Jackson Co. From PJ & MS Co. archives.

Places

P5. Three nineteenth century views of Manly Cove: at top, the wharf and Pier Hotel, at bottom, the wharf and cove. From PJ & MS Co. archives.
P6. PS Fairlight at Manly wharf, 1880. From MW & PHS archives.
P7. Brightside (Stuart Street) cargo wharf, PS Royal Alfred in Manly Cove, and in background, Fairlight House, late 1870s. From MW & PHS archives.
P8. Manly pool and wharf, 1930s; SS Curl Curl at wharf. From PJ & MS Co. archives.
P10. PS Royal Alfred at the Queens Wharf terminus, Circular Quay, c1880. From PJ & MS Co. archives.
P11. Circular Quay, 1950s, including from left, SS Paragooja at the Manly wharf, SS Kubby and SS Kanangra, two of the government (ex Sydney Ferries Ltd.) ferryboats operated by Sydney Harbour Ferries Pty. Ltd. Note the surviving old ferry at right, on the site of Queens Wharf (see P10). From R.K. Willson collection.

Boats

P12. PS Emu and PS Pelican in collision on the Parramatta River, 1855. These boats ran to Manly in the 1850s. From R.H. Parsons Paddle Steamers of Australasia.
P13. PS Commodore rigg'd with sail, possibly for her voyage to Australia. From P.J. Williams and R. Serle Ships in Australian Waters.
P14. PS Fairlight rigg'd and boarded up for her voyage to Australia. From PJMS Co. archives.
P15. PS Narrabean. From P.J. Williams and R. Serle Ships in Australian Waters.
P16. PS Brighton (top) at Manly wharf; SS Kuring gai (bottom) in dry dock. From PJMS Co. archives.
P17. PS Brighton. From author's collection.
P18-20. Three views of PS Brighton sunk in Chowder Bay, August 1900, and the damage to the hull. From PJ & MS Co. archives.
P22. MV Bellubera ablaze at Kurraba Point, 16 November 1936. From PJ & MS Co. archives.
P23-24. Two views showing the magnitude of work undertaken at Kurraba Point workshops: conversion of Bellubera to motor vessel, 1935-6. From PJ & MS Co. archives.
P25-31 Official Port Jackson Co. postcards, issued c1967:
P32. MV North Head in Urban Transit Authority colours, 1983. Author's photograph.
P33. MV Freshwater. Author's photograph.
P34. Passengers on Baragoola, 8 January 1983. Author's photograph.

CARTOONS

C1. Fare rises rarely escaped cynical comment regardless of their justification. Sunday Sun, 2 July 1950.
C3. The Manly Daily vigorously opposed the 1952 co-ordination scheme. Twenty years later it was urging people to use the ferry. Manly Daily, 21 March 1952.
C4. Minister for Transport Billy Sheahan (right) and Director of Transport Reg Winsor attracted a storm of criticism over the 1952 co-ordination scheme. Sydney Morning Herald, 16 January 1952.

PRINTED MATERIAL FACSIMILES

(All produced by the Port Jackson companies unless otherwise indicated.)

Householder's free passes, 1880s.
Requiem card for the Manly Co-operative Steam Ferry Co. Ltd., 1896.
Manly Beach poster, c1907.
The Spit-Manly and Sydney-Manly timetables, 1909.
Manly-Watson's Bay timetable and advertisement, 1912.
"One Penny", 1932.
The Pavilion Tea Room, Manly, c1933.
Hot sea water and sea foam baths, c1933.
Attractive Manly, 1933.
Hiking for Health (by E. Caines Phillips), 1936.
Advertisement from Sydney Wants to See You, c1939. Produced conjointly by the Commissioners for Railways and Road Transport and Tramways, and by Sydney Ferries Ltd. and the Port Jackson and Manly Steamship Co. Ltd.
Delivery of South Steyne. Advertisement in Lloyds Calendar, 1940.
Manly's free wonder pool, c1946.
Ocean cruise leaflet, 1950s.
Sydney-Manly timetable, 1957.
Letter canvassing charters, Port Jackson Co., 1950s.
Save the South Steyne poster, 1975. Produced by the "Steyne Club".
"Save the ferries, save Manly" political leaflet, 1976. Produced by Marc Gumbert, ALP candidate.
"It's the company's idea to encourage people to take the new rise in fares less grudgingly!"

—A Sunday Sun and Daily Sun Feature.

"Confound it, sir, if you can show £7500 profit you should be asked to take the Government over."

C1

C2
The Policeman slowly raised his hand, the flow of traffic stopped. Who does Winsor think he is — a blinking traffic Cop?

WE PROTEST.

My Dear!

Its Impossible!

TO STOP

PROGRESS

GALLAGHER WINSOR SHEAHAN.

SONG & PATTER ACT...
Port Jackson Steamship Co., Limited.

HOUSEHOLDER'S FREE PASS

No. 108

Granted to: MANLY BEACH

NOT TRANSFERABLE

N.B.—This Pass is only valid subject to the Rules and Regulations of the Company, and, as far as is possible, to the bona fide owner of the property.

PORT JACKSON
Steamship Co.,

LIMITED.

HOUSEHOLDER'S
FREE PASS.

MANLY BEACH.

Sacred to the Memory of
THE MANLY CO-OPERATIVE
STEAM FERRY CO.

Died May 15, 1896.

"For he saith, The hour is come, that Satan shall have power over the world; and then shall he be delivered into the hand of the Son of God, who shall destroy Satan with the breath of his mouth. And the Lord shall come with his holy angels, and shall be revealed in glory, and shall judge the quick and the dead;"—Rev. 11:8-12:2.

In memory of a good and true friend.

With sympathy of the Port Jackson Steamship Company for their departed Friend.

"I have fought the good fight, I have finished my course, I have kept the faith: henceforth there is laid up for me a crown of righteousness, which the Lord, the righteous Judge, shall give me at that day:

"Not to me, but to thee."—2 Tim. 4:7-8.
SYDNEY'S FAMOUS MANLY BEACH
PICNIC GROUND

Take one
of The Port Jackson and Manly S.S. Co. Ltd.'s
Spacious Handsomely Appointed
SALOON STEAMERS

Leaving
No. 3 JETTY, Circular Quay,
DAILY - Every Half-hour.
HOLIDAYS - " 15 minutes.

FARES:
Adults - - - - - - 4d.
Children - - - - - - 2d.
Passenger and Bicycle - - - - 6d.

Manly Beach is "The Favourite of All
Australia's Pleasure Resorts."
**The Port Jackson & Manly S.S. Company, Ltd.**

Steamer Service between Manly Beach (and The Spit, Middle Harbour).

**TIME TABLE.**

<table>
<thead>
<tr>
<th>Wednesdays &amp; Saturdays</th>
<th>Sundays &amp; Holidays</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Split</td>
<td>From Manly</td>
</tr>
<tr>
<td>0 00</td>
<td>3 30</td>
</tr>
<tr>
<td>2 30</td>
<td>3 30</td>
</tr>
<tr>
<td>0 30</td>
<td>3 30</td>
</tr>
<tr>
<td>2 30</td>
<td>3 30</td>
</tr>
<tr>
<td>4 30</td>
<td>7 00</td>
</tr>
<tr>
<td>6 30</td>
<td>9 00</td>
</tr>
<tr>
<td>8 30</td>
<td>9 00</td>
</tr>
<tr>
<td>10 30</td>
<td>7 30</td>
</tr>
<tr>
<td>12 00</td>
<td>8 30</td>
</tr>
<tr>
<td>13 30</td>
<td>7 00</td>
</tr>
</tbody>
</table>

Persons going to Manly should take the above trip, which connects by tram at The Spit for Sydney, and have a beautiful rough journey of 15 miles.

**Fares between Manly and Spit:**

**RETURN.**

**SINGLE.**

Adults = 6d.  Adults = 4d.
Children = 3d.  Children = 2d.

*Please turn over.*

---

**MANLY BEACH**

**Time Table (passengers only)**

<table>
<thead>
<tr>
<th>Mon. to Fri.</th>
<th>Sat.</th>
<th>Sun.</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Sydney</td>
<td>From</td>
<td>From</td>
</tr>
<tr>
<td>Split</td>
<td>Manly</td>
<td>Manly</td>
</tr>
<tr>
<td>6 00</td>
<td>6 30</td>
<td>6 30</td>
</tr>
<tr>
<td>7 00</td>
<td>7 00</td>
<td>7 00</td>
</tr>
<tr>
<td>8 00</td>
<td>7 30</td>
<td>7 30</td>
</tr>
<tr>
<td>8 30</td>
<td>8 00</td>
<td>8 00</td>
</tr>
<tr>
<td>9 00</td>
<td>8 30</td>
<td>8 30</td>
</tr>
<tr>
<td>9 30</td>
<td>9 00</td>
<td>9 00</td>
</tr>
<tr>
<td>10 00</td>
<td>9 30</td>
<td>9 30</td>
</tr>
</tbody>
</table>

*Trips marked are special.*
THE LATEST ROUND TRIP

It is desired to draw the attention of the Travelling Public, and
Residents of Manly, Watson's Bay, and the City's Eastern Subs,
that on and after

SATURDAY, 2nd NOVEMBER, 1912
A SPECIAL SERVICE WILL BE COMMENCED BETWEEN

WATSON'S BAY
AND

MANLY BEACH

The Favourite Steamer "J. W. Alexander," will leave Manly and
Watson's Bay at frequent intervals on SATURDAY AFTERNOONS (commencing at
2 p.m.), and SUNDAYS AND HOLIDAYS (commencing at 10 a.m.)

The above will enable the RESIDENTS OF THE EASTERN SUBURBS AND
Watson's Bay to make a Complete Round Trip, embracing a distance of 18
miles, also they can connect with the trains at Manly for Collaroy Beach,
Narrabeen, Barrenjoey and Newport.

The Residents of Manly and its Visitors will have the opportunity of
visiting Watson's Bay, with its many attractions, then on to the City
by Steamer.

A BEAUTIFUL TRIP
MILES OF LOVELY SCENERY

FARES BETWEEN WATSON'S BAY AND MANLY:

ADULTS 4d.
CHILDREN 2d.

J. R. Trenerry, Printer, Sydney Road, Manly.
"FUN AND FROLIC IN THE WORLD'S LARGEST,
FREE, SHARK-PROOF BATHING POOL AT MANLY."

ONE PENNY
THINK OF IT, CHILDREN!
That's all it costs you to travel seven miles down
Sydney Harbour on a Manly boat—cheapest trip in
the world—it's great!

The World's Largest
SHARK-PROOF BATHING ENCLOSURE
ex. 9,000,000 gallons of clear water, is right alongside the
Isle at Manly. And it's FREE. No charge for swimming
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DIVING FLOATS, roll on the ROLLING LOGS, jump on
big DIVING BALLS, have fun on the PARALLEL BAR
take a header from the DIVING TOWER and SPRING
JUMPS, ALL FOR NOTHING. There's a fine sandy beach
or sunbaking and cool shady trees to picnic under.

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Steamers from No. 2 Jetty, Circular Quay,
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To the Public Day and Night
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For... SUMMER EVENING ENTERTAINMENTS
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(This course is medically recommended for the relief of Rheumatism, Swellings, Stiff Joints, and Kindred ailments)

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