

HOBART SHIPPING HISTORY

PART I THE EARLY YEARS, 1804 - 1850

The first white men to navigate the Derwent were the French explorers Bruni D'Entrecasteaux and Huon de Kermadec in 1793. With their ships, the "Recherche" and "Esperance", they explored twenty miles of the river which they named Rivière du Nord.

A year later an Englishman, Lieutenant John Hayes, was also in these waters. Unaware of the French expedition, he bestowed the name Derwent on the river.

In 1802 another Frenchman, Baudin, thoroughly explored the Channel area and sailed up the Derwent as far as present day Bridgewater.

Ironically, it was fear of French expansion in this part of the world that prompted Governor King of New South Wales to establish a settlement here. He despatched Lieutenant Bowen with the vessels 'Albion' and 'Lady Nelson' and a site was selected at Risdon Cove. As we know, this proved unsuitable.

Bowen's successor, David Collins, looked around for a better site. He and the Chaplain, Rev. Robert Knopwood, discovered a deep inlet on the western shore which they named Sullivan's Cove after the Under-Secretary at the Colonial Office. Collins decided to raise an alternate settlement here and the first tents were pitched on 20th February 1804.

Collins, writing to Governor King, described the new site as follows:

" In the centre of this Cove is a small Island, connected with the Main Land at low water, admirably adapted for the landing and reception of stores and provisions. Round this Island is a Channel for a Boat, at the Head of which is a run of clear fresh water, proceeding from a distance inland, and having its source in a Rock in the vicinity of the Table Mountain named in the French Chart 'Le Plateau'. The Ground on each side of the run is of gradual ascent, and upon that next the Cove I have formed my Camp. The OCEAN and LADY NELSON are lying within half a cable's length of the shore in about nine fathoms of water." (Despatch to King, 29/2/1804)

The island, named after former New South Wales Governor Hunter, under whom Collins had also served, was soon converted into a peninsula by building up the sand-spit to a causeway and then broadening it. the first

PART I (continued)

jetties were built here for loading people and stores rowed over from vessels anchored in the Cove. By 1822 there were three small jetties or wharves projecting from what was still called the "Island" - the Colonial Wharf, the Government Wharf and the King's Wharf.

The port was opened to foreign vessels in 1813, though several had called prior to that. The first was probably the American sealer "Pilgrim" which visited Hobart twice between March and August of 1804.

The ship 'Alexander' took several whales in the Derwent estuary in 1804 and established an industry which was to flourish up to 1850 and then gradually decline into non-existence by the end of the century.

In 1816 the English whaler 'Adamant' put into Hobart to land her oil and refit - probably the first deep-sea whaler to call here.

At first the industry was based on bay whaling but this declined in importance after 1840 and deep-sea whaling became the norm. Local shipowner John Lord sent Hobart's first deep-sea whaler, the "Caroline", to sea on 4th January 1829. So rapidly did the industry grow that the Governor's private secretary was able to write in 1850 'Van Diemen's land is now second only to the United States in whale fisheries. We have thirty-five square-rigged vessels out of the port, besides smaller ones'.

The American flag became as commonplace in Hobart as the Red Ensign. On Good Friday, 1847, there were no less than forty-seven deep-sea whalers lying in the Derwent and the bulk of these were American.

Wholesale slaughter of whales and loss of manpower caused by the Victorian gold rushes of the 1850's sent the industry into decline. By then, however, it had exerted a great influence in the shaping of the port of Hobart and the establishment of allied industries, notably shipbuilding.

The Colony had entered its third decade by the time moves were made to improve the facilities and enable vessels to actually berth alongside a wharf. The site chosen for the "New Wharf" was the obvious one - on the southern side of the Cove where there was deep water and shelter from the wind afforded by the high bluff we know today as Battery Point.

The scheme included building a waterfront road from near the present Parliament House to the eastern end of Battery Point, cutting into the face of the bluff for the rock filling required. Convicts, using black blasting powder and primitive tools, hewed away the bluff and trundled the rock in wheelbarrows to the reclamation area. Others quarried rock from Kangaroo Bluff at Bellerive and towed it across the river in scows. The work on the New Wharf, began in April 1830, was completed in May 1834. The first vessel to berth there was the sperm-whale "Deveron" in November 1830, though of course the wharf was far from complete

With the building of the New Wharf the original port development around Hunter Island became known as the Old Wharf, a term still used today. (The New Wharf was renamed Princes Wharf in 1902).

Steam had made its appearance on the Derwent in 1832 when the first steamer built in Australia, the "Surprise" arrived from New South Wales. But even before that the first steamship company in Australia had been formed in Hobart on 29th May 1828 (the first in N.S.W. was the Hunter River Steam Navigation Co., formed in 1840).

The first Hobart regatta was held at Pavilion Point on 1st December 1838, under the auspices of the Governor, Sir John Franklin. The regatta has remained a feature of Hobart and its port ever since.

In 1845 local merchants established the Tasmanian Steam Navigation Company to operate a regular passenger and cargo service to Melbourne. This company unfortunately failed in 1851, due apparently to unsuitable ships and poor management.

By 1850, then, Hobart had developed into a busy port with a sizeable export trade in wool, grain and timber. Whalers were a common sight on the Derwent and the local shipbuilding industry was turning out fine vessels which were earning excellent reputations in the United Kingdom trade.

Considerable reclamation and wharf construction had been undertaken around the inner shores of the Cove, between the New Wharf and the Old Wharf. Market Wharf occupied a site near the inner end of the New Wharf, roughly where Murray Street Pier is today. There was an open air market here, hence the name.

Constitution Dock was officially opened on Regatta morning, 1st December 1850, as a haven for fishing and trading vessels. It was so named because of the Electoral Act passed that year which granted home rule to Van Diemen's Land.

The inner shore from Market Wharf to Constitution Dock was known as Franklin Wharf. From here two small jetties projected into the harbour - one for the paddle-steamer "Monarch" (where Brooke Street Pier is now) and another in line with Elizabeth Street. Beyond the Constitution Dock entrance was the Government Wharf. This, presumably, was a different wharf from the one of the same name previously referred to in connection with Hunter Island, but I can find no other reference to it.

Other locally owned London traders were the "Ethel", "Lufra" and "Loongana". The full-rigged ship "Heather Belle" made a passage of sixty-four days from Australia to the Continent, beating the time of the famous "Cutty Sark" by three days for the same voyage.

While Hobart's sailing and whaling fleets declined during the 60's and 70's, the Tasmanian Steam Navigation Company continued to prosper. Its original ship "Tasmania" was joined by "City of Hobart" in 1854 and "Southern Cross" and "Derwent" in 1864. The Launceston and Melbourne Steam Navigation Company was taken over in 1865 and by 1868 the T.S.N. had a fleet of eight ships trading out of Hobart, Launceston and North West Coast ports to Sydney and Melbourne.

Ten years later the Union Steam Ship Company of New Zealand entered the Australian coastal trade and the TSN felt serious competition for the first time. To meet the challenge new ships were ordered, culminating in the magnificent "Oonah" of 1888 and "Tallune" of 1890.

The Melbourne based shipping company Huddart Parker entered the Tasmanian trade in 1889, making the fight for passengers and cargo a three-cornered affair. The TSN could not compete against such strong competition and was purchased by the Union Steam Ship Company in 1891, most of its fleet being transferred to that company. Most of the local firm's buildings were taken over also, including the Hobart offices on Franklin Wharf which the Union Company continued to occupy till a few years ago.

In the meantime wharf construction had continued apace. Argyle Street Pier was built in 1874, measuring 250 feet by 50 feet. Dunn Street Pier was rebuilt in 1878 and extended by 146 feet in 1882. *

Brooke Street Pier was completed in 1879 on the site of the old jetty used by the paddle-steamer "Monarch" (ref. P.3). It was widened and extended eight years later. At about the same time Elizabeth Street Pier was lengthened by 40 feet and Argyle Street Pier was widened.

A fire in the early 80's destroyed a large part of Hunter Street between Macquarie Street and the Old Wharf. Wapping, a closely populated area around the Hobart Rivulet was largely burnt out and over three hundred people made homeless.

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* Marine Board records do not indicate when Dunn Street Pier was originally built. This probably means pre-dates the Board's formation in 1858 and could possibly be the "Government Wharf" referred to on P.3.

1884 saw the first overseas shipment of Huon Valley apples leave Hobart in the steamer "Warwick". Refrigeration was still new, but it opened up yet another industry which was to play a very important role in the years ahead.

On 12th January, 1884 the New Zealand Shipping Company's steamer "Aorangi" arrived to inaugurate a regular bi-monthly service from London to New Zealand via the Cape and Hobart. Hobart's position made it ideal as a bunkering port and later there were fruit and wool cargoes to pick up also. This service operated jointly by the New Zealand Shipping Company and Shaw Savill and Albion Company, was to continue uninterrupted until 1914.

For some time the companies' vessels anchored in the stream rather than berthing alongside. As they required large quantities of bunkering coal, several old sailing vessels were converted to coal hulks and towed to and from the anchored liners by O'May Brothers ferry steamers "Success" and "Result". These ferries also acted as tenders for the liners' passengers.

The reason for the liners not berthing is unclear. Lack of facilities doesn't appear to have been the problem because David O'May records that Captain Jennings of the "Doric" told a meeting of the Marine Board Wharf Committee that he would not berth his ship even if a new pier were built. He advised them to spend the money on lighters. Captain Bone of the "Tongariro" said that if gates were erected at the shore end of Dunn Street Pier to prevent his crew from deserting he might berth his ship.

Eventually, the problem was resolved. The "Ruapehu" became the first New Zealand Shipping Company vessel to berth alongside when she tied up at Dunn Street Pier on 19th February, 1890. It was more than a year, however, before Shaw Savill vessels followed suit; on 10th March 1891 the "Coptic" tied up at Dunn Street instead of anchoring off Battery Point and thereafter all liners used the wharves as a matter of course.

Hospital Bay (now Port Huon) was proclaimed a port in 1889, serving the timber export trade.

Whaling continued its decline. The whalers had to travel further and further afield in search of their prey and some of their wanderings were incredible for vessels of 200 to 400 tons. It was not unusual for a whaler to leave Hobart for New Zealand and South Pacific, then proceed northwards to the Bering Strait, south again to the waters around Albany and then down to the rim of the Antarctic icefield before finally returning home. Even they might not have a full cargo!

By the 1890's most of the whalers were gone. The last locally owned vessel was the "Helen", which sailed out of Hobart on her final cruise in 1899.

In the late 80's the Marine Board faced the problem of providing a berth for vessels of 20 ft. draught and there was considerable argument over the relative merits of sites on the north and south sides of Sullivan's Cove. As an interim measure, Dunn Street Pier was lengthened by 50 feet.

A newly elected Board in 1890 decided to extend the New Wharf by 450 feet and to build Franklin Pier between Brooke Street and Elizabeth Street Piers. The new pier, measuring 210 x 50 feet, was completed in 1891.

1890-91 also saw the building of Victoria Dock. This area had been known for many years as Fishermen's Dock, being simply a sandy inlet used by fishermen as a boat harbour.

Between 1899-1900 Murray Street Pier was built off Market Wharf to serve the Bellerive ferry service operated by O'May Brothers. The vehicular ferry "Kangaroo" at this time was operating from a terminal at the Old Wharf, near the entrance to Victoria Dock.

The turn of the century found Hobart enjoying a trade boom and to meet the increased demand on port facilities a number of new works were carried out. The older timbers of the New Wharf were renewed and the first No. 2 shed constructed on this wharf. It was given the more appropriate name of Princes Wharf in 1902.

Alexandra Pier was built in 1901-02 to the northward of Dunn Street Pier. In 1903-04 Elizabeth Street Pier was rebuilt and provided with a shed for the first time. A shed was also constructed on Franklin Pier.

Ships of the P & O and Orient Line were becoming regular visitors to Hobart, particularly during the fruit export season, but it was the French "bounty vessels" which added a real flavour to the Derwent shipping scene.

These were magnificent sailing ships subsidised by the French Government as an economical means of carrying cargoes between France's many overseas possessions and as a training ground for the navy. Their owners were paid building and mileage bounties by the State, hence their name.

Such vessels had no commercial reason for calling at Hobart, but it was a safe port ideally placed in the path of sailing ships travelling via the Cape to the Pacific Islands and North and South America. It was also a good place to take on stores and obtain orders. 119 bounty vessels visited Hobart up to 1914, but the scheme which had produced them did not survive the War.

The early 1900's saw a big upsurge in timber exports from Hospital Bay (Port Huon), Port Experance and Southport. Sailing vessels had monopolised the trade for years but steamers now began lifting large consignments for South Africa, India, China and Malaya. These overseas shipments declined after 1913, though New Zealand and interstate shipments continued.

During its fiftieth year the Marine Board again faced berthage problems in the port. To overcome these the old Dunn Street Pier was replaced by Kings Pier in 1909-10. Alexandra Pier alongside was renamed Queens Pier on 8th March, 1910.

Development on the northern side of the Cove, which had been a problem twenty years before, was again considered. The Port of Hobart Improvement Act 1910, authorising the Board to divert the course of the Hobart Rivulet, prepared the way for future developments in this area.

The Chief Engineer of the Sydney Harbour Trust examined the area in 1911 and from his recommendations plans were drawn up for the Rivulet diversion, the reclamation of nearly four acres of land to the northward and the building of Ocean Pier.

Pile driving for the new pier began in July, 1912 and work was completed early in 1914. The south side provided two berths, with a combined length of 1,142 feet while the north side provided another berth of 650 feet. There were two sheds, the outer one being double-storied and incorporating an observation deck on the upper level.

Ocean Pier was first used by the Shaw Savill liner "Mamari" on 18th January, 1914. It was officially opened on 2nd March, the White Star liner "Ceramic" having berthed there the night before. "Ceramic" was a new liner and at 18,481 tons the largest then trading to Australia.

The building of another four piers and several enclosed docks to the northward of Ocean Pier was contemplated. However, progress on the whole improvement programme was slowed considerably by the outbreak of war. The Rivulet diversion was completed in 1916 but reclamation in the Macquarie Point area beyond Ocean Pier continued for nearly twenty-five years. Eventually some thirteen acres were reclaimed.

Due to the uncertainties of the early post-war years the other piers and docks were never built. In fact, the next major development in the area was construction of the Macquarie Point Oil Berth, completed in 1939.

The years immediately prior to the First World War saw the entry of German flag shipping into the Hobart scene. The German-Australian Line's "Solingen" and "Oberhausen" called in March, 1907 to load fruit but it was not until 1911 that this company's vessels became regular callers. The North German "Lloyd" made its appearance with the "Schleisen" in May, 1913. Between then and the outbreak of war another seven ships of that company

1910 had seen several important warship visits - the Dutch battleships "De Ruyter", "Komingin Regentes" and "Hertog Hendrik" (the first Dutch fleet to visit Tasmania since 1642) and the Australian destroyers "Yarra" and "Parramatta", first ships of the newly formed Australian Squadron.

— The Norwegian explorer Amunsden arrived at Hobart in the "Fram" on 7th March, 1912, after reaching the South Pole three months before.

The outbreak of war in 1914 caught one German vessel unawares. The "Oberhausen" had arrived at Port Huon on 2nd August to load timber. On 4th August a party of naval reservists travelled from Hobart to seize the ship as a war prize. She was steamed to Hobart and anchored off the naval depot, her crew being interned. She lay in the Derwent till January, 1915 when she sailed for Sydney. A few weeks later she returned as the C7 to load wool and timber for London. Later she became part of the Commonwealth Government Line of Steamers and was renamed "Booral".

The opening of the Panama Canal on 15th August, 1914 signalled the end of the U.K. - Cape - Hobart - New Zealand link which had operated since 1884. Thereafter ships of the New Zealand Shipping Company and Shaw Savill generally came out to New Zealand via Panama.

As always, though, the loss of old established trades was counter-balanced by new developments. In 1916 the Electrolytic Zinc Company announced its intention to build a zinc works at Risdon. Work on the complex began in 1918 and it went into production in 1921. New traffic was generated for the port, some ships bringing in the raw materials for zinc manufacture, others taking the finished product to world markets.

Conditions in the post-war shipping world were very different from what they had been in 1914. There was considerable industrial unrest and on top of this came the Great Depression of 1929-33. Small wonder that there was little new development in the Port of Hobart during these years.

All was not gloom, however. There were two royal visits; the Prince of Wales visited Hobart aboard the battlecruiser H.M.S. Hood (at 42,000 tons the largest warship ever to berth here) while some years later the Duke and Duchess of York arrived aboard H.M.S. Renown. In both cases the "royal yachts" were accompanied by another battlecruiser, H.M.D. Repulse.

The Commonwealth & Dominion Line, a Cunard subsidiary, began regular calls at Hobart in April, 1920. This service, where "Port boats" brought general cargo out from the United Kingdom and returned with wool, fruit and general, lasted about fifty years.

Norwegian, Swedish and Japanese ships became frequent visitors in the 20's and 30's, while the German flag made its re-appearance in 1924. The occasional American and Italian ship added to the international flavour of the port.

The largest whale factory ship in the world, the Norwegian "Sir James Clark Ross, called in November, 1923. She was accompanied by five whale chasers. Another Norwegian factory ship, the "N.T. Nielsen-Alonso" was here briefly in November, 1926 and left her chasers in the Derwent for the winter of 1927. She continued to use Hobart as a base until October, 1930.

The old vehicular ferry "Kangaroo" was replaced in 1925 by the "Lurgurena", which continued to operate until the first Hobart bridge was opened in 1943.

Cargoes of motor spirit and oils had been arriving in Hobart since 1912 but only as packaged products. The first tanker to discharge a bulk cargo was Shell's "Saxicava" in November, 1927. She discharged at Ocean Pier, the oil being pumped into new storage tanks at Macquarie Point.

In 1928 another new industry was set up at Electrona. The carbide works have relied on shipments of anthracite coal, principally from Wales. The Norwegian vessel "Alfred Nobel" arrived with the first coal cargo in December, 1928.

By the late 20's the piers in the centre of Sullivan's Cove were reaching the end of their useful lives and their replacement was being considered. Argyle and Elizabeth Street Piers were both demolished and a new Elizabeth Street Pier built entirely in reinforced concrete. 500 feet long and 120 feet wide, this new pier was unique in the Commonwealth for the use of concrete and for the high standard of its illumination. It was officially opened on 26th June, 1934.

Following the success of this project, the Board undertook the reconstruction of Princes Wharf in three stages between 1936 and 1938. The wooden sheds and decking were replaced by concrete structures and Princes Pier (at the outer end of the wharf) was rebuilt as Princes Wharf No. 3. Initially, this was an open area but it was provided with a shed in the early 50's.

The Centenary Regatta of 19-22nd February, 1938 attracted warships from Australia, New Zealand, Britain, France, the Netherlands and Italy, while the U.S. cruiser "Louisville" arrived a few days later. Incidentally, the representative of the Royal Italian Navy, the cruiser "Raimondo Montecuccoli" was one of the few major Italian warships to survive World War 2. She visited Hobart again in 1956.

The Macquarie Point Oil Berth was completed in 1939, the first ship to occupy it being the tanker "Charles F. Meyer" on 23rd October. The outbreak of war interrupted development and further plans for the Macquarie Point area were shelved.

During the war years Hobart received visits from several famous liners. The "Queen Mary" called three times in 1941, and the "Queen Elizabeth" twice. At 83,673 tons, the latter is the largest vessel ever to enter the Port of Hobart. Neither of the Queens berthed, however, and the "Ile De France" became the largest to be so when she came alongside Ocean Pier on the night of 5th November, 1942.

Many famous warships were seen here during these years including the U.S.S. "Saratoga" of 33,000 tons (the largest aircraft carrier in the world when built), the cruiser H.M.S. "Achilles" of River Plate fame and the battleships H.M.S.'s "King George V", "Anson" and "Duke of York".

Perhaps the most striking aspect of this period in the port's history was the arrival of 183 Liberty ships between January, 1943 and February, 1944. Most of these came straight from the builders yards in the United States, skirting well south of enemy submarine activity. Many arrived damaged after a rough trip and repairs were effected here before they went on to Colombo to join convoys or battlefleets in the various theatres of war.

As a matter of interest one of the Liberties to call was named "Hobart Baker" while another was the "Matthew B. Brady". I'm not sure whether this ship was named for the Tasmanian bushranger or not.

The opening of Hobart's first bridge in 1943 had a dramatic effect on the ferry services which had operated since the 1859's. "Lurgurena" was withdrawn and O'May Brothers sold their fleet to the Hobart Bridge Company.

The last deepsea sailing ship to visit Hobart was the "Lawhill", which arrived on 20th July, 1945 to discharge a cargo of cocoa beans. She was owned at that time by the Government of South Africa.

During 1946-47 shipping services began returning to normal but again the industry was prone to continual unrest. This was to continue throughout the fifties.

During 1947 Murray Street Pier was rebuilt in concrete. O'May Brothers had used this pier for many years for their Bellerive ferry service. The Transport Commission continued to use it when they inherited O'May's fleet and services from the Hobart Bridge Company.

On 13th March, 1948 a fire swept Ocean Pier, destroying much of No. 2 shed and berth. Material from the Port Huon Wharf, which was being renovated at the time, was used in Ocean Pier's reconstruction. When re-opened the southern berth was 700 feet long (originally 1,142 ft.) and the northern berth 400 feet (originally 650 ft.)

To overcome the general shortage of wharf space, Queens Pier was rejuvenated and Kings Pier totally rebuilt in 1948-49. The latter was widened considerably, increasing its capacity but preventing two large vessels from berthing alongside one another at North Kings Pier and South Queens Pier.

The introduction of tugs occurred about this time. Several had been acquired by Australian Newsprint Mills for barge work between their new Boyer mill and Hobart but at first these were not used for berthing or towing large ships. One of the first occasions on which a tug was used in this way was on 10th February, 1949 when the Marine Board's "Tawe" assisted the "American Inventor" at Elizabeth Street Pier. January 1951 saw the first privately owned tug in operation; on that occasion the "Maydena", owned by Hobart Tug and Lighterage Company (associated with A.N.M.) towed the freighter "Willesden" out from Kings Pier.

PART 3MODERN DEVELOPMENTS, 1950-1982

Pre-war plans for the Macquarie Point area were re-activated and Macquarie Wharf No. 4 built between 1950 and 1953. This berth (the last major one to be built in wood) was first occupied by the coastal freighter "Mulubinba" on 12th April, 1953. A month later, the new shed on Princes No. 3 was opened.

The royal visit of 1954 saw a concentration of warships in Hobart which has not been equalled since. In port to greet the Royal Yacht "Gothic" were four cruisers, an aircraft carrier and numerous smaller warships.

A new oil terminal was completed at Selfs Point in 1958 as part of a long term plan to shift oil storage tanks away from the city area. For some years, however, the Macquarie Point oil berth continued to be used and on several occasions both berths were occupied by tankers at the same time. (e.g. on 12th October, 1963 three tankers arrived - the British "Aulica", Swedish "Camilla" and Norwegian "Ranella". The latter berthed temporarily at Macquarie No. 2 while waiting for one of the other berths to be vacated).

The Macquarie Point wharf was also increasingly used as a general cargo berth to ease pressure on the other wharves.

1958 was a busy year for the port as it also saw the completion of Macquarie Wharf No. 2 and the bulk wheat silos at Princes Wharf.

Macquarie No. 2 was provided with a shed 475 feet long and 150 feet wide, covering an acre and a half clear of any obstructing internal columns. It became the new terminal for the weekly cargo service operated between Hobart and Melbourne by the Union Steam Ship Company and Huddart Parker. The wharf was officially opened on 14th November, 1958 with the berthing of the Orient liner "Orion".

The building of the silos meant that wheat could now be imported in bulk rather than bagged, as had previously been the case. The Australian National Line converted the freighter "North Esk" to a bulk wheat carrier, a trade she was to serve for twenty years.

Franklin Pier, used for many years by river steamers, was demolished in 1959 as repairs had become uneconomical. Three of the surviving river steamers, Roche Bros. "Cartela", "Marana" and "Excella" now berthed at Brooke Street Pier while Richards Bros. "Sorrento" used Franklin Wharf or Elizabeth Street Pier.

During 1958-60 Macquarie Wharf No. 1 was built on the site of Ocean Pier. It's interesting to note that the shed wall contains a stone taken from the first stone wharf in Hobart Town - presumably one of the three referred to in records of the early 1820's (ref. P.2).

There was another royal visit in 1963 and Hobart had its first glimpse of the Royal Yacht "Britannia". During the year work proceeded on the modification of Princes Wharf No. 1 to receive the new "Seaway" vessels building for the Union Steam Ship Co. of N.Z. This work involved building a ramp at the inner end of No. 1 berth, widening the wharf apron and enlarging the shed doors to take bigger fork lift trucks.

The "Seaway Queen" arrived in Hobart on her maiden voyage on 16th June, 1964. She introduced the roll on - roll off concept to the port and opened the first privately operated cargo terminal (leased from the Board by Union S.S.) The "Seaway King" entered service in August, 1964.

1963 had seen the arrival of the "Hazukin Maru" No. 1, the first of hundreds of Japanese fishing boats which were to use the port as a base in the 60's and 70's.

A second roll on - roll off terminal, Princes Wharf No. 4, was constructed on reclaimed land off Castray Esplanade between 1962-64. It was opened in January, 1965, with the arrival of ANL's "Empress of Australia", re-opening the Sydney-Hobart passenger link which had lapsed in the late 40's.

The fruit export trade reached a peak in 1964 with a total of 62 ships loading for the U.K., Continent, Scandinavia and South East Asia. That season also saw the introduction of fast, specialised reefer vessels by the Salen Group of Sweden. Previously, the bulk of the crop had been lifted by conventional refrigerated cargo liners belonging to the Conference Lines, many coming to Hobart in ballast after discharging their general cargoes in N.Z.

Somehow, things seemed to go wrong with the fruit trade after 1964. During the 1965 season there were problems with some ships having to wait long periods for their quota of fruit. 1966 was worse - the "Duquesa" anchored in the River for weeks and eventually sailed without a single apple!

Queens Pier had outlived its usefulness by 1967 and was progressively demolished during 1968-69.

A.P.P.M. set up a plant at Port Huon to produce wood pulp in pelletised form from eucalypt timber. This came into production in 1968 and the Union S.S. Company placed one of their vessels on a regular service, carrying the pellets to mainland ports.

In mid-1969 the U.K. - Australia service was containerised, followed shortly after by the Continent, Japan and United States - Canada trades. Almost overnight the shipping scene in Hobart changed. Services lost to the port at this time were:

Port Line's service from the U.K.

Mitsui-O.S.K. Line's service from Japan

Farrell Line's service from East Coast U.S.A. and the Conference Line's service to the Continent with wool, hides and skins.

Russian, Polish and Yugoslav vessels filled the void to some extent. The Russians began calling for wool, the Poles for zinc and wool and Yugoslavs to discharge cocoa beans from West Africa.

Motor vehicles had been imported from Japan for some years, principally amongst general cargoes on China Navigation Co. ships, but in 1971 they began arriving in ships carrying cars only. At first these were conventional freighters, many of them of the new standard "Freedom" type, but in 1974 the first specialised car carrier appeared. Such vessels are now a familiar sight in Hobart and the Mazda Company has leased Elizabeth Street Pier, using the shed as a warehouse for distribution purposes.

1970

NEW DEVELOPMENT PROGRAMME

- DEMOL. OF MAC. 4 & OIL WHARF
- RECLAMATION
- BUILDING OF MAC. 4, 5 & 6

1971

MART HOLTMAN, CARRYING ON RAMP

- MAC. 4 TEMPORARY FACILITY

SPRING BAY

- SILVICULTURE & NREGO TRIAL

1973

LAST VESSELS

- BUNKERAGE
- LAST ONE 1976

1

1974

1st CAR CAREER

MAC

Franklin PER

Liberian, Japanese, Greek, Panamanian,
Indian

Polish, Russian, Yugoslav

very few British & European

except Dutch (R.I.L. & Rison till 1977,

1975

TATMAN BRIDGE

FERRIES

OLD MAC. 4 DEMOLISHED

SEAWAYS TO MAC. 5

M. HOWMAN TO PRINCE 1

1976

MAC. 6 OPERATIONAL (FIRE)

END OF A.M.L. PATIENCE RESUE

U.S.S. ENTERPRISE (75,700 TONS
- LARGEST WARSHIP)

1977

Darling River

BRIDGE RE-OPENING

1978

OPENING OF MAC. 4

Q.E. 2

SHEEP SHEDDING

ANTARCTIC DIV 7

CSIRO

DEMOLITION OF KINGS PIER

88/502/
WB/wb
9 August 1988

TO: Member Port Authorities

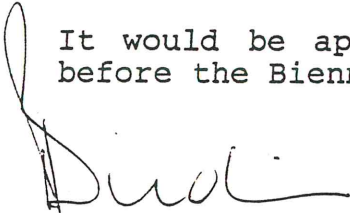
FROM: W.H.Budin

RE: PORT HISTORIES

As a long term project, AAPMA wish to establish the history of Port development in Australia. Could you please advise whether your Authority has a history of its port or ports which can be placed in our library as source material.

The availability of such port histories, or other material, will enable us to demonstrate the historical importance of ports to this country, by drawing on the rich experience and diversity of our member Authorities.

It would be appreciated if you could reply to this request before the Biennial Conference.


W.H.Budin
Research Analyst

BOARD	FINANCE	GENERAL	WHARF	SEWER
ROUTING			ACTION REQUIRED OF OFFICER ETC. MARKED (V)	
Officer etc.	Notation	Action		
Master Warden				
General Manager				
Secretary				
Harbour Master				
Port Engineer				
Accountant				
Asst. Secretary				
Admin. Asst.		✓	ISL	

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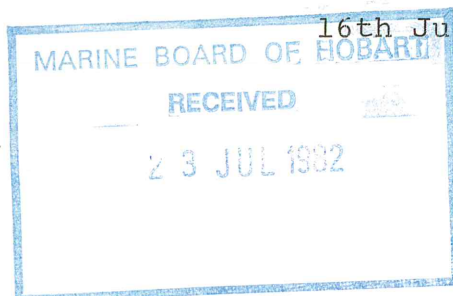
The World Ship Society

HOBART BRANCH

16th July 1982

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The General Manager,
Marine Board of Hobart,
1 Franklin Wharf,
HOBART, 7000



Dear Sir,

Thank you for your prompt reply to my letter of 25th June and the valuable information you provided. I have enclosed a copy of the notes I prepared for my talk and hope they will prove useful to the Board.

The notes are fairly detailed up to the mid 1970's, thereafter they become rather sketchy. To be honest, I ran out of time preparing them but will bring them up to date in due course.

Material for the notes has been gathered from many sources, not least the Marine Board's own records. I have also had access to books by Villiers, Norman and the O'Mays, all of which provide details on specific aspects of the port's history.

What I hoped to do in the talk was tie all these aspects together and present an overall history of the port in chronological form. I hope I succeeded to some extent. Maybe one day the whole subject could be expanded into book form.

Yours faithfully,

BOARD	FINANCE	GENERAL	WHARF
ROUTING			
Officer etc.	Notation	Action	ACTION REQUIRED OF OFFICER ETC. MARKED (V)
Master Warden			
General Manager			
Secretary			
Harbour Master			
Port Engineer			
Treasurer			
Asst. to Secretary(1)			
Asst. to Secretary(2)			
Admin. Asst.			
Port Protection Officer			

(R.A. Cox)
HON. SECRETARY

Photocopy for manager please
d2617

An Officer supplied with a copy is to initial in appropriate column.