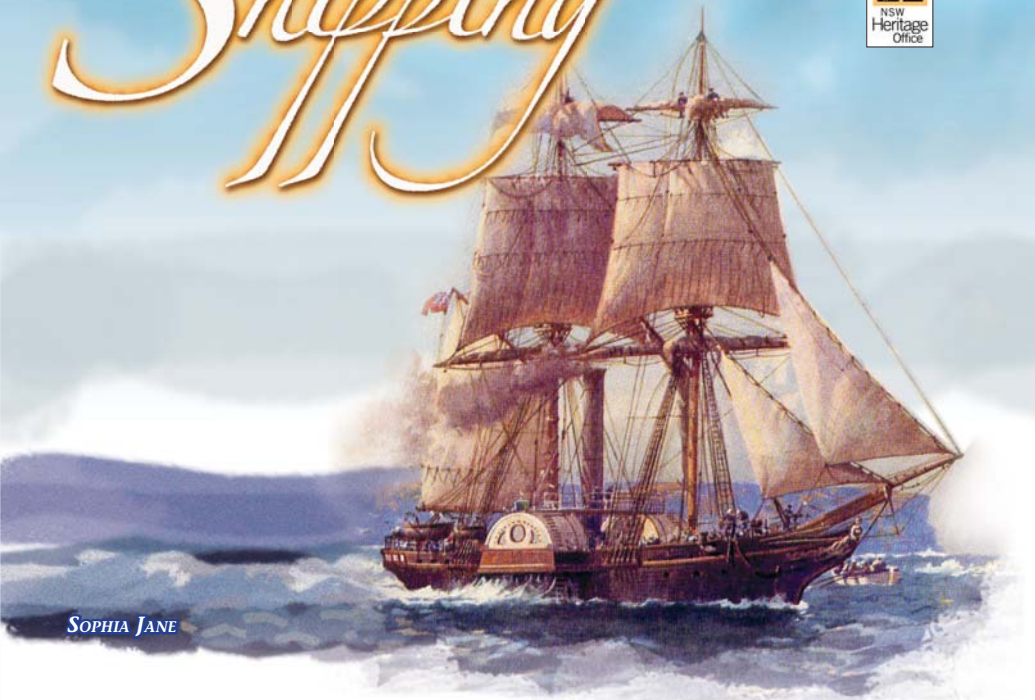


# Shipping



SOPHIA JANE

## Shipping to Queen's Wharf

In the 19th century the river was alive with the passage of many kinds of vessels. Explorers and settlers used small oared boats assisted with sail. Larger sailing ships used the tide, kedge anchors, poling and manual towing. In 1831 steamships were introduced on rivers and the coast, making navigation no longer dependent on wind and tide.

## Steamships that came to Queen's Wharf

*Sophia Jane*, built in England, was the first to visit Morpeth, in 1831, and came about twice weekly for many years.

*William The Fourth*, built at Clarence Town in 1831, traded to Morpeth from 1832 but was more commonly used in the Hawkesbury and South Coast trade.

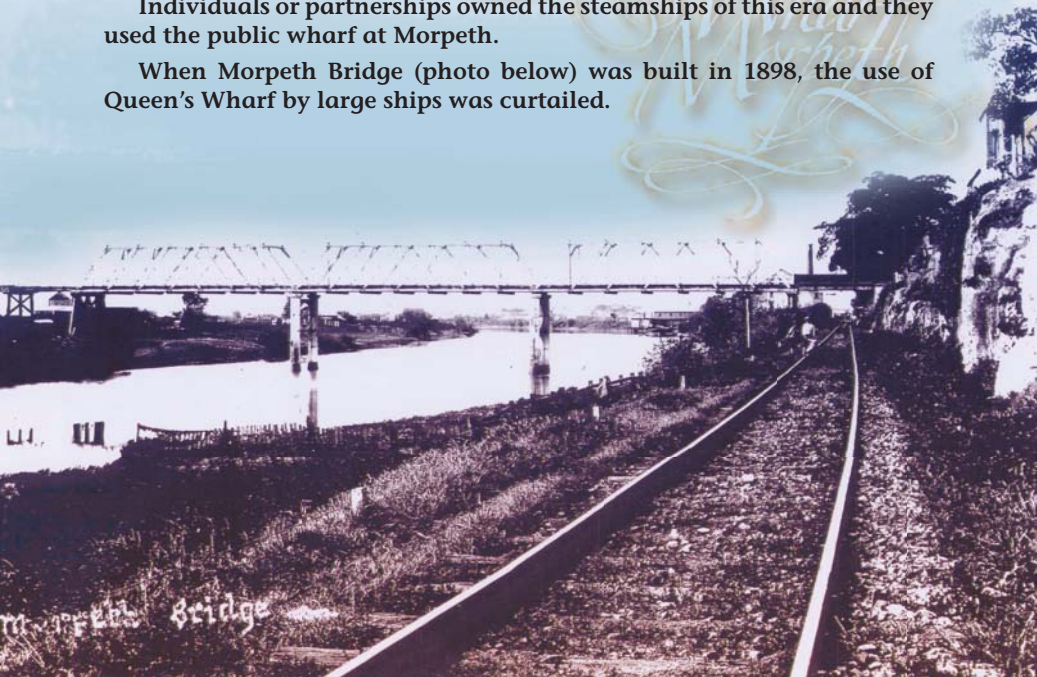
*Ceres* was built at Clarence Town in 1833 and shortly afterwards wrecked on the Central Coast after only a few voyages.

*Tamar* was put on in 1834 and traded on the Hunter River for many years.

*King William IV*, *Maitland* and *Victoria* were put on in 1837. *Victoria* was built at Dockyard, Millers Forest.

Individuals or partnerships owned the steamships of this era and they used the public wharf at Morpeth.

When Morpeth Bridge (photo below) was built in 1898, the use of Queen's Wharf by large ships was curtailed.



Morpeth Bridge

# Shipping



*PS SHAMROCK came to Morpeth in the 1840s.*

## Shipping to Commercial Wharves

From 1840 shipping companies imported up to date steamships and established wharves and facilities at various destinations including Morpeth.

*Rose, Shamrock and Thistle* were ships of the Hunter River Steam Ship (HRSS) Company, whose Morpeth wharf was near Robert Street. By 1850 this company reformed into the Australasian Steam Navigation (ASN) Company.

*Hunter, Williams and Paterson* were ships of the local Hunter River New Steam Navigation (HRNSN) Company, especially set up in 1852 to better serve the Hunter region. The company's wharves were east of Robert Street.

ASN Company ships on the Morpeth run in the 1850s included *Collaroy* and *Bolwarra*.

*City of Newcastle* and *Morpeth* were HRNSN Company ships trading in the 1860s. *Anna Maria* served as a river steamer bringing farm produce to the wharves.

*Illlung, Fenella, Coonanbarra, Maitland, Kembla, Lubra, Bowen, and Namoi* were others familiar to the Morpeth wharves in the 1870s and 1880s.

Privately owned ships such as *William Miskin* and *Iron Prince* tried to trade to Morpeth but were always forced to withdraw due to price cutting by the big companies.

From 1889 the Hawkesbury River Rail Bridge diverted the wool export trade away from Morpeth. Only local shipping services remained viable and these ceased in 1940 as road transport rose to dominance.



*PS HUNTER came to Morpeth in the 1850s.*

*SS NAMOI* was one of the largest steamships to come to Morpeth.

All shipping illustrations from JHM Abbott "The Newcastle Packets"

