



FOUNDED 1961

"Bunk"

*"History is more or less
bunk" - Henry Ford,
Chicago Tribune, 1916*

High praise for new exhibition

Ferries are a part of our history

DIARY DATES 2013

Museum open

10 a.m. to noon
Monday to Friday

Meetings at Museum

22 Alexandra Street
Hunters Hill

Wednesday 24 April

10 am for 10.30am

David Payne

Australian Register of
Historic Vessels

DON'T MISS OUR HERITAGE WEEK Community Milestones Exhibition

Important events in
Hunters Hill's history
in the areas of

Military
Schools
Churches
Sport
The Arts
Conservation
Industry & Commerce

PLEASE NOTE
*In order to distribute
BUNK in as efficient
and cost effective a
manner as possible,
commencing with the
June edition, we will be
emailing it to members
who have given us their
email address*



The Society's latest exhibition, *Community Milestones*, earned the praise of Museums and Galleries NSW officials when they paid a visit to the Museum.

Museums and Galleries Programs and Collections
(Continued on page 2)

GUEST SPEAKER WEDNESDAY 24 APRIL 10:30AM

David Payne

Australian Register of Historic Vessels

David Payne is Curator of the Australian Register of Historic Vessels at the Australian National Maritime Museum.

The ARHV presents vessels built up to 1965 which are relevant to Australia's maritime heritage. It includes vessels of all types and lengths, from dinghies and small indigenous craft to sea-going ships which have a known provenance.

Vessels are selected for inclusion on the register on the basis of Historical Themes and Events, Aesthetics, Scientific and Research Lessons and Social Importance.



Afascinating talk, illustrated by photographs, about the many and various ferries that have plied Parramatta and Lane Cove Rivers was given by Australia's leading ferry history expert and former Hunters Hill resident, Bill Allen.

His hour-long talk to members and friends of Hunters Hill Historical Society Inc at the Town Hall covered the period from the earliest colonial times up to the present day.

Bill has been collecting photographs of Sydney's earliest form of public transport since 1950 and now his collection numbers in the thousands.

Parramatta River was Sydney's first highway. Back in 1789, it took three days to travel from Sydney to Parramatta. From 1831, it was the era of steam.

One of the major players in providing ferry services was Jeanneret of Hunters Hill. He acquired and built vessels to serve the needs of local residents. These ferries sailed up and down Parramatta River, including Tarban Creek.

As Parramatta River ferries became bigger to carry the growing number of passengers, the silted upper reaches meant that the vessels could only get as far as Duck Creek. A tramway was built to convey the passengers the rest of the way from Red Bank Wharf into Parramatta itself.

Many of the early ferries were named after local birds to be found along the shoreline. One such ferry was named "Pheasant" (1889-1913).

(Continued on page 2)

MAYOR TO OPEN COMMUNITY MILESTONES EXHIBITION

Hunters Hill Mayor Councillor Richard Quinn will officially open the *Community Milestones* Exhibition at the Hunters Hill Museum at 4pm on Friday 12 April.

The exhibition, curated by Eunice Farram, identifies events in the development of Hunters Hill during the past 100 years in the areas of Churches, Schools, Conservation, Arts, Sport and Industry and Commerce, with a display of military memorabilia, including an officer's uniform and pith helmet from around 1880, and a draught board said to have been made from a soldier's uniform at the Battle of Waterloo!

COME ALONG AND BRING YOUR FRIENDS

HUNTERS HILL HISTORICAL SOCIETY INC

ABN 72012103152

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Hunters Hill Historical Society Inc.

Officers for 2012-2013

President Ian Adair

Vice-president Pat Cox

Treasurer & Public Officer

Graham Percival

Secretary Tony Saunders

Committee

June Beck,

Jan Griffiths

Bob Mostyn

Thorothy Cubban

John Rogers

Chris Schofield

(Continued from page 1)

Manager Tamara Lavrencic and Programs and Collections Coordinator Phoebe Arthur were given a conducted tour of the exhibits by President Ian Adair.

Afterwards, Tamara was impressed with the professionalism of the exhibition, which was assembled by committee member June Beck and curator Eunice Farram.

"It has been really well laid out," said Tamara. "I particularly liked the balance between information and objects. It is also people focussed, which we have found is especially appealing to visitors." The exhibition covers a number of local topics including military, churches, sports, schools, the arts and industry and commerce.

Community Milestones is open to visitors every weekday from 10am to 12 noon until the end of August.

DOES YOUR HOUSE HAVE A HISTORY?

If you have a document or photograph you'd like to share, please contact us at museum@huntershill.nsw.gov.au or phone us on 98799443

Ferries a part of our history

(Continued from page 1)

Jeanneret was a victim of the 1890s depression and got into financial difficulties. He was forced to sell his business to an expanding company, Sydney Ferries Limited. Sydney Ferries tried out various forms of vessels which could navigate Parramatta River. The old Gladesville Bridge had to be opened so that ferries could pass through.

The Tarban Creek service, which continued up to 1928, provided access from the city for those living in and also visiting the Villa Maria community. Specially laid on ferries frequently followed Greater Public School rowing regattas held on the river.

Up to 1988, Parramatta River ferries had only got as far as Meadowbank as modern wharves had not been built further upstream. However with the introduction of river cats, with their shallow draughts and higher speeds, new wharves were built which enabled these ferries to sail right into the heart of Parramatta.

Another Hunters Hill resident, Joubert, started a local ferry service on Lane Cove River from 1860. He built some of his ferries on the riverfront land of what is now Hunters Hill High School. The last ferry to be built by Joubert was the Shamrock in 1901. Joubert sold out in 1905 to Balmain New Ferry Company, which introduced the "Lady" class of vessels.

Another company, Upper Lane Cove River Ferries, sailed vessels as far as Fiddens Wharf Road, Killara, which terminated at Figtree. In the late 1930s, when a weir was created, the ferries pulled back and concentrated on conveying passengers to the popular Fairyland picnic area.

In 1918, Balmain New Ferry Company was taken over by the expanding Sydney Ferries Limited. By 1930, Sydney Ferries, with its 51 vessels, had become the largest ferry operator in the world at that time. Prior to the opening of Sydney Harbour Bridge, Sydney Ferries carried more than 46,215,000 passengers per year. This company operated ferries on the harbour until the financial viability of the privately run services became tenuous. In 1951, the State Government stepped in to maintain the running of the ferries and a new organisation, Sydney Ferry Corporation, was born.

As if the history of Sydney ferries has turned full circle, it is once again in private hands. A commercial operator, Harbour City Ferries, now operates the services.

Bill concluded his talk by commenting that the next generation of ferries was likely to be very different to the vessels currently in service. However there was general agreement among those present that, whatever the future holds, taking a ferry would continue to be one of the joys of living in Sydney!

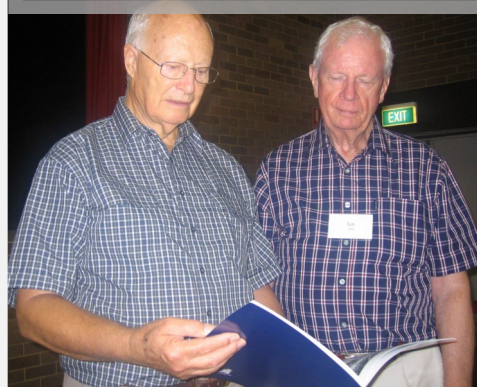
Visit to Carlsbrook House

It was a fine day and perfect temperature for our visit to Carlsbrook House, Thursday 21 March. Twenty five members and friends were greeted by Bill McLaughlin, President of the Lane Cove Historical Society and a band of volunteers. We were given a tour and told the history of this delightful Victorian sandstone residence, built in the 1880's. Carlsbrook House is reputed to be the oldest house in the area. It is on an original 20 acre land grant to John Clarke in 1835 and the original residence, wharf, stables and gardens were down on the waterfront. Access to the city in those days was by rowing boat to Hunters Hill ferry or by walking downstream to Woodford Bay wharf. As the Fig Tree Bridge was coming in around 1880, the land was subdivided by the then owners, the Brooks family, and an acre was set aside for the building of Carlsbrook. The house remained in the family until 1904, then passed through a number of owners before it was purchased in 1969 by Lane Cove Council. It is now managed by the Lane Cove Historical Society and they have furnished it in the Victorian period and full credit to them for a magnificent presentation.

After the tour, we enjoyed morning tea on the lawns. This was followed by a tour of the grounds down to the shores of Burns Bay, led by the House Manager Terry Eakin.

Tony Saunders

Jan Griffiths and Bob Mostyn enjoyed the visit to Carlsbrook



Bill Allen shows HHHS President Ian Adair pictures of ferries from his collection