

Place name Latrobe Wharf site

Survey Date: 4/07/2004

Other name -

Id: 1175

Street Swing Bridge Drive

Last Update 29/08/2006

Locality Sale

Postcode

Official Locality

Property No HO132

Local Government Area Wellington Shire

Property Info

Precinct: Not in precinct

Easting

Northing

Map

Workshop number

Workshop votes

Field survey number

Community priority

Designer

Builder

Ownership Not known

Built Date c.1860

Change Date

Description The remains of the Latrobe Wharf have been described in an archaeological survey of the area carried out in 1990. Evidence includes the jetty site, five timber posts set in the northern banks of the Latrobe River. The posts are approximately 400mm in diameter, tarred on top, and arranged in a row of about 10 metres in length. The poles are difficult to see from the river bank and are surrounded by acacias. The Victorian Heritage Inventory identification number for the site is (H8321/004).(3)

Evidence also remains of the two hotels, the Swan Hotel (H8321/003) and Victoria Hotel (H8321/002), near the swing bridge. Same surface features are evident.(3).

(Not inspected during the Wellington Heritage Study: Sale Review (2004).)

Condition Not known

Integrity Not able to assess

Redevelopment/change

Public

Ruins/remnants
Site

National Themes	Local Themes
	5. TRANSPORT & COMMUNICATIO 5.1 Shipping

History

The early history of the Latrobe Wharf has been described as humble, 'little more than a designated landing place on the north bank of the Latrobe River, downstream from the bridge and subject to periodical flooding' (1). The landing was used by schooners from the Gippsland Lakes Navigation Company from 1864 as part of their service between Sale and Melbourne. In 1865, the amalgamation of several steamboat companies to form the Gippsland Steam Navigation Compnay (GSN Co.), resulted in further use of the site for loading passengers and cargo. Due to seasonal shallowing of the sand bars at the entrance to the Gippsland Lakes, traffic on the Latrobe River was sporadic during the mid 1860s, with the GSN Company altering routes when access was limited. For example, when the bar prevented access for several months in 1865, the GSN ran small vessels between Latrobe Bridge, Sale and Bairnsdale. At these times Port Albert was the main point of contact with Melbourne, resulting in agitation for a rail link between Sale and the metropolis as well as improvements to engineering work on the river.(1)

Shipping trade from the Latrobe Wharf increased during the early 1870s with the establishment of Sale based shipping companies. In 1875 to 1878, the wharf was used regularly by both tourist and freight vessels, including the paddleboat, the Tanjil, and the schooners Glengarry, Maffra, and Gippslander. It was a busy loading bay for railway construction materials.(1)

The wharf was considered by many locals to be inadequate around this time, with the river being dredged to allow a wider turning circle for vessels and the nearby punt removed. The wharf was also used for storing large quantities of coal for the Sale to Morwell train service which caused competition for limited storage space on the site. Two hotels, the Swan and the Victoria were built very close to the water near the wharf in the 1870s. Later the Swan was enlarged to cater for the growing tourist trade.(1)

In 1873, debate about linking rail and water transport in Sale compared the option of extending the rail line to the Latrobe wharf with the alternative of building a canal, bringing the port closer to the town centre. Councillor

Robert Topping promoted the latter option on the grounds that there were several economic advantages to bringing trade right into the town. Additional advantages included the prevention of excessive flooding, the provision of water for fire fighting and for Lake Guthridge, as well as bathing and boating services.(1)

Over the following years lobbying in favour of the canal reached a peak and the decision was finally made by the Government to finance the project in 1885.(1)

During the period of construction of the canal, a second temporary wharf was built half way between the Latrobe bridge and McArdall's Gap.(2) The wharf was basically a landing and posts remain in the banks of the river today.

Following the opening of the canal, Sale became the centre of shipping activity in the Gippsland Lakes. There was a regular steamer service to Melbourne and several services to Lakes Entrance and at the boom period around 1910, the swing bridge, located three miles south of Sale, was used an average of twenty times per day.(1)

The Sale canal and the Swing Bridge were two projects which transformed the port facilities in Sale, linking the land and water transport. By 1890, the Latrobe wharf had lost most of its freight and holiday trade.

REFERENCES

(1) Synan, P., 'Highways of Water', pp.28-33, 48, 59, 60-62.

(2) Information from N. Medew.

(3) du Cros + Associates, 'Archaeological Survey Report to Vic Roads', 1990, Appendix 2, pp.30-32.

Heritage Protections Register	Reference	Zoning	Status
Planning Scheme	x		Recommended

National Estate

Research Required

Recommendations Victorian Heritage Inventory listing means a permit is required from Heritage Victoria for any disturbance to place (including conservation works). Include in Planning Scheme to enhance recognition.

Fieldwork priority?

Stage 1 Ranking Assessed: Sale Heritage Study **Stage 2 priority** Planning Scheme: Individual

Final Ranking Local significance **Final Recommendation** Amendment C26

Statement of significance The site of the Latrobe Wharf and associated hotels is of local historic and archaeological significance to Wellington Shire. Historically, it represents the earliest phases of water transport, with considerable archaeological research value for the information it could reveal about this important early phase of Sale's development. (RNE criteria A.4 & C.2)

Extent of designation

Informant

Notes

Follow up

Bibliography	Context Pty Ltd, (1994), City of Sale Heritage Study Context Pty Ltd, (2004), Wellington Heritage Study: Sale Review
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UpdateLaTrobeWharfVictoriaHotel, ID 1175iii.JPG

Jason Pullman

16/08/2006



UpdateLaTrobeWharf. ID 1175i.JPG

Jason Pullman

16/08/2006



UpdateLatrobeWharfSwanHotel, ID 1175ii.JPG

Jason Pullman

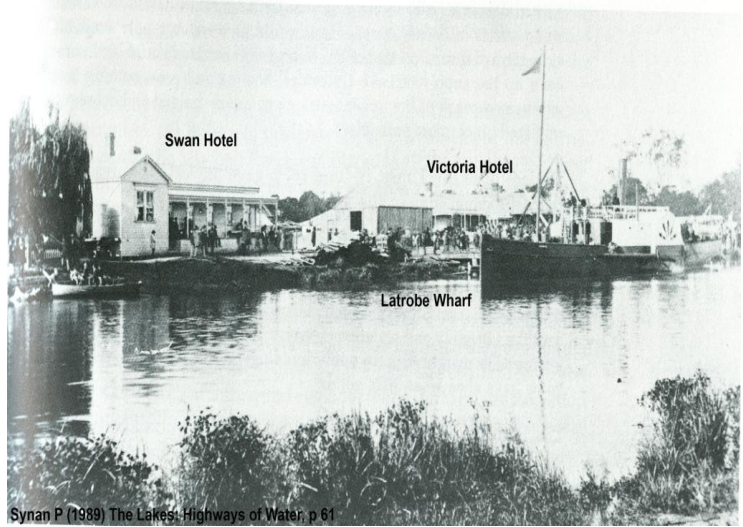
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UpdateLaTrobeWharfVictoriaHotel, ID 1175v.jpg

Peter Synan

30/08/2006



Synan P (1989) The Lakes: Highways of Water, p 61

UpdateLaTrobeWharfVictoriaHotel, ID 1175iv.jpg

Peter Synan

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Synan P (1989) The Lakes: Highways of Water, p 60

LaTrobeWharfVictoriaHotel, ID 1175 vi.jpg

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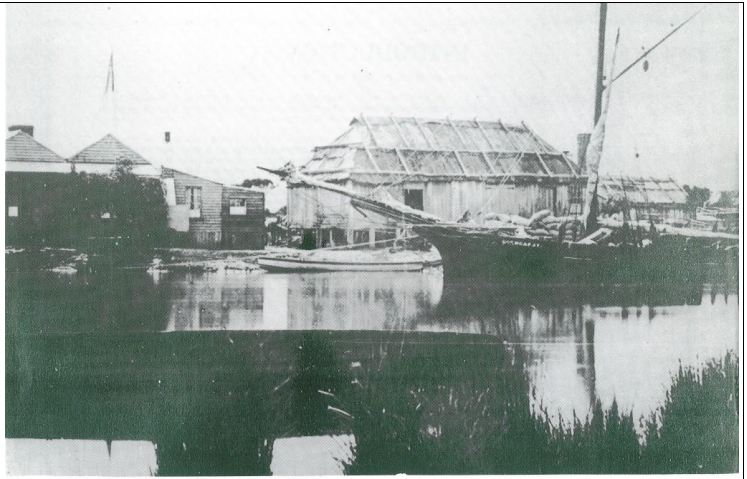
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THE "NELL" AT LATROBE WHARF

THE Paddle Steamer "Nell" at the LaTrobe Wharf established in the early days for the shipment of goods and passengers to and from Sale. In the background is the "Swan" Hotel, renovated to compete with the "Victorian" Hotel built in 1879.

19/04/2007



"GLENARRIG" AT
LATROBE WHARF

Before the building of the Swing Bridge, all shipping had to berth at the LaTrobe River Wharf south of Sale. Pictured is one of the schooners that plied regularly through the Lakes, and the "Swan" Hotel and Bark Store, owned by James Flint and Mrs Sarah Thomas. Much of the material for the buildings came from the demolition of the famous old "Squatter's Rest" Inn at Longford.