

Place name Thomson River Jetty

Survey Date:

Other name Swing Bridge

Id:

808

Street

Last Update 29/08/2006

Locality Sale

Postcode

Official Locality

Property No

Local Government Area Wellington Shire

Precinct: Not in precinct

Easting 506430

Northing 5779230

Map 8321

Workshop number

Workshop votes

Field survey number

Community priority

Designer

Builder

Ownership

Built Date c.1870s **Change Date**

Description The remains of a wooden jetty are located near confluence of the Sale Canal and Thomson River. There are five large posts, the largest is 400m in diameter and tarred at the top. The remains extend along approx 10m of the bank.

The site is described in the Victorian Heritage Inventory as being "40m north of SEC pole 23 on a stretch of riverbank almost opposite a gas main sign".

Not inspected during the 2004 Wellington Heritage Study: Sale Review

SOURCE

Victorian Heritage Inventory Site No. H8321-0004

Feature	Style	Wall Materials	Roof Materials
Jetty structure	Other	Not applicable	Not applicable

Condition Not revisited

Integrity

Deterioration

Public

Structure

National Themes

Local Themes

5. TRANSPORT & COMMUNICATIO

5.1 Shipping

History

Some shipping used the Gippsland Lakes for internal commerce from the late 1850s, carrying supplies from Sale for the gold diggings in north Gippsland and backloading timber. The natural outlet of the lakes to the sea was discovered in 1842 but it was 1858 before a sizeable vessel sailed through the shallow opening. Despite the hazards of the changeable entrance, vessels from Melbourne, Sydney and Hobart were soon navigating the lakes and the lower reaches of the rivers. Shipping companies based in Sale provided direct communication with Melbourne, by-passing the long and arduous overland journey from Port Albert to Sale.

Sale's port was on the Latrobe River, some distance from the township and downstream from the bridge across the river on the road to Port Albert. Two hotels were built at the port, as well as storehouses. On the lower reaches of the Avon River there were wharves at Clydebank and Redbank. During the late 1860s, a silt bar developed at the mouth of the Latrobe River and traffic for Sale used the port at Clydebank. A channel was cut through the bar in the early 1870s and Latrobe Wharf became the main port for Sale and district while the Avon River ports sank into obscurity.

The steamers carried passengers, supplies and machinery for the gold diggings, as well as wool, timber and wattle bark. Excursion trips were introduced in the 1870s and proved very popular. The opening of the railway from Sale to Melbourne in 1878 removed the monopoly of lakes shipping, but encouraged tourism and new trade such as fresh fish. A rail link from Sale to the wharf was planned but, instead, the old low level bridge was replaced by a moveable bridge, opened in 1883. Sale's connection to the lakes was further improved by the construction of a canal, from 1886 to 1890, from the Thomson River to a basin south of the town. The construction of an artificial entrance to the lakes, opened in 1889, also benefited the shipping trade but the boom days were already passing. Improving road and rail services seriously challenged the steamer trade and by the 1930s the last steamers on the lakes ceased service.

The canal and swinging basin and the Swing Bridge are vivid reminders of the role of river transport in the early development of Sale. At the Latrobe Wharf there is only minimal evidence of the wharf footings.

SOURCE

Context Pty Ltd & Centre for Gippsland Studies (2005) 'Wellington Shire Heritage Study (Stage 1), Volume 2 - Environmental History', p.25

Heritage Protections Register	Reference	Zoning	Status
Victorian Heritage Inventory	H8321-0004		Listed

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 Stu **Stage 2 priority** Planning Scheme: Individua

Final Ranking Local significance **Final Recommendation**

Statement of significance The Thomson River Jetty is of historic and archaeological significance to Wellington Shire. Historically, it has important associations with the development of the Port of Sale in the nineteenth century. It is of archaeological significance for its ability to provide further information about how the Port of Sale was used and operated. (RNE criteria A.4, D.2 & C.2)

Extent of designation

Informant

Notes

Follow up

Bibliography Context Pty Ltd, (2004), Wellington Heritage Study: Sale Review

UpdateTRJetty SthGippyHwy, ID 1161ii.JPG

05/09/2006



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