

crossed Mill Bay. Mill blacksmith, Ernie Hare, operated a boat shed here 1930s -1975.

Stop 10: A few timbers and bolts here are all that remain of Mitchell's log punt. It was used to bring logs to the mill from log ramps around the Inlet. It was steam-driven with a paddle-wheel on both sides. The move to Lawler's Creek and the increasing use of road transport meant the end of the log punt and sea trade. The punt was burnt here in 1957/58.

Stop 11: Below the water-line here are the remains of the Bodalla Company Wharf. The produce was transported from Bodalla along a wooden tramway built in 1884. The horse-drawn tram came down Williamson Drive (opposite). The tram was used for only a short time. In the 1880s and early 1890s at least, the Company's produce was loaded here on steamers for Sydney.

Stop 12: Remains of Whyte's or McMillan's Wharf are to the left below the water-line ... McMillan's Clyde Sawmilling Company took over Whyte's Stony Creek Mill (south of Bodalla) in 1904. The timber was brought here by road and shipped to Sydney.

Stop 13: Rock from the quarry opposite was used in the construction of the rock walls within the Inlet. Several ships were built in this area in the first few years of this century.

Stop 14: This flagstaff stood on the hill above the Pilot Station on the southern headland. It signalled passing ships and lightkeepers on Montague Island. A black wicker ball was raised on the flagstaff to indicate that the harbour was closed because of rough conditions on the bar at the entrance.

The water between the park and the rock wall is called the salmon pen. It was to be a holding pen for salmon caught in the Inlet in the late 1930s before they were processed by the Narooma Cannery. It never worked as intended.

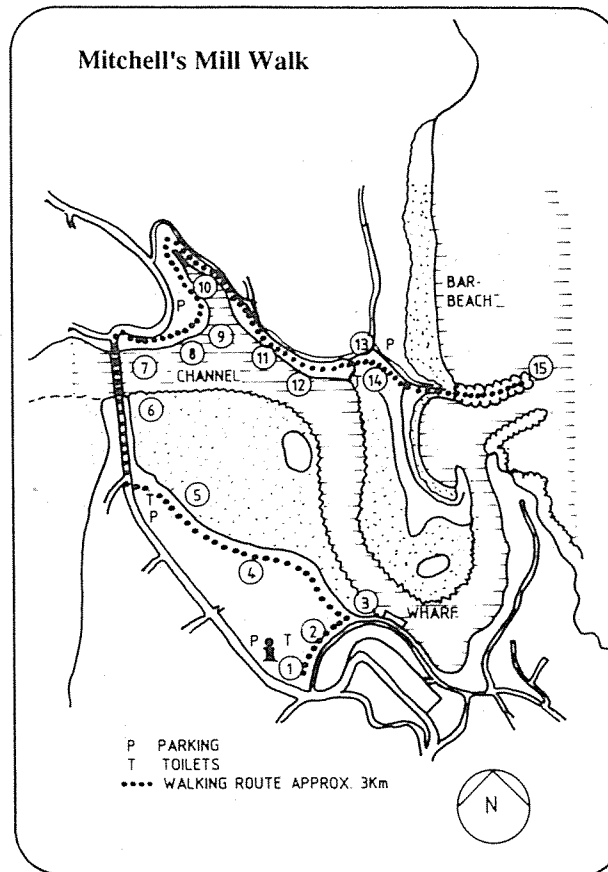
The cannery was the first commercial fish cannery in Australia. It was located further up the Inlet in Forster's Bay.

Stop 15: These breakwaters were built in the 1970s to make the entrance to the Inlet safer. Shipping had been plagued over the years by the bar which claimed many ships. Granite for these walls came from behind Brou Lake.

Look to the south-east ...

The lightstation on Montague Island was officially opened in 1881. The lighthouse is now automated and solar powered. Montague Island is a nature reserve managed by the National Parks and Wildlife Service. Tours are available.

You can extend this walk by continuing north along the coast past the wetlands.

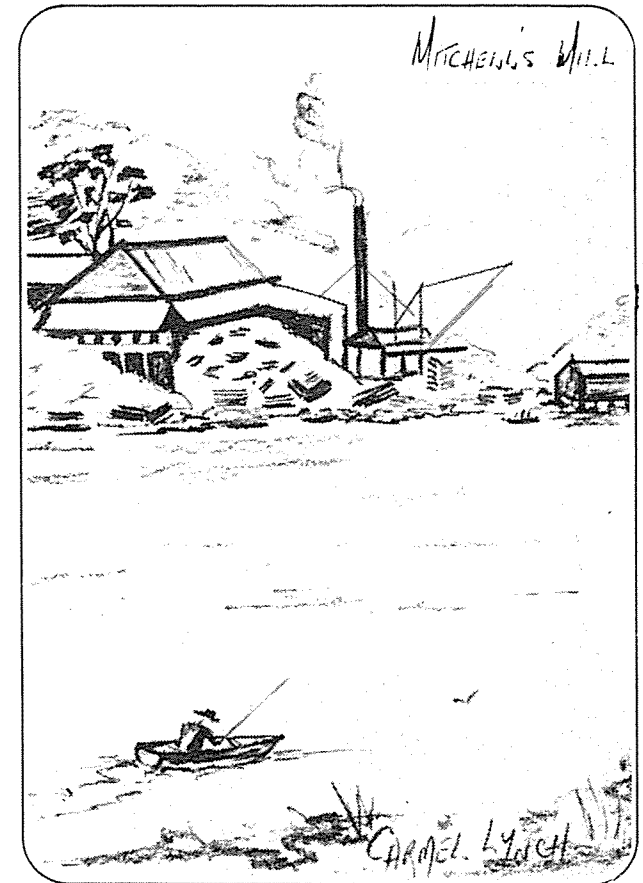


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Mitchell's Mill Walk

This walk is designed to help you appreciate Narooma and some of its interesting history. It also provides wonderful opportunities for bird-watching.

Start at Narooma Visitors' Centre and follow a marked route over the bridge ending at Apex Park and the northern breakwater. Distance: approx. 3kms



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Turn left as you leave the Visitors' Centre and head along Bluewater Drive beside the pool.

Stop 1: This marks the approximate shore of Wagonga Inlet in 1885. A shallow channel turned about here and ran towards where the bridge is today.

Stop 2: The Sport and Leisure Centre (across the road) is on the site where at least one ship was built in the first few years of this century. After the shipyard, it was the site of the town's tennis courts, then a skating rink before its present use for a variety of sports.

Stop 3: Narooma's first swimming pool (with diving board!) was between the shore and the rock wall. It was formed during the 1930's Depression by continuing the rock wall first started in 1921.

Upstream from the town wharf is the only remaining pylon from the wharf used by the Illawarra and South Coast Steam Navigation Company's (ISCSNCo) coastal steamers. The last steamer called in the mid 1950s.

The present swimming pool opened to the public in December 1966. Ted and Daisy Street of Street's Ice Cream made a substantial donation towards the construction of the pool. They had retired here.

The pool was covered and reopened to the public on Boxing Day 1993 following a mammoth fundraising effort mainly by the Narooma Hydrotherapy Club.

Continue along the shore towards the bridge.

Stop 4: Siltation of the Inlet became a problem from the early 1900s and dredging followed. The dredged material was used for reclamation here and dumped further upstream.

Stop 5: *View to Mill Bay (check map) ...* Not much remains of the Narooma Sawmill which stood opposite here on the western shore of Mill Bay. It was built for Fred Cox in the late 1890s.

Successive owners were W.S.Preddey and then the Mitchell family who operated it from 1906 until 1960. It dominated the industrial life of Narooma

for many years and employed up to 40 people in its early years.

Stop 6: *From the southern end of the bridge ...* Narooma, originally Noorooma, means "clear blue waters". The Inlet was first used as a port by business people on Nerrigundah's Gulph Goldfields in 1862.

Sailing vessels and later steamers travelled several miles up the Inlet to deliver goods. After a few years, their main purpose was to collect timber. During the peak of the sawmilling industry (1909 to early 1920s), several small steamers could be in the Inlet at any one time.

A hand-operated punt was installed in 1894 (on upstream side of bridge) followed by a petrol-driven punt in 1929.

Stop 7: The present bridge was officially opened on June 20, 1931. It has a cantilevered opening span. From the bridge, you can see evidence of Wagonga Inlet's oyster and fishing industries.

The oyster industry was established by the first

years of this century when "large consignments of the toothsome bivalves" were sent to Sydney.

Stop 8: This is where Mitchells' house "Narani" stood overlooking the mill. Logs would be brought by punt or unloaded from the road above. The house also had a post office and store.

This was the most substantial mill on the Inlet. Mitchell's timber was exported mainly to India, South Africa and the USA. One WW II order was for ironbark for a landing strip in Alaska.

When the mill closed in 1960, the area had to be cleared. The Mitchells had by then built a new mill at Lawler's Creek north of Narooma.

Stop 9: This is where Mitchells launched their steamer - the 135ft "Kianga" - in 1921. Captain Dick Lucey designed it with a shallow draught to negotiate the bar at the Inlet's entrance. It was later owned by the ISCSNCo. A wooden footbridge

Below: Launch of the "Kianga" at Mill Bay. Photo taken by Eva Constable and published with her permission.

