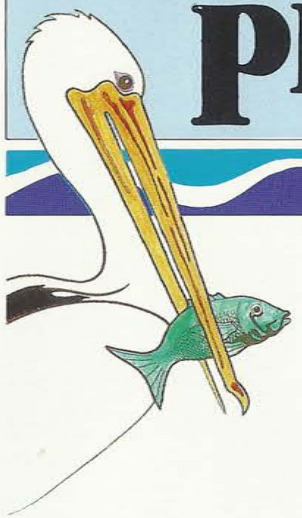
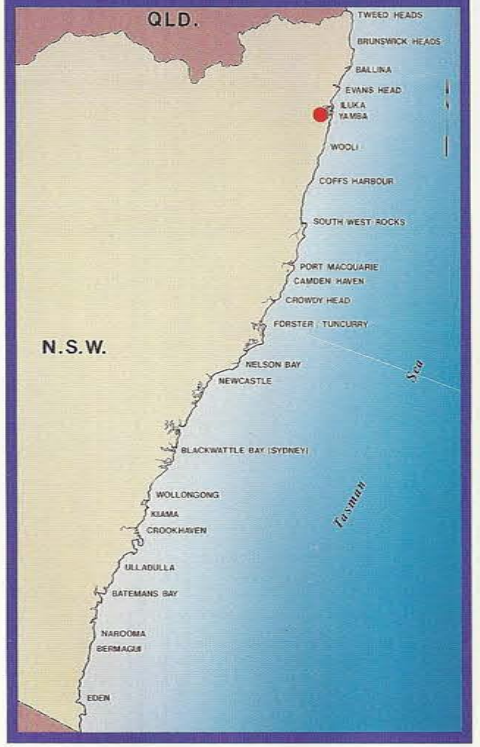
NSW FISHING PORTS PROGRAM



The NSW Fishing Ports Program commenced in 1957 to construct and improve fishing ports along the NSW coast.



Initially, the State Government established the NSW Fishing Ports Program to provide safer harbour entrances for the State's fishing fleets. It wasn't until later that the program expanded to include improved facilities such as wharves, jetties and moorings. The end result is much better support for the commercial needs of the fishing fleets.

The program is a great success. Not only has port development benefited commercial fishing and streamlined fleet operations, but in recent years it has also directly led to increased levels of fish production. By introducing the latest fish handling centres, the State's ports now make more public sales and offer far more community access to seafood produce.

While the commercial fleets benefit from the improved amenities the added bonus of all this development is that the local community and tourists also gain better access to the water. Indeed, the Fishing Ports Program can actually be a focus for people looking for some enjoyment on the water as well as for those interested in gaining a fresh haul of tasty fish.

For more information about the NSW Fishing Ports Program, or about specific fishing ports along the coast, you can contact any of the following Public Works Department offices:

Lismore	(066) 21 1600
Coffs Harbour	(066) 52 0411
Newcastle	(049) 26 9711
Sydney	(02) 237 7570
Wollongong	(042) 26 8111

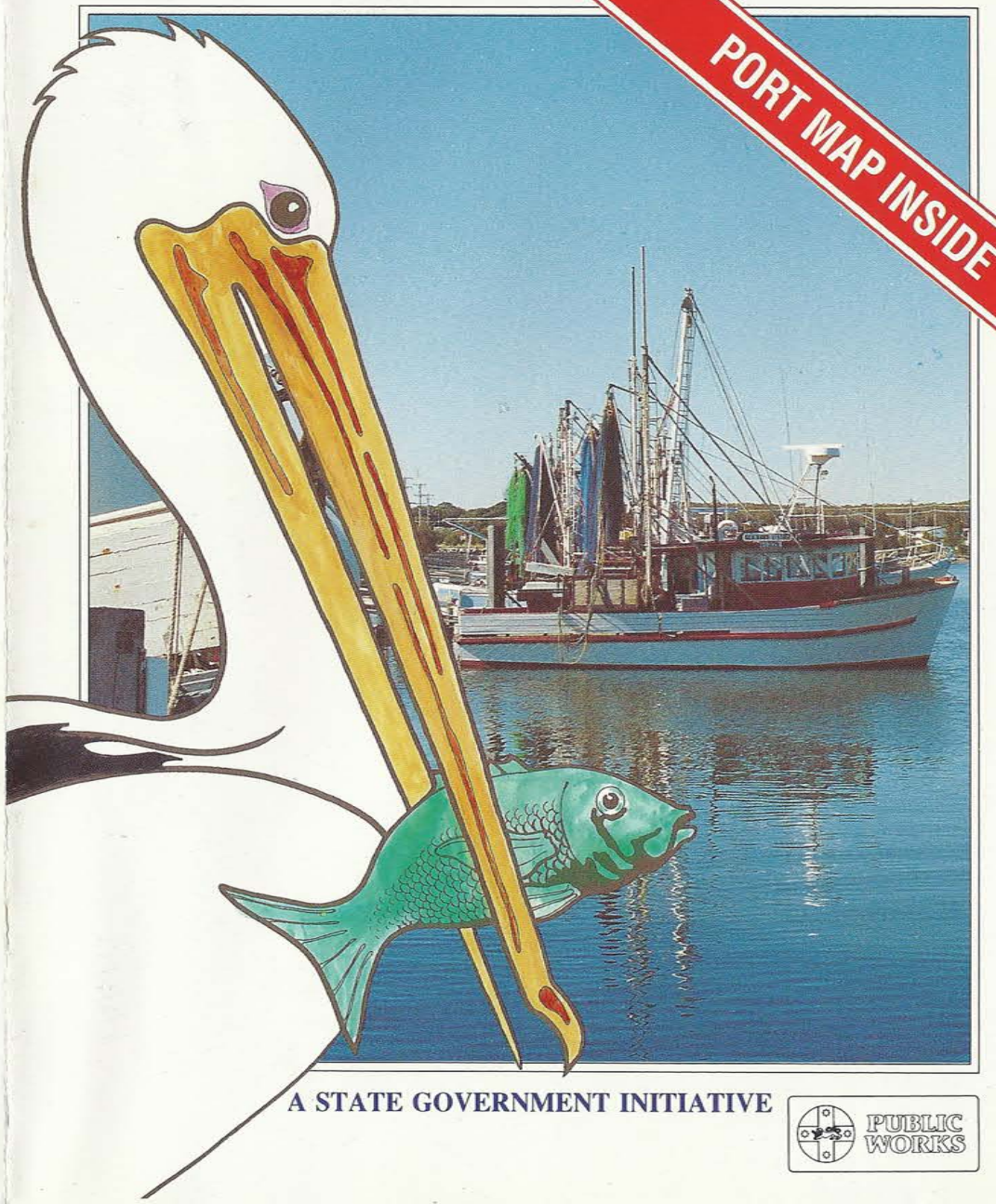
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PUBLIC WORKS

NSW FISHING PORTS PROGRAM

YAMBA

PORT MAP INSIDE



A STATE GOVERNMENT INITIATIVE

PUBLIC WORKS

YAMBA FISHING PORT

Yamba is an extremely important area for tourism as well as commercial fishing. Along with its northern neighbour Iluka it is one of the earliest ports of the colony of New South Wales.

Work began on Yamba's port entrance in 1862 using a scheme devised by Edward Moriarty (the first Chief Engineer of the Harbours and Rivers Branch, Public Works).



EARLY START TO PORT WORKS

Construction of the southern training wall provided a much-needed impetus to the growth of the tiny township. Completed in 1889, the wall caused such dramatic changes to the water flow at the river entrance that Moriarty's scheme was modified by a redesign, recommended by English consulting engineer Sir John Coode. Coode's recommendations were adopted in 1893 and the middle training wall, designed to stabilise the channel, was completed in 1903.

RECENT WORKS

In 1960 work on Yamba's southern and northern breakwaters began. They were finished in 1971. When Iluka gained a new boatharbour in 1972 both the Yamba and Iluka offshore fleets grew in size very quickly.

To meet the increased demand at Yamba, the Public Works Department began harbour construction with a dredging and land reclamation program.

The new harbour was opened in 1984 and includes 50 sheltered moorings, individual power and water supply to each berth, as well as a fuel/repair jetty.

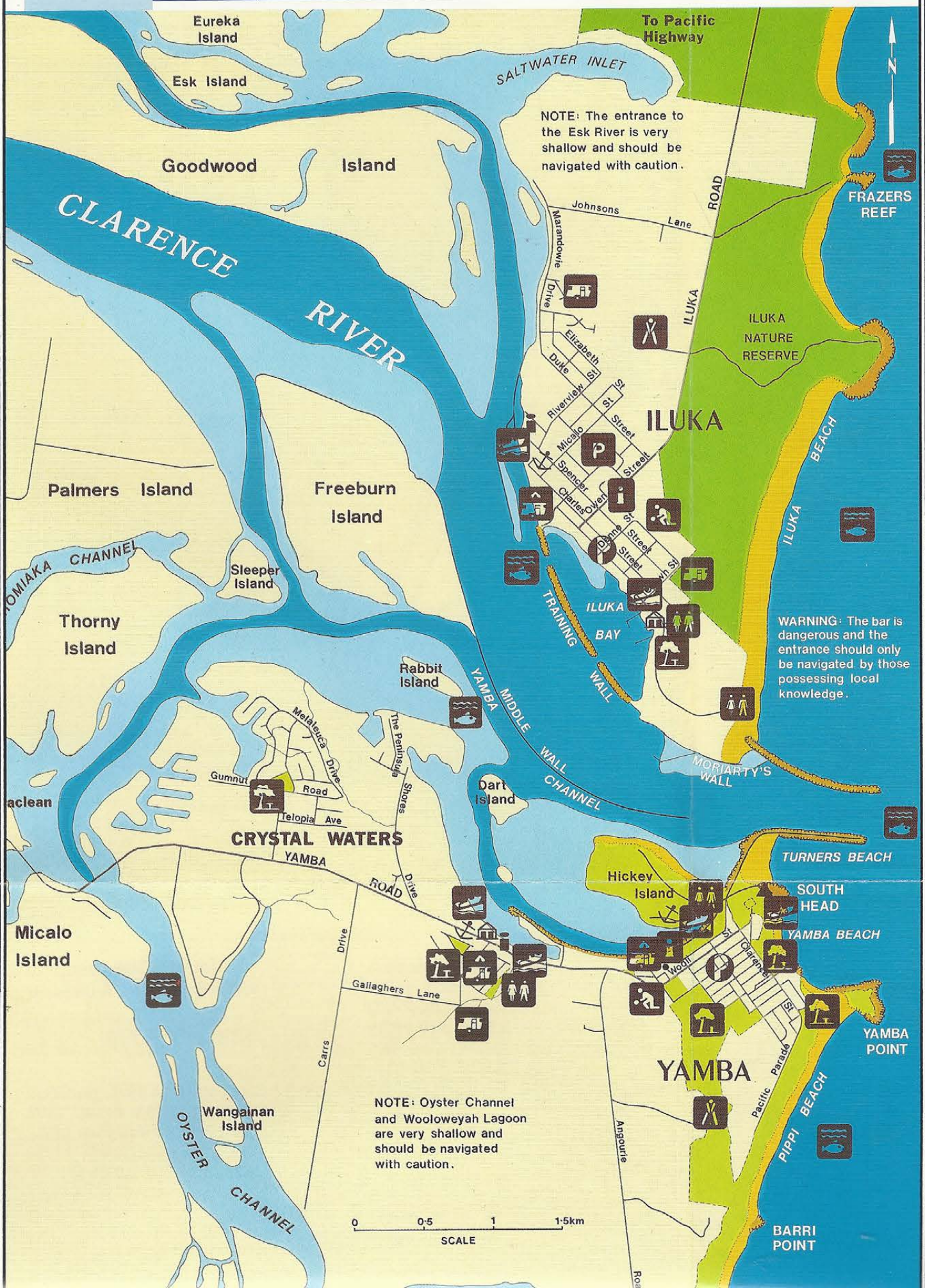
EARLY HISTORY

When Matthew Flinders first stepped

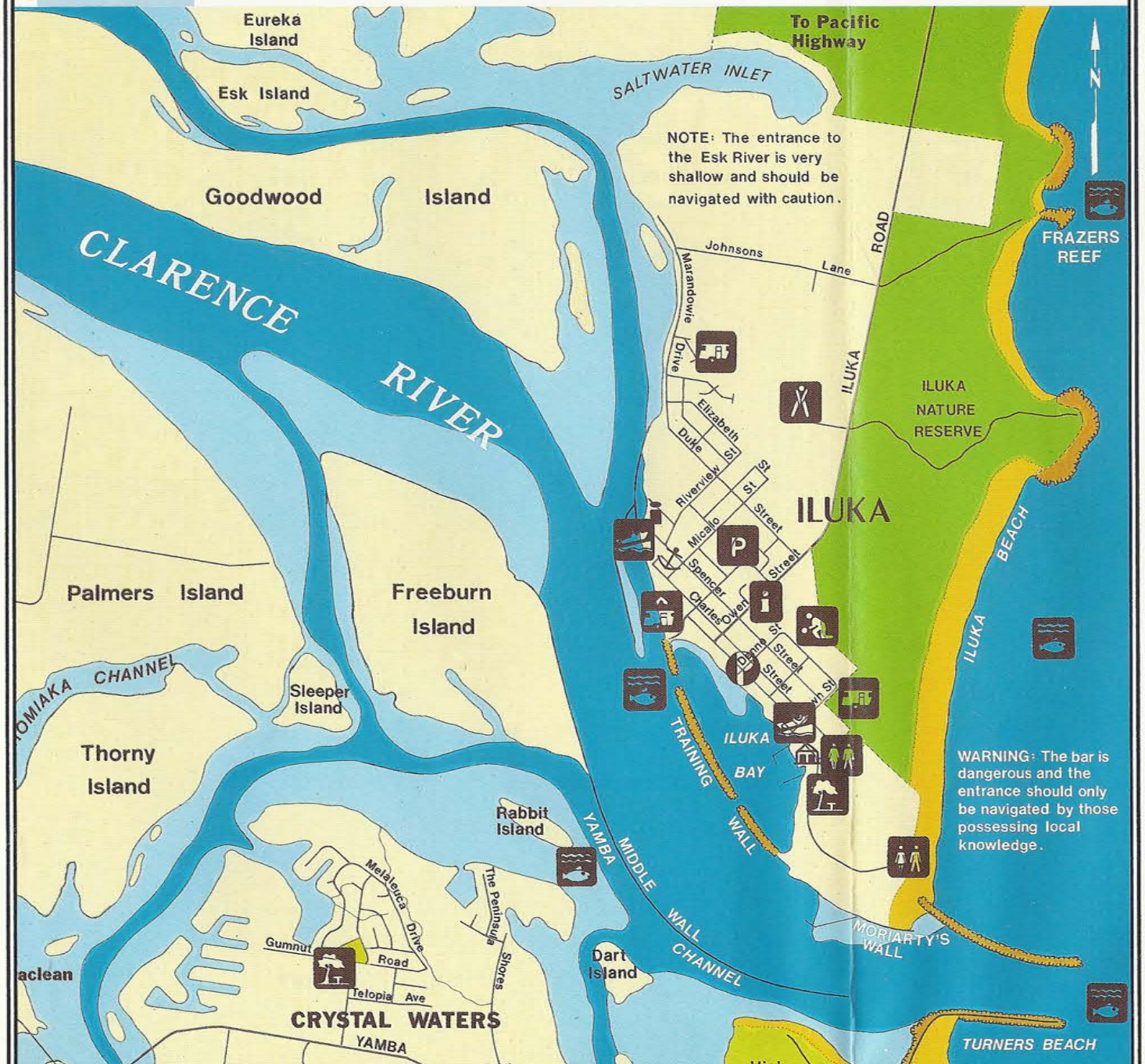




YAMBA FISHING PORT



YAMBA FISHING PORT



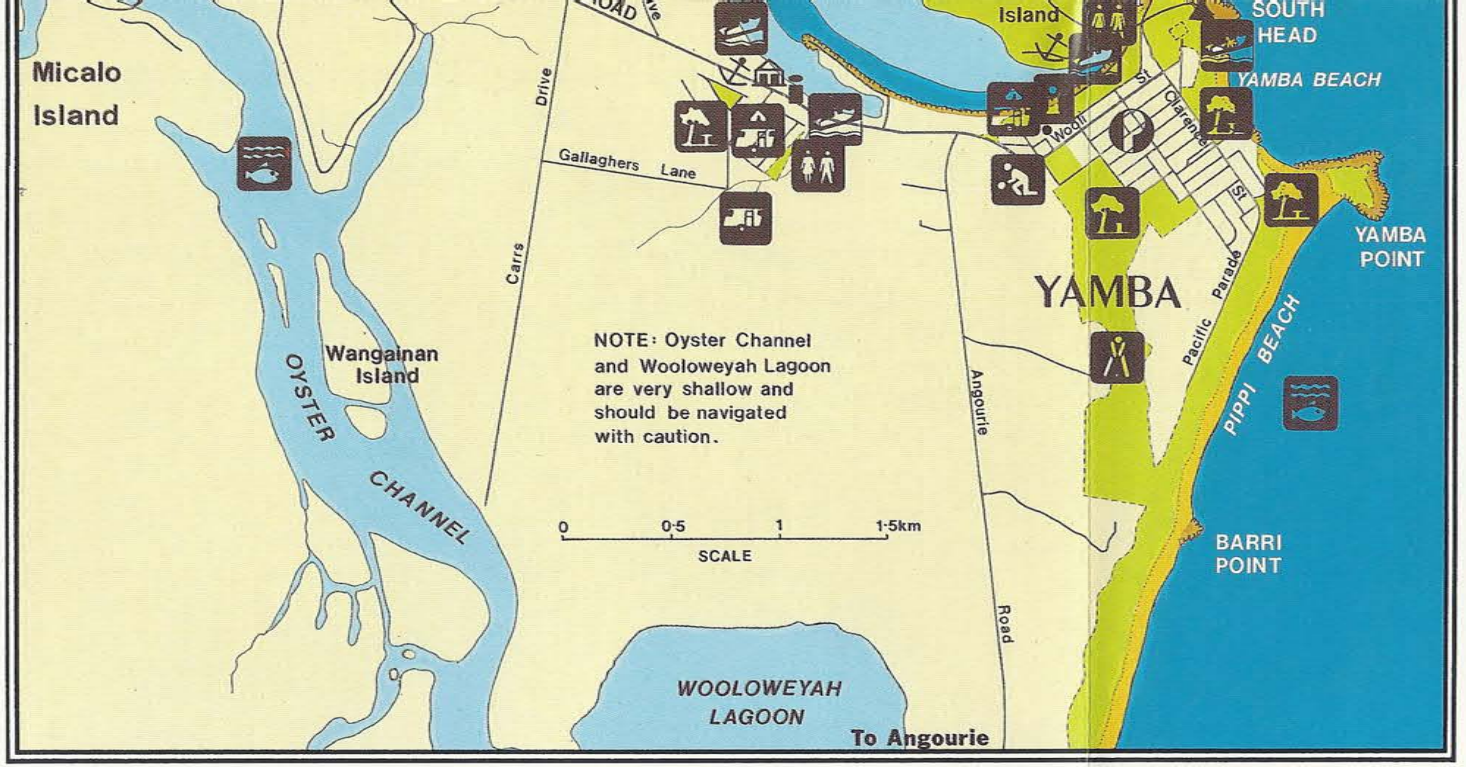
EARLY HISTORY

When Matthew Flinders first stepped ashore on the headland at the mouth of the Clarence River in 1799 he was completely unaware of the vast waterway behind the coastal swamps. He thought Yamba was a bay and so named it Shoal Bay. It wasn't until 1838, after the vast stands of cedar had attracted hordes of timbercutters, that the potential of the clarence River area was fully realised.

The first steamer carrying settlers from Sydney entered the Clarence in 1839. But while the agricultural potential of the area and the quality of its magnificent river were undeniable, access to the river remained uncertain and dangerous. The problem was a large sandbar and reef which was located between the two harbour heads. Even the appointment of a skilled pilot to help vessels navigate the bar only proved to be a temporary solution. River traffic mounted quickly as did the corresponding pressure for port improvements.

Commercial fishing didn't begin in the area until 1884 when an Iluka fisherman, John Wallace, began sending fish to the Sydney Markets. His initiative boosted fishing to the stage where fleets were operating from the mouth of the Clarence River upstream to Maclean.

The Clarence River Fishermen's Co-operative was eventually formed in Maclean in 1945. For the next 30 years the town remained the base for the majority of the estuarine fleet, while the relatively small ocean fleet moored at Iluka and Yamba.





LEGEND

- Boat Ramp
- Fishing
- Picnic Facilities
- Parking
- Golf Course
- Bowling Club
- Public Toilets
- Caravan & Camping
- Post Office
- Tourist Information
- Fishermen's Co-op
- Boat Fuel
- Police Station
- Lighthouse
- Boat Hire
- Shallow Water

FISHING FLEET TODAY

Over 50 fishing vessels presently work out of Yamba. The prawn trawlers and small trap and line boats fish for prawns, snapper, mullet, red spot whiting, leatherjacket and shark.

The enhanced port improvements and foreshore areas make Yamba an increasingly popular destination for tourists and recreational fishermen.



