



State Heritage Register nomination form

The State Heritage Register provides legal protection under the *Heritage Act 1977* for the conservation and management of State significant heritage places and objects (collectively referred to as 'items').

Read the [nomination guidelines](#) carefully before completing this form.

This form should only be completed if you think that an item is significant for all of NSW. Do not complete this form for items of heritage significance to a local area and community.

Complete all mandatory fields on the form, as indicated with an asterisk (*). Incomplete forms or forms with insufficient information may not be accepted. Submitting a nomination form does not signify that a nomination is accepted and under assessment.

A. Nominated item

1. Name

Name*	M.V. Collaroy
Other or former names	The Collaroy, Collaroy

2. Location

Provide at least one of these three types of location details (it is not necessary to provide all three types):

- Street address
- Land parcels
- Coordinates

If the item does not have a street number, provide land parcel information as well.

If the item has no land parcels, provide coordinates and a map.

For moveable objects enter the principal address where held.

Street address*	Port Jackson - Movable Marine Heritage Item
Alternate street address	Currently moored at Cockatoo Island.
Local government area*	Various

Land parcels*	Lot		Section (if applicable)		DP	
	Lot		Section (if applicable)		DP	

Coordinates	
Latitude	N.A.
Longitude	N.A.
Datum	N.A.

3. Extent of nomination

Provide a map or plan clearly indicating the extent of the curtilage (boundary) of your nomination. You may insert the map here or attach it separately.

Not Applicable.

The nomination is of a complete marine moveable heritage item, (The curtilage is the object itself.)

Source of map or plan	N.A.
Description of the boundary, if required	N.A.

4. Ownership

For organisations / company, please provide both the name of the business and a contact.

Name of owner(s)*	Currently - Transport For NSW
Business / organisation name, if applicable	Sydney Ferries
Address	231 Elizabeth Street, Sydney NSW 2000
Phone	
Email	
Ownership explanation, if required	Asset currently listed for disposal as scrap by tender process.

B. Significance

5. Why is it important in NSW?

Refer to the guideline [Assessing heritage significance](#) when completing this section.

Statement of significance*

M.V. Collaroy is an extremely rare one-off double-ended steel and aluminium mono-hull vessel. It was constructed for the NSW Government by Carrington Slipways. Unlike any other current Sydney (or Manly) ferry, Collaroy was specifically designed for offshore operation – that is coastal excursions outside the bounds of Sydney Harbour. The design of the vessel particularly enabled it to be used for offshore “Ocean cruises” and this enabled people from greater Sydney and beyond to travel to Broken Bay as well as to and from Newcastle, Port Kembla and other destinations, via coastal waters for recreation. (See image of newspaper ad.)

Construction of the ship was partially funded with a Commonwealth Bicentennial Grant and the design was a development from the previous three 1980s Manly Ferries, which entered service between 1982 and 1984. Due to demands of the commuter and summer holiday traffic, the Collaroy, like all of the 1980s Manly ferries, is of a large and imposing scale, being 70.4 metres long, 12.4 metres wide and three decks high. The vessel design uses symmetry, curves and angles to create an aesthetically pleasing external appearance.

Although superficially resembling the previous design and able to be used on the Manly service with the other three 1980s ferries, the design of the Collaroy was effectively a Freshwater “mark 2” version that was extensively modified to suit off-shore use, to increase reliability, safety, passenger comfort and passenger amenities. Notable modifications included provision of stabilisers to limit the vessel movement at sea, larger rudders, changes to the diesel engines, transmission and propulsion system, greater fuel capacity, provision of sewage treatment plant, changes to the hull design to better protect below deck machinery areas, enhanced radar, new covered open seating areas at each end of the promenade deck and addition of a galley and larger servery, including a bar for passenger catering.

Upon entry to service in 1988 the Collaroy was considered the flagship of the Sydney ferries fleet. As a result, in 2000 the vessel was selected as the first 1980s Manly ferry to be given an extensive refurbishment that modernised all the passenger saloon interiors, with new deck finishes, new ceilings, larger windows and new seating, in the lead up to the 2000 Sydney Olympic Games. Collaroy was then used to officially carry the Olympic flame between Manly and Sydney on the 15th September 2000, with extensive media coverage.

Comparisons*

There are four 1980s Manly ferries. The MV Freshwater of 1982, the MV Queenscliff of 1983, the MV Narrabeen of 1984 and the Collaroy of 1988. The only other former Manly ferry still afloat is the South Steyne of 1938. Freshwater, Queenscliff and Narrabeen are now in service again (or available for service).

The Freshwater would have significance as the first of the new design completed at the State Dockyard. However the Collaroy would have significance due to changes made to its design giving it the same ocean-going capability that the South Steyne previously had. None of the other three 1980s Manly ferries had design changes for this capability. The modifications gave Collaroy an addition role beyond the Manly commuter and day tripper/tourism to Manly Beach roles, that the other three 1980s Manly ferries have.

The Collaroy could thus be viewed as a 1980s South Steyne equivalent. However the South Steyne and the Collaroy are from quite different eras in ship design, construction and propulsion technology, separated by a 50 year time span. (Steam verses Diesel engine powered). Both are equally important as records of the eras that created them.

C. Description**6. Describe the existing item****Description***

The Collaroy is a double ended diesel-powered Manly ferry, built by Carrington Slipways at Tomago NSW, which entered service in 1988. It is a monohull, with a steel hull and aluminium on steel superstructure.

The vessel is 70.4m long and 12.4m wide and has an approximate displacement of 1,140 tonnes, a draft of 3.35m and is powered by two 2238 kW diesel engines (usually run one at a time).

The vessel has a capacity of 1100 passengers. It has hydraulically operated passenger gangway ramps on each side of the main and promenade decks, which allow loading and unloading of passengers 6 abreast on two levels, at the hydraulic ramped Manly and Circular Quay wharves.

The ferries are provided with male and female passenger toilets on the main deck and a refreshments kiosk.

	With one engine running the vessels can complete the trip to Manly in 30 minutes, with two engines running the trip can be completed in around 24 minutes. The vessel design was specifically and significantly altered from the previous 3 similar ships (MV Freshwater, MV Queenscliff and MV Narrabeen), so as to be more suitable for Ocean cruising (i.e. for operation outside the heads in the open coastal waters). The modifications included :- a. structural changes within the hull which were intended to add additional strength and to give greater protection to the machinery space in the event of a grounding; b. the fitment of Sperry Gyrofin Stabilisers; c. the original fitment of a food preparation (galley) and service areas (including bar) and a shop; d. the fitment of a sewage treatment plant; e. increased fuel capacity; f. the fitment of a single Daihatsu gearbox in lieu of the two Lohmann and Stolterfoht gearboxes; g. the fitment of engine-driven cooling water pumps in lieu of electrically driven pumps, h. the fitment of a Kamome propulsion control system in lieu of the LIPS system fitted to the previous three Manly ferries. i. the fitment of Becker Rudders j. the fitment of outdoor seating areas at each end of the promenade deck (which at the time it entered service was unique to the Collaroy). k. additional life saving and safety equipment required for off shore operation
Condition of fabric and/or archaeological potential*	Collaroy is in generally fairly good condition. It was last overhauled and dry docked from late July to mid-October 2018. A partial photographic record of this is at https://manlymania.net/Ferry/CollaroyDocking2018.html Up until 2018 the Manly ferries were maintained for an indefinite life, with each ferry brought back to near new condition at each dry-docking. For example at its 2018 overhaul, all the auxiliary alternator sets on MV Collaroy were replaced with similar new units. The consequence is that currently Collaroy can basically be

	considered a generally 1988 ship that is effectively 7 years old. Unlike the other 1980s built Manly ferries, Collaroy displays marine design and innovative technology showcasing the mid-1980s era, as adapted for the specific requirements of the Manly ferry service (eg double ended ferry design), but overlaid with a further adaption for off-shore operation (changes noted above). Most of the original 1980s below deck engineering systems remain on board intact such as engines, transmission and propulsion (variable pitch propeller) system.
Integrity / intactness*	External good, generally near original, with saloon windows replaced by larger (taller) ones in the major 2000 refit and enclosed crew walkways added to the bridge deck forward and aft of the funnel. New green, cream and black external livery replaces the original dark blue and cream livery. Interior modified, has had floor coverings, seating, lighting and much of the saloon linings replaced several times since entry to service, with original Gibson bar removed in the major year-2000 pre-Olympics dry docking, and to a lesser extent in subsequent dry dockings. The fibreglass external window surrounds which are a major saloon interior design element remain, although modified to suit the taller windows. All passenger stairwells remain. While currently the missing original 1980s interior features, such as painted steel stair railings, Pirelli stud flooring, Sebel (Pastoe) passenger chairs and narrow slatted aluminium ceilings, all these could all be reinstalled fairly easily at moderate expense as they remain in production.
Modification dates	Collaroy, like all Manly ferries, was generally dry-docked every 5 years. In 2000 Collaroy had a major refurbishment for the Olympics. It received a major interior redecoration with timber deck look vinyl/cork flooring, larger windows and new padded plywood and aluminium seating with drink tables, glazed promenade deck salon partitions with power doors near main stairwells, with a dumb waiter and servery installed at one end of promenade deck. (Most of this has since been removed at subsequent dry dockings.) With all the 1980s Manly ferries, minor repairs, refurbishment and

	overhauls are carried out during normal 5 yearly dry-dockings, with the most recent dry-docking of the Collaroy carried out in 2018. Currently the Manly ferry interiors, including those of the Collaroy, tended to be regularly refurbished, as required, at later dry-dockings. The works include replacement of floor coverings, seating coverings, lighting and ceiling panels, including due to technological advancement (e.g. LED lighting and provision of power outlets for mobile devices all around the saloons) or due to the replaced finishes being insufficiently durable (eg aluminium ceiling panels).
When was the last time you inspected the item?	August 2023
Current use	Manly Ferry, Stored since 27 th September 2023
Original or former use/s	Manly Ferry (one of four used for original normal (3 ship) and summer (4 ship) timetable).
Any additional comments	The 1980s Manly ferries are a well known iconic symbol of Sydney.

D. History

7. Origins and historical evolution

Years of construction*	Start	1986	End	1988
Designer or architect*	Currently unknown			
Maker or builder*	Carrington Slipways, Tomago, NSW			
Historical outline*	The M.V. Collaroy is currently the last built Manly ferry of the traditional propeller driven steel hull double ended design, which was first used on S.S. Kuringai in 1901.			

Including the SS Kuringai and the MV Collaroy, there have been 14 passenger Manly ferries of this general type built between 1901 and 1988. Of these 14, 5 currently remain afloat, including the MV Collaroy, the three other 1980s Manly ferries (MV Freshwater, MV Queenscliff and MV Narrabeen) and the SS South Steyne.

These 14 Manly ferries have been built to around 6 different designs

1. The SS Kuringai
2. The 6 "B class" Manly steamers; Binngarra, Bura Bra, Belubera, Balgowlah, Barrenjoey and Baragoola
3. The SS Dee Why and the SS Curl Curl
4. The SS South Steyne
5. The MV Freshwater, MV Queenscliff and MV Narrabeen (III)
6. The MV Collaroy

The design of the MV Freshwater was partially derived from the series of steel inner-harbour ferries built by the State Dockyard at Carrington, Newcastle, which began with Lady Cutler in 1968 and ended with Lady Herron in 1979. Some design details such as the plate at the top of the bow can be seen on other State Dockyard ships (e.g. Cape Class lighthouse tenders).

The inner-harbour ferry design origins are illustrated by access to the bow deck (forecastle and poopdeck) being provided by steps from the main deck on the Freshwater (and Collaroy), whereas all previous Manly ferries had access to the bow deck area only by level access from the promenade deck (the deck above the main deck). This was an attempt to keep heavy seas and water off the exterior of the main deck.

However the scale of the Manly ships and the traditional Manly ferry three-deck configuration (main deck, promenade deck and sun/bridge deck) were substantial changes to the inner harbour ferry design that were incorporated into the design of the Freshwater.

Additionally, new technology such as fitting variable pitch propellers and fitting hydraulic passenger gangway ramps to each deck were incorporated, features that had not been included on previous Manly ferries.

	Thus the Freshwater represented a major evolution from the State Dockyard's design of its previous vessel, the much smaller Lady Herron. The MV Collaroy was then a further evolution from the MV Freshwater (and its two sisters), with the most striking design change being the returning of open undercover seating at each end of the promenade deck (like older Manly ferries had) and reconsidering the hull and machinery design to adapt it to be comfortable, reliable and safe for operation in off-shore coastal ocean waters. E.g. the change to the ends of the promenade deck may well also have been made to better protect the end glazing of this deck from heavy seas during off-shore operation. The main design changes made to the Collaroy (alone) have been outlined above. Other than the MV Collaroy, the only previous Manly ferry regularly operated outside the heads in coastal ocean waters was the SS South Steyne.
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8. Historical themes represented

Themes indicate the broad historical context in which an item is significant. Themes help to identify related or comparative items contributing to the same theme.

Refer to the document [NSW Historical Themes](#) if completing this section.

Relevant National / Australian themes	3 Developing local, regional and national economies - Industry - Transport
Relevant NSW / State themes	3 Developing local, regional and national economies - Industry - Technology - Transport 7 Governing - Governing and Administration 8 Developing Australia's cultural life - Leisure

E. Criteria for State heritage significance

9. Assessment under Heritage Council criteria of State significance*

It is important in the course or pattern of the cultural or natural history of NSW (Criterion A)

When it entered service in 1988, the Collaroy was regarded as the pinnacle of large passenger ferry design in Sydney and became the flagship of the Sydney Ferries fleet. For example in the lead up to the Sydney 2000 Olympics, the Collaroy was the ship chosen by the State Transit Authority management to carry the Olympic flame across the harbour.

Collaroy has significance due to the numbers of roles it was able to perform. It played a basic role in servicing the residential commuters who enjoy northern Sydney's coastal lifestyle. It also played a vital role in servicing the very heavy summertime recreational traffic to Manly Beach from across Sydney and beyond. It carried visitors and tourists to Manly. Above all other Manly ferries it played a unique role in re-enabling marine coastal excursion recreational travel from Sydney to places like Broken Bay, Wollongong and Newcastle. These coastal trips proved very popular with the public and were well patronised.

The Collaroy is also culturally significant in terms of documenting the historic role of government in NSW because this ferry was procured in the late 1980s by the State government with additional capability for wide area (coastal) recreational travel; above its normal in-harbour (to Manly) service requirements, by a State agency (Urban Transit Authority of NSW).

The same agency then operated the vessel itself, utilizing this additional ocean-going capability. This indicates that the UTA management considered that tourism and providing excursion travel for the public, even beyond Sydney Harbour, was a core function of their government agency.

It has a strong or special association with the life or works of a person, or group of persons of importance in the cultural or natural history of NSW (Criterion B)

As noted above, the Collaroy is firstly significant due to its major role in bringing visitors to the widely renowned Manly Beach. Recreational travel and tourism is a major component of the ferry traffic to Manly and the visitors to Manly come from across Sydney, as well as from around Australia and even overseas.

All those who visited Manly in summer would remember experiencing the crowds and the busy excitement of their scenic ride to Manly, on the visually impressive, comfortable, high frequency and high capacity service, offered by the 1980s Manly ferries, which included the Collaroy, running in a four ship Summer timetable.

Manly Beach is nationally known as a place to visit for travellers to Sydney. Traditionally, all year round, a visit to Manly on the larger Manly ferries was a standard memorable activity for

tourists and visitors to Sydney, like visiting the Opera House or visiting Centrepont Tower lookout.

Due to the historical popularity of ocean going excursions operated by the SS South Steyne , the management of the Urban Transit Authority modified the design of the MV Collaroy to add additional design capability, to reintroduce these popular, excursion and tourism off-shore trips.

Thus Collaroy, uniquely, was also able to be regularly operated on various excursions beyond Sydney Harbour to the Hawkesbury and well as “Rail and Sail” excursions to Newcastle and Port Kembla. These special trips provided unique memorable experiences for passengers.

The “Rail and Sail” excursions were operated by the then Rail Transport Museum (RTM) and other rail preservation groups. This use brought a new group of excursion trip passengers onto the Collaroy, who were not the usual Manly Beach visitors or tourists.

Collaroy is thus significant as regards its unique design and construction, which allowed a major expansion of the range of water-based recreational travel available to the public in NSW, and its entry to service opened up unforgettable public experiences of marine coastal excursions around greater Sydney.

It is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (Criterion C)

The MV Collaroy is significant as an impressive, comfortable, and attractive looking double-ended ocean-going ship, due to its lines and symmetry. It shows the high design and aesthetic standards of 1980s Australian navel architecture. Its saloons have large closely-spaced windows to enable the scenic views from the vessel to be enjoyed as it travels along. The vessel has proven to be a very durable design, with a long service life. Due to its large monohull, a trip on the Collaroy is a pleasant experience which is usually smooth and mechanically quiet.

The most significant unique design features the Collaroy has over the other three 1980s Manly ferries are the innovative engineering changes made to the design of the Collaroy to enable ocean coastal service, and these has been previously detailed in (6) above.

The design of the Collaroy provides a variety of places and accommodation on board (e.g. inside or outside, if outside, in the open or undercover) for all passengers to be able to view the attractive scenery of the trip and travel in comfort. For example it has on board toilet facilities and on-board catering/refreshment facilities.

Collaroy is also significant as a design example of demonstrating a scale of ship with mechanical passenger handling equipment, that enable very large numbers of people to undertake return recreational scenic trips (“day trips”) across the harbour from Circular Quay

to visit Manly Beach, particularly in the summer months. As an example of this capability, on the 2nd January 2011 (in one day) around 45,000 passenger trips were made on the four Freshwater class Manly Ferries operating the Summer (four ship) timetable with 1100 passenger capacity services every 20 minutes.

It has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (Criterion D)

Again, one of the reasons the MV Collaroy was built was to provide transport and tourism services for people living in, or visiting, the Sydney seaside suburb of Manly and Manly Beach. Recreational travel and tourism is a major component of the ferry traffic to Manly (and comprises about half the total traffic). Visitors to Manly come from across Sydney, as well as from Australia and around the world.

Due to its size, scale and use on a heavily trafficked passenger route, the Collaroy thus has significance as one of the popular nationally-known tourist icons of Sydney. The large colourful 1980s Manly ferry design often features on tourist ephemera and collectables. The image of the Manly ferry is included with the Sydney Harbour Bridge, Opera House and Centrepont Tower as one of the recognised national and international symbols of Sydney. (See illustration of souvenir example.)

However due to its size and capabilities, the Collaroy was also used for other special events on the harbour such as New Years Eve firework viewing excursions, Sydney to Hobart yacht race start excursions and off shore trips to various destinations like Broken Bay, as previously noted.

The large 1980s Manly ferries feature regularly in the media and in modern popular culture. For example if there are heavy seas impacting Sydney and the Harbour, the television news usually illustrates this by showing images of the Manly ferries like Collaroy in heavy seas between the heads.

A slightly stylised end-on view of the Collaroy was previously featured as the logo for Sydney Ferries, reflecting the well known status of the Manly ferry in popular culture. The government's operating organisation made the choice to feature an image of the most iconic and well known type of ferry in Sydney as their public logo.

See the bottom of the cover page of the 2008-2009 Sydney Ferries annual report here:-

<http://manlymania.net/Ferry/pdf/sydney-ferries-annual-report-200809.pdf>

It has potential to yield information that will contribute to an understanding of the cultural or natural history of NSW (Criterion E)

The M.V. Collaroy was built by an Australian shipbuilding firm – Carrington Slipways in NSW. Most of the ship was designed and made in NSW by local workers, such as naval architects, steelworkers, boiler makers, mechanical fitters, painters, plumbers and electricians. The ship is significant as an artefact of past Australian industry and a reminder of its historic capabilities.

The Collaroy also showcases the application of 1980s technology to address a particular human need for comfortable, efficient and safe travel by water. The ship is significant in terms of its evolved and still innovative design (as examples) that:-

1. being a double ended vessel that does not have to be turned around at each end of the trip, saving time and reducing the risk of collisions.
2. uses wide hydraulic-operated passenger gangways on two levels that allows the ship carrying 1100 people to be loaded and unloaded fairly quickly, typically in under 5 minutes.
3. uses radar so the ship can be operated in fog
4. offers a high level of on board passenger comfort such the placement of many closely spaced large windows along the sides of the saloons to maximise the scenic views experienced by the inside passengers, as well as on-board amenities like a refreshment kiosk and toilets, that assist passenger comfort.
5. Has an outstanding sea keeping ability with the base design modified to be able operate comfortably and safely outside the harbour in the coastal ocean. The Collaroy is unique in the Sydney Ferry fleet in being fitted with stabilisers.

The Collaroy has a high degree of originality as regards its machinery and on board engineering systems.

Collaroy was specifically designed and built to enable passengers to see the natural beauty and environmental history of Sydney Harbour and the coast of New South Wales, as part of the journey. Its design and the route travelled enabled passengers to view parts of Sydney Harbour and the offshore coast that remain as the original indigenous inhabitants and first settlers would have seen them.

As an ocean-going vessel, Collaroy was the only Sydney ferry that could provide and maximise the unique world-renowned natural beauty of Sydney viewed from offshore

The sightseeing opportunities from the Collaroy and the other 1980s Manly ferries proved immensely popular, such that again the Collaroy became the prototype for increasing the saloon window heights for passengers to better view the scenery and natural beauty that is available within Sydney Harbour and from the off-shore coastal environs.

It possesses uncommon, rare or endangered aspects of the cultural or natural history of NSW (Criterion F)

Double ended ships are fairly rare in Australia. The previous large fleet of double ended ferries operating on Sydney Harbour has disappeared over time, to only leave the four large 1980s-built Manly ferries as the last remaining double-ended ships still operating in Sydney. The Collaroy is even rarer, being a double ended ship that is specifically redesigned to be able to operate in Ocean coastal waters.

The MV Collaroy is currently unique in being the only Manly Ferry that could be regularly operated outside the heads, since the SS South Steyne was withdrawn in 1974. Thus it is one of only two such ships existing in Australia, and the only one actually constructed in Australia.

The design of the Collaroy had its origins in the previous 1980s-built Manly ferries, but as previously noted, considerable design enhancements were made, making the ship quite different to the previous three, in many important aspects. While the newly reintroduced covered open areas on each end of the promenade deck was a prominent external visual change that the public could see and enjoy, other changes to the hull design, propulsion system, rudders, adding of stabilisers, greater fuel capacity and adding of a sewage system were invisible to the travelling public, and yet made the Collaroy a one-off with special capabilities.

Because of these additional features, the Collaroy is unique in being designed to provide passengers an excellent view to take in the both the natural history and natural environment of Sydney harbour, as well as the rugged coastal natural beauty seen from the Ocean.

It is important in demonstrating the principal characteristics of a class of cultural or natural places/ environments in NSW (Criterion G)

The Collaroy is representative of the late twentieth-century Manly ferries that were an evolutionary technological development from 80 years of double-ended steel-hull Manly ferry design. Collaroy is significant as a reminder of how the public used to travel from Manly in peak hour to the city and how they travelled to Manly Beach for day trip recreation.

The Collaroy was both a further evolution as regards being redesigned for coastal operation and a reversion in again having covered open passenger areas at both ends of the saloon enclosed promenade deck, which originally was a feature of early 20th century Manly ferries.

The Collaroy is also significant because it is an artefact of a former era of government agencies when their role was to directly procure items that enhance government service capability in new directions, and then operate these assets themselves in-house for public benefit. The ordering of the Collaroy with capabilities beyond the previous Manly ferry design evidences a level of creativity and vision in the State government of the 1980s.

F. Heritage listings

10. Existing heritage listings

If completing this section, mark against each listing whether the item is listed or not. You may want to contact the relevant local council or organisation to check the item's listing status.

Listed	Not Listed	Listing
	X	Commonwealth Heritage List
	X	National Heritage List
	X	Register of the National Estate
	X	Declared Aboriginal place
	X	Local environmental plan (LEP) – heritage item (or draft item)
	X	LEP – heritage conservation area (or draft area)
	X	NSW government agency Heritage and Conservation Register
	X	National Trust register
	X	Aboriginal Heritage Information Management System
	X	National shipwreck database
	X	Engineers Australia list

G. Photograph

11. Principal or main photograph*

You may be contacted to provide the copyright holder details for this photograph and any additional images provided.

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Caption*	MV Collaroy moored at Wanly Wharf
Date of photograph*	5 th November 2022
Name of photographer*	Geoffrey Lanes
Copyright holder, if known	Geoffrey Lanes

H. Author details**12. Primary author of this form***

Name	Chris Richards Master in Heritage Conservation (University of Sydney) Member of ICOMOS
Position and organisation, if applicable	Heritage Consultant
Contact phone number	0429459313
Email address	Chris Richards <richardsca@iinet.net.au>
Date form completed	12 th December 2025

13. References used to complete this form*

Author	Title	Date Published
Various	https://en.wikipedia.org/wiki/Freshwater-class_ferry	11 th April 2025
Hugh Burns	https://www.manlymania.net/Ferries.html	October 2023
OTSI	130622_IFS_Freshwater_collision.pdf	23 rd October 2013
Sydney Organising Committee for the Olympic Games	http://www.la84foundation.org/6oic/OfficialReports/2000/2000v2.pdf (p49)	2001

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14. Signature of author*

To confirm you have approved the final content of the form, giving permission for the information to be used by Heritage NSW and the Heritage Council of NSW.

Name	 Chris Richards	Date	15 th Dec 2025
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15. Signature of image copyright holder*

To confirm you have approved the final content of the form, giving permission for the images provided to be used by Heritage NSW and the Heritage Council of NSW.

(Image authors are noted as per the caption information.)

Name	 Chris Richards	Date	15 th Dec 2025
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I. Nominator details**16. Nominator to be contacted by Heritage NSW***

You do not need to complete these details again if you are also the author of the form.

Name	Chris Richards Master in Heritage Conservation (University of Sydney) Member of ICOMOS
Position and organisation,	Heritage Consultant

if applicable	
Contact phone number	0429459313
Email address	Chris Richards <richardsca@iinet.net.au>
Date form completed	15 th Dec 2025

17. Reasons for nomination*

Background or reasons for nomination
The Collaroy is a unique as a double-ended Manly ferry, built with Ocean going capabilities. The ship's design was original and innovative in various regards. For example the covered promenade deck open outdoor seating areas feature that was introduced with the Collaroy was later applied to the other 3 Manly ferries. The vessel was designed not only as a commuter ferry but to showcase the natural beauty of Sydney Harbour the Sydney coast to the people of NSW, Australia and the world. This iconic Manly ferry is much loved by the Manly community. Given the current government's decision to withdrawn the ferry in lieu of sending it for its next 5-yearly dry docking, there are strong community concerns over the ship's future, particularly given the commenced tender process to scrap the vessel.

18. Signature of nominator*

Name	 Chris Richards	Date	15 th Dec 2025
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J. Additional photographs and images



Caption*	MV Collaroy being launched at Carrington Slipways
Date of photograph*	16 th April 1988
Name of photographer*	Tom Stassor
Copyright holder, if known	Tom Stassor



Caption*	MV Collaroy at Circular Quay
Date of photograph*	5 th November 2022
Name of photographer*	Geoffrey Lanes
Copyright holder, if known	Geoffrey Lanes



Caption*	MV Collaroy Moored at Circular Quay Wharf 3
Date of photograph*	5 th November 2022
Name of photographer*	Geoffrey Lanes
Copyright holder, if known	Geoffrey Lanes



Caption*	Souvenir showing 4 Sydney tourist icons, one of which is the Manly ferry
Date of photograph*	15 th December 2025
Name of photographer*	Tony Palmer
Copyright holder, if known	Tony Palmer



Caption*	MV Collaroy on Delivery Run to Sydney
Date of photograph*	19 th August 1988
Name of photographer*	Bill Allen Collection
Copyright holder, if known	Bill Allen

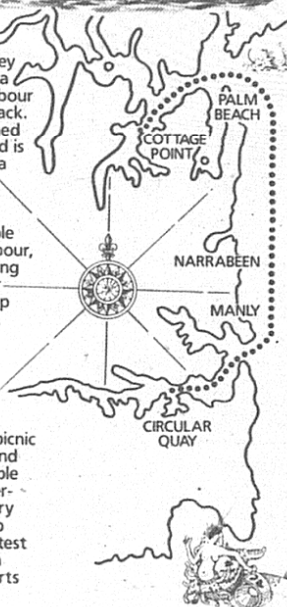
**Run away to sea
for a day on a
Sunday Coastal
Cruise.**



Come aboard the beautiful new Sydney ferry 'Collaroy' and enjoy a day cruising from the Harbour to the Hawkesbury and back. 'Collaroy' has been designed for blue-water cruising and is fitted with stabilizers for a smoother ride.

You'll get a memorable combination of harbour, blue-water and river cruising as you travel from Circular Quay, out of the Heads, up the coast into Broken Bay, past the mouth of the Hawkesbury River and up Cowan Creek to Cottage Point.

A delicious chicken picnic lunch is included and full bar facilities are available (not included in fare). Afternoon tea and confectionery will be on sale and, to help you remember Sydney's latest blue-water classic, you can buy special 'Collaroy' T-shirts and sun visors.



Tickets are on sale now at the Sydney Ferry Information Centre, Circular Quay. Advance bookings are advisable. We regret credit cards are not accepted.
\$38 Adults; \$25 Child or Concession
 Departs 11.40 am Sunday from No. 3 Wharf Circular Quay. Returns 4.30 pm.
 For further information call 27 4738.

 **Sydney Ferries**
STATE TRANSIT

Caption*	MV Collaroy Sunday Coastal Cruises Newspaper Advertisement
Date of photograph*	February 28 th 1989
Name of photographer*	Daily Telegraph
Copyright holder, if known	Daily Telegraph/State Transit Authority

Submit the form

Thank you for your interest in the protection, conservation and celebration of heritage in NSW.

Before submitting the form, make sure you have completed all mandatory details.

Email the completed form with any other supporting documentation to:

heritagemailbox@environment.nsw.gov.au

If you are unable to submit via email, you may post your completed form to:

Heritage NSW
Department of Planning and Environment
Locked Bag 5020
PARRAMATTA NSW 2124

[Please refer to our website for information on what happens to your nomination](#) after submission.