**Essays on Mount Crosby - The Boat Streets of Karalee**

There is a little pocket of streets behind the Karalee Shopping Centre that carry the names Enterprise, Essex, Shamrock, Raven and Kate. An eclectic and unusual bunch, aren't they?

These streets remind us of the steamers that plied the river trade between Brisbane and Ipswich in the years before rail and road came to dominate. Of them, I suppose Kate is the most famous and one of the few that made it all the way to Mount Crosby, because in late 1890 Kate towed several punts loaded with pumping station equipment to a location near today's Karana Downs Golf Course (most others turned at the Bremer and, passing by Karalee, navigated for Ipswich town).

Kate was built in 1864 and sailed from the Old Country as a three-masted schooner. She was an iron paddle steamer of 110 tons and 60 horsepower, and arrived in Brisbane on 10 March 1863 after a five month trip. After early service on the river trade, she was taken over by the Government and used as the Government yacht. In this role she visited the Government institutions in the Bay, besides occasionally taking the Governors up and down the coast. She was sold in 1885 and used mainly as an excursion boat to Redcliffe and other resorts. On 11 November 1890, not long after being at Mount Crosby, she was sunk in a collision with the steamer Burwah near the Brisbane Pile Light. Her bones are there yet, if you can find them.

The boat Enterprise has a special claim to fame: Captain William Collin, the first man to obtain a master's certificate from the Queensland Government, built the barge Enterprise on the principle of the old Thames barges and traded her up and down the coast as far as the Gulf. She carried 70 or 80 tons and was the first boat to bring the Honorable Lewis Thomas's coal from Ipswich to Brisbane.

Shamrock was an early vessel of 211 tons owned by the Hunter River Steam Navigation Company. In the 1840s she formed part of that good company's fleet along with the Rose (172 tons) and the Thistle (171 tons), though I have struggled to find any solid evidence of when she sailed the Ipswich to Brisbane route.

Raven was one of the prominent steamers on the river during the 1850s, and competed with others that went that way, including; the Experiment, the Hawk, the Swallow, the Ballarat, the Samson, the Breadalbane and the Brisbane.

As for the Essex, she and the Glide were later steam punts that took advantage of a slight revival in the river trade following the raising of the river height in the early 1900s (Essex traded on until at least 1928).

All in all, I feel they make a very satisfactory set of street names, and there are even some left over for any new streets that might emerge in the precinct.

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