

1912  
2012

# Port of Hamilton

Celebrates 100 Years





# CITY OF HAMILTON

Compiled by  
J.W. TYRRELL AND CO.  
Civil Engineers and Surveyors  
1871

HAMILTON

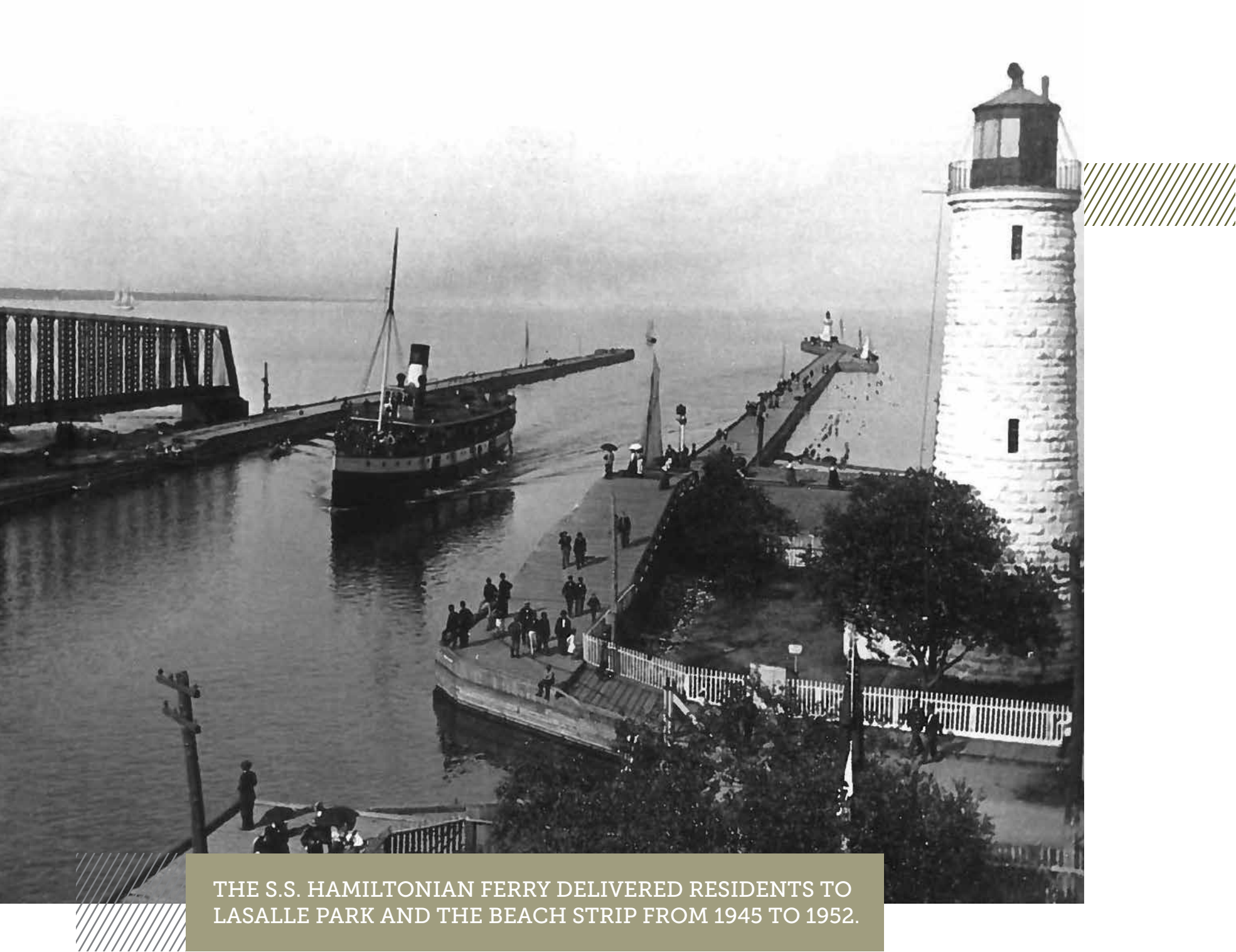
HARBOUR

HAMILTON

HARBOUR







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Gazing out upon what is now more than 600 acres of industrial and recreational waterfront land, I am proud of the tradition that has built our great port and the contribution we have made to defining Hamilton as a thriving metropolitan centre. 100 years demonstrates incredible sustainability, a focus on the community, commitment to partners and to the many organizations and individuals that rely on the port and its commerce.

On April 1, 1912 this organization officially took leadership in the management and operations of the Port of Hamilton. I’m reminded each day of the thousands of jobs, cargo tonnage, vessel, truck and

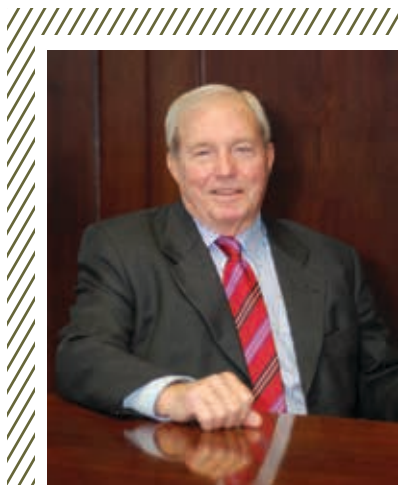
rail traffic that utilize our operation to generate economic activity and prosperity for the region. Today port activity contributes nearly \$6 billion to the local economy, a significant number with impacts across many industries.

The past century in the port has been one of tremendous change, the evolution of a working harbour in constant movement. Our dynamic relationships and progressive attitude continues to build momentum for a continued positive future.

Driving the regional economy also means being mindful of the environment; we are striving to lead the way in a number of energy saving and preservation activities. Our community involvement and corporate support for the people and neighbourhoods that surround the harbour is having measurable impact. The HPA has an essential stake in the prosperity, health and quality of life of the communities in which we operate. Each of us has a role to play in ensuring a lasting legacy for future generations.

I am proud to share with each of you a piece of our history and as you look back at decades of activity be reminded of the progress we have achieved together and the opportunity for tomorrow.

**Bruce Wood**  
President and Chief Executive Officer  
Hamilton Port Authority



On the occasion of the 100th anniversary, I salute our staff members who work tirelessly each day towards the achievement of our mission and vision. They have dedicated their careers towards growing the port into a vibrant centre for commerce and a positive place for people to enjoy.

My Board colleagues and I recognize the significant challenge in managing an operation as diverse as the Port. We are steadfast in our support for harbour development and continue to promote the organization as one of commitment, skill and having the resolve to ensure we nurture this priceless asset for future generations of Hamiltonians & Burlingtonians.

We have strengthened our connections with the City of Hamilton and Burlington, and the residents of these communities, in an effort to share the story of the Port’s impact on our local economy while also balancing the need for recreation and environmental stewardship.

As we consider the present time as an important piece in the history of this organization, we also commend our past leaders who over many decades laid the foundation that is so strong today. The coming years will no doubt hold additional challenges, however I am fully confident that new chapters of great history will be written for another century to come.

With great pride, I congratulate all involved in making 2012 a memorable year in which we commemorate a century of growth.

**Mel Hawkrigg**  
Chairman  
Board of Directors



On behalf of the City of Hamilton,  
I send warm and  
sincere congratulations to the

***Hamilton Port Authority***

on the occasion of your

***100<sup>th</sup> Anniversary***

Your service and commitment to this community  
is truly appreciated and we wish you many  
more years of continued success. Congratulations on  
reaching this prestigious milestone.



*Robert Bratina*  
Robert Bratina  
Mayor



September 2012

On behalf of the City of Hamilton, I extend congratulations to the Hamilton Port Authority on one hundred years of service to the community and indeed to Canada.

The origins of the settlement that became one of Canada's great cities are the waters and shoreline of the harbour. As homes and industries grew the need arose for an organization to oversee its orderly development. On April 1st, 1912, an Act of Parliament created the Hamilton Harbour Commissioners which eventually became the Hamilton Port Authority.

Understanding the scope of your involvement presents impacts that are truly staggering; a recent news article described the HPA as a "\$6 Billion dollar machine" that handles 11 million tons of cargo a year with 700 ship passages, and helping to sustain 150 million people! The responsibility is enormous, and requires a very high level of competence and commitment which is evident to those of us who deal with your organization on a regular basis.

Having one of Canada's greatest port operations puts our City on a high pedestal. We congratulate you on 100 years of service, and thank you for the continuing good relationship with our council.

Yours Sincerely,

**Robert Bratina**  
Mayor





**By John Kuhn**

To carry on the legacy of one hundred years gone by  
A tradition kept intact, to preserve the trust, always rely  
The duty to watch over, the sense of order around the bay  
Upon the land and by the water, a sentinel to always stay

The lighthouse sends ships warning, shining deep into the night  
Across the vast expanse, the beacon beams out clear and bright  
Breakwalls reaching forward, to where the lakehead leads you in  
Providing shelter from the storm, for sailors seeking refuge safe within

Where what once were marshlands, today now stands on solid ground  
To the point the city branches outward, reaping benefits for all around  
Infill land squared off, reclaimed to build the mills that made the town  
As the anchors of industry, set the stage to bring the hammer down

Now open to exchange, with trade on ships from distant shores  
The mariners find warm welcome, to be received with open doors  
Longshoremen retrieve precious cargo, from deep within the hold  
Yo ho ho rolls the barrel of rum, off to market to be sold

The lift bridge rises high, to clear the tallest mast  
Of schooner's at half sail, serene memories of the past  
To now pass beneath the rumbling thunder, the Skyway looming overhead  
The Fisherman's Pier cast over, by shadows upon the harbour bed

As the centre of the system, taking you from here back to the sea  
Before the great portage, stepping up to access the grand prairie  
Driving the engine of innovation, around which the core trade shall revolve  
The axis of distribution, fanning out through a vast network to evolve

Like a phoenix from the ashes, we breathe fresh life to long dormant land  
To see a new renaissance emerge, helping chart the future course at hand  
As we mark the passing of a century and look back on all that's gone before  
We pay reverence to past accomplishments, in anticipation of what's in store



# FOREWORD

## A Century in our Wake

As we celebrate our landmark years and seek to understand the present, it’s often helpful to look backwards. The immense changes of the last century have reshaped and reformed the Port of Hamilton in ways that its first Commissioners could scarcely have imagined. And yet, as we trace our way through the years past, it’s clear that the changes have largely been evolutionary, as the port adapted to the forces of industrial development, technology, the environment and the modern era of shipping. The century has seen one of the country’s finest natural harbours discover its economic prowess and grow into the busiest of all Canadian Great Lakes ports. But recent years have also seen Hamilton Harbour rediscover its roots as a recreational gathering place for people, and adjust the balance between industrial use and community enjoyment.

On April 1, 1912, an Act of Parliament created The Hamilton Harbour Commissioners (HHC), giving the independent administrative body responsibility for overseeing the increasingly complex affairs of the busy harbour. A month later, Hamilton’s first three Harbour Commissioners took their oaths of office. In 1912, cargo totalling 89,400 tonnes travelled through the port.

The Port of Hamilton is linked to two major Great Lakes shipping routes, the Welland Canal entrance sitting approximately 26 nautical miles from the Burlington Canal and the St. Lawrence River, approximately 151 nautical miles from the entrance into Hamilton Harbour. The harbour, created during the last glacial period, is strategically located at the western tip of Lake Ontario in the center of the St.Lawrence Seaway System. Its watershed comprises an area of 500 square km, encompassed by a shoreline measuring 45 km in length.

A century later, the Commissioners have been replaced by the Hamilton Port Authority (HPA), and more than 700 vessels carry over 12 million tonnes of cargo through the port each year. The fifth busiest port in the country, vessels arrive in Hamilton from more than two dozen countries around the globe. While raw materials needed to feed the local steel industry were instrumental in building the port, today’s ships also move a variety of agricultural goods, fuels, construction materials, machinery and commodities in and out of Hamilton and around the world. Commercial shipping entities, including terminal operators, shipping lines, tug fleets and ship agents, feed the growing cargo shipping industry that ply the waters of the Great Lakes and beyond.

While Hamilton’s port continues to drive economic growth throughout the region, the harbour has also grown into a thriving recreational destination, attracting thousands each year to the waterfront for festivals, sporting activities, hiking, bird watching and sightseeing. Recreational boat owners and visiting cruise vessels demonstrate that the value of the harbour must be measured in ways that go far beyond tonnage. And in recognition of that, environmental stewardship is an integral component of the Hamilton Port Authority’s vision of itself as the ‘Great Lakes Port of Choice.’ Protecting and preserving the natural harbour continues through port-wide clean and green initiatives.

In a letter dated September 19, 1953, Hamilton Harbour Commissioners Chairman R. G. L. Harstone wrote, “It is difficult to foresee just what the future will bring forth, but as Chairman of the Commission, in common with my colleagues, J.L. Stewart, Esq. and P.J. McCulloch, Esq. and the General Manager, E. H. Corman, Esq., we envisage a City of Hamilton with a population of one million persons with adequate housing facilities, roads and transportation, splendid parks and playing fields with provision for both summer and winter pleasure and recreation – and the largest, best equipped and most modern ocean port on the Great Lakes.” Indeed, Mr. Harstone was a visionary.

— **Our Mission** —  
Partnering For Progress

— **Our Vision** —  
Great Lakes Port of Choice

— **Our Values** —  
Integrity, Working Together,  
Accountability, Respect,  
Doing Things Better Every Day



# *From Wilderness to Waterway*

... ..

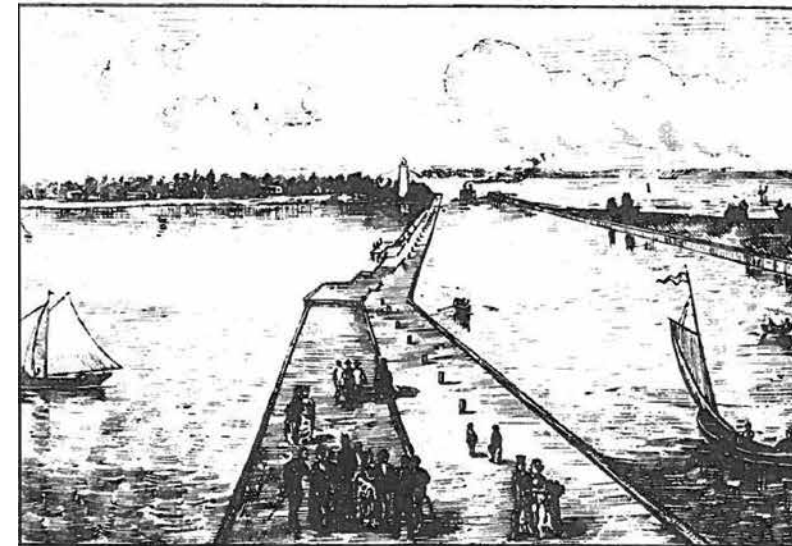
## **HAMILTON HARBOUR BOOSTS NEW CITY'S GROWTH**

1785 - 1900

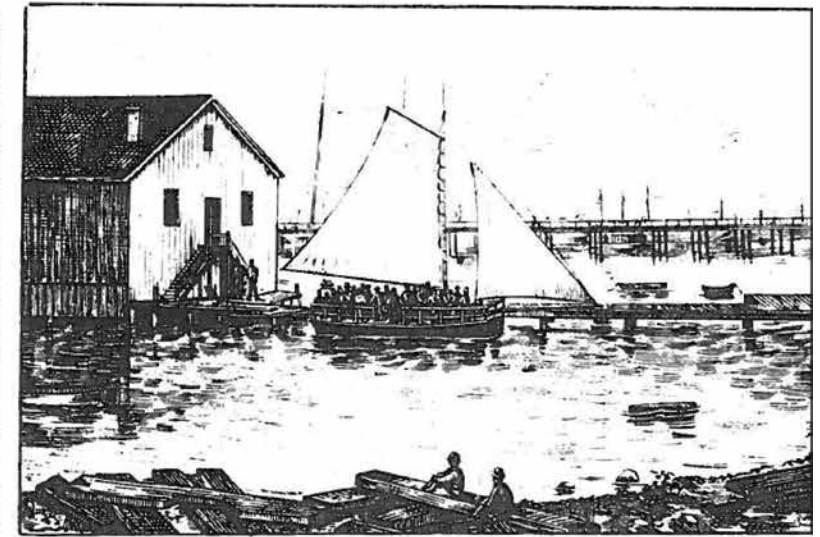
European settlement of the Hamilton area – then known as Head of the Lake – began about 1785, with the arrival of United Empire Loyalists fleeing the American Revolution south of the border. Over the following 30 years, the area surrounding the newly-named Burlington Bay became home to hundreds of settlers. Plans for the settlement that eventually grew into the City of Hamilton were laid by George Hamilton in 1815.

As the community grew, it became clear that access to Lake Ontario through Burlington Bay was essential to increasing commercial development. A large natural sandbar, now known to locals as the Beach Strip, restricted boat traffic between the harbour and the lake to only very small, or very enterprising vessels. One of the most enterprising of the time – the John By – took advantage of a small depression in the sandbar that offered two to three feet of clearance, and began regular runs to Toronto in 1829. Little more than a barge equipped with an engine and paddles, the vessel managed the trip in 24 hours. For larger ships however, the sandbar presented an impassable obstacle and required the unloading of goods on one side, then the reloading on the other.

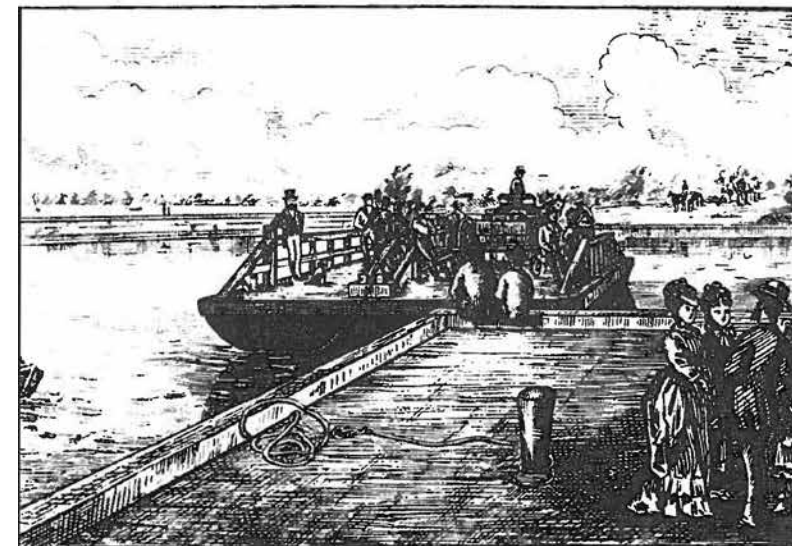
In 1823, approval was granted for the construction of a canal that would provide ship access to Burlington Bay from Lake Ontario. With financial backing from the House of Assembly, the Burlington Bay Canal was completed over the next eight years, and officially opened in 1832. By allowing commercial steamships to travel across the Bay and right up to Hamilton's doorstep, the opening of the canal launched a period of rapid growth for the port and neighbouring industries.



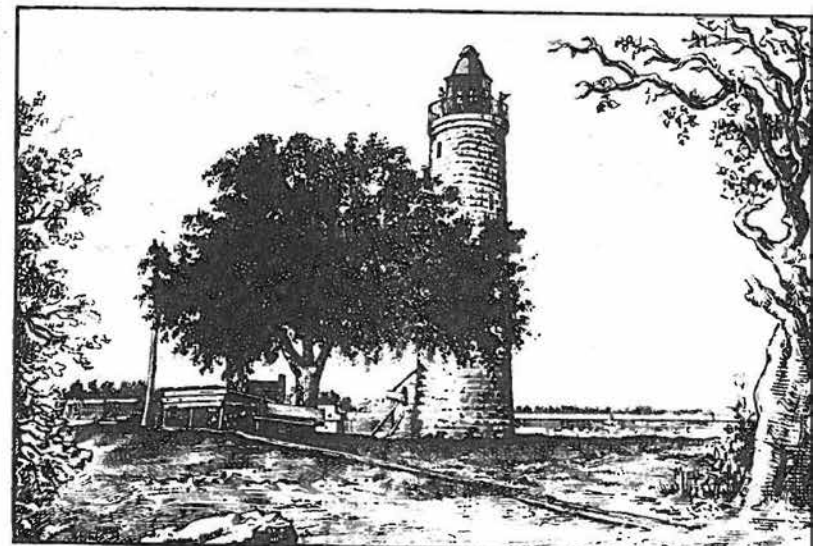
BURLINGTON BAY CANAL.



CLUB HOUSE, AND YACHT VIS-A-VIS.



THE FERRY, BURLINGTON BEACH.



LIGHT HOUSE, BURLINGTON BEACH.

Sketches on Burlington Bay. J.G. MacKay, 1875.

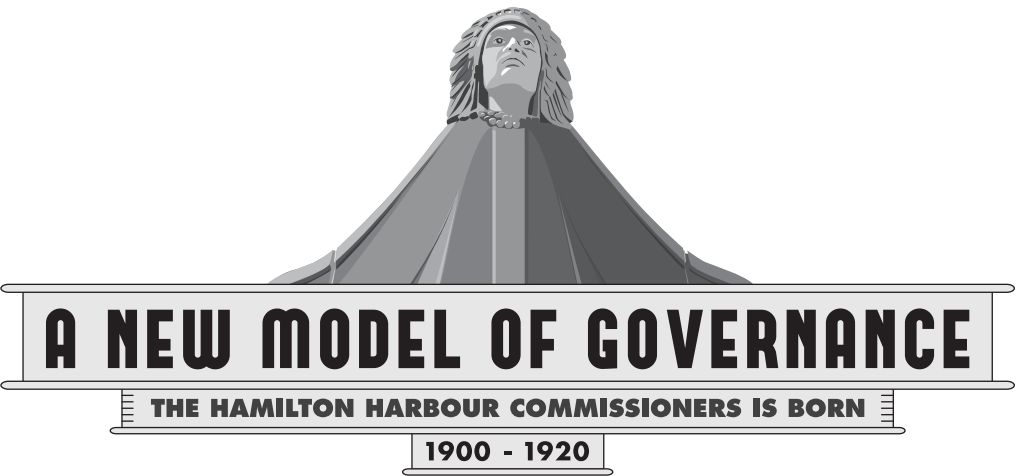


Burlington Bay Canal was just one of a whole series of waterways being devised at the time to bypass such natural trade obstacles as Niagara Falls and provide a steady flow of shipping from the Great Lakes region to the Atlantic Ocean. In 1824, work on the Welland Canal began with the intention of linking Lake Ontario with Lake Erie. Work on the first section of the Canal was finished in 1829, with additional sections completed in 1845 and 1887 respectively.

In 1846, upon becoming a city, Hamilton was granted control of Burlington Bay waters. This era saw wharves spring up around the bay, including one built in 1849 at the foot of James Street, by A.D. Mackay who operated vessels around the Great Lakes. Further west, the Zealand Wharf stood on land where the Royal Hamilton Yacht Club now operates. From that wharf, sailmaker W.W. Grant sold a line of imported sailcloths, stout cordage, twines and bunting. With the arrival of the Great Western Railway in 1954 to link Hamilton with Niagara Falls and Windsor, commercial growth accelerated. The railway constructed a grain elevator near the James Street Wharf, while Brown’s Wharf was established on the Burlington side of the harbour, near what is now LaSalle Park. Early steamers relied on wood for fuel, and picked up their supply at Brown’s Wharf, which moved as many 50,000 cords a year.

The mid-1800s also saw a surge in the popularity of pleasure crafts, resulting in the founding of the Royal Hamilton Yacht Club in 1860, and later, the Victoria Yacht club at the foot of Wellington Street. During the 1870’s, a number of boat building firms were established along the shore of the Bay, offering light craft shaped and fitted for both pleasure and commerce. Tom and Dick Ray have been credited with having the first boathouse on the Bay.

In 1896, near the end of a century that had already seen settlers, barges and railways transform Hamilton’s harbour, another newcomer to the scene promised additional massive changes. The arrival of hydroelectric power signalled a turning point in industrial development for the “Electric City.” With a swing toward heavier industries, the coming century promised increasing growth and prosperity for Hamilton and its harbour.



At the dawn of the new century, the building blocks were in place for Hamilton to take its place as one of the great industrial harbours of the day. That promise was transformed into reality with the arrival of the steel companies along the waterfront. The Steel Company of Canada – later Stelco – is founded in 1910, while Dominion Steel – later Dofasco – arrived in 1912.

With rapid commercial and industrial expansion occurring along the harbour, Hamilton City Council’s Harbour & Beach and Bay Front Improvement Committees could no longer effectively administer the land. One local newspaper complained in an editorial that the harbourfront was “in a state of sheer neglect” and a “disgrace to the city!” Recognizing the need for a separate governing body to handle the increasing complexities of harbour management, the city approached the federal government. Discussions led to an agreement to establish a three-member public commission, with the federal government appointing two commissioners and Hamilton City Council appointing the third.

On April 1, 1912, an Act of Parliament created The Hamilton Harbour Commissioners (HHC). One month later, the first three Harbour Commissioners, George J. Guy, Hugh S. Wallace and William J. Clark, took their oaths of office. Captain Guy was elected as the Commissioners’ first Chairman, with the local Times newspaper lauding this wise decision: “He is an old marine man, a qualified vessel master, and is probably as familiar with the Hamilton harbour and its needs as any man living,” the paper wrote.

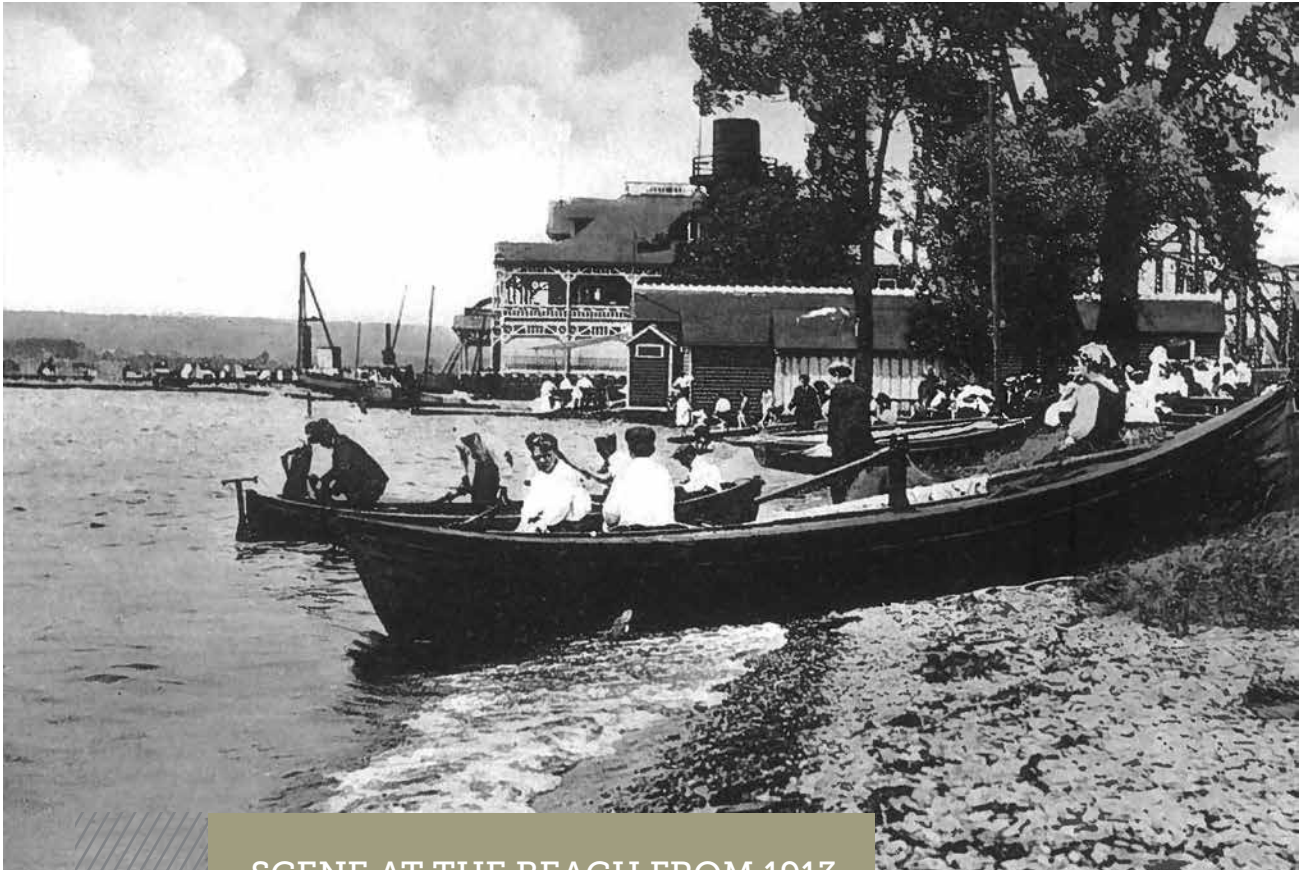
- 1912 – TONNAGES 89,400
- 1913 – TONNAGES 94,500  
VESSEL ARRIVALS 786
- 1914 – TONNAGES 65,000  
VESSEL ARRIVALS 686
- 1915 – TONNAGES 65,700  
VESSEL ARRIVALS 679
- 1916 – TONNAGES 72,374  
VESSEL ARRIVALS 627
- 1917 – TONNAGES 62,000  
VESSEL ARRIVALS 632
- 1918 – VESSEL ARRIVALS 682
- 1919 – VESSEL ARRIVALS 658

Initially working from temporary offices in the Lowe & Farrell Building on James Street South until permanent space was available at City Hall, the new Commissioners quickly undertook an aggressive program of land reclamation, dredging operations and facility repairs. By-laws pertaining to boating safety were also established.

Land reclamation was undoubtedly the most important of these early strategies, as revenue to fund the HHC would be derived not only from cargo tariffs, berthing and warehouse charges, and other miscellaneous services, but also from land leases or direct sales to those companies requiring water frontage.

Even before the end of 1912, the HHC started construction on new docks and warehouses at the foot of Catharine Street. To complement this ambitious endeavour, a lengthy revetment wall was built stretching over 500 metres (1,500 feet) easterly from Catharine to Wellington Street and then 400 metres (1,200 feet) south to Burlington Street. Upon completion, this three year project provided additional acreage and shoreline to the existing North End Park, later renamed Eastwood Park.

In the summer of 1913 the HHC enacted a by-law to establish swimsuit codes and prohibit nude bathing in harbour waters. It came in the wake of numerous complaints from cruise boat operators whose passengers had been horrified to watch young bathers of both sexes frolicking in the harbour lagoons, void of any clothing. Novel by contemporary standards, the by-law read, “No person shall, within the limits of Hamilton Harbour, bath



SCENE AT THE BEACH FROM 1913.

in the waters thereof without wearing a sufficient bathing dress or suit covering the body from the neck to the knees, but in the case of boys under fourteen years of age, bathing trunks shall be deemed a sufficient covering.” In 1916, the Harbour Commissioners established an official swimming area for Hamilton residents in Old Lansdowne Park at the foot of Wentworth Street.

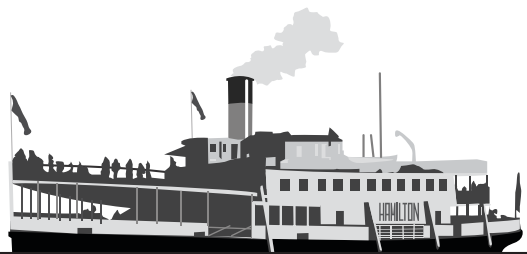
In 1918, Burlington Bay was officially renamed Hamilton Harbour by the federal government. In the following year, during a winter so cold that the entire harbour froze over, the HHC adopted the first official Harbour Development Plan. Outlining all aspects of commercial, industrial and recreational development along the waterfront, the visionary plan received praise from the press, public and politicians at all levels. While the original plan has been replaced by many revisions over the years, its basic outline remains at the root of all harbour development.





WISH YOU WERE HERE: VIEWS OF THE HAMILTON HARBOUR THROUGH VINTAGE POSTCARDS COURTESY OF RHODA EVELYN DANIELS / LOIS STEVENS.





INDUSTRIAL GROWTH AND PROSPERITY:

*Boom times for Hamilton Harbour*

— 1920-1940 —

With good governance established and a vision for the future created, Hamilton’s Harbour was well-positioned for continued growth and prosperity. The 1920s and 1930s saw the convergence of several important factors that together built the harbour into an economic powerhouse.

During the early 1920’s, the HHC continued to invest in facilities and services, to meet the rapidly growing demand for shipping and cargo space. The Hamilton Harbour Police was formed in 1921 to provide policing services for the harbour. A new and larger Wellington Street warehouse was built in 1924, with a second warehouse added three years later. In 1927, the canal entrance into the harbour was widened and dredged to 23 feet, in anticipation of the larger ships that would arrive with the long-awaited opening of the Welland Ship Canal. Growth was accelerated by the investments undertaken by local companies and industries. In 1927, Canada Steamship Lines built a larger terminal at the foot of Wellington Street to replace its James Street slip. A massive expansion of Stelco facilities through the late 1920s and early 1930s led to a 50 percent increase in that company’s iron and steel production.

The Great Depression seemed to have little, if any effect on harbour development. The opening of the Welland Canal in 1932 brought a tremendous boost in shipping to Hamilton industry. Stelco constructed larger docks for the huge ore and coal ships which now had direct access to harbour waters. In 1935, Ottawa Street channel was dredged into a larger turning basin to meet

|   |
|---|
| 1920 – VESSEL ARRIVALS 634  |
| 1922 – TONNAGES 60,000  |
| 1923 – TONNAGES 65,000  |
| 1924 – TONNAGES 75,000  |
| 1925 – TONNAGES 80,000  |
| 1926 – TONNAGES 205,010   |
| 1927 – TONNAGES 299,737   |
| 1928 – TONNAGES 705,160   |
| 1929 – TONNAGES 1,064,689   |
| 1930 – TONNAGES 1,252,143   |
| 1931 – TONNAGES 1,589,094<br>(First full year for Welland Canal)<br>VESSEL ARRIVALS 1,560 |
| 1932 – TONNAGES 1,279,065   |
| 1933 – TONNAGES 1,660,873   |
| 1934 – TONNAGES 2,105,151   |
| 1935 – TONNAGES 1,889,845   |
| 1936 – TONNAGES 2,259,785<br>VESSEL ARRIVALS 1,611  |
| 1937 – TONNAGES 2,747,830<br>VESSEL ARRIVALS 1,626  |
| 1938 – TONNAGES 2,293,747<br>VESSEL ARRIVALS 1,576  |
| 1939 – TONNAGES 2,433,380   |

the operating requirements of these great vessels. As a result, total annual tonnage in the harbour doubled from one to two million tonnes between 1929 and 1934, making Hamilton the fourth-busiest port in the country, behind Montreal, Vancouver and Toronto.

The 1930s also saw the federal government increase the duty on steel imports coming from the U.S., allowing Stelco, Dofasco and the Port of Hamilton to grab an even greater share of the Canadian marketplace. Dofasco had grown significantly during the First World War, when it dedicated much of its facilities to the production of munitions and armour-plating for the war effort.

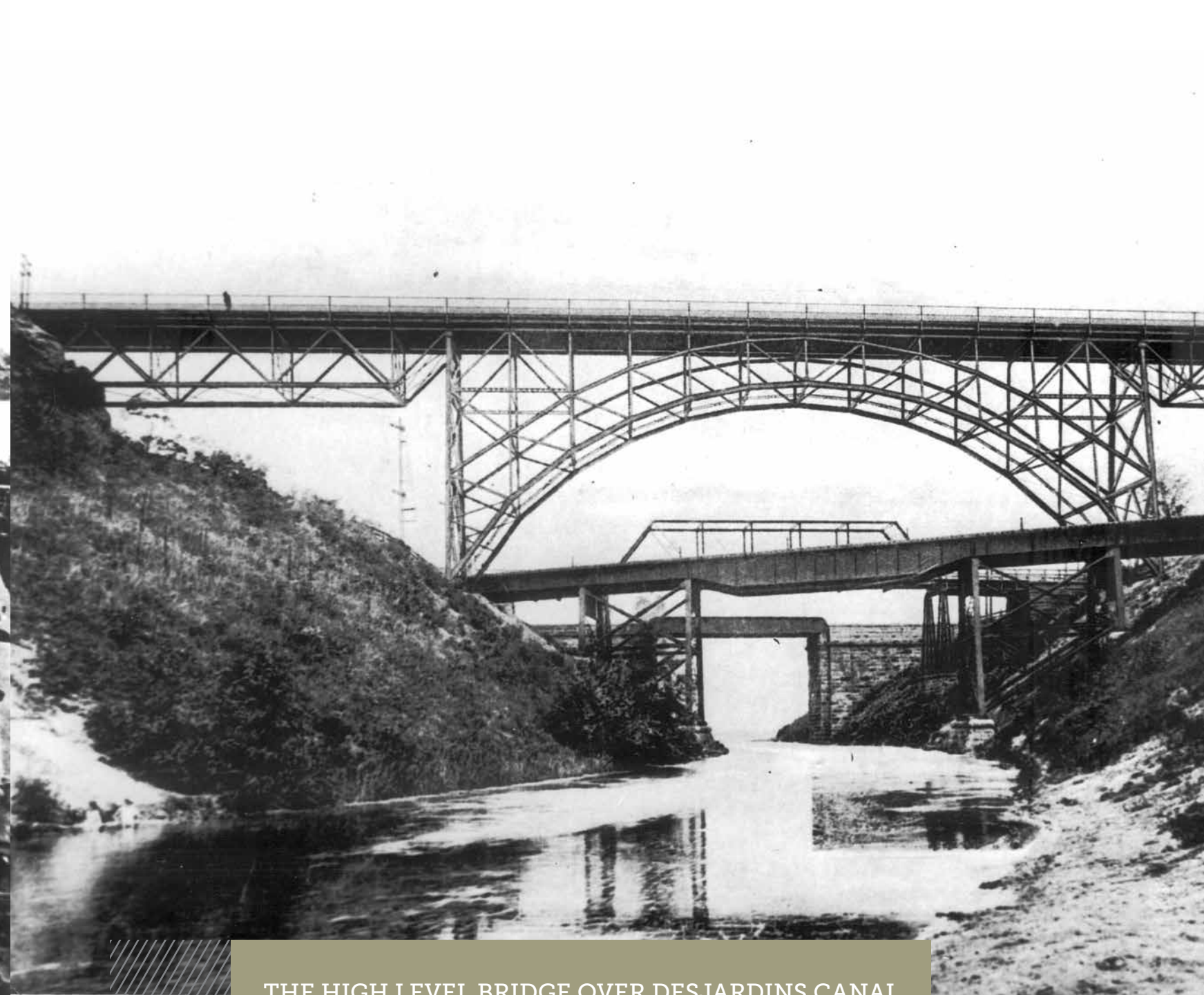
While commercial development of the harbour steamed ahead, recreational boaters also benefited from investments by HHC. In 1938, a marine railway and dockyard was built at the foot of James Street to provide repairs, refitting and winter storage of smaller, privately owned vessels. The HHC also rebuilt dock facilities on behalf of the Royal Hamilton Yacht Club, which earlier in the year had constructed a new clubhouse on the southwestern shore of the harbour.

Other accomplishments during the late 1930s included the construction of a bonded warehouse at the Catharine Street dock, the dredging of the International Harvester Channel and the construction of a new passenger dock at the foot of James Street.





GRAND TRUNK RAILWAY STATION.



THE HIGH LEVEL BRIDGE OVER DESJARDINS CANAL.



# ***TWO DECADES*** ***of*** ***CONSTRUCTION:***

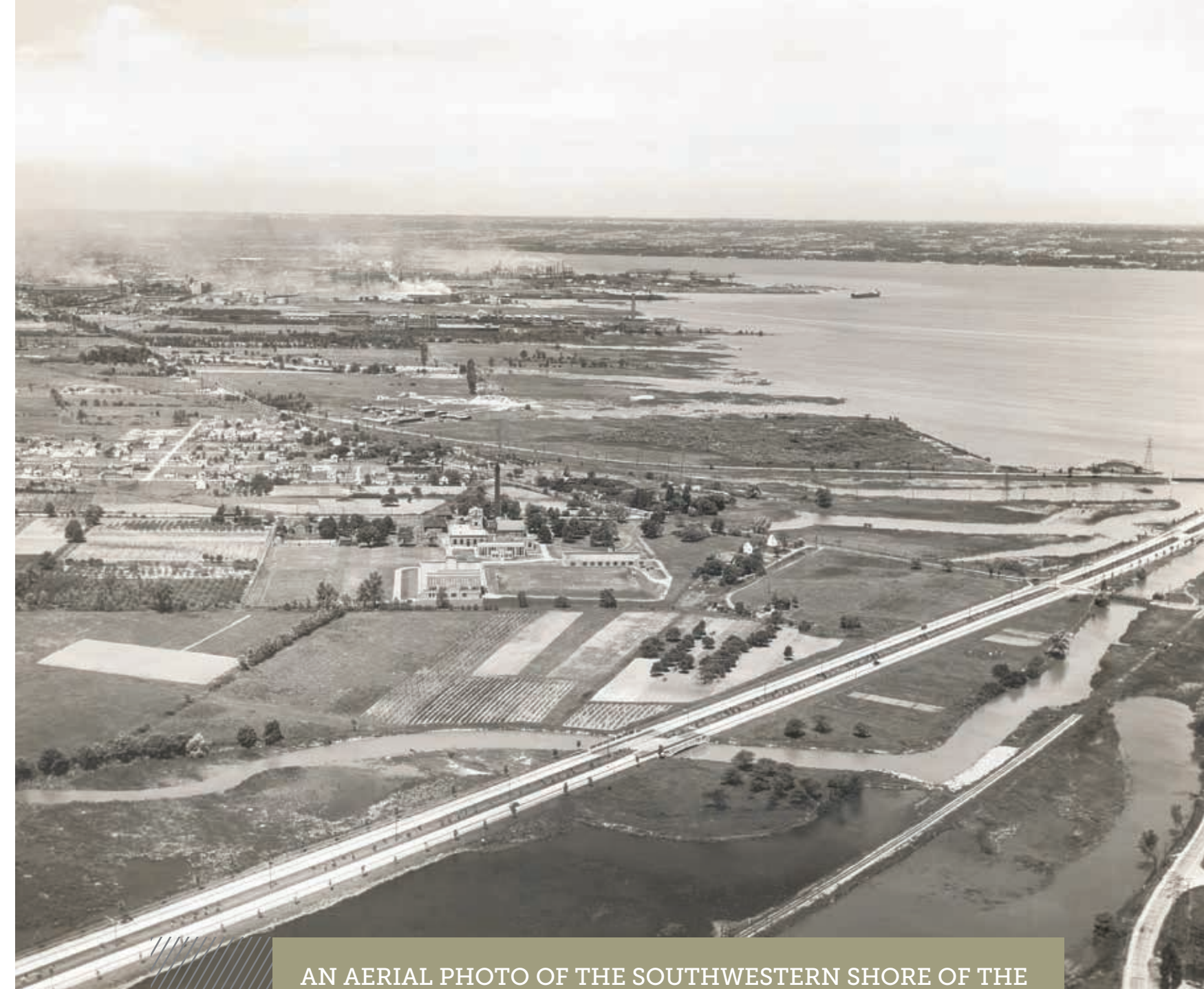
**HAMILTONS PORT** *adds new* **LAND** *new* **BUILDINGS** *new* **HEADQUARTERS** *and a new* **BRIDGE**

## **1940 - 1960**

The building boom along the harbour lands continued through the 1940s, with multiple construction and dredging projects undertaken. A \$1.5 million construction project built a new terminal dock east of Wellington Street and added 50 acres for industrial sites and storage. New rail sidings and roadways, and a dock extension from Catharine to John Street was constructed.

With the Second World War underway, the Department of Defence purchased a parcel of land at the foot of Catharine Street. By 1943, the naval training base HMCS Star was established on the property. The Commissioners' Wellington Street Warehouses were taken over by the Naval Shipbuilding Branch and used to outfit submarine-chasers called Fairmiles, as well as minesweepers known as Algerines.

World-record excitement hits the port in 1942, when 17,800 net tonnes of coal is delivered to Stelco by S.S. Lemoyne of the Canada Steamship Lines. The delivery sets a record for Great Lakes tonnage, surpassing the previous record of 17,170, which had been set when the same boat made a delivery of iron ore to Hamilton.



AN AERIAL PHOTO OF THE SOUTHWESTERN SHORE OF THE HARBOUR DURING THE MID - 1940's.



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BRIEF HISTORY OF THE  
S.S. HAMILTONIAN (1897-1952)

The S.S HAMILTONIAN was launched May 1, 1897 as the S.S CHAMPION at the Lauzon, Quebec shipyard of George T. Davie & Sons. She was designated Hull Number 1, the first ship to be built at the George T. Davie & Sons yard. The hull was clinker built on an iron frame and was propelled by a 30 h.p. Rousseau and Tourig low pressure steam engine. Her owners were the Compagnie Maritime et-Industrielle de Levis and she was purchased to make short runs on the St. Lawrence River from Quebec to Berthier. She had many uses overs the years, including ferrying troops to transports anchored in the river during the First World War. In 1926, she was sold to the Thousand Island Navigation Company and carried passengers across Lake Ontario from Kingston to ports in New York State. In 1944 the S.S. CHAMPION was purchased by the Hamilton Harbour Commissioners and renamed Hamiltonian. The HAMILTONIAN carried passengers around Hamilton Harbour from the dock at the foot of James Street to the Burlington Canal and Lasalle Park until she was destroyed by fire in 1952.



THE S.S. HAMILTONIAN FERRY DELIVERED RESIDENTS TO LASALLE PARK AND THE BEACH STRIP FROM 1945 – 1952.

- 1940 – TONNAGES 2,942,859
- 1941 – TONNAGES 3,457,430
- 1942 – TONNAGES 3,502,353
- 1943 – TONNAGES 3,190,614
- 1944 – TONNAGES 3,452,675
- 1945 – TONNAGES 3,212,740
- 1946 – TONNAGES 2,928,782
- 1947 – TONNAGES 3,314,303
- 1948 – TONNAGES 4,465,527
- 1949 – TONNAGES 3,667,453
- 1950 – TONNAGES 4,592,400  
VESSEL ARRIVALS 956
- 1951 – TONNAGES 5,266,119  
VESSEL ARRIVALS 1,158
- 1952 – TONNAGES 6,073,036  
VESSEL ARRIVALS 1,325
- 1953 – TONNAGES 7,099,026  
VESSEL ARRIVALS 1,355
- 1954 – TONNAGES 5,640,180  
VESSEL ARRIVALS 1,296
- 1955 – TONNAGES 7,519,549  
VESSEL ARRIVALS 1,566
- 1956 – TONNAGES 7,834,593  
VESSEL ARRIVALS 1,728

Radar tracking of vessels at the Harbour Master’s Office, 1959.



In 1944, the HHC fulfilled the dreams of many downtown city dwellers when it purchased the SS Hamiltonian and began a pedestrian ferry service. This side-wheeled steamship, commonly known as the James Street Ferry, offered residents relief from the humid summer heat by transporting them from the James Street docks to picnic grounds in Lasalle Park and on the Beach Strip. Hamilton residents also enjoyed the addition of a new pavilion and swimming dock at the Civic Bathing Beach.

With the end of the Second World War, rapid European recovery brought a large increase in foreign vessels from Britain, the Netherlands, Norway, Sweden and other ports to Hamilton. To accommodate incoming cargo, HHC built two large brick warehouses and one smaller one on Pier 10 and added 48,000 square feet of warehouse space.





OFFICIAL OPENING OF THE NEW HHC HEADQUARTERS  
AT 605 JAMES ST. NORTH IN 1955.

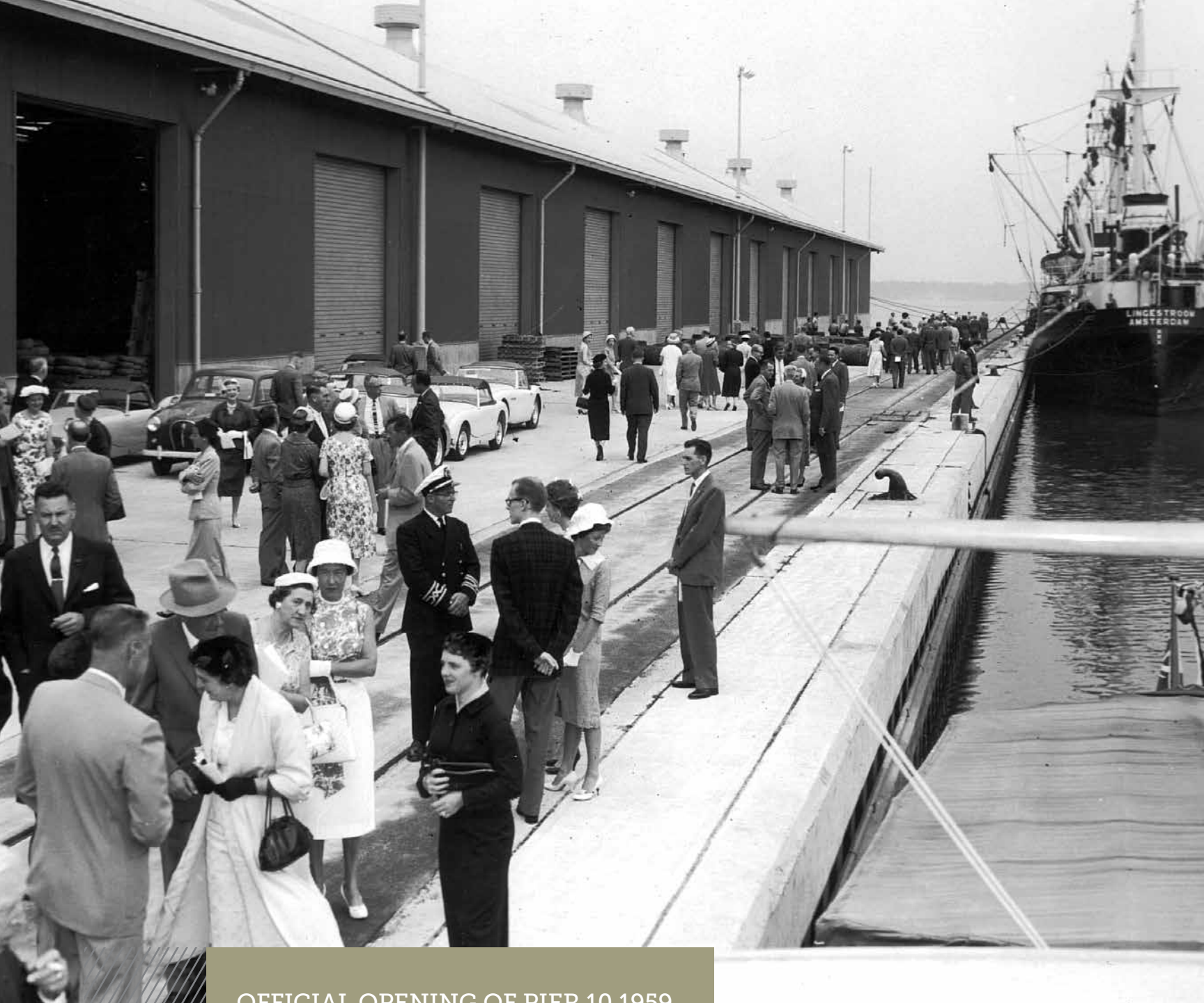
By 1949, the Port of Hamilton exceeded the Port of Toronto's tonnage figures and was recognized as Lake Ontario's primary port. A huge reclamation project saw seven hectares (17 acres) of valuable waterfront property between Emerald and Wentworth Streets acquired by the federal government for harbour development. Two years later, Terminal 2 was completed on the reclaimed land. This since expanded facility is now recognized as Pier 12.

On March 15, 1951, almost 40 years after it was formed, the HHC decided it was time for an administrative building of its own. For \$9,400, the Commissioners purchased city-owned property on the north-west corner of James and Burlington Streets, and began construction on a five-storey building with a limestone façade. In June 1955, Hon. Lionels Chevrier, Minister of Transport and president of the St. Lawrence Seaway Authority officially opened the new HHC headquarters.



INTERIOR PHOTOS OF THE NEW HHC HEADQUARTERS.  
AT 605 JAMES ST. NORTH, IN THE MID-1950s.





OFFICIAL OPENING OF PIER 10 1959.

1957 – TONNAGES 8,036,541  
VESSEL ARRIVALS 1,745

1958 – TONNAGE 6,430,076  
Domestic 6,391,679  
Overseas 38,397  
VESSEL ARRIVALS 1,431  
Domestic 1,158  
Overseas 273

1959 – TONNAGE 7,802,544  
Domestic 7,540,780  
Overseas 261,764  
VESSEL ARRIVALS 1,685  
Domestic 1,245  
Overseas 440

Pier 5 boat building operations  
in the early 1950's.



Erected on a land rise little more than a stone's throw from the actual waterfront, its top floor offered a panoramic view of the harbour. Over the years, this handsome grey flagship - which saw the addition of a sixth floor in 1960 has become a familiar landmark in north end Hamilton. A stone ship prow sitting atop the entryway steps features the head of Chief Tecumseh as an acknowledgment of the native support for the British troops in the War of 1812.

In 1957, the legislation establishing the allowable area for harbour development – officially known as the Harbour Headline – was adjusted to include the Beach Strip bayside waterlots. With the expanded Headline, the Commissioners targeted and acquired about 400 hectares (1,000 acres) for reclamation and eventual commercial development. The Beach Strip also acquired a significant new landmark in 1958, with the opening of the Skyway Bridge.





QUEEN ELIZABETH II AND PRINCE PHILIP  
VISIT HAMILTON HARBOUR FOR THE  
OPENING OF PIER 10.



THE ROYAL YACHT, HMY BRITANNIA,  
DOCKED AT PIER 10 FOR THE QUEEN'S VISIT.

Anticipating an increase in shipping traffic into Hamilton Harbour with the planned opening of the St. Lawrence Seaway, the new Wellington Street Freight Terminal was opened in 1958. Pier 14 – the first Hamilton pier built entirely on pilings – was constructed at the foot of Wentworth Street.

Following the opening of the St. Lawrence Seaway in 1959, the first ship travelling up the new system berthed in Hamilton. The city also enjoyed a visit by Queen Elizabeth II and Prince Philip, who called into Hamilton Harbour aboard the Royal Yacht Britannia after formally opening the Seaway in Quebec. After the first year of Seaway operations, cargo tonnage was higher in Hamilton than at any other Canadian or American port on the Great Lakes. Now directly connected to the world, the port was poised for continued success.



THE BRIDGE SPANNING THE BURLINGTON CANAL PRIOR  
TO THE CONSTRUCTION OF THE SKYWAY AND LIFT BRIDGES  
IN 1958 AND 1962 RESPECTIVELY.





## Bill Conway

RETIRED STEVEDORE AND HHC CARGO  
OPERATIONS EMPLOYEE

Up to and during the late 1950's, small ships were very prevalent in the harbour. This was, of course, before the building and opening of the Seaway. It was common to see seven or eight vessel calls per day and there were at times as many as a dozen longshoreman gangs working at the same time.

These were the days before container shipping and many cargoes were transported in barrels. Some of these that saw significant volumes in Hamilton were fruit from Poland – used in production of jam and other preserves by St. Williams Preserves. As well, olives from Spain for Wagstaff/Canadian Cannery and barrels of tobacco from Tillsonburg were exported to Holland.

HAMILTON'S INDUSTRIAL  
HARBOUR: STELCO IN  
THE EARLY 1950s.





## Dockyard Memories by Graham Pilling

RETIRED HHC DOCKYARD EMPLOYEE AND MANAGER

I began working at the H.H.C. Marine Dockyard in March 1948 at 15 years old, and stayed until December 1999. When I first walked into the yard and toward the large grey building with "H.H.C. MARINE DOCK" printed on the roof, I saw five large Navy Fairmiles stored side by side for the winter. Amazed, I wondered how anyone had managed to get them out of the water. They were 112 feet long and weighed 85 tons displacement.

One of the main jobs of the dockyard in the early years was to service the ferry boats that carried passengers around the harbour. In 1945, a side wheel propulsion vessel called the SS Hamiltonian began carrying passengers to LaSalle Park and the Burlington Canal, as well as providing moonlight cruises. She was destroyed by fire at her berth in the James Street slip in 1952, and a new, larger vessel named the Lady Hamilton took over the following year. The Lady Hamilton was eventually removed from service and scrapped at the Steel Company of Canada. A smaller vessel, the Macassa, was put into service in the harbour until ferry service ceased.

In November 1950, I was working at the dockyard when a huge, unexpected storm blew in. We had three Navy Fairmiles docked on the east side of the James Street slip waiting to be hauled out and stored for the winter. One Fairmile, tied on the outer end of the dock, was taking the worst of the storm and we were having difficulty keeping the bow lines on her. As the wind picked up, she broke loose, turned broadside in the slip and began grinding away against the bows of the two other ships docked on the slip. She began to take on water and was in danger of sinking. While we used pumps to keep her afloat, she was eventually considered a total loss. During the storm, two cruisers moored at the Royal Hamilton Yacht Club broke loose and were smashed to pieces on the CNR tracks at the west end of the harbour.



GRAHAM PILLING, ON THE FAR RIGHT. ALSO PICTURED (L-R): JOHN EATON, HOWARD SAGER AND BILL BAILEY.

Another dramatic event occurred on the day before Christmas one year, as we were hauling out a 75 foot wooden tug boat for winter repairs. All of the other boats had been taken out of the water except our 16-foot wooden work punt with a 7 1/2 hp outboard, which we used to position the tug on the haul out car. The marine railway car with the boat on it was out of the water and approaching level ground when we heard a loud bang from the winch house and saw the winch drum hurtling down the tracks. It looked like a tin can tied to the bumper of a car at a wedding as it careened toward us. As a result, the car and the tug started back down the railway into the water. The winch drum jammed itself between two railway ties, stopping itself as well as the car and tug that by now was partway back into the water. The sudden stop caused the tug to shift backwards on the car, tearing it loose from the rigging that was supporting it. It then toppled onto its port side and began filling up with water. What to do? Someone shouted, get the torch and cut the cable, so we did. With the cable cut, the railway car carried on to the end of the railway while the tug tore free of the rigging, straightened up and floated out into the harbour. We took off after her in the work punt, and with 50 feet of ½ inch tow line, we brought her back to the dock.

To accommodate growing interest in recreational boating and the harbour, Port Days were held to allow the public to come and visit the dock. In 1970, Burlington MPP George Kerr promised the harbour would be clean enough to swim across in five years. While he did actually complete the swim in 1975, during an earlier Port Day we built a mock-up swimmer and towed it on a wire attached to a small boat. The mock-up was so lifelike that some people were convinced that George Kerr was actually swimming.

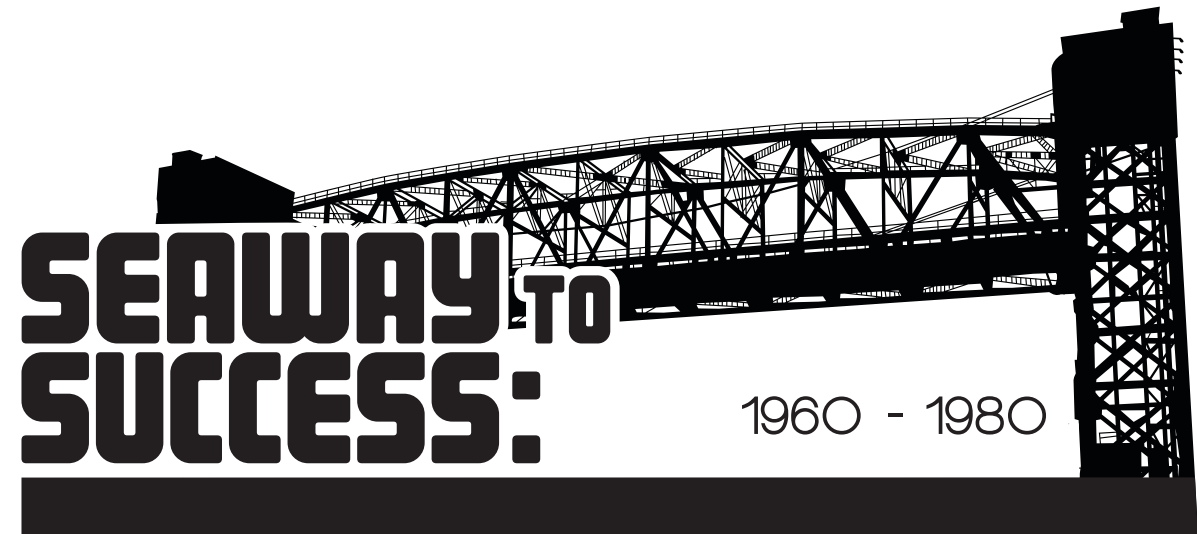


Presented to Graham Pilling upon retirement.



SUNSET AT HARBOUR WEST MARINA.





There was much reason for optimism and excitement as the 1960s dawned. The newly-opened St. Lawrence Seaway offered new horizons for growth and infrastructure investments surrounding the port continued. The Burlington Canal Lift Bridge opened in 1962, alongside the recently-completed Burlington Skyway Bridge. The fifth movable bridge to span the canal since 1830, the lift bridge featured two lanes for vehicles, as well as tracks for the Canadian National Railway. The tracks were eventually removed in 1982 when the roadway was widened to four lanes.

The spring of 1962 also saw the HHC begin work on a project aimed at doubling the port's capacity to handle general cargo. The undertaking added two new warehouses and seven new berths to the existing eight on Pier 8 at Burlington Street. Opening in 1967, the expansion was eventually known as the Centennial Pier, in honour of Canada's 100th birthday. From its first day of operation, the new terminal began to set record tonnage figures.

Sailboats race against the backdrop of the newly-completed Skyway Bridge in 1960.





BARRELS BEING UNLOADED AT  
PIER 10 IN THE EARLY 1960'S.



1960 – TONNAGE 8,489,663  
Domestic 7,919,004  
Overseas 570,659  
VESSEL ARRIVALS 1,615  
Domestic 1,096  
Overseas 519

1961 – TONNAGE 8,012,083  
Domestic 7,785,174  
Overseas 226,909  
VESSEL ARRIVALS 1,407  
Domestic 1,024  
Overseas 383

1962 – TONNAGE 8,446,027  
Domestic 8,032,489  
Overseas 413,538  
VESSEL ARRIVALS 1,584  
Domestic 1,071  
Overseas 513

1963 – TONNAGE 9,042,145  
Domestic 8,670,436  
Overseas 371,709  
VESSEL ARRIVALS 1,625  
Domestic 1,153  
Overseas 472

1964 – TONNAGE 9,204,016  
Domestic 8,782,575  
Overseas 421,441  
VESSEL ARRIVALS 1,716  
Domestic 1,174  
Overseas 542

1965 – TONNAGE 10,122,945  
Domestic 9,455,311  
Overseas 667,634  
VESSEL ARRIVALS 1,679  
Domestic 1,151  
Overseas 528

1966 – TONNAGE 10,656,911  
Domestic 10,171,019  
Overseas 485,892  
VESSEL ARRIVALS 1,662  
Domestic 1,141  
Overseas 521

With an eye to promoting the merits of Hamilton's port, a delegation was sent to England and France in 1965. Shortly afterward, the HHC hosted the prestigious Seaway Day Conference, which brought visitors from across North America to the city. The conference focused on the impact of the St. Lawrence Seaway System on the export and import trade. It also gave Hamilton a chance to showcase the new Centennial Terminal, as well as its newly-acquired 561 ton, 136 foot, heavy lift floating derrick named the Cargo Master. The increased marketing and promotion efforts proved fruitful. In the following year, ships of new registry began using harbour facilities, and Canada Steamship Lines announced plans for a new terminal and docking facility at Strathearne Avenue.

Starting in the 1970s, the HHC and the City of Hamilton began to work on improving the harbour's water quality, in an attempt to balance the needs of an industrial port with growing demands for a cleaner environment. Growing interest in recreational use of the harbour also led the HHC to launch its Sailing School in 1975. Initially designed for young people who would otherwise lack the opportunity to sail, the program was later expanded to include courses for adults and disabled persons. Perhaps the most significant recreational program on the waterfront, the school offered lessons in both sailing and power boating and was recognized as one of the foremost programs in the country.

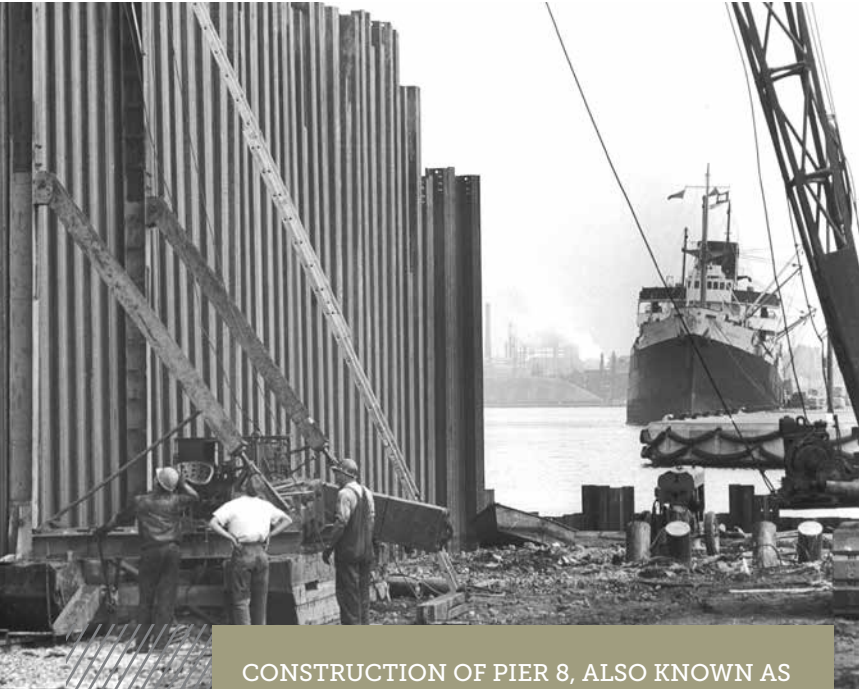


- 1967 – TONNAGE 10,562,866  
Domestic 9,932,833  
Overseas 630,033  
VESSEL ARRIVALS 1,489  
Domestic 960  
Overseas 529
- 1968 – TONNAGE 11,774,536  
Domestic 11,341,454  
Overseas 433,082  
VESSEL ARRIVALS 1,461  
Domestic 1,131  
Overseas 330
- 1969 – TONNAGE 10,844,453  
Domestic 10,341,485  
Overseas 502,968  
VESSEL ARRIVALS 1,362  
Domestic 1,056  
Overseas 306
- 1970 – TONNAGE 12,699,787  
Domestic 12,112,658  
Overseas 587,129  
VESSEL ARRIVALS 1,331  
Domestic 1,088  
Overseas 243
- 1971 – TONNAGE 12,238,749  
Domestic 11,705,143  
Overseas 533,606  
VESSEL ARRIVALS 1,222  
Domestic 991  
Overseas 231
- 1972 – TONNAGE 12,610,860  
Domestic 11,719,352  
Overseas 891,508  
VESSEL ARRIVALS 1,029  
Domestic 751  
Overseas 278
- 1973 – TONNAGE 13,258,183  
Domestic 12,693,639  
Overseas 564,544  
VESSEL ARRIVALS 1,000  
Domestic 833  
Overseas 167



CONSTRUCTION OF PIER 8 IN 1960.

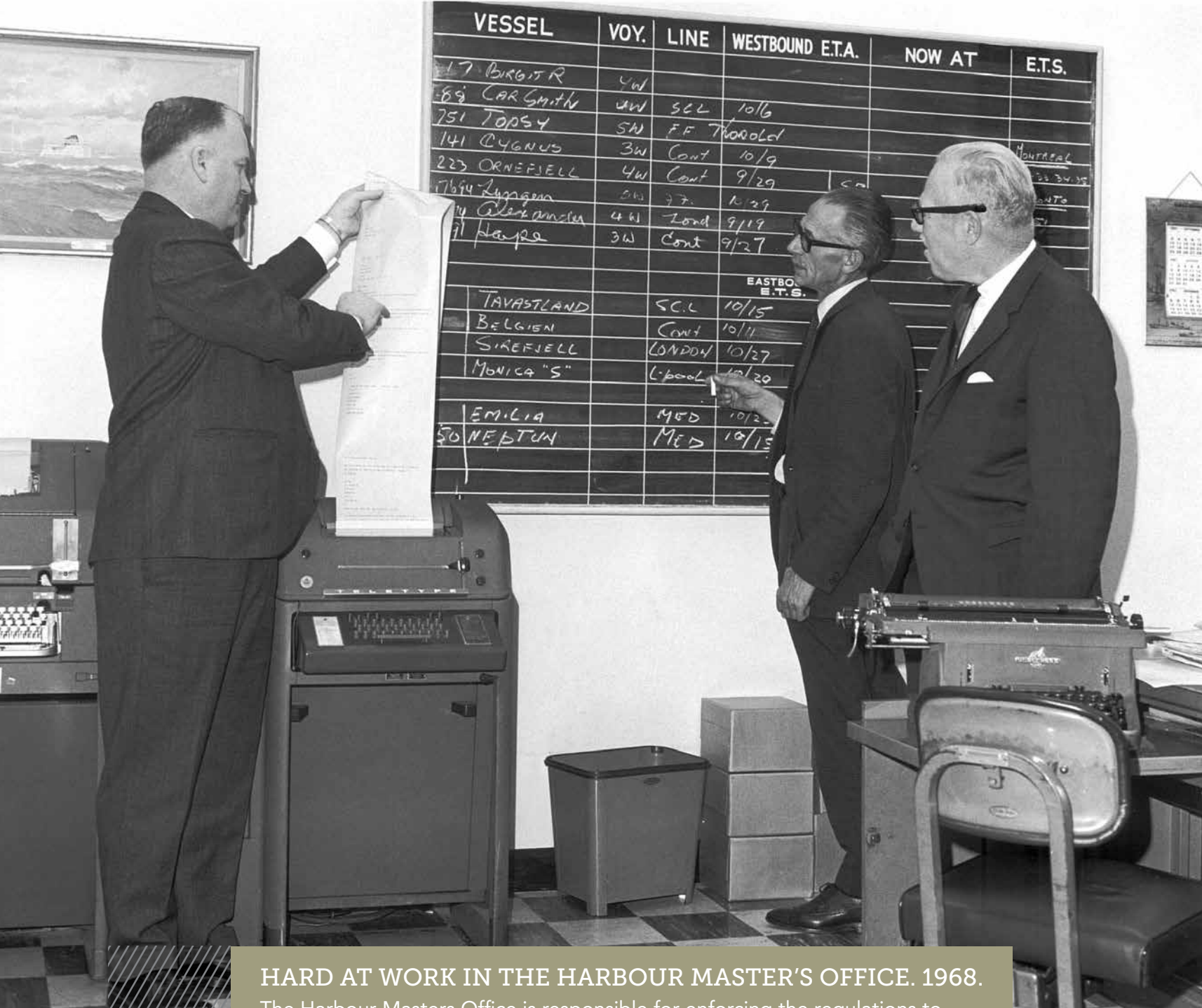
- 1974 – TONNAGE 11,810,244  
Domestic 11,441,463  
Overseas 368,781  
VESSEL ARRIVALS 826  
Domestic 723  
Overseas 103
- 1975 – TONNAGE 14,347,244  
Domestic 13,961,808  
Overseas 385,436  
VESSEL ARRIVALS 930  
Domestic 807  
Overseas 123
- 1976 – TONNAGE 13,608,417  
Domestic 13,116,331  
Overseas 492,086  
VESSEL ARRIVALS 876  
Domestic 752  
Overseas 124
- (NOTE: TONNAGES BELOW THIS  
ARE IN METRIC TONNES)
- 1977 – TONNAGE 12,126,826  
Domestic 11,788,464  
Overseas 338,362  
VESSEL ARRIVALS 800  
Domestic 693  
Overseas 107
- 1978 – TONNAGE 13,142,732  
Domestic 12,632,732  
Overseas 510,000  
VESSEL ARRIVALS 847  
Domestic 745  
Overseas 102
- 1979 – TONNAGE 14,875,971  
Domestic 14,343,376  
Overseas 532,595  
VESSEL ARRIVALS 959  
Domestic 846  
Overseas 113



CONSTRUCTION OF PIER 8, ALSO KNOWN AS CENTENNIAL PIER, DURING THE EARLY 1960S.

The end of the 1970s saw the HHC turn its attention to a project many considered the agency’s crowning achievement of the later half of the 20th century. In 1979, the Commissioners adopted a plan for the 50 hectare (124 acre) Eastport Industrial Park. The plan called for the eventual development of three new piers numbered 25, 26 and 27, (including the defined disposal facility used for dredging material management), to be located adjacent to industrial land sites on the harbourside of the Beach Strip.





#### HARD AT WORK IN THE HARBOUR MASTER'S OFFICE. 1968.

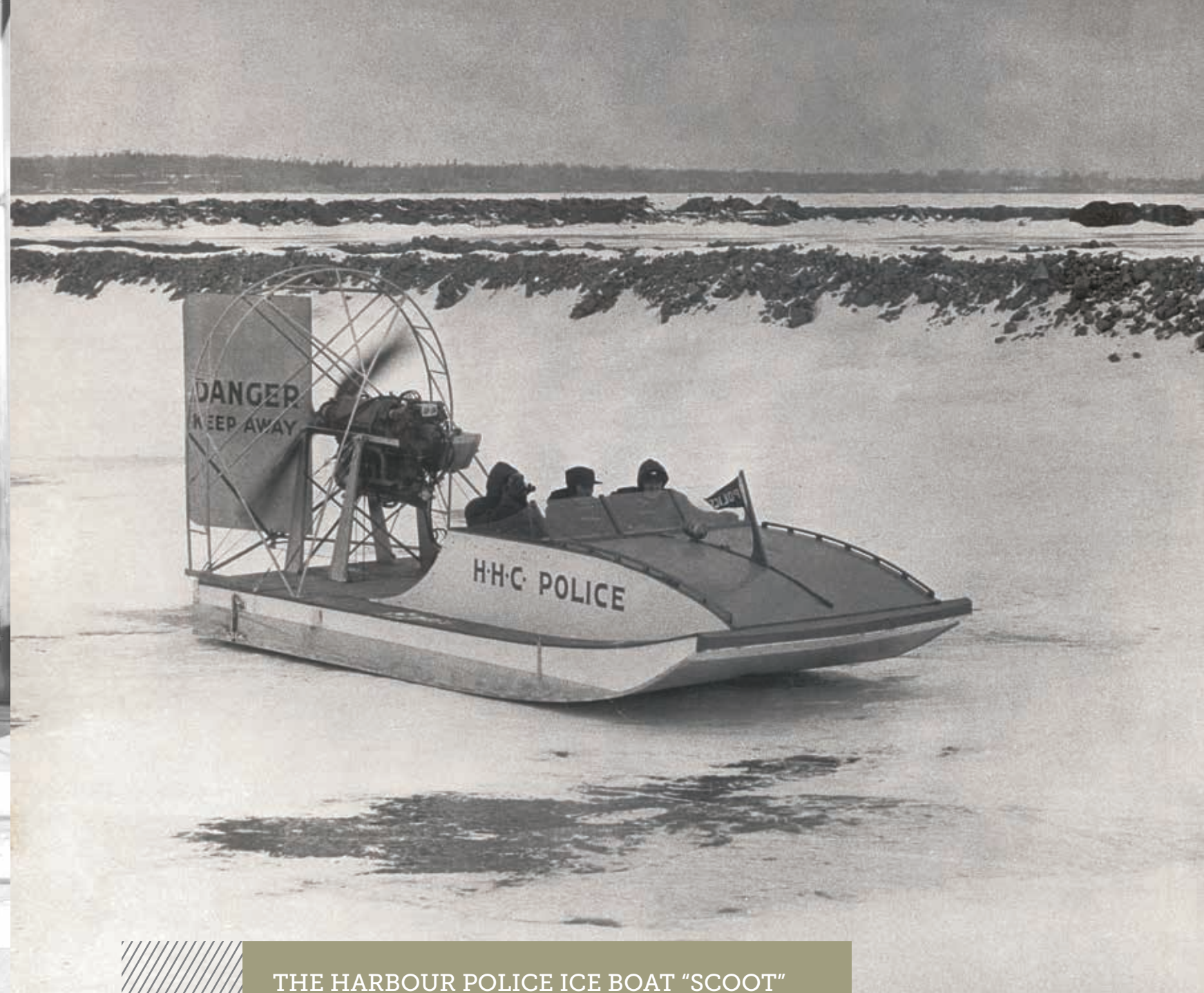
The Harbour Masters Office is responsible for enforcing the regulations to ensure the safety of navigation, and the security of the Hamilton harbour.







THE HHC HARBOUR POLICE, IN 1965.



THE HARBOUR POLICE ICE BOAT "SCOOT"  
PATROLS THE HARBOUR IN THE EARLY 1970s.





ICE SAILING ON HAMILTON HARBOUR, IN 1970s.



HAMILTON'S HEAVY LIFT FLOATING DERRICK, KNOWN AS THE "CARGO MASTER," IN 1975. UNLOADING MG'S AND MGB'S FROM BRITAIN FOR SALE IN CANADA – EARLY 1970s.





# 1980 = 2000

## ENVIRONMENTAL RESTORATION

People Return to Hamilton's Harbour

In 1980, the shoreline of Hamilton Harbour was dominated by industry, with very little public waterfront access. Over the following two decades, that changed dramatically. The first step was taken in the early 1980s, when the City of Hamilton purchased the "Lax Land", a former industrial property near the railroad tracks on the west harbour. Over several years, the 40-acre, \$2.8-million property, which had previously been home to a scrapyard, was transformed for public use. During that period, the HHC also donated a nearby property for parkland use. Known as Pier 4, from an old Harbour Commission plan for a pier that never materialized, the property was donated to the city in 1984.

In 1993, Bayfront and Pier 4 parks and the Hamilton Harbour Waterfront Trail were officially unveiled. For the first time in decades, it was legal to swim at the West Harbour beaches. A public boat launch provided water access to residents, while the six meter wide paved trail around the harbour's southwestern shore attracted walkers, joggers, cyclists and rollerbladers.

Despite the interest in improving recreational access to the harbour's waters, the commercial role of the port remained crucial to Hamilton's economic wellbeing. A number of important and ambitious projects were undertaken throughout the 1980s, including a redevelopment project to remove Pier 13, and expand Pier 12. With the assistance of federal funding, the development of Eastport began, with roads, rail, the first Seaway draft berth and the road-rail bridge connection between Piers 24 and 25 undertaken. In 1987, HHC also began acquired 20 acres of property from J. I. Case Canada Ltd. Additional property purchases throughout the 1990s created what eventually grew into a 150-acre site known as Pier 15.

1980 – TONNAGE 14,344,103  
Domestic 13,444,067  
Overseas 900,036  
VESSEL ARRIVALS 895  
Domestic 749  
Overseas 146

1981 – TONNAGE 10,684,352  
Domestic 10,089,973  
Overseas 594,379  
VESSEL ARRIVALS 741  
Domestic 624  
Overseas 117

1982 – TONNAGE 8,731,735  
Domestic 7,561,588  
Overseas 1,170,147  
VESSEL ARRIVALS 564  
Domestic 389  
Overseas 175

1983 – TONNAGE 10,276,395  
Domestic 9,876,937  
Overseas 399,458  
VESSEL ARRIVALS 565  
Domestic 483  
Overseas 82

1984 – TONNAGE 12,333,343  
Domestic 11,792,487  
Overseas 540,856  
VESSEL ARRIVALS 682  
Domestic 580  
Overseas 102

1985 – TONNAGE 10,347,332  
Domestic 9,778,844  
Overseas 568,488  
VESSEL ARRIVALS 560  
Domestic 462  
Overseas 98

1986 – TONNAGE 10,780,862  
Domestic 9,941,941  
Overseas 838,921  
VESSEL ARRIVALS 626  
Domestic 501  
Overseas 125



A TALL SHIP VISITS THE HABOUR.

The mid-1980's also brought other significant changes to the harbour. In 1986, the HHC disbanded its harbour police force. While policing responsibilities were handed off to the Hamilton-Wentworth Regional Police Service, the security aspects of the port's operations remained with HHC within the Harbour Masters Office. The twinning of the heavily-used Skyway Bridge – made possible by land provided by the HHC – was completed in 1988. The twinned bridge was officially renamed the Burlington Bay James N. Allan Twin Skyway Bridge.



- 1987 – TONNAGE 11,125,802  
Domestic 9,967,029  
Overseas 1,158,773  
VESSEL ARRIVALS 820  
Domestic 683  
Overseas 137
- 1988 – TONNAGE 13,027,281  
Domestic 11,428,987  
Overseas 1,598,294  
VESSEL ARRIVALS 878  
Domestic 719  
Overseas 159
- 1989 – TONNAGE 12,450,224  
Domestic 10,972,090  
Overseas 1,478,134  
VESSEL ARRIVALS 772  
Domestic 635  
Overseas 137
- 1990 – TONNAGE 11,977,747  
Domestic 10,722,009  
Overseas 1,255,738  
VESSEL ARRIVALS 776  
Domestic 645  
Overseas 131
- 1991 – TONNAGE 11,383,050  
Domestic 10,419,330  
Overseas 963,720  
VESSEL ARRIVALS 636  
Domestic 529  
Overseas 107
- 1992 – TONNAGE 12,891,427  
Domestic 11,801,328  
Overseas 1,090,099  
VESSEL ARRIVALS 694  
Domestic 578  
Overseas 116
- 1993 – TONNAGE 12,406,118  
Domestic 11,007,667  
Overseas 1,398,451  
VESSEL ARRIVALS 748  
Domestic 618  
Overseas 130



The environmental degradation of the harbour over the past decades led to the creation of the Hamilton Harbour Remedial Action Plan (RAP) in 1986. The HHC joined as a stakeholder in the organization, which united government, industry and environmental groups to undertake projects to restore fish, plant and animal life to the harbour, improve water quality and address contaminated sediment. The HHC also partnered on an agreement to clean up contamination in the harbour’s Windermere Basin, as well as supporting the Bay Area Restoration Council, the community group responsible for spearheading the environmental cleanup of Hamilton Harbour.

A growing interest in recreational boating led the HHC to construct the new Harbour West Marina in 1991. Designed to accommodate larger boats, the marina offered over 200 new slips for recreational boaters. An upgraded Sailing School followed, as well as the addition of a number of related services for recreational boat users.

- 1994 – TONNAGE 12,701,632  
Domestic 10,864,144  
Overseas 1,837,488  
VESSEL ARRIVALS 696  
Domestic 523  
Overseas 173
- 1995 – TONNAGE 11,960,284  
Domestic 10,399,942  
Overseas 1,560,342  
VESSEL ARRIVALS 680  
Domestic 532  
Overseas 148
- 1996 – TONNAGE 12,925,919  
Domestic 11,377,743  
Overseas 1,548,176  
VESSEL ARRIVALS 676  
Domestic 532  
Overseas 144
- 1997 – TONNAGE 11,582,095  
Domestic 10,153,637  
Overseas 1,428,458  
VESSEL ARRIVALS 625  
Domestic 483  
Overseas 142
- 1998 – TONNAGE 12,304,280  
Domestic 10,576,543  
Overseas 1,727,737  
VESSEL ARRIVALS 685  
Domestic 520  
Overseas 165
- 1999 – TONNAGE 11,526,621  
Domestic 10,400,270  
Overseas 1,126,351  
VESSEL ARRIVALS 659  
Domestic 512  
Overseas 147



HHC’s popular sailing school taught thousands of Hamilton residents how to be safe on the water.



2000  
2012

# The Modern era:

Hamilton Port Authority is born

The new millennium brought with it a movement to modernize the governance of Canadian ports by replacing politically-appointed harbour commissioners with independently-managed Port Authorities. The move was also afoot in Hamilton, but the HHC had one last significant impact to make on Hamilton harbour.

In October 2000, the HHC reached an out-of-court settlement with the City of Hamilton that resulted in an agreement to place properties at the western end of the harbour under city control and reserve them for people and recreation. The eastern half of the harbour was retained by the HHC for the development of industry and shipping interests.

About six months after the agreement was signed, on May 1, 2001, The Hamilton Harbour Commissioners was replaced with the new Hamilton Port Authority (HPA). Coincidentally, it was later discovered that the HPA was born exactly 89 years to the day after Messrs. Guy, Wallace and Clark swore their oaths of office as the first Commissioners of Hamilton Harbour.

Created under the Canada Marine Act, the HPA is governed by a seven member board that reports to the federal government. Mandated to be financially self-sufficient, HPA revenues are reinvested into the development of port lands. Some of those investments have come in the form of land purchases that can be leased for future revenues. In 2006, HPA purchased just over 100 acres of former Stelco property to create Pier 22.

|                           |
|---------------------------|
| 2000 – TONNAGE 12,067,611 |
| Domestic 10,573,762       |
| Overseas 1,493,849        |
| VESSEL ARRIVALS 701       |
| Domestic 509              |
| Overseas 192              |
| 2001 – TONNAGE 10,733,127 |
| Domestic 9,525,011        |
| Overseas 1,208,116        |
| VESSEL ARRIVALS 577       |
| Domestic 410              |
| Overseas 167              |
| 2002 – TONNAGE 12,059,913 |
| Domestic 10,432,580       |
| Overseas 1,627,333        |
| VESSEL ARRIVALS 757       |
| Domestic 592              |
| Overseas 165              |
| 2003 – TONNAGE 11,024,746 |
| Domestic 9,740,781        |
| Overseas 1,283,965        |
| VESSEL ARRIVALS 654       |
| Domestic 531              |
| Overseas 123              |
| 2004 – TONNAGE 12,007,832 |
| Domestic 10,741,024       |
| Overseas 1,266,808        |
| VESSEL ARRIVALS 694       |
| Domestic 573              |
| Overseas 121              |
| 2005 – TONNAGE 12,359,511 |
| Domestic 10,777,136       |
| Overseas 1,582,375        |
| VESSEL ARRIVALS 715       |
| Domestic 576              |
| Overseas 139              |
| 2006 – TONNAGE 12,612,730 |
| Domestic 11,138,329       |
| Overseas 1,474,401        |
| VESSEL ARRIVALS 749       |
| Domestic 585              |
| Overseas 164              |



THE HAMILTON PORT AUTHORITY ADMINISTRATION BUILDING AS IT STANDS TODAY.

Environmental stewardship is also a key element of the HPA vision of harbour management. In 2003, the Environmental Trust Fund was established to provide annual funding for projects that improve the harbour ecosystem. On a much larger scale, the HPA has partnered with the provincial and federal governments on a plan to clean-up a heavily-contaminated area of the harbour known as Randle Reef. Planning and design work is completed, and the project is expected to begin in 2015.





A FOUR-LANE LIFT BRIDGE AND A TWINNED SKYWAY BRIDGE SPAN THE CANAL THAT ALLOWS MARINE ACCESS INTO HAMILTON HARBOUR FROM LAKE ONTARIO.



THE MV FEDERAL SAKURA ARRIVES AT THE BURLINGTON SHIP CANAL.

Harbourfront lands have become an increasingly popular recreational destination for Hamilton families and visiting tourists. Services and attractions have followed the increasing number of visitors. The HMCS Haida, a World War II destroyer, was brought to Hamilton in 2003. Now berthed at Pier 9 and operated by Parks Canada as a National Historic site, the ship allows visitors to tour naval history. The Hamilton Waterfront Trust was established in 2000 as a charitable organization with a mandate to make it possible for everyone to use and enjoy Hamilton's waterfront. The Trust provides public waterfront interaction through various restaurants, a trolley service, skating rink, tour boats and special events.

With over 12 million tons of cargo and 700 vessels travelling through the port each year, Hamilton now ranks as the busiest of all Canadian Great Lakes ports. However, the heavy industries that built the port's prosperity are no longer as dominant as they were in earlier decades. While steel-related shipments still make up a significant amount of port business, a diverse number of new industries have also been drawn to Hamilton's well-developed port infrastructure.



Agricultural businesses, in particular, have seen the benefits of locating in Hamilton's port, and have made significant infrastructure investments in the harbour. In 2011, two nine-storey grain storage domes became part of the waterfront skyline as part of a \$30 million investment by Parrish & Heimbecker. A variety of other companies have made a wide range of property improvements and other port investments.

As it has been since the founding of the city, Hamilton's port continues to play a crucial role in the economy. A 2011 economic study found that the port contributes to \$5.9 billion of economic activity and 38,000 jobs in Ontario. With the ability to move goods seamlessly from water to rail and to road, the port's role in the commerce of the region is certain to continue to be significant.

Much has changed in the 100 years since The Hamilton Harbour Commissioners were established, but much has also stayed the same. The water continues as a life-giving force, as a draw for people who wish to play along its shoreline, and as a way of transporting the raw materials and finished goods that build our economies. The success of our port is built upon the foundations laid by the visionary people and companies of the past, but will be maintained by those who continue to imagine new ways to sustain our harbour, and have it sustain us. The Hamilton Port Authority celebrates 100 years of port history.



TOP: CELEBRATING CANADA DAY IN THE HAMILTON HARBOUR WITH THE HMCS HAIDA.  
BOTTOM: PARRISH AND HEIMBECKER AGRICULTURAL STORAGE DOMES THAT HAVE  
BECOME NEW FEATURES ON THE HAMILTON WATERFRONT SKYLINE.





# The Revitalization of Pier 22

A shift in focus away from the steel industry, as well as a growing recognition of the importance of seamless integration of marine, rail and truck transportation has led to a strategic re-imagining of Hamilton’s port. Nowhere can this new vision be more clearly seen than at Pier 22.

In 2006, HPA purchased the derelict 103-acre industrial property from Stelco. An ambitious six-year, multi-million dollar revitalization project has resulted in a redeveloped property with improved marine access and amenities suitable for today’s modern industries.

After clearing the property in 2008, HPA built a 250 meter long dockwall and then in 2012, extended the dock by a further 80 meters. Hydro, water and sewage services have been installed in previously unserved areas, while a new pipeline rack allows liquid cargo from the Stratherarne Slip to travel across Strathearne Avenue for distribution.

The HPA investment in Pier 22 has paid off by attracting new operations and industries to the port. Construction and permanent jobs have followed, and the use of valuable waterfront land has been maximized.

|        |                     |
|--------|---------------------|
| 2007 – | TONNAGE 11,782,656  |
|        | Domestic 10,858,165 |
|        | Overseas 924,491    |
|        | VESSEL ARRIVALS 700 |
|        | Domestic 588        |
|        | Overseas 112        |
| 2008 – | TONNAGE 11,128,691  |
|        | Domestic 10,141,321 |
|        | Overseas 987,370    |
|        | VESSEL ARRIVALS 669 |
|        | Domestic 578        |
|        | Overseas 91         |
| 2009 – | TONNAGE 8,358,123   |
|        | Domestic 7,710,751  |
|        | Overseas 647,372    |
|        | VESSEL ARRIVALS 536 |
|        | Domestic 484        |
|        | Overseas 52         |
| 2010 – | TONNAGE 11,472,831  |
|        | Domestic 10,454,794 |
|        | Overseas 1,018,037  |
|        | VESSEL ARRIVALS 646 |
|        | Domestic 550        |
|        | Overseas 96         |
| 2011 – | TONNAGE 10,040,210  |
|        | Domestic 8,776,049  |
|        | Overseas 1,264,161  |
|        | VESSEL ARRIVALS 583 |
|        | Domestic 475        |
|        | Overseas 108        |

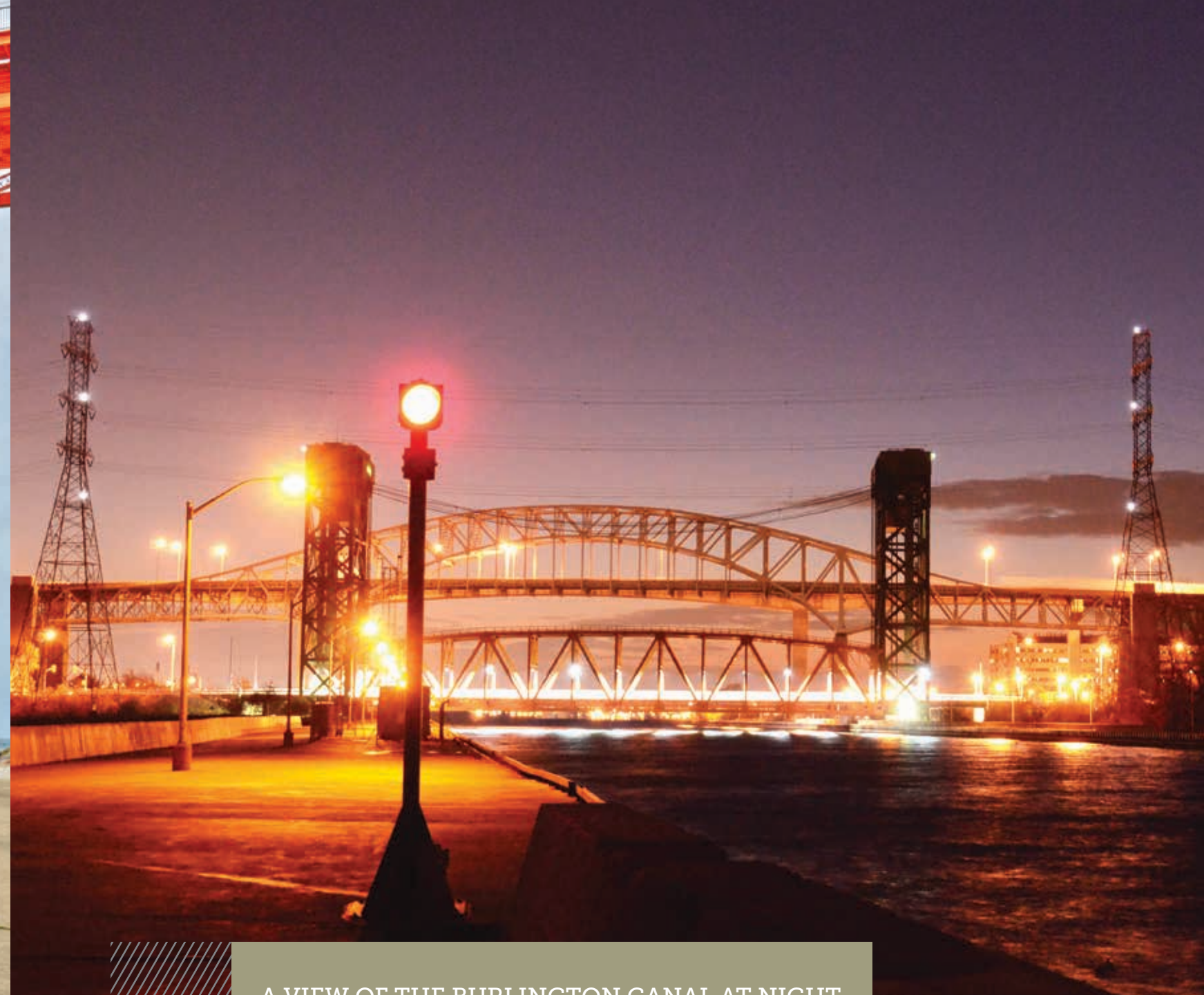


CONSTRUCTION OF THE DOCKWALL ON PIER 22 IN 2007.





CARGO VESSEL RT. HON. PAUL J MARTIN PASSES THROUGH THE BURLINGTON CANAL.



A VIEW OF THE BURLINGTON CANAL AT NIGHT.





SUNDOWN AT THE HARBOUR.



TOP: A SHIP COMES TO SHORE.

BOTTOM: BEAUTIFUL BLUES AT DUSK.





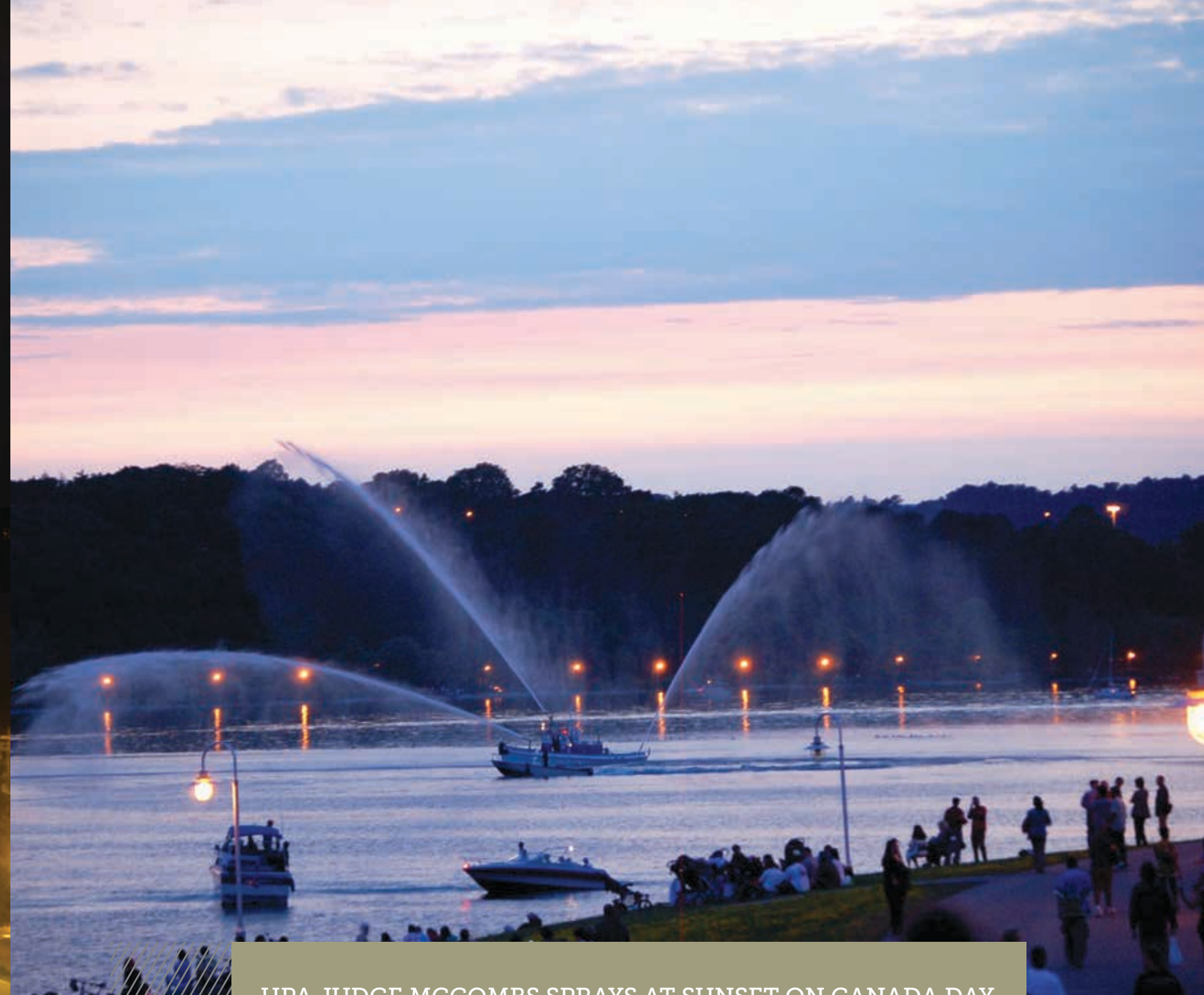


WINDMILL BLADES (BEING MOVED ON PIER 26) ARE JUST ONE EXAMPLE OF THE DIVERSE CARGO MOVING THROUGH THE PORT OF HAMILTON.





LIGHTNING ILLUMINATES THE WEST HARBOUR.



HPA JUDGE MCCOMBS SPRAYS AT SUNSET ON CANADA DAY.





THE WARM HUE OF U.S. STEEL/STELCO REFLECTED  
INTO THE NIGHT HARBOUR WAVES.





FILM CREW SHOOTING VIDEO IN PIER 15 WAREHOUSE.

August 2004 saw the filming of some scenes for the Ron Howard film *Cinderella Man* starring Russell Crowe. I was brought in to consult on what life was like for the stevedores in the 1950's. I met Ron Howard and said "I can only tell you what I know and what life was actually like at the time." Ron replied, "That's what I want to know, then we'll build the story."

– former stevedore and HHC cargo operations employee Bill Conway.

HPA receives about 25 to 30 film scout visits or requests per year, with an average of five to ten film scenes shot at the port each year.

Filmed at the port over the last five years:

**Across the River to Motor City** - TV series  
**Aftermath** - National Geographic TV series  
**An Accidental Friendship**  
**Ancestors in the Attic**  
**History TV Cinderella Man**  
- feature film starring Russell Crowe  
**Clean** - feature film starring Nick Nolte  
**Connor Undercover** - Walt Disney TV series  
**Covert Affairs** - TV series  
**Cra\$h & Burn** - TV series  
**Defendor** - feature film starring Woody Harrelson and Sandra Oh  
**Drive** - TV series  
**Flashpoint** - TV series  
**Four Brothers** - feature film starring Mark Wahlberg and Tyrese Gibson  
**Guns, Lawyers and Money** - TV series  
**Love and Defiance** - independent movie  
**King of Sorrow** - feature film  
**Lost Girl** - TV series on Showcase  
**Love Child** - independent film  
**Lucky 7** - independent film

**Mayday** - TV movie  
**Nature's Secret** – Documentary for Discovery Channel  
**NOVA** - short film  
**ReGenesis** - TV series  
**Repossession Mambo** - feature film starring Jude Law, Forest Whitaker  
**Robber Bride** - TV movie  
**St. Ralph**  
**Stepping Up**  
**The Story of Jack**  
**The Summit** - TV mini series  
**Traitor** - feature film starring Don Cheadle and Guy Pearce  
**Who named the Knife**  
**Working on the Edge** - TV movie  
**Would be Kings** - TV mini series  
**XIII the Series** - TV series  
**History Channel** - History Bites  
**Nikita** – TV series starring Maggie Q





HAMILTON PORT AUTHORITY STAFF.

# Acknowledgements

City of Hamilton Public Library – 1921 survey of ‘City of Hamilton’, Inside front cover

Hamilton Port Authority archives – throughout

Vintage postcards courtesy of Rhoda Evelyn Daniels / Lois Stevens, pg 20

David Galbraith – photo, pg 63, 65

Madison Glachan – top photo, pg 67

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Ashley Hinks – photo, pg 62

John Piercy – photo, pg 66

Phil Prew – photo, pg 54, 71

John Prior – bottom photo, pg 67

Peter Rainford – photo, pg 72-73

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Michael Van Dyke – photo, pg 70

Foreward by Brent Kinnaird

Material compiled by John Kuhn

Text edited by Kim Arnott

Thank you to our dedicated staff who spent countless hours in the creation of our book.

Hamilton Port Authority would like to thank Mayor of Hamilton Bob Bratina for his recognition of their 100th anniversary.



- 1 - HPA Marina
- 2 - Hamilton Port Authority Administrative Building
- 3 - Pier 10 (agricultural storage domes)
- 4 - Pier 11 (vegetable oil processing plant)
- 5 - Pier 14 ('Salty' docked)
- 6 - Pier 16 (steel manufacturing operations)
- 7 - Pier 23 (terminal tanks)
- 8 - Pier 25 (fertilizer domes)
- 9 - Pier 26 (windmill blades)
- 10 - Skyway Bridge and Burlington Canal Lift Bridge







1912-2012

**HAMILTON**

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Administration Portuaire de Hamilton