

# CITY OF SOUTH PERTH LOCAL HERITAGE INVENTORY

Management  
Category

A

## PLACE RECORD FORM

Prepared by *Heritage Today*, January 2003  
Most recent update by City of South Perth, November 2015

**Place No: MP1 19    Mends Street Jetty**



*Mends Street Jetty with the 'Decoy' paddle steamer and Transperth ferry docked.  
(City of South Perth, 2007)*

### LOCATION

<b>Name of place</b>	<i>Mends Street Jetty</i>
<b>Other / former names</b>	
<b>Address</b>	Mends Street / South Perth Esplanade
<b>Suburb</b>	South Perth
<b>Local Government Authority</b>	City of South Perth
<b>Scope of listing</b>	This heritage listing only applied to the South Perth Jetty structure and does not include the 'Marquay' Restaurant building which is partially located on the jetty, nor to any river craft which are moored at the jetty from time to time.

## LISTINGS BY OTHER BODIES

Name of Body	Reference No.	Grade of Listing	Date
Heritage Council of Western Australia	4834	To be assessed – not yet listed	25 February 2005

## LAND DESCRIPTION

Reserve No.	Lot No.	Location No.	Plan/Diagram	Vol/Folio
28779	-	840		-

<b>PERIOD</b>	Federation (1890-1915)
<b>Design Style</b>	-
<b>Construction Date</b>	Unknown but widened for Perth Zoo visitors 1898
<b>Source/Details</b>	Florey, C. <i>Peninsular City A Social History of South Perth</i> City of South Perth WA 1995 page 79.

## USE(S) OF PLACE

<b>Original</b>	Jetty
<b>Present</b>	Ferry Jetty
<b>Other / former</b>	

## HISTORICAL NOTES

It is not clearly defined when the *Mends Street Jetty* was first built, though it has been noted that prior to the opening of the Perth Zoo, a jetty was in existence in this location. However, the *Mends Street Jetty* became a major part of the transport system between the Perth central business district and South Perth with the opening of the Perth Zoo in October 1898.<sup>1</sup> Ernest Le Souef, Director of the Zoo, and C Y O'Connor, Government Engineer in Chief, saw the necessity of having a cross-river ferry service, in order to ensure the success of the Zoo. To provide for an adequate ferry service, they proposed that the jetty at Mends Street be widened to 15 feet (5metres)<sup>2</sup>. This was to coincide with the building of a new jetty at the end of Barrack Street, Perth, to serve as a ferry terminal and the establishment of a regular ferry service between the two. On a map of South Perth by Real Estate Agents, Owtram and Purkiss, dated 1902, *Mends Street Jetty* was one of three jetties on the south side of Perth Water, the other two being at Queen Street and Coode Street.<sup>3</sup>

The first regular ferry service using *Mends Street Jetty* was established by Joseph Charles who introduced two ferries, *Queen* (later *Empress*) and *Princess* in c1897, to run between the William Street and Queen Street jetties in South Perth. This service was then extended to Mends Street. Charles and S W Copley, business partners, expanded their service with the introduction of the locally constructed ferry, *Duchess*. The *Duchess* made its inaugural South Perth run to *Mends Street Jetty* on 11 December 1898, two months after the Perth Zoo was opened. The superior capacity of the *Duchess* allowed large groups of people to attend the zoo, as attested by *The West Australian* on 12 December 1898<sup>4</sup>, which reported that approximately 1,000 people visited the zoo the day after the *Duchess* went into service. The *Duchess* became the bastion of the South Perth ferry service under Captain J Game, until she was retired in 1927.

<sup>1</sup> Florey, C. *Peninsular City A Social History of South Perth* City of South Perth WA 1995 p79.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid page 119.

<sup>4</sup> Ibid page 85.

**HISTORICAL NOTES (cont'd)**

Another ferry business was operated by Jack Olsen and Claes Sutton (later solely by Sutton). Sutton built up a large ferrying business operating on most parts of the Swan River. However, his main focus was on the services between Point Belches, Mends Street and Coode Street jetties. Sutton had a fleet named from his Scandinavian origins, including *Valfreda*, *Valkyrie I* and *II*, *Valhalla* and *Valdhana*. The *Valkyrie II* was a double-decked boat with a carrying capacity of 245 passengers.<sup>1</sup>

The original entrance to the Perth Zoo in Mill Point Road (then known as Suburban Road) was only a five minute walk from the *Mends Street Jetty*. The ease of access and the exciting prospect of travelling across the river as part of a Zoo outing, led to an enthusiastic public response to the new facility. The establishment of the Zoo and the ferry service at *Mends Street Jetty* was also the catalyst to the development of the Mends Street commercial centre. The Windsor Hotel was opened in November 1898 followed by a range of services such as tearooms to accommodate the many visitors to the area. Recognising the need for shelter at the jetty for inclement weather, the South Perth Road Board commissioned prominent local architect, Henry Prockter, to design a shelter shed in 1901.<sup>2</sup>

The ferry service from *Mends Street Jetty* was a much debated topic, as often the service did not meet commuters' needs. This led to the nationalization of the Mends Street ferry service in 1904.<sup>3</sup> (The Olsen and Sutton service to Coode Street continued successfully). However, despite the State Government purchasing the Mends Street ferries, the change did not improve the number of services or profitability. In reading Cecil Florey's history of the City of South Perth, '*Peninsular City*', it is obvious that the ferry service has been a constant source of complaint and debate on how to improve its reliability and effectiveness. In 1927, with the retirement of the *Duchess*, the ferry service deteriorated. The route from Barrack Street to the *Mends Street Jetty* was plied by the *Mayflower* and the *Foam* – both considered inadequate. However, owing to the onset of the Depression the boats were not replaced.

In 1935, when the privately owned Coode Street Ferry service changed hands (and continued to operate successfully) the government-owned and -operated Mends Street service caused increasing concerns, but it was not until 1943 that the situation improved with the inauguration of a new ferry, the *Duchess II*.

In the 1990s the Department of Planning and Infrastructure (incorporating some of the responsibilities of the Department of Transport) commissioned a major upgrade of facilities at the *Mends Street Jetty*. The Department replaced the old 1960s concrete shelter and toilets with a new shelter, and privately operated restaurant and kiosk for the use of commuters or visitors to the jetty. At the time of this major redevelopment, the jetty was modified and widened at the shore end, so as to accommodate a café and kiosk for passengers, a ticketing area, public toilets and boardwalk around the western side of the building. Passenger shelters were also provided along the jetty. The automatic ticketing machines no longer exist. The new buildings were opened in December 1998<sup>4</sup> and have since been expanded as the Bellhouse Café and later the Marquay Restaurant.

<sup>1</sup> Dickson, Rod The History of the South Perth Ferries *South Perth-The Vanishing Village* Edited by Phillip Pandal and Kerry Davey Published by the City of South Perth Historical Society WA 2002 page 51.

<sup>2</sup> Florey op. cit page 95.

<sup>3</sup> Ibid page 116.

<sup>4</sup> Interview with Steve Jenkins of the Department of Planning and Infrastructure conducted by Cathy Day, *Heritage Today*, 28 January 2003.

**HISTORICAL NOTES (cont'd)**

Since about 1997,<sup>5</sup> the ferry service from Perth to *Mends Street Jetty* has been operated by Captain Cook Cruises under contract from the Department of Planning and Infrastructure (and later from Transperth), whose jurisdiction covered the operating of the ferry service. Captain Cook Cruises ran two boats, the *Shelley Taylor-Smith* and the *Duchess* and carried approximately 400,000 passengers a year. In 2014, Captain Cook Cruises were still running the Transperth ferry services between the Barrack Street Jetty and *Mends Street Jetty*. The Transperth Ferry Timetable for Monday to Friday during the busy October to May season, listed 46 daily runs, the first leaving *Mends Street Jetty* at 7.00am and the last leaving at 10.30pm, with four additional trips on Friday nights until 12.30am.

**DESCRIPTION**

The *Mends Street Jetty* has been rebuilt since its first construction. The timber pile-driven jetty has a concrete deck. Over the years it has had various passenger shelters ranging from a gabled wooden waiting room to a 1960s concrete block shelter. Since the 1990s, the jetty has had a substantial timber building on the shore end, providing kiosk and high quality dining facilities.

**ASSOCIATIONS****ASSOCIATION TYPE**

J Charles and S Copley	Ferry operators c1897
J Olsen and C Sutton	Ferry Operators c1900
Captain Cook Cruises	Private ferry operators c1997

**HISTORIC THEME / Sub-theme****CATEGORIES OF SIGNIFICANCE**

Transport and Communication/ <i>River transport</i>	Aesthetic
	Historic
	Social
	Representative

**RATING AND ASSESSMENT****High****Low**

Aesthetic value (streetscape, setting)	1 ✓	2	3	4	5
Rarity value	1	2	3 ✓	4	5
Value as part of a group/precinct	1 ✓	2	3	4	5

**STATEMENT OF SIGNIFICANCE**

The *Mends Street Jetty* has aesthetic, historic, social and representative cultural heritage significance. The jetty has been part of the South Perth foreshore for over a century and adds aesthetic value to the general landscape of the foreshore. The *Mends Street Jetty* is representative of the importance of river transport to the early settlers of Perth and to the feeling of isolation the South Perth residents experienced prior to the building of the Narrows Bridge in 1959.

<sup>5</sup> Interview with Tony Baker Captain Cook Cruises, conducted by Cathy Day, *Heritage Today*, 28 January 2003.

**STATEMENT OF SIGNIFICANCE (cont'd)**

The *Mends Street Jetty* is of considerable historic heritage value owing to the contribution it made towards the development of the South Perth area, the Mends Street commercial district and the successful operation of the Perth Zoo which was (and still is) visited often by people from across the State. The *Mends Street Jetty* is valued by the wider Perth community as it contributes a sense of place with its link between the City of Perth and City of South Perth and therefore to the places such as the Perth Zoo, Sir James Mitchell Park and the South Perth Esplanade and foreshore.

It is recognised that the fabric of this jetty is not original; however, the significance of a ferry jetty at this site cannot be understated. The *Mends Street Jetty* has been assessed as having significant heritage value.

**MANAGEMENT RECOMMENDATIONS****Management Category A : Exceptional significance – Worthy of being Registered**

Conservation essential. Essential to the heritage of the locality. Rare or outstanding example. Worthy of being registered by the Heritage Council of Western Australia. Demolition or significant alteration to a place in Management Category A of the Heritage List is not permitted. Any alterations or additions are to be guided by a Conservation Plan, if any, and reinforce the heritage values of the place.

**SUPPORTING INFORMATION / BIBLIOGRAPHY**

- *South Perth-The Vanishing Village* Edited by Phillip Pandal and Kerry Davey Published by the City of South Perth Historical Society WA 2002.
- Florey, C. *Peninsular City A Social History of South Perth* City of South Perth WA 1995.
- Interview with Steve Jenkins of the Department of Planning and Infrastructure conducted by Cathy Day, *Heritage Today*, 28 January 2003.
- Interview with Tony Baker Captain Cook Cruises conducted by Cathy Day, *Heritage Today*, 28 January 2003.
- Heritage Today's Place Record Form, January 2003.
- Review of Municipal Heritage Inventory by *Heritage Today* in 2006.
- Transperth Ferry Timetable 300, effective 1 June 2014.

**HISTORY OF HERITAGE LISTING BY CITY OF SOUTH PERTH**

	<b>Date Adopted by Council</b>
Initial listing in MHI	March 2003
Review of MHI by <i>Heritage Today</i>	February 2006
Interim Heritage List – Policy P313 'Local Heritage Listing'	April 2013
Updated in renamed LHI	November 2015



**The Marquay Restaurant (previously the 'Bellhouse Café') on the Mends Street Jetty, 2014.**

**The boardwalk along the western side of the Mends Street Jetty was added in 1998.**

*(Photograph reproduced with kind permission of the Marquay Restaurant, 2014))*



**View from the Mends Street Jetty towards Mends Street.**

*(Gina Fraser, City of South Perth, 2002)*

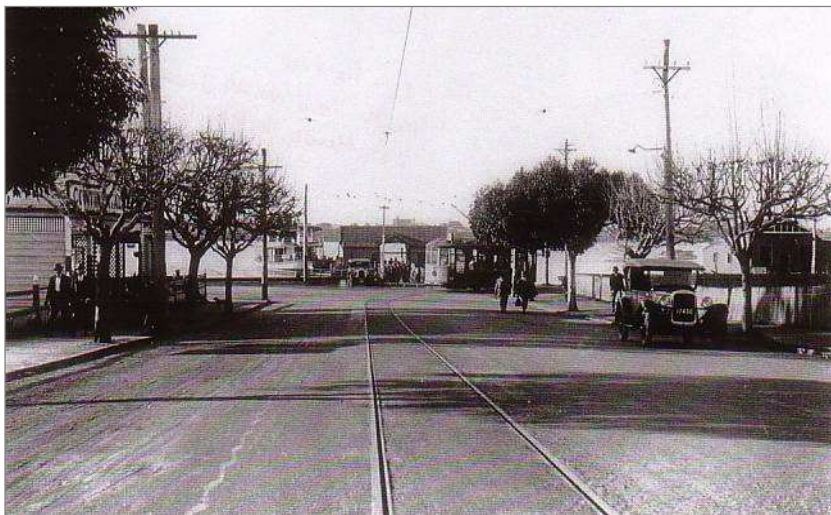


**Mends Street Jetty with concrete ferry terminal prior to redevelopment, 1994.**

*(Picture South Perth Photograph Collection)*



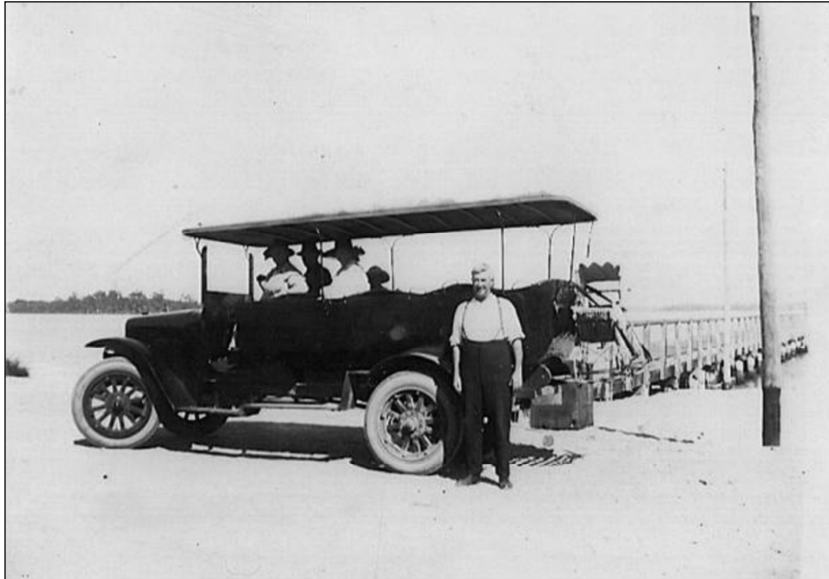
**The 'Perth' at Mends Street Jetty, 1939.**  
(City of South Perth Local Studies Collection)



**The No. 29 tram stopping at the Mends Street Jetty with the Perth ferry docked, 1928.**  
(City of South Perth Local Studies Collection)



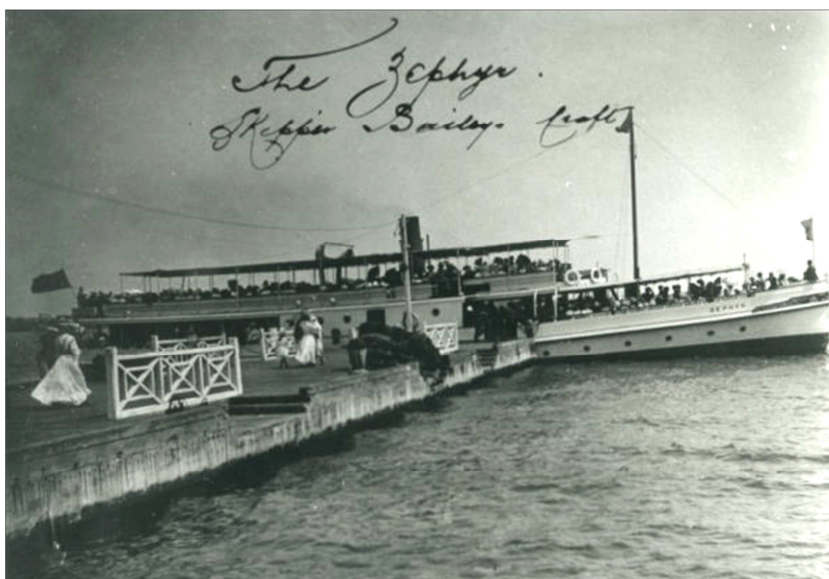
**Men wading along the partially submerged Mends Street Jetty during the 1926 floods. The ferry, *Duchess*, is at the end of the jetty.**  
(Picture South Perth Photograph Collection)



**Bus operated by Stanley Outram, at the Mends Street Jetty, c1920.**  
(Picture South Perth Photograph Collection)



**Mends Street Jetty ferry terminal, c1910.**  
(Picture South Perth Photograph Collection)



**The 'Zephyr' ferry at the Mends Street Jetty, c1900.**  
(Picture South Perth Photograph Collection)

## LOCATION MAP



*(Digital Cadastral Data supplied by Landgate, WA. P295)*