

CITY OF SOUTH PERTH LOCAL HERITAGE INVENTORY

Management
Category

B

PLACE RECORD FORM

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

Place No: SPCnt 10 Coode Street Jetty



(Heritage Today 2002)

LOCATION

Name of Place	<i>Coode Street Jetty</i>
Other / former names	
Address	Coode Street (river end)
Suburb	South Perth
Local Government Authority	City of South Perth
Scope of listing	This heritage listing applies to the entire jetty structure, but not to any adjoining and nearby buildings.

LISTINGS BY OTHER BODIES

Name of Body	Reference No.	Grade of Listing	Date
Heritage Council of Western Australia	4833	Data base only – not listed	-

LAND DESCRIPTION

Reserve No.	Lot No.	Location No.	Plan/Diagram	Vol/Folio
34565		825, 11835		

PERIOD	Original jetty during Federation (1890-1915)
Design Style	-
Construction Date	Original jetty 1896, Second jetty 1990
Source/Details	Florey, C. <i>Peninsular City A Social History of South Perth</i> City of South Perth WA 1995 page 104.

USE(S) OF PLACE

Original	Jetty
Present	Jetty
Other / former	

HISTORICAL NOTES

Even before the *Coode Street Jetty* was built, the Coode Street foreshore was used as a landing point by local South Perth people. It was the scene of arrival for pastors and teachers visiting the Wesley Chapel and Church built in Coode Street.¹ There are records of visiting clergy arriving by boat, as the roads were very poor.

Erected in 1896², the *Coode Street Jetty* has been an important transport link to the Perth central business district. On a map of South Perth produced by Real Estate Agents, Owtram and Purkiss in 1902, *Coode Street Jetty* was one of three jetties on the south side of Perth Water, the other two being at Queen Street and Mends Street. Owing to the importance of boats as transport in the early 1900s, boat building was a common local industry along the South Perth foreshore. Amongst the boat building residents of South Perth was one A S Pritchard, who had a boat shed and residence in Swanview Terrace. Pritchard also hired out boats from the *Coode Street Jetty*.³

A ferry service between Perth and Coode Street, South Perth was first operated by W F Tubbs; however, it was irregular. Local residents, Rowland Pennington and Fred Bailey, formed a public company, the River Ferry Company, to try and bring some regularity to the system. They put two sailing boats into action, the *Mary Queen* and the *Gladys*, but the venture was a failure. Rowland Pennington struggled to run the ferry service alongside his successful dairy and farm and the service soon closed. More successful was Pennington's kiosk.⁴

Commuters using the Coode Street ferry service in the early 1900s were provided with refreshments from an iron-clad kiosk set up by the Penningtons on their property on the corner of Coode Street and Suburban Road (now Mill Point Road). Each time a ferry docked, the kiosk was opened to provide such things as locally grown bananas split lengthways and filled with fresh cream (from their dairy). These treats sold for threepence.⁵

¹ Florey, C. *Peninsular City A Social History of South Perth* City of South Perth WA 1995 page 48.

² Ibid page 104.

³ Dickson, R. *The History of the South Perth Ferries South Perth-The Vanishing Village* Edited by Phillip Pental and Kerry Davey Published by the City of South Perth Historical Society WA 2002 page 51.

⁴ Ibid page 104.

⁵ Ibid.

HISTORICAL NOTES (cont'd)

In 1904⁶, Jack Olsen and Claes (Harry) Sutton developed a thriving ferrying business on the Swan River. It was noted that they provided an excellent service in the South Perth district including regular ferries to Coode Street. The fleet that Sutton ran (Olsen died in 1906) included the well-known 'Val' boats named after Olsen's and Sutton's Scandinavian links. Some of the boats were *Valfreda*, *Valthera*, *Valdemar* and *Valkyrie I* and *II*. The *Valkyrie II* was a double-decked vessel capable of carrying 245 passengers.⁷ In order to run a regular service to Coode Street, the jetty needed to be modified to provide a suitable landing place, as reported to the South Perth Council in 1903. Further improvements to this landing were made in 1907. A 1916 timetable for *Valdemar* and *Valdura* showed a very regular service seven days a week with costs for gentleman at 21 shillings per quarter with ladies being charged 12 shillings and sixpence per quarter.⁸ The Coode Street community mourned the loss of Harry Sutton when he died in 1922 of pneumonia. The Sutton and Olsen families continued the ferry service until 1935.⁹ The families sold to Nat Lappin who formed the Swan River Ferries Company and continued the good service that had been provided by Sutton and Olsen for over three decades. In contrast to the excellent Coode Street ferry service, the government-operated Mends Street service still raised many complaints.

The *Coode Street Jetty* also has strong links with the history of the long tenancy of the Chinese market gardeners who occupied land on what is now Sir James Mitchell Park. The Chinese market gardeners had lived and worked on the South Perth foreshore since the 1880s. At weekly intervals, they packed their fresh produce on carts to take them across the Causeway to the James Street Markets in North Perth. However, the Coode Street ferry service once a week was well patronized by the Chinese men. On Saturday nights the hard-working gardeners would go by ferry across to Perth and have a night out on the town. They returned by the 11.30pm ferry and were back working by 6.00am the following morning. Unfortunately, this way of life ended with the eviction of the Chinese from their land in the early 1950s based on health concerns – a period of history remembered with some shame by local residents.¹⁰

Until 1940, it seems that the ferries used a dredged pool area adjacent to the jetty. However, when reclamation and reshaping along the foreshore took place in that year, the continuing existence of this pool was in jeopardy. The South Perth Road Board considered whether or not to petition for its retention, but the motion was lost. An article in *The West Australian* newspaper explained the situation:

"No further action is to be taken by the South Perth Road Board to seek retention of the pool used by the ferry boats at the South Perth end of the Coode Street service. In view of the progress of the foreshore reclamation in that vicinity and the construction of a new jetty on the reconstructed waterline, the board had proposed that the pool be not filled in, but be cleaned and retained for swimming and boating.

The chairman (Mr. D. F. Vincent) reported to the Board on Friday night that he and the Board's engineer (Mr. E. A. Gorham) had accompanied the Engineer for Harbours and Rivers (Mr. Stevenson Young) on an inspection of the site, to ascertain whether the scheme was practicable. Mr. Young doubted both the success and wisdom of the scheme. The break in the even shoreline would not be adequate aesthetically; the pool would harbour filth from the river because there was insufficient tidal and current flow to keep it clean; it had been pumped out three times already and the mud had rapidly made up again; surface garbage could not be kept out; a shell bottom, if provided, would soon be submerged in mud; and it would be nothing less than a cesspool.

⁶ Ibid.

⁷ Dickson, R. '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.

⁸ Florey Op.cit page 104.

⁹ Ibid page 160.

¹⁰ Ibid pages 244-250.

HISTORICAL NOTES (cont'd)

Mr. Gorham reported that modern baths provided for continuous filtration of the water, which should be good enough to drink; with the construction of the riverside drive a congested corner would exist beside the pool; the drainage from over a square mile of land would drain into it; the cost of diverting the road would be about £150; and providing a concrete wall around the pool would cost £1,500, while the cost of pumping out the mud and substituting a shell bottom would have to be borne by the Board; and, as the existing jetty shed was to be moved to the new Jetty in a reconditioned form, a new shed for dressing would be necessary. In view of these reports, the Board dropped the matter.”¹¹

Owing to the fall in numbers of passengers, the private ferry service to Coode Street eventually passed into the State transport system. Since the 1960s, it has been a controversial topic: ‘Should the ferries run or not?’ For a while the ferry service between Barrack Street and Coode Street (via Mends Street) was suspended, and despite the rebuilding of the jetty in 1990, services were still not reinstated. Six months after taking over the contract to operate the ferries in Perth Water (c1997)¹², Captain Cook Cruises began to operate a limited ferry service to the *Coode Street Jetty*, with six to seven ferries per day running from Monday to Friday, from September to April, but there was no service provided on the weekends. Captain Cook Cruises operated two boats, the *Shelley Taylor-Smith* and the *Countess*. The (then) Department of Planning and Infrastructure had jurisdiction over the operation of the ferries and maintenance of the jetty. However, the ferry service to the *Coode Street Jetty* ended on 1 May 2005 due to lack of regular demand. At that time, the primary service to Mends Street had an average of about 24 passengers per trip, while the average number of patrons using the Coode Street stop was just three passengers per trip. As a result, the Minister for Planning and Infrastructure of the day, Alannah MacTiernan, stopped the service to the *Coode Street Jetty* and redirected resources to more viable services.¹³

In 1953, following Wesley College becoming a member of the Public Schools’ Association, a rowing fleet was developed and a boatshed erected on the foreshore of Perth Water. The Wesley rowing shed is located on Reserve 24112 within *Sir James Mitchell Park*. In the 1990s, there were thoughts of redeveloping and improving the shed, but the plans did not go ahead. The shed remains an important focal point highly valued by Wesley College, with its close proximity and easy access to Perth Water.

DESCRIPTION

The *Coode Street Jetty* is situated at the northern end of Coode Street in South Perth. Rebuilt in 1990, the *Coode Street Jetty* provides access to the Boatshed Restaurant (originally approved as a ‘kiosk’, in 1994) built on the foreshore close to the jetty, as well as to the foreshore. The short pile-driven wooden jetty has a landing for ferries. The beach to the west of the jetty was a popular landing place for windsurfers for over two decades.

ASSOCIATION**ASSOCIATION TYPE**

W F Tubbs	First ferry operator of any note to use Coode Street jetty
J Olsen and C Sutton	Ferry Operators 1904
R Pennington and Fred Bailey	Local residents who tried to operate a ferry service using sailing boats

¹¹ Trove Digitised Newspapers. *The West Australian*, 14 October 1940. ‘Coode Street Jetty Pool – Proposal Dropped by Board’.

¹² Interview with Tony Baker, Captain Cook Cruises, conducted by Cathy Day, *Heritage Today*, 28 January 2003.

¹³ ‘Coode Street Jetty’, https://en.wikipedia.org/wiki/Coode_Street_jetty

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
Condition	1	2	3	4	5
Integrity	1	2	3	4 ✓	5

STATEMENT OF SIGNIFICANCE

The *Coode Street Jetty* has aesthetic, historic, social and representative cultural heritage significance. The jetty has been a notable feature on the South Perth foreshore for well over a century and adds aesthetic value to the general landscape of the foreshore. It is representative of many jetties that were important infrastructure facilitating river transport for the early settlers of Perth. The jetty assisted in reducing the feeling of isolation the South Perth residents experienced prior to the building of the *Narrows Bridge* in 1959. In addition, the jetty has considerable historic heritage value owing to the contribution it made towards the development of the South Perth area; particularly to the Chinese market gardeners who lived close to the jetty. The *Coode Street Jetty* is valued by the wider Perth community as it contributes a sense of place with its link between the Perth central business district and South Perth and therefore to the places such as Sir James Mitchell Park and the South Perth foreshore.

MANAGEMENT RECOMMENDATIONS**Management Category B : Considerable significance**

Conservation essential. Reflects the highest level of local cultural heritage significance. Very important to the heritage of the locality. High degree of integrity and authenticity. Demolition or significant alteration to a place in Management Category B 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.

It is recognised that the fabric of the *Coode Street Jetty* is not original however, the significance of a ferry jetty at this site cannot be understated. The *Coode Street Jetty* has been assessed as having significant heritage value and any development on this site should be carefully considered.

SUPPORTING INFORMATION / BIBLIOGRAPHY

- Reviews of Municipal Heritage Inventory by *Heritage Today* in 2000 and 2006.
- Florey, C. *Peninsular City A Social History of South Perth* City of South Perth WA 1995.
- Dickson, R. 'The History of the South Perth Ferries' in *South Perth - The Vanishing Village*. Edited by Phillip Pandal and Kerry Davey. Published by the City of South Perth Historical Society, WA, 2002.

HISTORY OF HERITAGE LISTING BY CITY OF SOUTH PERTH

	Date Adopted by Council
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 Boatshed Restaurant, South Perth, in relation to the Coode Street Jetty, 2010.
(City of South Perth, 2010)



Coode Street Jetty prior the construction of the Boatshed Restaurant, 1994.
(Jenny Dans, City of South Perth, 1994)



Crane on demolition barge in the process of demolishing the Coode Street Jetty, 1990.
(Picture South Perth Photograph Collection)



During the demolition and rebuilding of the Coode Street Jetty, 1990.

(Picture South Perth Photograph Collection)



The original ferry terminal at Coode Street Jetty 1922.

(Picture South Perth Photograph Collection)



The 'Valdura' ferry, at the Coode Street Jetty, early 1900s.

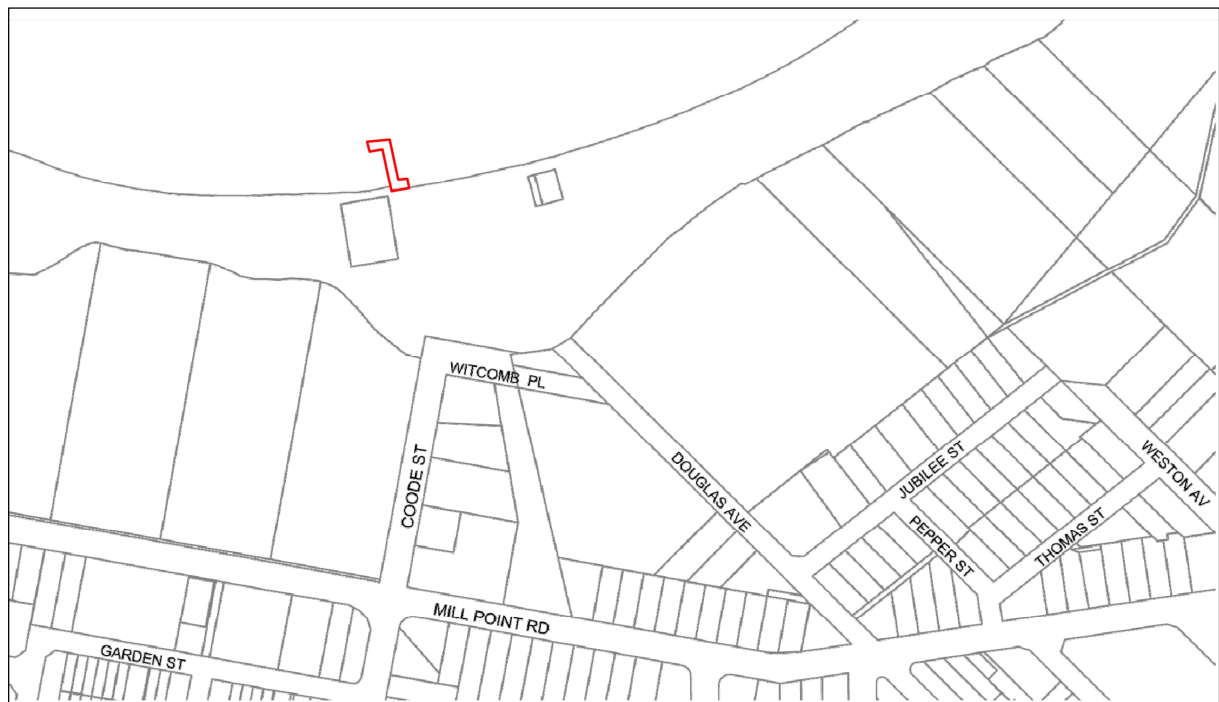
(Picture South Perth Photograph Collection)



Two aerial photographic views of the *Coode Street Jetty* in context of its surrounding area – in 2014 (above) and in 1959 (below). In the 1959 view, the remains of some of the former market garden plots are still visible (bottom left of photo), although somewhat overgrown.
(City records)



LOCATION MAP



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