

Heritage Citation



Apollo Road Ferry Terminal & Toilet Block

Key details

Addresses	Road Reserve Apollo Road, Bulimba, Queensland 4171
Type of place	Ferry terminal
Period	Interwar 1919-1939
Geolocation	-27.443467 153.063746
Key dates	Local Heritage Place Since — 1 January 2004 Date of Citation — September 2015
Construction	Roof: Corrugated iron; Walls: Timber

The ferry between Apollo Road and Hamilton began operating in the 1890s. A terminal building was added to the Hamilton landing site in 1926 but Bulimba's smaller population in the early twentieth century meant that plans for a shelter were delayed. In 1939 the Lord Mayor approved the construction of a waiting shed, and the shed and toilet block were both erected by 1946. The ferry was an important service linking Bulimba with Hamilton which operated until it was replaced by the City Cat service in 1998. The terminal is still in use.

History

1925 deputation to the Mayor to request that the ferry be made free. '[T]he ferry was used by over 500 people daily, mostly workers, who would have to walk over half a mile to the nearest free ferry at Bulimba.' The deputation also complained 'of the inconvenience caused through want of a shelter shed and the bad condition of other conveniences.' Mayor replied that the policy of free ferries was for ferries linking main highways only.¹

Hamilton's new shelter was built in 1926.

In 1927 Jolly visited Bulimba to inspect a proposed new road which would provide a shortcut to the Apollo ferry.

Letter to the editor, 'On the Bulimba side of the river the district to be served [by the ferry] consists mostly of mud flats and lagoons with a fringe of about 18 to 20 houses.'²

In 1939 'The Lord Mayor (Alderman AJ Jones) has approved the construction of a new waiting shed for the Apollo Ferry, at Bulimba, in accordance with a notice of motion by Alderman M Kelly.'³

From Bulimba Ferry Terminal [602211] and Hawthorne Ferry Terminal & Hardcastle Park [602212]:

Since the days of the convict settlement at Moreton Bay when a punt was poled between the main settlement and the south bank of the river, ferries have been a vital transport facility for Brisbane. The river twists and loops through the city and cross-river access is important in linking city and suburbs and greatly reducing travel time between them. Although the first bridge linked the city and South Brisbane in 1862, no other bridges were built for many years, public transport was limited and few people had private transport until after World War Two. People who needed to commute to work and to access shopping and entertainment facilities used cross-river ferries on a daily basis. Ferries were the only major transport service provided by metropolitan local authorities as responsibility for care and management had been placed in their hands by an 1858 Act.

In November 1844, the first ferry service commenced between Customs House and Kangaroo Point and in 1850 Samuel and Matthew Buckley operated a rowing boat ferry service at Bulimba. In 1864, John Watson began a vehicular ferry at Bulimba under lease. He purchased the allotment at the terminal to build his house. The route was then serviced by the steam paddleboat 'Advance' until transferred to the city route in 1893 when floods destroyed the Victoria Bridge. It was replaced at Bulimba by a punt operated by winch and cable until a new ferry was obtained.

In 1888 Bulimba and Hawthorne were included in the area for which the Balmoral Divisional Board was responsible. Balmoral Shire was created in 1901 and was responsible for Apollo, Bulimba, Norman Park and

Hawthorne ferries. A special sub-committee was responsible for the provision of boats, buildings and landings and fixed fares.

In 1925 the various Brisbane district councils amalgamated into a single local government authority, the Brisbane City Council, and construction of ferry terminals because their responsibility.

Statement of significance

Relevant assessment criteria

This is a place of local heritage significance and meets one or more of the local heritage criteria under the Heritage planning scheme policy of the *Brisbane City Plan 2014*. It is significant because:

Historical

CRITERION A

The place is important in demonstrating the evolution or pattern of the city's or local area's history as a structure associated with river transport since the mid-twentieth century.

Rarity

CRITERION B

The place demonstrates rare, uncommon or endangered aspects of the city's or local area's cultural heritage as a surviving, intact, purpose-built mid-twentieth century ferry terminal.

Representative

CRITERION D

The place is important in demonstrating the principal characteristics of a particular class or classes of cultural places as a mid-twentieth century ferry terminal incorporating essential design elements and appropriate use of scale and materials.

Social

CRITERION G

The place has a strong or special association with the life or work of a particular community or cultural group for social, cultural or spiritual reasons

as the terminal for the cross river ferry connecting the districts of Bulimba and Hamilton.

References

1. Daily Standard, 15 October 1925 p9
 2. Telegraph 3 March 1933 p8
 3. Telegraph 5 January 1939 p13
 4. Brisbane City Council Building Cards
 5. Queensland. Certificates of Title
 6. Queensland Post Office Directories
 7. Digitised newspapers and other records. <http://trove.nla.gov.au/newspaper>
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Note: This citation has been prepared on the basis of evidence available at the time including an external examination of the building. The statement of significance is a summary of the most culturally important aspects of the property based on the available evidence, and may be re-assessed if further information becomes available. The purpose of this citation is to provide an informed evaluation for heritage registration and information. This does not negate the necessity for a thorough conservation study by a qualified practitioner,

before any action is taken which may affect its heritage significance.

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