

## JETTIES IN THE REDLANDS

From a talk delivered by Ross Bower OAM on 26 May 2025



*Figure 1. Wellington Point jetty. Photo credit: Redland City Council*

When we think of jetties, this is what usually comes to mind – a place that we visit on a Saturday afternoon for fishing or an ice cream. This is Wellington Point jetty as it appears today.

We too easily forget that in the past, jetties were critical for the economic survival of small coastal communities. They were the marine equivalent of railway stations.

It is not surprising to find that in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries the shoreline of the Redlands was bristling with both public and private jetties.

Unfortunately, timber jetties have short lives. Few of the old wooden jetties still exist today.

I want to focus on the main public jetties in the Redlands, but first just a few words about private jetties. As the name suggests, these were built by landowners and businesses along the shoreline and were generally for private use, such as for mooring of private boats, fishing, boat building, and swimming.

This 1920 aerial photo of Cleveland Point is a good indication of how many private jetties existed along our coastline.

Cleveland Point was a popular holiday destination, with swimming piers along the shore line. Each pier had a changing shelter and a swimming enclosure. People at that time had a powerful fear of sharks. There were a great number of swimming enclosure along the coast, and one still exists at Amity Point.

Today there are few private jetties remaining, except in the canal developments.



*Figure 2. Aerial view of Cleveland Point ca. 1920. Photo credit: Redlands Coast Museum.*



*Figure 3. Bathing piers for guest house customers along the Cleveland Point shoreline ca 1920. Photo credit: Redlands Coast Museum.*

Now let's focus on the larger public jetties in the Redlands. I will describe these jetties in the order of their construction.

## Dunwich



*Figure 4. Dunwich causeway jetty ca 1900. Photo credit: Bancroft family.*

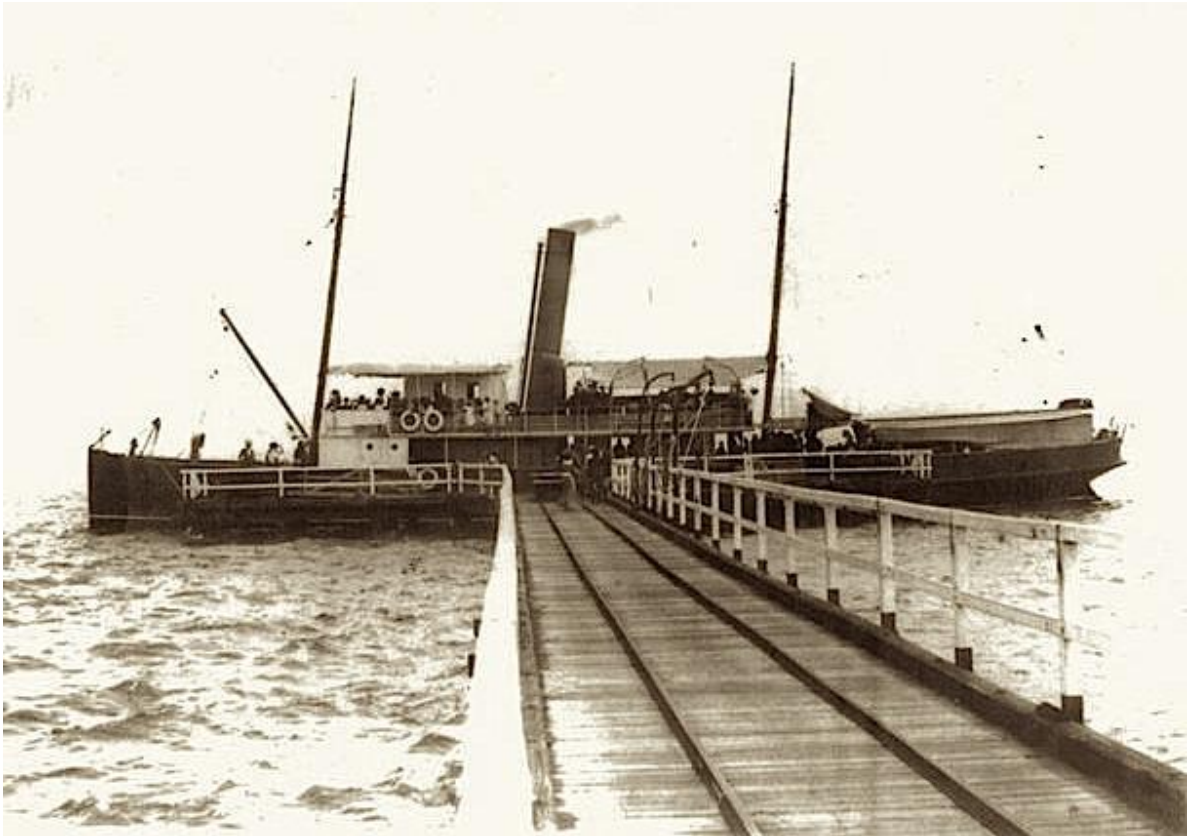
The oldest maritime structure in Queensland is the Dunwich convict causeway constructed in 1827 as part of a military and stores depot servicing the Moreton Bay convict settlement.

This photo taken in the early 1900s shows Dunwich causeway with several stages of extension out into deeper water, and with a timber jetty at the seaward end. The term “causeway” describes a structure of stone and earth built up from the seabed.

The following notice appeared in the Brisbane Telegraph on 2 September 1884:

*It is understood the Government have accepted the tender of Thomas Green, of Ipswich, for the extension of the jetty at Dunwich. The price is £1,450.*

Following closure of the convict settlement the causeway continued to serve developments at Dunwich including a Catholic mission, quarantine station, and the Benevolent Asylum. Today the causeway is heritage listed and is an integral part of the barge and ferry landing facilities at Dunwich.



*Figure 5. The "Otter" supply ship moored at Dunwich ca 1890.  
Photo credit: Ossie Fischer*

The next photo shows the "Otter" supply ship for the Benevolent Asylum at Dunwich Jetty in the 1890s.

This is a good time to point out the tram tracks along this jetty. Many public jetties had these steel tracks for trolleys used to carry heavy luggage and goods. These trolleys were pushed along the tracks by men, but in later years the trolleys were motorised and ran on rubber wheels, so the tracks could be removed.

When the Dunwich jetty was upgraded in the 1970s three iron pile points were recovered. It is probable they were made by convicts. They are now in the Redlands Coast Museum collection.

## **Cleveland Point**

The Redlands' second jetty was also a stone causeway, built on the eastern side of Cleveland Point in 1852 by pastoralists who hoped to make Cleveland a major shipping port. This jetty was said to be 750 feet long, but it was damaged by storms and replaced in 1859 by a wooden jetty built by Francis Bigge on the western, more protected, side of Cleveland Point. Bigge also built a wool store and other buildings, but when it became clear that the port proposal would not succeed, he converted the wool store to a sawmill. This was leased and operated by Taylor Winship, who also

ran a ship building business nearby. Winship also built a family home that became the Pier Hotel.

By 1864 the Queensland Colonial Government was planning a new public jetty at Cleveland Point and had a survey done to record the depth out to deep water in four possible directions. It also showed the remnants of the old stone jetty, and the Francis Bigge sawmill jetty. A copy of this survey is held in the Redlands Coast Museum collection.



*Figure 6. The first public jetty at Cleveland Point, built in 1866. Photo credit: State Library of Queensland.*

The first Queensland Government funded public jetty in Cleveland was built on the eastern side of Cleveland point in 1866, extending towards Peel Island. It was 1000 ft long. This photo from about 1880 shows this jetty, with a sailing ship anchored at the far end. This jetty is now completely gone, but an iron spike from this jetty is held in the Redlands Coast Museum collection.



*Figure 7. The second Government funded jetty at Cleveland Point, built in 1887. Photo credit: Redlands Coast Museum.*

Twenty-one years later, in 1887, The Queensland Government built a new wooden jetty on Cleveland Point, this time on the western (Raby Bay) side. By then the old jetty was deteriorating and had been shortened to about half its original length.

This photo above taken about 1900 shows the new Cleveland Point jetty from the seaward end looking back towards Cleveland Point lighthouse. By the mid 1930s this jetty was falling into a poor state of repair.

Detailed construction plans for this 1887 Cleveland Point jetty are held in the Redlands Coast Museum collection.

## Redland Bay

The farming township of Redland Bay dates from about 1866. This land auction map of 1888 shows two jetties, one at the end of Bay Street, and a second at Redland Bay Hotel.

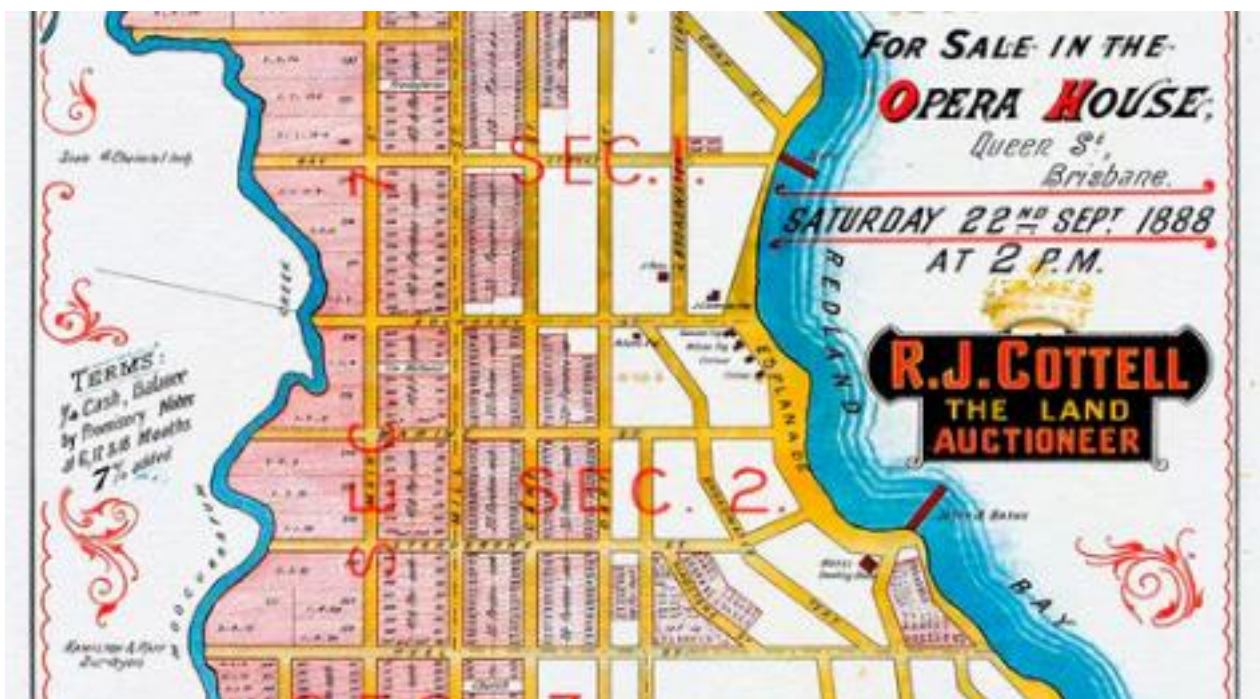


Figure 8. 1888 land sale map of Redland Bay. Image credit: Redlands Coast Museum.

The first significant jetty in Redland Bay was built at the end of Bay Street in the early 1870s to serve coastal steamers traveling between Brisbane and farming districts in Moreton Bay. This early jetty would have been built by the local farmers to ship their

crops. By 1898, the original Bay Street jetty was worn out, and boats began to use a newer Redland Bay Hotel jetty.



*Figure 9. Redland Bay Hotel and jetty ca 1905. Photo credit: State Library of Queensland,*

The first Redland Bay Hotel was opened in 1886 with a jetty to serve holiday makers and day trippers arriving by steamer from Brisbane. From the late 1890s this was the only large functioning jetty in the town and was also used by the local farmers and townsfolk to ship both passengers and goods, including farm produce. The original hotel burned down in 1926 but was replaced in 1928.



*Figure 10. An ANSETT flying boat in Redland Bay. Photo credit: Redlands Coast Museum*

Between 1953 to 1971 the Redland Bay Hotel and jetty were used as the base for flying boat operations. Boats would ferry passengers and luggage out to the aircraft.

By the early 1900s there was a growing need for a new public jetty at Redland Bay, and this notice appeared in the Brisbane Courier on 12 July 1907

### **JETTY AT REDLAND BAY**

*A loan of £100 has been granted by the Government to the Tingalpa Shire Council for the construction of a jetty at Redland Bay.*

This new 1907 public jetty was built on the site of the present Redland Bay jetty at the end of Weinam Street. It consisted of a stone causeway out to deeper water, with a timber jetty at the seaward end.

### **Peel Island**

There were three jetties on Peel Island. The first was a stone causeway and jetty at the south-east corner of Peel Island facing towards Dunwich.



*Figure 11. The Peel Island stone jetty ca 1950.  
Photo credit: State Library of Queensland.*

Construction started in the 1870s and was completed by aboriginal and prisoner labour by 1893. It supported the quarantine station and lazaret on Peel Island and was in use until the mid 1950s. Remnants of this jetty can still be seen.



*Figure 12. The Queensland Government Peel Island western jetty in 1990. Photo credit: Peter Ludlow.*

Construction began in 1948 on a new all-weather jetty on the south-western tip of Peel Island, facing Cleveland Point. It was completed in 1956 and became the main access for the lazaret. By the 1990s this jetty had succumbed to lack of maintenance, and to discourage visitors to the island it was demolished in the late 1990s.



*Figure 13. The lazaret patient's jetty ca 1955. Photo credit: Dr Morgan Gabriel*

A third access point to Peel Island was via the patients' jetty on the north of the island, below the lazaret. It was constructed by the patients with materials supplied by the Health Department and was for the exclusive use of the patients and their boats.

## Amity Point



*Figure 14. Amity Point South Passage jetty ca 1905.  
Photo credit: State Library of Queensland.*

Although a pilot station operated from Amity Point during the second half of the 1800s, the first public jetty at Amity Point was built in the early 1900s and opened up this area for holiday makers and day trippers from Brisbane. This article is from the Brisbane Courier Monday 11 Dec 1905

### TRIP TO SOUTH PASSAGE

*The steamer Beaver, with about 300 excursionists, made, a trip to the South Passage on Saturday afternoon, landing her passengers at the newly erected jetty, within seven minutes' walk of the ocean beach. The outing proved to be a very enjoyable one.*

The second jetty at Amity Point was built in the 1960s by Hayles Cruises. By then Amity was well established as a holiday location. It has since been demolished and replaced by a fine aluminium



*Figure 15. Hayles Cruises jetty at Amity Point ca 1965.  
Photo credit: North Stradbroke Island Museum on Minjerribah*

recreational jetty and swimming enclosure.

## **Victoria Point**



*Figure 16. Victoria Point jetty ca 1940. Photo credit: Redland City Council.*

The first jetty at Victoria Point was completed in May 1909, and the fruit shipping company of John Burke had exclusive licence to use it. This lasted until the company sold the jetty to the Tingalpa Shire Council in 1922.

This photo shows Victoria Point jetty in about 1940, with holiday makers camping on the reserve. Remains of an older jetty can be seen in the left background. The jetty is now the site of the Victoria Point ferry terminal.

## **Cleveland Oyster Point**

A jetty was built at Oyster Point in Cleveland in the 1920s. It seemed to be primarily for swimming and recreational use. Unfortunately, I have not located a good photo of this jetty, however a Department of Harbour and Marine plan is held in the Redlands Coast Museum collection shows the location and length of the jetty in 1955. This jetty was about 1000 ft long and included swimming baths and a diving tower. Students from Cleveland State School had swimming lessons there.

## **Thornlands South Street**

In 1920 the Thornlands State School committee wrote to the Cleveland Shire Council asking that a causeway and bathing enclosure be built at the end of South Street. The

Council voted to spend £10 on the work The South Street jetty, which catered for swimming lessons and general water activities was opened in 1921 and was closed in 1974. It is now almost completely gone.



*Figure 17. Thornlands South Street jetty ca 1940. Photo credit: Redlands Coast Museum.*

## **Blacks Jetty**

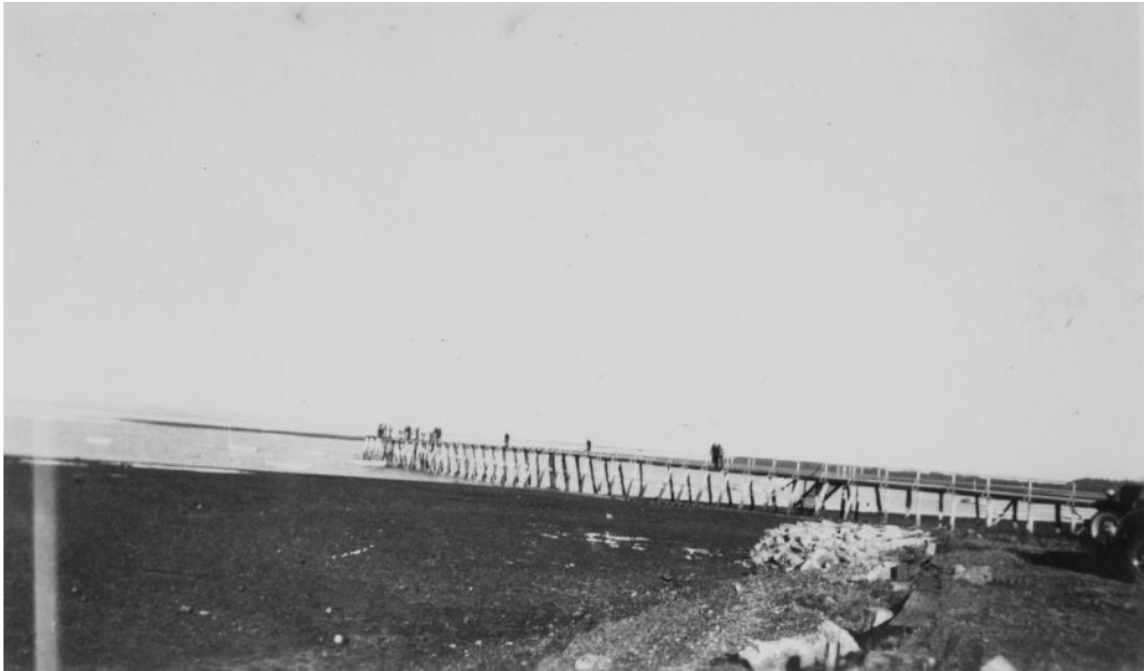


*Figure 18. Blacks Jetty below Cassim's Cleveland Hotel. Photo credit: Redlands Coast Museum.*

In 1922, William Black, who owned Cassim's Cleveland Hotel, built a jetty below the hotel for his guests and holiday makers for sailing and swimming. By 1930 the Cleveland Point public jetty was falling into disrepair, so between 1930 and 1950 Black's jetty was used as a public jetty and for travel to the Benevolent Asylum at Dunwich and the Lazaret on Peel Island. It collapsed in the 1950s, and several

passengers waiting for a boat to Peel Island were thrown into the sea. Fortunately, Paxton street jetty nearby was under construction, and opened the following year.

## Wellington Point



*Figure 19. Wellington Point jetty ca 1940. Photo credit: State Library of Queensland.*

Lobbing for construction of a jetty at Wellington Point started in the early 1930s, with ongoing arguments reported in the papers about where on the Point it should be located. Some wanted it to the west in sheltered water behind King Island, other wanted it to the north towards Brisbane, but this would require the jetty to be half a mile longer to reach deep water. Finally, it was built on the deepwater side to the east, contrary to this report in the Queensland Times on 11 Sept 1937.

### Wellington Point Jetty

*The Royal Queensland Yacht Club's offer to provide material for a 600 ft jetty on the western side of Wellington Point was accepted at the monthly meeting of the Cleveland Shire Council yesterday. The Council agreed to provide the necessary relief labour for construction.*

Wellington Point jetty has been repaired and upgraded a number of times to reach its current state and is the only remaining wooden public jetty in the Redlands.

To my knowledge this jetty was not used commercially, but it was used by the US Navy gunnery training camp on Wellington Point during WW2.

## Paxton Street



*Figure 20. Paxton Street jetty ca 1960. Photo credit: Redlands Coast Museum.*

A petition to Cleveland Shire Council in November 1935 lobbied for the construction of a public jetty at Paxton Street, however it took another 15 years to be built. This jetty was completed in 1951 to replace Black's jetty. This was one of the longest jetties in the Redlands and was used by passenger ferries travelling to North Stradbroke Island and Peel Island, and to unload fish at the Cleveland Fish Market on the corner of Paxton Street and Shore Street North. This jetty fell into disrepair in the 1980s and was demolished in 1991 because it was unsafe. This was the last of the big public jetties in Cleveland. Redlands Coast Museum collection holds a set of construction drawings for this jetty.

This machine is in the Redlands Coast Museum collection. It is a Howard Hauler Tug, (or Hustler), used in the 1950s to bring the commercial fishermen's catch from the Paxton Street jetty to the fish depot located at the corner of Shore and Paxton Streets, Cleveland.

*Figure 21. Howard Hauler (Hustler) from Paxton Street jetty. Photo credit: Redlands Coast Museum.*

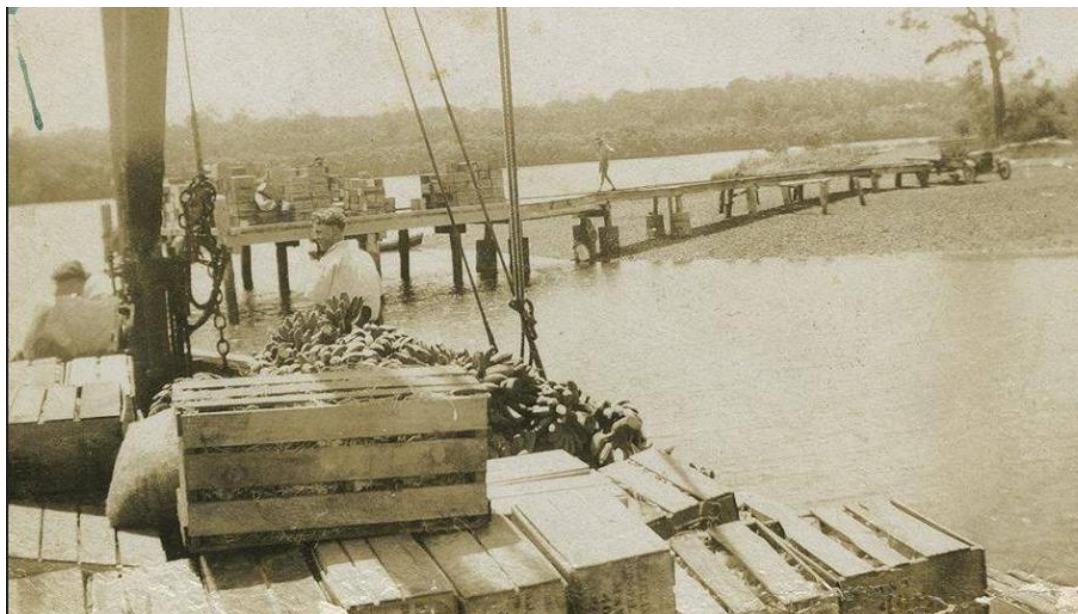


## Jetties on the Southern Moreton Bay Islands



*Figure 22. Russell Island jetty ca 1920s. Photo credit: Peter Ludlow.*

Limited time prevents me from covering the detailed histories of each of these jetties, but they have similar stories. They were built in the late 1800s and early 1900s to ship produce to market from the island farms.



*Figure 23. Lamb Island jetty with fruit boat ca 1935. Photo credit: State Library of Queensland.*



*Figure 25. MV Nirvana at Karragarra jetty in 1926. Photo credit: Redlands Coast Museum.*



*Figure 24. Moreton's jetty, Coochiemudlo, ca 1940s. Photo credit: Coochiemudlo Historical Society.*

There is some controversy over this image. The Coochiemudlo Heritage Society describes this as a photo on the jetty on Coochiemudlo, however other sources describe it as Lamb Island.

## Jetties in the Redlands Today

Finally, lets look at the jetties that exist in the Redlands today.



*Figure 26. Victoria Point ferry terminal jetty. Photo credit: Redland City Council.*

The major ones are the ferry terminals that operate at Toondah harbour, Victoria Point, Redland Bay, Dunwich, One Mile, Russel Island, Maclay Island, Coochiemudlo, Karragarra, and Lamb Island.

There are also the two recreational jetties: at Wellington Point and Amity.

And of course, there are numerous private and marina jetties in the canal developments of Raby Bay and Aquatic Paradise, and a marina jetty at the Little Ships Club at One Mile on North Stradbroke.

Surprisingly, there are still a few private jetties along the coastline. There is one at the end of Beckwith Street in Ormiston, which was originally built by Queensland Cement and Lime Company in the 1960s for dredging coral to make lime. Most of this jetty is now unusable. And there are still a few small private jetties on Cleveland Point, and about twenty-four private jetties on the eastern side of Russell Island, including the Royal Queensland Yacht Squadron jetty at Caniapa Point.