

DAY 2

Greenwich Wharf to Woolwich Wharf

Background and Historical Notes

Day 2:1 - Greenwich Wharf to Northwood

(1) **Lower Serpentine St** has some interesting houses, notably two-storey Federation house, *Toora* (1906), opposite the wharf, and No 44: *Rockleigh*, or Lyons' House, on the corner with Richard St. Two storey with ironwork and a French provincial look, it was built in 1886. From 1905 the Lyons family lived there operating a wharf, slipway and ship repair service down below. They also operated the barges that took crude oil down to Clyde Refinery between 1927 and 1962. Jack Lyons also built the first glider in NSW here in his shipyard. Some of their Richard St neighbours were members of the Finch family, and young actor-to-be, Peter Finch (1916-1977), grew up in the street 1927-34.

(2) At the end of Richard St is a good view down into **Greenwich Baths**. Lane Cove Council opened this tidal harbour pool in 1916. It was significantly rebuilt in 1969 and again in 1989 when an artificial beach was established.

(3) **Manns Point** is named after Gother Kerr Mann (see *Greenwich House* below). Greenwich Sailing Club moved here in the 1970s from Greenwich Point. The extensively quarried site was used by Salt and Copra Bond Stores from 1895 until they burnt down in 1917. Other industry followed, including being a store for Cockatoo Dock during WWII. Beyond the picnic area are some concrete remains of an old wharf used during the construction of Sydney's first harbour tunnel. Electricity cables had been laid on the Harbour floor since 1904 by the Railways Department to provide power to North Shore trams and trains but tended to get damaged by shipping. Construction of a 550 metre long cable tunnel big enough for two people to walk through began between Manns Pt and Long Nose Pt (now Yurulbin) at Birchgrove in 1913. It was plagued by flooding and other problems, eventually costing 16 times its projected cost and taking 12 years to build instead of the 2 planned. In 1930 it was allowed to flood permanently but remained in use until 1969. Steps nearby lead up to the Manns Point lookout with its spectacular panorama of the Harbour from Cockatoo Island to the city and into Balls Head Bay and Gore Cove. On the flat grassed area is a concrete pad covering the original access to the cable tunnel from Birchgrove.

(4) **Greenwich House**, at the corner of George and St Lawrence Sts, was built by George Green around 1837-41. He actually named it *Willoughby* and the present name was not used until about 1871. Built with large cellars and a tavern underneath, it had been intended as an Inn. It was bought by Irish-born Captain Gother Kerr Mann in 1853, an engineer from the East India Company's Bombay Horse Artillery. Mann was Engineer in Chief at Cockatoo Dockyard from 1847 where he was responsible for building Fitzroy Dock (completed c1854), as well as being assistant commissioner of railways, 1854-56, when the NSW railways system began. He died in 1899, and his wife Mary died in 1901, but six of their seven daughters lived on in the house, maintaining its elegant Victorian and Edwardian interiors until the last two daughters died there in 1949, aged 90 and 95.

Further up St Lawrence St, note the weatherboard house at the corner with Wallace St, which was, until 1900, Mrs McLean's shop and Post Office. The unlikely terraces at Nos 16-22 were built 1893-97 for a widow, Bridget Carlson. She sold her deceased husband's sailing ship to finance the project. Nearby at No 11 is *Vido*, second oldest house on the Point, built by solicitor R. Forster about 1872. No 163 Greenwich Rd was the first shop in Greenwich Rd, constructed by builder John Beencke around 1882 as his home and shop.

(5) Almost opposite Evelyn St, the **John Taylor Memorial Presbyterian Church** is in the early twentieth century Federation style. It was donated by Mr Taylor to commemorate his daughter whose picture appears in the stained glass window at the front. Along Greenwich Rd are some of the surviving shops (their functions now changed) from the butchers, bakers, chemists, dentists, carpenters who operated here when services and communities were more localised than today. Up to the mid-twentieth century, dairy cows roamed the hillsides nearby from the Anderson dairy at the head of Evelyn St.

(6) The **Gore Creek Reserve** area was once very picturesque before the arrival in the 1920s of NOOS (Northern Ocean Outfall Sewer), the main sewer line from the north shore. Subsequently the area was quarried, part of the cove reclaimed and playing fields created during 1930s as depression relief work. The creek was a route used by early timber getters and an early wharf operated amidst the extensive mudflats.

Gore Creek was used by early colonial timbergetters and beyond the steps up to Northwood, closer to River Rd, grooves can be seen in the rocky bed of the stream that were made by their iron-clad wagon wheels. Of interest, too, may be the falls which were rehabilitated in the 1980s with a pump to restore some of their water flow. However, without rain, the Creek doesn't flow. The recurring name 'Gore' in the area comes from early landowner, William Gore (1765-1845). As Provost Marshall to Governor William Bligh, Gore was arrested, along with the Governor, in the Rum Rebellion of 1808 and spent the subsequent three years on a chain gang. Reinstated when Governor Macquarie arrived, he received a large land grant at Artarmon in 1813, became a leading citizen and one of the first Directors of the new Bank of NSW in 1817. However, he was punished for misappropriating court funds in 1819, and then was back in gaol again after shooting and wounding a soldier from the Woodford Bay stockade who was trespassing on his land and stealing grass. When he died, he was deeply in debt and his land was subsequently subdivided.

Day 2:2 - Northwood to Stone Bridge (Longueville)

(1) **Circular Quay**, in Sydney Cove, was the site of the first European settlement in Australia. Sydney

(7) **Northwood**, originally known as Pennys Point, is one of Sydney's smallest suburbs. Its small and rather exclusive peninsula is full of fine houses in a variety of mostly twentieth century architectural styles. The suburb's initial development from the 1870s owed much to a Mrs Jane Davy, who built the first houses, the wharf, donated parkland, was responsible for the suburb's name change and encouraged construction of Northwood Rd. The suburb was also known in the three decades after WWII for its arts community, with a surprising number of artists and sculptors living in the area. A number of them, including Lloyd Rees, met regularly and exhibited under the name of the 'Northwood Group'.

On the northern corner of Upper Cliff and Northwood Rds, the large house *Yandama*, was built in 1922, subdividing the grounds of *Wyndarra*, an early house also built by Mrs Davy. This area of Northwood Rd was subdivided about 1911 and the older homes generally date from about 1912, e.g. No 66, *Patonga*; No 68; and the very early California Bungalow at No 70. Down James St, at the corner with Holden St, *Mooiplatz* (built for a Miss Morris in 1921) has some fine leadlight glass.

(8) **Woodford Bay** was the site of the first settlement in the Lane Cove area. Plaques at Woodford Bay Bicentennial Reserve tell some of the story, but the first Europeans in the area, led by Lieutenant Clark, landed here in 1790. A few years later a wharf and road were constructed from the Bay by Isaac Nichols, first postmaster of NSW. It was protected by a small stone and timber stockade, the foundations of which remain under a house in Kellys Esplanade. Remnants of the original road and an old well are also on private property. Woodford Bay, today, still retains glimpses of gentler waterfront days with its bush, mud flats and tiny beaches and boatsheds, though the Bay itself is thickly encrusted with more than 250 boat moorings.

Longueville was known as Tambourine Bay or Woodford Bay before the real estate developers decided something more up-market (and French-sounding) was needed late in the nineteenth century. Part of the reason was to disassociate it with the area's earlier, less respectable image, gained because of its reputedly wild local inhabitants and some smelly early industry, such as Australia's first soap and candle manufacturing works established here by Robert Kirk in 1835. All this changed from the 1870s when land developer, Richard Hayes Harnett and his partner, former Premier of NSW, Sir Alexander Stuart, began its subdivision as a superior waterfront suburb. Today Longueville real estate prices are amongst the nation's highest. The route to Warraroon Reserve offers only a glimpse of its mixture of fashionable houses which range from Victoriana to contemporary Tuscan.

(9) **Blaxland's Corner**, the junction between Northwood, River, Longueville Rds and Kenneth St, has distant connections with explorer and agriculturalist, Gregory Blaxland, as his nephew, Francis Blaxland, owned the area, building a house, *Kailora*, at 15 Northwood Rd. The estate was subdivided in 1919, part of it becoming a small commercial area.

(9) **Central Park**, actually roughly in the centre of Lane Cove Municipality, was the site of Lane Cove's first Council Chambers. The area now includes a tennis club (established 1908) and a bowls and sports club (established 1938).

(10) **Warraroon Reserve** has been brought back from being almost overwhelmed by invasive plants to a fine natural bushland through the painstaking regeneration techniques originally developed by the Bradley sisters of Mosman. At the natural **stone bridge**, try to decide whether or not the regularly spaced grooves in the creek's rock bank are Aboriginal axe-grinding grooves, or just water runnels.

Day 2:3 - Stone Bridge (Longueville)to Figtree Bridge

(11) The Tambourine Bay track, in a bushland area known as **Hodgson Park**, rises and dips towards sedge and mangrove areas, passing over a bank of shale supposedly from a little shale mine once here. Into the early twentieth century, this was a popular picnic area and a locally built wooden footbridge reached across the creek and marsh from Longueville to facilitate access to ferry wharves. There is little trace of this now. Mangroves have expanded, shielding the pleasant open area at the head of the Bay from the water. The track climbs and passes under rock overhangs and over some remnant Aboriginal shell middens before reaching the Sea Scouts hut and little harbour pool built by local residents.

(12) **Tambourine Bay Park** is a delightful picnic area. The bay gets its name from one of its less salubrious earlier inhabitants known as 'Tambourine Nell' (or 'Sall?'). Explore the track that heads left at the *Riverview* school end for at least a short distance to find the old well in the bush.

(13) **Riverview**, or **St Ignatius College**, originally occupied about 40 hectares, and still retains most of this. The Society of Jesus (Jesuits) opened their school here in 1880. The substantial main building was constructed in sections from 1880 through to the 1920s, and in 1888 was the first on the North Shore to be lit by electricity which was generated at the College. The school has a long scientific tradition and the silver domes of its observatory can be glimpsed from the road. The first observatory was established by Father Pigot in 1908, and into recent decades its meteorological, seismic and astronomical reports have been internationally significant. The school also has a strong rowing tradition dating from when Father Garlan founded its rowing club in 1882. The Lane Cove River below the school became the first GPS regatta course before this was moved to the Parramatta River a decade later and finally to the Nepean in 1936. Even before that, Dick Green, an Australian Champion rower, trained here from the 1850s. Riverview Street divides the senior and junior schools, the latter having been built in 1964 on what had been golf links. The rest of the golf course was subdivided for housing.

(14) At **Burns Bay**, a NOOS (Northern Ocean Outfall Sewer) aqueduct (built 1929) is met again on this pleasant, reclaimed waterfront park. It was probably less pleasant in the days when it was known as 'Murdering Bay', thanks to its motley collection of sometimes dangerous inhabitants, and even later when from 1858 the hillside to the west of the park was occupied by two tanneries, the last of which closed in 1974. Apartments have since filled the site.

Beyond the Burns Bay footbridge the walk is along the waterfront in front of home units. This area, closer to Burns Bay Rd, remains a small industrial area, but the unit site was, from 1904 to 1957, the location of the Australian Wood Pipe Co, which manufactured pipes, tanks and silos from wood. The sometimes huge pipes were made like long barrels coated in bitumen, and much of Sydney's water supply depended on them until technological change made metal or plastic pipes superior. The track veers up into the bushland of Linley Point Reserve.

(15) Stone steps up hill to the right are part of the original garden of **Carisbrook**. This historic 12 room sandstone Victorian home, second oldest in Lane Cove, was acquired by the Council in 1969 and is now a historic and folk museum. It can be reached by walking northwards up Burns Bay Rd. **Carisbrook** was built in 1860 by Thomas Brooks, a customs official, after his marriage to Rachel Dodd. A complex series of financial problems, purchases and inheritances had brought the 15 hectares comprising most of the Point into Rachel Dodd's ownership through her first husband. Earlier, much of the land had been owned by Richard and Thomas Linley, who had, at one stage, manufactured rope on the site. Brooks had begun the subdivision of the area before his death in 1883.

Linley Point is a small precinct of Lane Cove with occasional superb views of the river and back to the city, and to Riverview College, high on its bluff over the river, as well as across to *Fig Tree House* in Hunters Hill (see following section). The Harbour Circle crosses the Fig Tree Bridge, but at the Linley Point end the road ramp to the left gives access to the river and **Cunningham's Reach Park**.

(16) The present **Fig Tree Bridge** was opened in 1963 as part of the proposed Northwestern Freeway which was never continued further up the bushland of the Lane Cove River. It was the second Fig Tree Bridge, and the abutment of the first can be glimpsed on the Hunters Hill side west of the present bridge. Opened in 1885, it completed the 'Five Bridges Route' which, including the original Pyrmont, Glebe Island, Iron Cove, and Gladesville Bridges, providing the first land link between the city and the north shore.

Day 2:4 - Figtree Bridge to Hunters Hill Shops

(17) *Fig Tree House* sits in Hunters Hill in the shadow of the bridge and freeway it barely survived. The charming, partly timber, *Fig Tree House* had its origins with a stone cottage built Mary Reiby (1777-1855), a convict woman who made good as a highly successful and influential business person. Built near a giant fig tree in 1836, she called it *Fig Tree Cottage*. The cottage was greatly expanded after it was bought in the 1840s by a Frenchman, Didier Numa Joubert. Joubert and partners set about building the first of the fine houses which characterise Hunters Hill, as well as introducing the first ferry service to the area. The house managed to survive construction of the freeway which was carved through the suburb of Hunters Hill in the 1960s. Several other historic houses were less fortunate, including the Joubert family's beautiful *St Malo*, which the National Trust had leased as their first Australian property from 1955.

Hunters Hill probably gets its name from Captain John Hunter (later Governor), who explored the area after the arrival of the First Fleet. Difficult to access other than by water, there was little settlement before 1847 when Didier Numa Joubert, a wine merchant from Bordeaux, bought Mary Reiby's farm and, later joined by his younger brother Jules, set about subdividing the land and building elegant sandstone houses. Further houses were erected by Count Gabriel de Milhau and Leonard Bordier, who had both arrived in 1849; by Charles Jeanneret (who was actually English of Huguenot descent); and by Georges Fesq, also from Bordeaux. Hunters Hill, now fashionable, understandably became known as the 'French village' – a characteristic added to by the arrival of the French and Irish Marist Fathers further to the west. Much of the building work was done by the many northern Italian (and Swiss Italian) stonemasons brought out by the Jouberts and others, and who built also small stone cottages for themselves.

The Jouberts established a ferry service, which they operated until 1906, along with *The Avenue Pleasure Grounds* (now the Hunters Hill High School site). Jeanneret also ran a competing ferry service but the completion of the five bridges route began undermining ferry services from the 1880s. Hunters Hill became a municipality in 1861 with an expanding mix of fine houses with spacious grounds, and cottages for the workers servicing them. Subdivision increased after WWII and real estate prices began to soar. At the same time, recognition of Hunters Hill's unique character gave rise to strong urban conservation and historical action from both residents and others, in response to the dangers of overdevelopment. The most notable action was that of the 'Battlers' who persuaded the Builders Labourers' Federation to impose the world's first 'Green Ban' in 1971 to prevent the subdivision of Kellys Bush (see 2:5). Much of the suburb is classified as a conservation area, including more than 500 buildings listed under the NSW Heritage Act.

(18) **Hunters Hill High School**, opened in 1958, was slated for closure around 2003 but an enormous and persistent local effort, together with the winds of political change, saved it. The site has an interesting history – first as Joubert's *The Avenue Pleasure Grounds*, then as a Film Studio before and after WWII, and a RAAF depot during the war. Patriots Walk is a bicentennial project named after three 'patriots' with local and federation connections: Sir George Dibbs (1834-1904); Charles Jeanneret (1834-1897); and Angelo Tornaghi (1824-1906). A plaque explains their connections.

In Mount St, No 21, *Lantana*, is a high-set two storey weatherboard house built in 1889. The steep bank with steps to Madeline St was part of a quarry providing some of the stone used in local houses.

(19) **Madeleine St** immediately displays the charm of old Hunters Hill with strong French and Italian associations. The streets were mostly named by Jules Joubert after members of his family and offer a mix of old dairy, orchard, stable, stockyard, or workmen's cottages; with grander houses; and houses built for speculation. Real estate was income then as now and Felix Cullen was a typical speculator, building substantial **No 1 Kyarra**, in 1886 as well as purchasing or modifying other houses in the area. **No 3, Wyaldra** was two cottages – one from the 1860s and one from the 1880s – joined by a 1970s addition.

(20) **Alexander Street** is Hunters Hill proper's main street. Across from the Ferdinand St intersection is *Hunters Hill Public School*, opened by Sir Henry Parkes in 1870.

This section of Alexander St has important civic buildings including the *Congregational Church*, built by stonemason, Antonio Bondiotti, and completed 1878; and, a little further along, the Town Hall. Opened in 1866 and expanded over time, it was severely damaged in a fire in 1978 and is now mostly modern behind its façade. A local history museum is attached. Across the street, numbers 19 and 21 are large and lovely houses both, associated by more than neighbourliness. Both were initially built by Gabriel de Milhau a few years either side of 1860 and both were called *Merilbah* when the Manning family (who had also lived at *Passy*) lived in them. When widowed Mrs Manning moved from No 21 to No 19 she took the name with her and No 21 became *Merimbah*.

Postmistress Miss Twentyman, and her successors, conducted one of the earliest post and telegraph offices from No 23 until the 1890 Post Office came into use.

(21) **Vienna (No 38)** is a little tradesman's cottage built in 1871 and now a National Trust property saved by local activism and opened to the public in 1988. *Vienna* offers a window into nineteenth (and

twentieth) century working class life in Hunters Hill and its orchard alongside is a calming reminder of an urban lifestyle where space and time were not quite the luxuries they now seem.

(22) At the Ferry St intersection, the modest **commercial centre of Hunters Hill** is reached. **No 33, *The Old Bakery***, is actually a replacement building for John Lagleyze's bakery destroyed by fire, although other parts of his shop and cottage remain at No 29. No 25 was built by William O'Donnell using handmade bricks baked in the bakery's oven. No 35, now *Cuneo's*, was built by John Cuneo as a butchers shop. Finally on the corner, *The Garibaldi* is a treasure within a treasure trove. Built to its present appearance by John Cuneo between 1862 and 1869, it was Hunters Hill's first hotel and a lodging place for Italian workmen. Cuneo himself came from Genoa in 1854 and named it after Giuseppe Garibaldi (1807-82), the popular hero of the Italian unification that was under way during those years. Its lovely statue of Hebe is a reproduction of the stolen original.

Day 2:5 - Hunters Hill Shops to Woolwich Wharf

(23) *All Saints Church* itself was designed by architect John Horbury Hunt (1838-1904), and begun in 1885, though not completed until 1938. Its memorable stained glass includes some designed by contemporary British artist and designer, Sir Edward Burne-Jones. Next door, at No 2, is the 1890 Italianate *All Saints Church Rectory*, which has quotations from the Scriptures incorporated into its stained glass.

(24) *Passy* (No 1 Passy Av) is probably Hunters Hill's most famous house, having featured in several pieces of literature as well as historical and architectural publications. Built 1855-57 for the Consul of France, it includes some double sound-proof 'diplomatic' doors between rooms. The Passy Av frontage was changed greatly in the 1970s but a side lane offers a look at the original house. One of its owners was Sir George Dibbs, then recently retired from the role of Premier of NSW.

(25) Attractive *St Peter Chanel Catholic Church* in Futuna St was built around 1899 but never fully completed, it dominates this part of the peninsula, especially when seen from across the Lane Cove River. Its naming commemorates the Patron Saint of the Pacific, Father Pierre Chanel, a French Marist (Society of Mary) missionary murdered on the island of Futuna (hence the street name) in 1841. Chanel was canonised in 1854 and his body was brought to the *Villa Maria* site in western Hunters Hill and temporarily interred there, before resuming its journey home to France. A number of the early Marist missionaries, French and Irish, remain buried at *Villa Maria*.

Directly beyond the church are more Jeanneret houses, notably the very similar two storey houses with square towers: *Meryla* at No 9, and *Lugano* at No 7, both built in 1889. *Herne*, at No 5, is a slightly later Jenneret house from 1894.

Back on Woolwich Rd, Hunters Hill morphs into the suburb of Woolwich - like Greenwich, one of a number of Harbour and Parramatta River names with associations with the Thames in London. There is little here now to suggest it was an industrial maritime village but up until quite recent years much of it was. From the 1880s to the 1980s there were a number of industries here - an oil depot, ship-building, smelting, chemical plants, even a radium factory - together with a significant working class community working in these and other industries nearby such as on Cockatoo Island. The often small 'vernacular' cottages of the workers always co-existed with larger homes of business and professional people. The departure of virtually all of industry in the later decades of the twentieth century ensured a more salubrious future direction for Woolwich.

(26) This section of Woolwich Rd has some **classic Hunters Hill/Woolwich houses** from both the nineteenth and twentieth centuries, a number of them with 'French connections', generally with the Jeannerets. Some examples include No 30, *Yandra* (1894), and, closer to Tiree Avenue, No 27, *Norwood* (1893), and No 29, *Eurondella* (1893).

(27) At the bend in Tiree Av, at No 26, is the greatly altered house, *Tiree*. Built as an Anglican rectory, it was owned by Captain Archibald McLean from 1884 to 1902. A shipowner from Tiree in Scotland, the house's land in his time ran down to Fern Bay near Pulpit Point, glimpsed through the houses opposite. Here he berthed his ships including two China traders and two 'sixty-miler' colliers. Soon after his death, the area was incorporated into the oil depot that had been established on Pulpit Point and continued there until the 1980s.

(28) **Prince Edward and Prince George Parades** with their central reservation are a delightful example of garden suburb planning. The area was laid out in 1880-81 by the NSW Property Investment Company but only a few houses were built before 1900. Many of the houses are in the Federation style, built between 1900 and 1912. Several were designed by local architect, Henry Budden, including Numbers 1, 2, 3 and 4. No 4, *Wainui* (later *Dera*), was the home for many years, until his death in 1987, of poet Robert

D. Fitzgerald. His wife, Marjorie, was one of the 13 'Battlers for Kellys Bush'. A memorial to the poet stands in the central reservation. Perhaps the classic Federation house is No 18 Prince Edward Parade, built by John Solomon and named *Canberra* in 1912, the same year as Walter Burley Griffin won the international design competition for Australia's newly named national capital. The oldest two are at the Kellys Bush end: No 22: *Gadaar*, probably designed by its original owner, architect G. A. Down who lived here from 1884 to 1897; and No 24 Prince George Parade, *Terara*, a stone house built by 1885. It's a little hard to see this charming precinct as 'Red Square', but it was christened as such by a local councillor in the 1970s because nine of the women known as the Battlers for Kellys Bush lived in the 'Parades'.

(29) As the cause and location of the world's first 'Green Ban', **Kellys Bush** is an iconic site. The bushland exists because it was kept as a buffer zone by the Sydney Smelting Company which commenced operating here in 1895 on the waterfront, though few traces of it can now be seen. Established by Irish immigrant, Thomas Hussey Kelly (1830-1901), and continued in operation by his son and grandson (also both Thomas H. Kellys), it processed copper and tin from ore landed at its own wharf, before shipping the processed product out again. It also, of course, pumped out sulphur dioxide, arsenic, lead and coal fumes across the Parramatta River and copper impurities and other chemical wastes in to it. Sold to an English company and increasingly out of date and place, the smelter closed in 1967.

Soon afterwards, Melbourne company, A.V. Jennings took out an option on the 5 hectare site intending to develop it. The original proposal included three eight storey blocks, later reduced to 25 single home sites with a waterfront reserve. The fight to save the Bush began with thirteen local women, most of them living close by, and none with much of a history as activists. Calling themselves the 'Battlers for Kelly's Bush', they built up local support and concern and won over important allies, none more significant (or improbable) than the Builders Labourers Federation (BLF) then under the socially conscious leadership of Jack Munday, Bob Pringle and Joe Owens. Supporters of the development project included the most senior levels of the NSW Government and very strong pressure was applied. However, once the Union was made aware of the huge level of public support favoring preservation of the Bush, they initiated the first Green Ban on 17 June 1971 against construction on the site and used their industrial muscle to ensure that it stuck. A change of Government in 1976 helped make the victory permanent, although it took many more years to finalise the Bush's status. From this event, more Green bans followed, saving more than 40 buildings in central Sydney and preserving from over-development whole areas such as The Rocks, Woolloomooloo and Centennial Park. The bans also provided inspiration for German activist Petra Kelly to establish the first politically successful Greens Party. In the words of NSW Premier Neville Wran: "This piece of foreshore land has changed the whole face of conservation in Australia".

At the Alfred St entrance to Kellys Bush an 1861 home built by the Clarke family, after whom the point is named, has been recently 'enlarged'.

(30) **Clarkes Point Reserve** was formerly also part of the Morts Dock shipyard site which once occupied the whole point. The first open area encountered was known as 'the Horse Paddock', but further along (near and beyond Hunters Hill Sailing Club), the remains of its two slipways can still be seen. A number of ferries and large cargo ships were built and launched from here.

(31) Interpretive signs offer insight into the history and operation of the remarkable **Morts Dock area**, entered from Clarkes Point Reserve. Briefly, ship repair workshops were established here at Clarkes Point in 1884 by Atlas Engineering Company. They were taken over by Morts Dock Co in 1898 which constructed the dry dock, removing 20,000 tons of sandstone. When it opened in December 1901 it was - at 188m by 27m - the largest in Australia. Later it was enlarged to 260m, maintaining its position as the longest dry dock in Australia until the Captain Cook Graving Dock was completed at Garden Island in 1945. The peak periods of activity were the two World Wars, when up to 1,500 workers were employed here. However, after years of post-war decline, Morts closed the dock in 1959. After various proposals were floated, the dock and part of the land went to the Army and the remainder of Clarkes Point became a public reserve around 1963. Army water-based and engineering units were then based at the Dock until their relocation to Queensland in 1997. Again, development proposals were fought down by local resistance and in 2000 the area was handed to the new Sydney Harbour Federation Trust for rehabilitation and conversion to appropriate public access and use, as were other former Commonwealth (mainly military) sites, including nearby Cockatoo Island. Paths lead up through the 'Goat Paddock' to Gales St.

The Woolwich Pier Hotel at the corner with Woolwich Rd was so located because of its convenience to the nearby shipyard and dock and other industry, and was part of a small centre of shops and civic buildings, only part of which remains, now generally as restaurants. Built in 1891, the Hotel has been recently renovated to meet the needs of a more contemporary clientele. A short walk uphill and across the park leads to a viewing point with a remarkable view down into the dry dock.

Gale St and Collingwood St off it to the west, give some hints of the workers' cottages or terraces that once belonged to an extensive blue collar community associated with the industry in the area.

(32) At the northern corner with Gale St, **Nos 2-4, Vailele**, is on a grand scale. The name is Samoan (for “running water”, which there certainly is nearby), originating with an early twentieth century owner (Arthur Kellynack, KC) whose father-in-law had known Robert Louis Stevenson in Samoa and lived out his later years here in a garden cottage. The Point Rd is a feast of fine houses, many of them nineteenth century, particularly to the east of the Valentia St intersection.

(33) **Woolwich (Valentia St) Wharf** is the start of the real walking involved in the Great North Walk. This begins at Macquarie Place in Sydney but the first section is mostly a ferry trip to this wharf and an opportunity to serenely contemplate the 250km or so of walking to Newcastle waiting beyond this Wharf. Much of the Day 2 Harbour Circle walk from Fig Tree Bridge coincides with the Woolwich-Hunters Hill stage of the Great North Walk, evidenced by the frequent wooden markers. The Great North Walk was opened in 1988 with construction, route mapping and marking undertaken or coordinated by the NSW Department of lands together with local councils along the way. It was the inspiration of Sydney walkers Leigh Shearer-Heriot (now one of the Walking Volunteers who developed the Harbour Circle and other walk projects) and Garry McDougall. After years of walking, planning, submissions and reports, their idea was finally caught up in the cogs of government action, assisted by the availability of Bicentennial project funding.