

CIRCULAR QUAY TO SOUTH HEAD AND CLOVELLY

MAIN WALK SECTION 3:

ROSE BAY SHOPS TO SOUTH HEAD

Main Walk:		Loop and Connecting Walks:		Alternative Routes:	
Distance:	7.5km.				
Time:	3 hours 15 mins.				
Level:	Moderate; some steps.				
Transport:	Rose Bay and Watsons Bay Ferries; New South Head Rd and Watsons Bay buses.				
Connects with:	Loops L7 (Heartbreak Hill), L8 (Wentworth); Connection Walks C5 (Dover), C6 (Fernleigh) and C7 (Vaucluse).				
Facilities:	Toilets: Nielsen Park, Vaucluse House, Parsley Bay Reserve, Marine Pde, Robertson Park, Green Point-Camp Cove, South Head; Picnic spots: Nielsen Park, Vaucluse House, Vaucluse Beach Paddock, Parsley Bay Reserve, Gibson Beach, Robertson Park, Green Point-Camp Cove, South Head; Shops or hotels: Rose Bay shops, Nielsen Park, Vaucluse House, Watsons Bay.				

To take **Connection Walk C5 to Dover Heights**, continue along New South Head Road through the shops and cross to Dover Road.

To continue on the Main Walk, there are two options – New South Head Road, and the beach. The latter route is not possible during high tides. New South Head Road is obvious, simply following it uphill to Dumaresq Road. For the beach route take the small laneway more or less opposite Newcastle Street which leads through to Percival Park and Rose Bay Beach. If the tide is down, follow the beach almost to its end at Dumaresq Reserve and take Dumaresq Road back up to New South Head Road, turning left, uphill.

Shaded Percival Park is a quiet relief from New South Head Road. Rose Bay Beach, which it leads on to, with its properties and occasional street ends and drains, is not one of Sydney's most glamorous. The surf is quiet, flat and shallow and at low tide gulls and small crabs fight it out on the mud flats, and at high tide much of it disappears. Nevertheless at low tide it is still a refreshing walk just far enough away from the New South Head traffic.

Connection Walk C joins the Main Walk at Fernleigh Avenue), which is a lane and steps down from Dover Heights. This lane also continues down to the beach.

Uphill, shortly before reaching Dumaresq Road, *St Donats* and, next door, *San Romolo* (Number 778) are classic Spanish mission flats. Directly across the street, the Fernleigh Gardens cul de sac is not obvious and its turn amidst high set buildings makes it impossible to see *Fernleigh Castle* until almost reaching Dumaresq Road when the top of the golden sandstone 'castle', becomes visible (see Connecting Walk C6).

The beach walk peters out at Dumaresq Reserve, named for relatives of the Macleay family of Elizabeth Bay House (see Loop Walk L7). Above looms the Sacred Heart Convent and school and the walk's continuation at Hermitage Foreshore Reserve looks tantalizingly close, but cut off by private property and rocky foreshores. Dumaresq Road climbs to New South Head Road on the incline to Heartbreak Hill.

Cross Dumaresq Road. At Tivoli Avenue Loop Walk L7 continues uphill a short way. It should be part of the Main Walk but is made optional here because of its steepness.

The Main Walk turns down Tivoli Avenue to its junction with Bayview Hill Road where Loop Walk L7 rejoins. Turn left following Bayview downhill to the entrance to the Hermitage Foreshore Reserve and Walk which leads all the way around to Nielsen Park and Shark Beach.



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At Tivoli Avenue the harbour views are by no means as impressive as uphill at the peak of Loop Walk L7. The Loop walk also gets a close up of Kambala and Sacred Heart / Rose Bay Convent schools with their J. Horbury Hunt heritage (see Loop 7 notes for details).

Tivoli Avenue passes the lower reaches of Kambala Girls School as well as some interesting contemporary architecture, with the impressive mass of Sacred Heart Convent and school looming from the heights like Edinburgh Castle. At Bayview Hill Road, the route then zigzags downhill through houses to the street's end and the start of the signposted Hermitage Foreshore Walk.

The Foreshore Walk follows Rose Bay to Nielsen Park. For some time to come, the walk now takes place on land once part of the 240 hectare *Vaucluse* estate of the Wentworth family (see Connection Walk C7 and Loop Walk L8). The fact that this extremely pleasant walk is not in private hands is largely the result of community action. From 1905, a community pressure group, the Harbour Foreshores Vigilance Committee, lobbied governments about the loss of harbourside land to private ownership. Consequently, the government purchased this strip of foreshore in 1912, a year after Nielsen Park had also been purchased for public use.

Just after the start of the walk, a viewing point reveals to the left, relics of old baths and a pier. The main walk continues to the right. The first kilometre or so of the track dips up and down along the narrow reserve, past a succession of little bays, beaches, rock platforms and headlands with constantly wonderful views across Rose Bay, buzzed by the occasional seaplane. The quiet cemetery of the Sisters of the Sacred Heart Convent is soon passed – note the J. Horbury Hunt-designed stone Celtic cross of Reverend Mother Febronie Vercruysse (d.1895), founder of the Convent. Afterwards, the walk drops down steps to a boardwalk with coral trees at Queens Beach. Public and private tracks lead in from the right occasionally to the narrow reserve strip, the vegetation of which is initially dominated by introduced plants from the large houses pressing down on the narrow walkway.

At Hermit Point, the reserve widens around the headland onto Hermit Bay with pathways, picnic tables, boat ramp and a little wharf – a pleasant spot to pause before continuing along the track and steps. There is a good view, also, across the bay to Shark Island, also part of Sydney Harbour National Park. Once beyond and above the beach, look back to the houses now on the opposite side, and especially the many rustic Gothic gables of *The Hermitage*. This house gave the walk and the little bay it overlooks, their names. It began as a smaller cottage built by Alexander Dick around 1837 and later occupied by Edward Mason Hunt (who may have been the "hermit"). It grew steadily and was remodelled and enlarged by architect Emil Sodersten, after it had been badly damaged by fire in 1936. Used as a bank training college in the 1960s, it is again privately owned.

Soon after, the narrow strip of foreshore walk reaches a large, cleared area with a great white house at the head of the lawns, its grand, bowed entrance facing the Harbour. *Carrara* (named after the Italian marble used in it, and later called *Strickland House*) was built on a portion of the Wentworth estate given to William Charles Wentworth's daughter, Thomasine, as part of a marriage settlement but sold to Charles Lowe in 1854. The house, designed by John Frederick Hilly, was sold before its completion in 1856 to John Hosking, Sydney's first elected mayor. Its original two storey coach house and servants' quarters stand nearby. After Hosking's death, *Carrara* went through several prominent owners. It was a school and then, after its purchase by the Government in 1914, became Strickland Women's Convalescent Home, opened in 1915 to relieve pressure on general hospitals during WWI. Additional buildings were added to the hospital and the grounds were landscaped again in the 1930s – notice the bowling greens in the gully. The hospital dormitory blocks remain, some distance from the main house. Closure of the hospital in 1989 opened the grounds to the public but also the building to controversy about its future use. Government proposals to lease it as a 'boutique' hotel made it the subject of local protest. Meanwhile, the grounds and gardens with their many treasures allow visitors a rare opportunity to experience something of the extent and quality of such a splendid Victorian Marine Villa on the Harbour. And it gets other uses, too, posing in 2007 as – of all things – Darwin's Government House (which it hardly resembles) for Baz Luhrmann's epic film, *Australia*. Fortunately the simulated Japanese bombing depicted in the film was no more damaging to the house than the Japanese shells which hit Rose Bay in 1942.

Back down on the foreshore, the track continues above two more small and natural beaches, Tingara (a misspelling of *Tingira*, the training ship once moored in the bay) and Milk, the latter with a tessellated rock pavement. The track occasionally cuts through shell middens and archaeological studies of Milk Beach have revealed other evidence of Aboriginal occupation, rare now in the generally greatly disturbed harbour beaches. As **Nielsen Park** is entered, coastal bushland replaces introduced species in one of the finest of all harbourside parks. A track leads up to the right, to the main roadway, but the more interesting way is to continue ahead, past rocky outcrops, water views and through the

bush before making a short climb to the road. Nielsen Park was named in 1912 for Niels Rasmus Wilson Nielsen (1869-1930), Copenhagen-born Labor Minister for Lands in NSW, 1910-1911. A dedicated and sincere socialist, Nielsen re-acquired harbourside land for public use under his Foreshores Resumption Scheme – Taronga Park and Nielsen Park being his most important successes. The Park was incorporated into Sydney Harbour National Park when it was created in 1975, and the Hermitage Foreshore was added in 1984.

At Steel Point (another misspelling, as it was named at the same time as Rose Bay after the other of the joint Secretaries to the British Treasury, Thomas Steele) is a historically important military precinct. The brick buildings encountered first were built in the 1950s over part of the historic fort for a RAN degaussing station. Degaussing is a countermeasure against magnetic mines and Shark Island had been a base for this during WWII. Naval ships passed over cables laid in the Bay and were effectively demagnetized. Immediately beyond is the accessible part of the Steel Point fortifications. These 1871 emplacements originally held three 80 pounder rifled muzzle-loaders (RMLs), replaced in the 1890s with 5 inch breech-loading guns. The guns were removed by 1910 but during WWII, the Nielsen Park area was used as an anti-aircraft base with temporary wooden barracks, searchlights and anti-aircraft guns.

From Steel Point follow the signs towards *Greycliffe House*, the National Parks District Headquarters. With its romantically steep-pitched rustic Gothic and gabled, it was completed in 1862. Set in idyllic bushland overlooking Shark Beach, its design, like neighbouring *Carrara*, is attributed to John Frederick Hilly. It too was a William Charles Wentworth wedding gift, this time for daughter Fanny and her husband John Reeve, a Gippsland grazier. They probably never lived there and *Greycliffe* was leased as a home by Joseph Scaife Willis (1808-97), a merchant and businessman. It was also owned for a few years by Sir John Robertson, Premier of NSW (see later in Main Walk and also Loop Walk L10). The Foreshores Resumption Scheme acquired it in 1911 and the grounds of the house were opened to public use. The house became, in 1913, the *Lady Edeline Hospital for Babies* (named, like its neighbour two years later, after Governor Strickland's wife). Its main purpose was to care for infants suffering from gastroenteritis. The seriousness of this problem can be gauged by the fact that in 1915, 288 babies were admitted of whom 70% suffered from gastroenteritis, a quarter of whom died. By 1933, the death rate was down to five percent. From 1934 until 1968, *Greycliffe* was a Tresillian Mothercraft Home, providing support for new mothers. It is now the Sydney District National Parks Office and visitors are welcome to visit the ground floor, Monday to Friday.

The name *Greycliffe* has other Harbour associations, as well. In November 1927, in Sydney Harbour's worst maritime tragedy, the ferry **Greycliffe** was run down by the steamer *Tahiti* to the west of here. *Greycliffe* had left Garden Island and its next stop was here at Nielsen Park where there was one of the many ferry wharves which no longer exist in the Harbour. Of the ferry's 150 passengers, many of them school children, 40 were killed.

From the house it is easy to walk down through the pleasant grounds to the ominously named Shark Beach, possibly passing the interesting 'Roman' seat memorial to Nielsen and to Albert Notting (1862-1928), a businessman from Summer Hill whose efforts as Secretary of the Harbour Foreshores Vigilance Committee contributed greatly to the creation of this park. In summer there is a large netted swimming enclosure, and nearby is an early twentieth century bathing shed and a kiosk. In summer, the beach and grounds gather crowds of bathers and picnickers. If a peaceful diversion seems desirable, steps uphill past the women's shed join a grassy path towards Bottle and Glass Point. There are fine city and *Greycliffe* views back from the clifftops, with more Sydney Harbour National Park and Harbour Trust parkland across the harbour at Clifton Gardens and Georges and Middle Heads. Bottle and Glass Rocks is an oddly shaped outcrop of rocks at the head of Vacluse Bay, but its name was given in 1799 before target practice from passing warships shattered the rocks' shape.

Leave Nielsen Park at the Greycliffe Avenue entrance, turn left and then follow Coolong Road around to Wentworth Road near the entrance to Vacluse House.

Notice the stone lodge in the park as you begin along Greycliffe Avenue. This is known as the Gardener's Cottage and, being of a similar Gothic style to *Greycliffe*, was probably built at the same time.

Coolong Avenue streetscape offers an attractive sample of grand Vacluse housing, ranging from the Federation style (relatively rare in the area) through the more typical interwar styles such as the popular Mediterranean which coincided with much of the suburbanisation of this area, the moderne of the 1930s and various post-war styles. Increasingly dominant amongst more recent building and renovation and garden layouts is the contemporary Tuscan - or Versace Tuscan as some writers have called it.

At the Vacluse House Gates in Wentworth Road, Connection Walk L7 joins the Main Walk.

Visit the little park and beach on the left, departing into Wentworth Road and following it around into Fitzwilliam Road.

Even if not paying a visit to Vaucluse House and its grounds, the little beach paddock opposite the front gates of the house is a must to visit: a rustic and relaxed public reserve where the stream that emerges at the top end of the estate, now passes under a grass-covered bridge with sandstone abutments before emptying into rock-fringed Vaucluse Bay, much as it has always done. It was bought by the State in 1910 along with the rest of the remaining Vaucluse estate and with its trees and naturalness is a rare survivor of a Vaucluse that W. C. Wentworth might have still recognised. Leave it into Wentworth Road from its north-eastern end and follow Wentworth Road past more the area's distinctive homes to Chapel Road.

Loop Walk L8 leaves the Main Walk at Chapel Road and rejoins it in Fitzwilliam Road.

Tiny Loop Walk 8 is an essential but some might prefer to backtrack around Wentworth into Fitzwilliam Road, where, near the corner, is the unusual and rather oddly located Vaucluse war memorial. Dedicated in 1918 just before the end of WWI, it consists of a flagpole flanked by two small signal cannons. Fitzwilliam Road begins at the cannons with the run to the right.

Two hundred metres along Fitzwilliam Road take the signposted lane left to Parsley Bay Reserve. Cross the footbridge to The Crescent, turn left and follow it around and on to Hopetoun Avenue. Turn left at the driveway-like entry to Palmerstone Street, following the lane and steps down to the waterfront at Gibsons Beach.

The lane from Fitzwilliam Road suddenly emerges onto the wonderful wooden suspension bridge over Parsley Bay completed in 1910 to the design of Vaucluse Town Clerk, Edwin Sautelle. This delightful Reserve, with its fine trees and bushland trails and gulleys is worth exploring if time permits – or at another time. Once across the bridge an easterly path leads alongside the long shallow inlet to the beach, picnic area, kiosk and other facilities, while a path in the opposite direction heads to a wharf at the Bay's mouth.

Parsley Bay may have been named an edible parsley-like plant which attracted early settlers to visit the area, or it may have been named for another local hermit. Sautelle's little bridge improved access to a ferry wharf once at the south-western point of the Bay. Across the bridge, the path leads up through more reserve to The Crescent, which loops left around past the last Vaucluse houses to Hopetoun Avenue, named in honour of the first Governor-General of Australia, Lord Hopetoun.

The section of Palmerston Street (there are a number of nineteenth century British Prime Ministers commemorated in nearby street names) running left down to the waterfront is much more of a driveway past some well-set homes. It merges with the Keele Street steps and swings left down to the waterfront at an enclosed park at Gibsons Beach, near the end of the beach-front walk- (and briefly here, drive-) way.

Follow the waterfront around to Watsons Bay Wharf, continuing along the beachfront promenade of Marine Parade to some steps up to Cove Street.

The Gibsons Beach park area is a little dell filled in from a cave-lined inlet and provides some interesting views of fortunate harbourside houses. The beach is named for one of the early nineteenth century pilots (*not* 'pirates'), Henry Gibson. A few metres to the right along the walkway is the former Sydney Pilots' Station and wharf. Pilot services were moved from Watsons Bay late in 2008, ending a tradition dating back to almost the beginning of the service in NSW. The present buildings date from 1959. For a time pilotage was a competitive process, pilots racing in cutters to meet incoming ships, until this contributed to accidents. From 1877 to 1959 the pilots operated a series of three steamers, each built at Mort's Dock in Balmain and each named *Captain Cook*. Curiously, one long-term nineteenth century pilot was a Captain Cork. Diesel-powered boats replaced the last steamer in 1959 and the service was privatised in 1992. The future of the Vaucluse site is as yet undecided (2011).

A little further along is the swimming enclosure built in 1905 and rebuilt or added to in the 1920s and 1940s. At the end of their fence is a memorial to cliff-rescuer Harry Jenkins, while across the street, at Clovelly Road, near the start of the Park, is an obelisk with some original spelling commemorating the construction of Old South Head Road. Running from Sydney to the Signal Station, it was supposedly constructed in a remarkable 10 weeks in 1811 by 21 soldiers of Governor Macquarie's 73rd Regiment. This was a reconstruction of the track cleared in 1803 under Surgeon John Harris, and the 11 km road with its 11 bridges was rebuilt again in 1820. It was not actually extended down to this area until the 1850s. The monument itself is the oldest in the area.

A short way into the adjacent park is *Dunbar House* which has had many looks, names and uses since it began life around 1837 as a house designed by architect Mortimer Lewis. It has a remarkably varied history, having been a house and hotel of several names, the Vacluse Council Chambers and even a zoo and a picture theatre. It is now in the restaurant trade.

Since 1906, this area has been Robertson Park, with its palm-lined walk, playground and facilities which attract large numbers to it on weekends. It is the site of *Clovelly House*, a house begun in the 1830s by Captain Thomas Watson (unrelated to Robert Watson commemorated near the wharf) and subsequently owned or occupied by a string of nineteenth century politicians including two Premiers, Sir Henry Parker (*not* to be confused with the much better known Sir Henry Parkes) and Sir John Robertson. The house was demolished in 1903 (some traces of foundations can be still seen not far from the children's playground) and the park established three years later.

Sir John Robertson (1816-1891) (see Loop Walk L10) was born in Scotland and arrived in Sydney with his watchmaker father and family in 1820. A cleft palate and the resulting speech impediment failed to prevent Robertson from being five times Premier of NSW, or from exercising his famously colourful language. A determined democrat, he supported manhood suffrage, secret ballot, equal electorates, national education and free trade. As Secretary for Lands he opened western lands to small scale free selection, breaking the monopoly of the squatter-pastoralists. The Robertsons lived in *Greycliffe* (now Nielsen Park) for some years but *Clovelly House* was their longer-term abode, where they developed gardens regarded as second only to the Botanic Gardens.

In 1884, Robertson's widowed daughter, Margaret Clark, married eminent Russian scientist Nicholas de Mikluoho-Maclay (1846-88). Mikluoho-Maclay, the first European to explore the north coast of New Guinea, had established a marine biology station at Watson's Bay - a short distance along on the Main Walk. His wide-ranging scientific pursuits included botany, linguistics, anthropology and the curious Victorian 'science' of phrenology - the study of head shapes and bumps to determine mental capacity and personality. Mikluoho-Maclay came to Australia at the invitation of William Macleay, the major contributor to Sydney University's Macleay Museum, and son of Alexander Macleay (of Elizabeth Bay House). At the Macleay Museum, until a couple of decades ago, heads collected for phrenological study still greeted visitors from glass specimen jars. Mikluoho-Maclay died in Russia in 1888, after which Margaret Mikluoho-Maclay and her children returned to *Clovelly*.

A memorial to Robert Watson, the first pilot, after whom the area is named, stands at the edge of the park near Fisherman's Wharf. The first of the eastern suburbs to be settled, Watsons Bay remained a tiny marine village of fisherfolk, lighthouse keepers and harbour pilots until well into the nineteenth century. It was not until the interwar years that the rest of the eastern suburbs finally crept up to it. However, the area was always a popular excursion, even more so when ferries, then trams improved access.

At the ferry wharf, the Doyles seafood empire is also entered, and most of what you can buy to eat in this part of Watsons Bay, will come from them. A grand hotel, the Palace, was built nearby in 1886 but was replaced by the Art Deco Watsons Bay Hotel in 1939, now also part of Doyles. The Doyle family were local fisherfolk who began cooking and selling their catch to visitors in 1885. Five generations on, they are an institution synonymous with seafood.

The beachfront promenade of Marine Parade, with its stunning harbour views, was formed as early as 1856. It leads past the seafood eateries and fences and fronts of houses once occupied by pilots and fishing families to the steps at the end which lead up into Cove Street.

Take the steps up into Cove Street, turn left, then left again into Pacific Street and follow it to its end at Laings or Green Point above Camp Cove Beach. Take the steps down to the beach and cross it to its exit into Cliff Street.

Cove Street's eastern side is probably the most charming part of this little group of tiny streets making up a small-scale marine village where a sense of an earlier time survives. Terraces are followed by numbers 11 to 19, which are modest, mostly weatherboard former pilots', sailors' and fishermen's cottages, some with dormer windows and shutters. Number 19 is possibly the oldest, from before the area's 1855 subdivision when there was a duck farm here. The other houses are post-subdivision although some date from the late 1850s - number 15 dates being built about 1882. Further down the street a former pond has become a small reserve and the more pleasant walk is to continue down to this and cross it to Camp Street to rejoin the walk. Two large fig trees grace the reserve, one with truly massive branches. If walking via Pacific Street, there are more old cottages to be seen, although there has also been substantial development here. At Victoria Street, a new park (Marine Biology Station Park) has been created offering alternative access to the beach. Continuing up Pacific Street to its cul-de-sac end, on the Camp Cove side is the marine biology station established in 1880 by Russian scientist Nicholas de Mikluoho-Maclay. It was used by the army for more than a century

but is now under the control of the Harbour Trust. It has now been renovated and is periodically open to the public. The parking circle opens on to walkways from which to explore the little circle of Laings (or Green) Point and its harbour vista.

Edward Laing, a surgeon in the NSW Corps, was given the first land grant in the area in 1793. A memorial on the hillside commemorates the landing here by Europeans on 21 January, 1788, led by Captain Arthur Phillip, and where the group is reported to have had a 'camp meal'. However, the documentary evidence for Camp Cove being the actual place where Europeans first landed in Sydney Harbour is ambiguous. Laings Point is also a site of military history interest. Remnants of old defences can be seen, including a closed off bunker near the crest of the hill which was an underground firing point for submarine miners. These were nothing to do with mining or submarines, but a late nineteenth century military unit whose job in time of war was to lay a series of electrically operated mines across the harbour to blow up under passing enemy vessels (see Loop Walk L13). A battery of guns was here from the 1880s, although there is now no evidence of them. The South Head area is honeycombed with gun emplacements and observation posts from various eras between the 1870s and 1960s, many of them within the area of HMAS *Watson*. The coastline between here and the Signal Station housed up to 25 pieces of coastal artillery, smaller rapid firing and, later, anti-aircraft guns as well as an artillery school until the end of WWII.

In WWII, Laings Point was also the eastern end of Sydney Harbour's anti-submarine boom. A plaque at the point provides excellent information, but the boom was basically a 1,480m long mesh strung on a line of piles between Laings Point and Georges Head, with openable 'gates' to allow ships through. Begun in early 1942, it was only partially completed by 31 May, 1942 when three Japanese midget submarines slipped into the Harbour, launched from a fleet of 5 large submarines offshore. Two managed to get through the incomplete boom but one got tangled in it and the submarine's two man crew blew themselves up. The other two submarines caused widespread alarm for a time, one - the M24 - torpedoing the *Kuttabul* at Garden Island (see Loop Walk L2). One of the submarines was depth-charged and destroyed in Taylors Bay near Mosman but the M24 managed to escape through the boom again. Apparently failing to rendezvous with the parent submarines, it sank off the northern beaches of Sydney where it was not discovered until 2006.

Steps drop down to older-world feeling Camp Cove beach, lined by wonderfully located and varied former cottages, some now increasingly upmarket and partly concealed by substantial walls at beach level. Sitting just above the beach's northern end is a timber cottage which dates back to 1840. Originally the first pilot station, it became a small duplex as married quarters for two sergeants of the Water Police and gained its name, the *Constables' Cottage*. It became part of the military complex for many years but is now a National Parks residence.

From the northern end of Camp Cove, take the steps and follow the path and road around the cliffline past Lady Bay Beach to South Head and Hornby Light.

From the second half of the nineteenth century, all of this headland was a military base - originally anti-ship gun emplacements and by 1894, the School of Artillery. After the Army moved the artillery school across to North Head in 1941, the site remained as an increasingly under-used army base and an increasingly important Navy base. The latter began as a radar training school and is now the base HMAS *Watson*, the RAN's primary maritime warfare training establishment. Notice the elegant verandahed cottage above the beach, originally the quarters of the artillery school's Chief Instructor.

Steps from the northern end of Camp Cove beach lead up to part of Sydney Harbour National Park, and beyond them, take the stone-paved ramp (once linked to a military wharf) past walls and rock faces with rifle slits, to a gun emplacement. Part of the 1873 Inner Battery, this still mounts a 12 ton, nine inch RML (Rifled Muzzle Loader) gun, one of five at this battery until 1895.

From the front of the gun, the path leads up to a bitumen road coming from a HMAS *Watson* gate. The naval base is an interesting mix of buildings from colonial to contemporary. Out of sight from here, is its wonderful clifftop chapel - a prized wedding venue.

Beyond a roadside toilet block, steps drop to Lady Bay Beach, one of Sydney Harbour's rare nude beaches. One earlier name for it was "Ladies' Haul Beach", as it was popular last century with ladies from the military base, but its steep approaches necessitated their being hauled up or down by rope.

Beyond Lady Bay Beach, the path follows steps, boardwalks and concrete paths to the rocky platform of South Head, meeting with the two 1858 keepers' houses. Near the first house is an unfinished gun emplacement begun in 1853. A short way beyond is the red-striped Hornby Lighthouse.

The cliffs in this area have claimed many lives – some more or less intentionally - but accidents, especially to people rock fishing and through shipwrecks have contributed their fair share. The wreck of the *Dunbar* in 1857 (see Main Walk, Section 4) was followed two months afterwards, by the loss of the 886 ton clipper *Catherine Adamson* on North Head with 21 more lives lost. The Hornby Light was built in response to these disasters, and completed with the houses in 1859. Until 1904, it was lit with kerosene lamps. It was given its name by the then Governor, Sir William Denison, possibly after his father-in-law, Admiral Sir Horatio Hornby (who was probably not the model for C.S. Forester's fictional character, Admiral Sir Horatio Hornblower). Fittingly, the first lighthouse keeper was Henry Johnston, brother of James Johnston, the solitary survivor of the wreck of the *Dunbar*. Henry remained the keeper until 1884 when he died of a heart attack bringing supplies up the cliff to the lighthouse.

Near the lighthouse is a concrete WWII searchlight emplacement and beyond it are several more gun emplacements, tunnels and trenches. They were built in the 1870s but some were remodelled in WWII when two 6" Mark 7 breach loading guns were installed at the site.

South Head is the northernmost point of the Circular Quay to Clovelly walk and the return walk to Camp Cove begins Part 4 of the Main Walk.