

Background Notes for : ***A HARBOUR CIRCLE WALK***
Written by Walking Volunteer Graham Spindler. This edition January 2008
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Part A: A Harbour Circle Walk Notes

For convenience, the main walk (marked in red) – although continuous - has been divided into 16 sections, each linking with the sections on either side.

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PART A: A HARBOUR CIRCLE WALK – NOTES ON SECTIONS

Section C1: Sydney Harbour Bridge

From Observatory Hill, proceed to the northern end of the park just above the Argyle Cut and take the underpass through to the Bridge Stairs on The Rocks (eastern) side and climb up to the walkway. It is possible to continue further up the stairs to the Bridge roadway and Cahill walkway at the spot where the official opening of the Bridge took place in 1932. The Bridge walkway passes through the South East and North East Pylons before ending at steps down to Kirribilli and Milsons Point Station.

There are shops and hotels at Kirribilli and Milsons Point, and toilets at Milsons Point Station.

Distance: 2km Approximate time: 30 minutes

Condition: Mostly flat on paved footpaths, flights of stairs either end of Bridge.

When Sydney's Harbour Bridge opened on 19 March, 1932, it was the fulfilment of more than a century of dreams and plans. In 1915 the NSW Government approved the scheme of the Chief Engineer of the Public Works Department, J.J.C. Bradfield, for an underground city railway and Harbour crossing. Work began in 1923, after the English firm Dorman, Long and Co won the tender and the arch design had been adopted. Credit for the design became a controversial subject but, in effect, is shared between Bradfield, and Dorman and Long's consulting design engineer, Ralph Freeman. Dorman and Long built the 39,000 ton, 503m span steel arch and the granite-faced concrete pylons, while the 3km of approaches were built by the Department of Main Roads. The arches - held in place by banks of cables anchored into the ground behind the rising pylons - were built simultaneously from both shores with giant 600 ton cranes creeping out along them and hauling the steelwork into position beneath. The two ends met in August 1930. By then, Australia was in the grip of the Great Depression and the 1,600 workers engaged on the project were doubtless glad of the work, despite hard and dangerous working conditions. Sixteen workers were killed and many injured on the project. The opening contributed to the romance of the Bridge when former military officer, Francis de Groot, rode forward from the Governor's mounted escort and slashed the official opening ribbon moments before Premier Jack Lang was able to officially cut it. De Groot was arrested and fined for offensive behaviour, but his action underscored serious political tensions in NSW at the peak of the Depression. A member of the New Guard, a militant right-wing organisation, de Groot's action was intended as a protest against the radical Labor Premier. On the day, however, the incident was a small blip in the celebrations which featured a 2km long parade, fly- and sail-pasts and the opportunity for more than a million people to walk across.

Originally, the Bridge had two rail and two tram lines, as well as the equivalent of six road lanes, the tramlines being where the two Cahill Expressway road lanes now run next to the bridge walkway. The trams were withdrawn in 1959. Immediately after the start of the walkway from the stairway, the closed off entrances to former tramway tunnels can be seen under the road deck. The Pylon lookout is accessible from the walkway, offering extensive displays and views from its 87m high parapet. In 1932, this was by far the best viewing point in Sydney. This Pylon's use is a little different to that of one of its opposite numbers on the north side which is used as an exhaust stack for the Harbour Tunnel which crosses under the Harbour east of the Bridge. Each of the Pylons was added to a little during WWII, when concrete anti-aircraft gun positions were established on their tops.

Immediately beyond the Pylon, grey clad Bridgewalkers are usually encountered clambering up through the roadway to climb the arch itself to its summit about 134m above water level. At least these climbers will come down slowly. On average, every three or four days for the seven months after its opening in 1932, someone committed suicide from the bridge, an extraordinary figure that must have been fuelled at least partly by the economic depression. These days, traffic accidents average about one a day, but there were many more in the first year as well, even though there were only a fraction of the number of motor vehicles on the bridge. This was mainly because there were no lane markings and cars wandered about so that drivers and passengers could take in the view. After September 1932, when two policemen were killed by a wandering car, the first centre line in NSW was painted (in white) on the bridge roadway.

Section C2: Lavender Bay

From the Bridge steps, follow the bridge approaches downhill to the Pylon at the waterfront, before turning west past North Sydney Olympic Pool. The walkway follows the shoreline to the head of Lavender Bay, past the base of the Walker Street steps under the railway arch. Pass under the arches to Watt Park and follow the rail line uphill briefly before taking the path above the tunnel mouth to King George St. Turn south into Waiwera St and follow it to East Crescent St. Either turn right, uphill, to Blues Point Rd to continue the Harbour Circle walk, or go left, downhill to take the Blues Point Loop.

There are restaurants, shops and hotels in Blues Point Rd.

Distance: 2 km Approximate time: 30 minutes

Condition: Mostly flat on paved footpaths or walkways, inclines at beginning (downwards) and end (upwards).

James Milson, a Napoleonic Wars veteran who arrived in Sydney in 1804, was given a land grant for this part of the north shore and built what was probably the first house in the area. He prospered until a bushfire destroyed almost everything in 1826 including his title deeds.

This proved unfortunate as it transpired that a later Governor had granted the same land to others and the protracted argument resulted in Milson retaining only a small part of the land. Nevertheless, his family (whose descendants are still here) dominated the early development of the area. Milsons Point was not much more than a maritime village until late in the nineteenth century when ferries, trams and the railway made it a commuting centre. The construction of the Harbour Bridge cut a swathe through its and Kirribill's commercial centre, with over 500 properties and whole streets disappearing and it was not until the 1970s and '80s that massive commercial development began changing its appearance again.

Both North Sydney Olympic Pool (opened 1936) and Luna Park (opened 1935) stand on the site carved out of the cliffs and reclaimed from the bay for the former Dorman, Long and Co Harbour Bridge construction workshops. Before that, this had been the site of the first Milsons Point Railway Station from 1893 until the bridge opened in 1932, commuters walking from here to ferry wharves located where the Bridge Pylons now are. The pool was the aquatic centre of the 1938 British Empire Games and between 1936 and 1976, 86 world records were set here – a world record in itself. Many of Luna Park's original rides came from Adelaide's Luna Park, which had just closed. Immensely popular until the 1960s, the Park suffered closures and uncertainty from 1979, after a Ghost Train fire in which 7 died. After upgrading and reopening in 1995, it was suspended again through resident protest at noise. Re-opened in 2004, controversy continues in the face of associated redevelopment proposals. The boardwalk leads past it and the once extensive railway yard. After the new line to the Bridge was opened, the old line and yard have been used for off-peak train storage. Near the end of the Lavender Bay boardwalk, look for artist Peter Kingston's small iconic objects and literary characters peeping from the bushes.

Lavender Bay is named after George Lavender, boatswain of the convict hulk *Phoenix*, which was moored in the bay in the 1830s and who lived here after he married Susannah Blue, a daughter of Billy Blue, the West Indian former convict who left his name and mark on the peninsula. Here, too, were the 1881 baths of the large Cavill Family who between them invented or introduced the Australian crawl and butterfly strokes, and held many swimming records. Men's and women's baths remained here well into the 20th century.

The railway viaduct arrived in 1893 cutting off the houses and gardens which became Watt Park. The steps through the viaduct arches lead to Walker Street, some luxuriant growth, and, in the gully behind the railway line, a surprising secret garden. The first house, *Berowra*, was

once the Station Master's house, while the towered one on the eastern side was the home and studio of artist Brett Whiteley. Some evidence, in the form of a slipway and winding gear, remains of another 19th century industry, boatbuilding, which continued here until 1987. Watt Park, with its lovely trees, is through the arch, and was once the site of several substantial houses. Beyond King George Street, Waiwera is a street of substantial terraces and older houses typical of the unredeveloped areas of McMahons Point.

Section C3: Blues Point

Cross Blues Point Rd from East Crescent St and follow steep French St down into Sawmillers Reserve. The upper pathway in the Reserve leads to the right to a zigzag path up to Munro St. Cross the railway bridge off Munro and turn left into and down Dumbarton St, then left again to pass under the railway via John St into Waverton Park at the head of Berrys Bay.

There are restaurants, shops and hotels in Blues Point Rd and toilets at Waverton Park.

Distance: 1.5 km

Approximate time: 25 minutes

Condition: Several significant inclines (both up and down), mostly paved footpaths.

Blues and McMahons Points share the same peninsula between Lavender and Berrys Bays. Michael McMahon, for whom McMahons Point is named, was an Irish-born brush and comb manufacturer and a prominent local in the area from 1864, and later its Mayor. Blues Point was named after Billy Blue, an ancient West-Indian convict granted most of the Point in 1817 after establishing a rowboat ferry service (for which he was dubbed 'The Old Commodore' by Governor Macquarie). Several buildings and many area names remain with associations to the extensive Blue family, including old stone cottages slightly downhill on Blues Point Rd.

Sawmillers Reserve is an attractive waterfront park on Berrys Bay which was, from 1880 to 1982, the site of the huge Eaton's sawmill and timber yard. A few relics remain to be explored. Little is now left of the waterfront industry (wharves, sawmills, boatyards, gasworks, oil and coal stores, etc) which once dominated the waterfront west of the Bridge. The rail tunnel first met at Lavender Bay emerges from the hillside behind the Park. Though not on the direct walk route, there is an interesting waterfront link across apartments north of the park which leads to the remaining marina and a steep climb back up Munro St to rejoin the main route.

At the bottom of John St, enter the lower level of Waverton Park which was reclaimed during dredging to improve water access to the BP Berrys Bay Oil Terminal. The terminal, now removed, has been replaced by an imaginative new park on the rocky western shoreline. On the ridge above the eastern end of the park sits a stone house in Commodore Crescent, its

oldest portion built in the 1830s for a son of Billy Blue. A level lower, and closer to Woolcott St, is an old two storey cottage, currently abandoned, possibly once the house of a caretaker on the Wollstonecraft estate which occupied much of the area. The upper section of the Park was built up with coal waste from the former Oyster Bay Gas Works. The Waverton Park area was popular with artists of the post-WWII Northwood Group who included Lloyd Rees and Roland Wakelin.

Section C4: Waverton

Cross the lower level of Waverton Park to steps leading to the upper level. Before the toilet block is reached, the path to the left begins the Balls Head Loop. However, to continue on the Circle Walk, take the path to the right across to the gateway at the north-west end of the park at the corner of Larkin and Woolcott Streets. Follow Woolcott St uphill to Balls Head Rd and across it, then downhill on Horace St. Here, steps drop down alongside HMAS *Waterhen*. About halfway down, take the level footpath to the right and follow it around into the *Wondakiah* apartment development and Oyster Cove Reserve. Continue along the waterfront, across the steel pedestrian bridge and up steps into Badangi Reserve. There are shops and restaurants uphill on Balls Head Rd towards Waverton Railway Station and toilets at Balls Head.

Distance: 1 km Approximate time: 20 minutes

Condition: Paved and unpaved paths, mostly inclines and steep steps at HMAS *Waterhen* (downwards) and two sets of lesser steps near *Wondakiah* (upwards).

The Waverton and Wollstonecraft areas were once part of the 524 acre *Crows Nest Estate* granted to Edward Wollstonecraft in 1825, and later inherited by his partner and brother-in-law, Alexander Berry. The pair operated a huge and productive property near the mouth of the Shoalhaven River – the town of Berry being named after Alexander's family. Balls Head Rd road originally lead to their wharf and warehouse. The Estate was progressively subdivided in the last parts of the nineteenth century and into the early twentieth, with Balls Head and Berry Island being kept as public reserves.

At Horace St, an expansive Harbour view opens towards Iron Cove and steps lead down alongside the navy base, HMAS *Waterhen*, which houses Sydney's patrol boats, minehunters and diving units. The base is named after a destroyer of the RAN's WWII 'scrap-iron flotilla' sunk at Tobruk. Its naval use originated in WWII after sandstone quarried from the site was used in the construction of the Captain Cook Graving Dock at Garden Island. WWII barrack blocks built by the US Navy stood in the enclosed area from Horace St along Balls Head Road until the early 1990s.

The huge apartment development of *Wondakiah* replaced the Oyster Bay Gas Works on an industrial site with a long history – sugar works from 1857, gunpowder works, then kerosene works. Through most of the

twentieth century gas was produced here from coal, and an immense stone coal bunker, several storeys high, dominated the waterfront along with two large gas-holder tanks sited up towards the railway, until the housing development began. Gas production ceased in 1976, replaced by natural gas which was initially distributed through here. The works finally closed in 1983. The artist Brett Whiteley used part of the closed down factory buildings for a studio for a time.

Section C5: Wollstonecraft

Having climbed up into Badangi Reserve from Oyster Cove Reserve, turn left at the track intersection and then, shortly afterwards, right to walk parallel to and just below Tryon Av to reach Shirley Rd. Turn downhill. To take the Berry Island Loop continue down to the reserve at the bottom of the hill. To keep on the Harbour Circle walk, turn right into the Gore Cove Track immediately uphill from the District Fisheries Office. The track leads downhill and then turns right to skirt above Gore Cove before dropping down to a reclaimed, wooded area at the head of the Cove. Follow the waterfront about 100m to the footbridge over the stone banked stream. The path and steps beyond lead up to Greenwich.

There are toilets at Berry Island Reserve.

Distance: 1.2 km

Approximate time: 30 minutes

Condition: Mostly unpaved, sometimes rocky tracks – inclines (mostly downhill).

This area was still once part of the Wollstonecraft – Berry estate. Badangi Reserve is an area of varied and interesting woodland with a central north–south track linking the headland back up to Bridge End above Wondakiah. The circle route crosses this westwards, picking up an old roadway running parallel to but below Tryon Av, evidence of earlier industrial use of the reserve area.

The District Fisheries Office in Shirley Road provides fisheries research and inspection services for the Sydney area. Immediately uphill from it the Gore Cove Track leads down towards the Cove with views of the Shell Oil Terminal across in Greenwich. Passing through quality bushland behind the backyards of Milray Avenue, the track drops to the head of Berry Creek and Gore Cove. This reclaimed flat was obviously the base of some forgotten enterprise and has a rather mysterious feel to it. The northerly track leads away from the Cove, climbing and following the creek up through rainforest to Smoothey Park near Wollstonecraft Station.

Section C6: Greenwich

From the footbridge at the head of Gore Cove, take the path, which becomes quite steep steps, up through Holloway Reserve to the lookout at the head of Vista St in Greenwich. Turn right and then left into Edwin St. Turn left again into Chisholm St but a couple of houses downhill (past No 17) a laneway leads from the western footpath through to Greenwich Rd. For the Greenwich Loop continue downhill on Chisholm, but to continue the Harbour Circle walk, go through the lane to Greenwich Rd, walk a few steps uphill and then turn into Evelyn St. This leads into Carlotta St where a right and then an almost immediate left turn into Ford St leads to a track head at Ford Street's end. Take the track down through the bushland above Gore Creek to Gore Creek Reserve.

There are shops uphill in Greenwich Rd and toilets at Gore Creek Reserve.

Distance: 1.5 km

Approximate time: 40 minutes

Condition: Mix of paved paths and tracks – initial steep path and rocky steps, Gore Creek track gentle downhill incline.

Greenwich appears to derive its name from George Green, who was born near Greenwich in London in 1810. Green built *Greenwich House* near the point and attempted the first subdivision in the 1840s of ‘marine villas’ here. However, the suburb developed slowly before the late nineteenth century.

Vista Street offers fine views over Gore Cove, Berry Island and back to the city. The Shell Oil Terminal and Manns Point (see Greenwich Loop) can be seen to the right.

The John Taylor Memorial Presbyterian Church at the end of the lane to Greenwich Rd 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.

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.

Section C7: Northwood

Beyond the sewer aqueduct at the head of Gore Cove, turn left to cross the Reserve to pick up the track where the bush begins (signposted ‘Bush Walk 2’). The track follows above the creek towards River Rd. About 200m before River Rd (and just before reaching Lillipilli Falls), take the steep steps up to the left through the bush and past houses to Fleming St, Northwood. Between Nos 13 and 11 Fleming St take the laneway which leads up to Upper Cliff Rd. Turn right and then left into Northwood Rd. For the Northwood Loop continue downhill; to continue the Harbour Circle walk turn right into James Street. At its connection with Holden St, steps continue downhill from James St, the path turning left below the houses to lead to Kellys Esplanade. Follow Kellys Esplanade downhill to Woodford Bay Bicentennial Reserve on the waterfront.

After Gore Cove Reserve, there are no toilets on this route, and no shops.

Distance: 1.5 km

Approximate time: 35 minutes

Condition: Easy initial bush path, followed by fairly steep steps to Fleming St. Thereafter mostly paved footpaths but with fairly steep incline (downhill) from James St.

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. 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. He died in 1845, deeply in debt, and his land was subsequently subdivided.

Northwood, originally known as Pennys Point, is one of Sydney's smallest suburbs, a small and rather exclusive peninsula, 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 land for the park, 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. At the corner of James and Holden Sts, *Mooiplatz* (built for a Miss Morris in 1921) has some fine leadlight glass.

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.

Section C8: Longueville

From Woodford Bay Bicentennial Reserve, continue uphill along Woodford St, Longueville. For the Longueville Loop, turn left at Arabella St, but to continue the Harbour Circle walk climb up to Kenneth Street. Cross the street to enter Central Park, continuing westward to William Edward St. Turn right and shortly before River Road, start down the steps, left, into Warraroon Reserve. At the bottom of the gully follow the track south through the bush next to the creek until it ends at an east-west track right next to a natural stone bridge over the creek.

There are toilets at Central Park and shops and service stations nearby at Northwood Rd.

Distance: 1.5 km

Approximate time: 30 minutes

Condition: Paved footpaths to Warraroon Reserve, but with long fairly steep initial incline. Rocky steps (downhill) and bush track in Warroon.

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 average 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.

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 this area, building a house, *Kailora*, at 15 Northwood Rd. The estate was subdivided in 1919, part of it becoming this small commercial area.

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 (opened 1938).

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.

Section C9: Riverview

Cross the stone bridge at the head of Warraroon Reserve, Longueville, and walk uphill about 50m and turn left (downhill) on the track signposted 'Tambourine Bay'. Follow this track down (southwards) to the head of Tambourine Bay where it veers west and climbs a little under rock overhangs before entering Tambourine Bay Reserve near the small swimming baths. Cross the Reserve to Tambourine Bay Rd, turn right, uphill, and then left into Riverview Street alongside the grounds of St Ignatius (Riverview) College. The road climbs then drops sharply down and veers right. On the left side, just past the Coonah Pde intersection, locate the steps which drop down alongside the sewer aqueduct (opposite No 87) into Burns Bay Oval.

There are toilets at Tambourine Bay Reserve and Burns Bay Oval.

Distance: 2.5 km

Approximate time: 60 minutes

Condition: Gentle inclines and bush track to Tambourine Bay Reserve. Paved footpath with steady upward incline, then sharp downhill and some steps to Burns Bay Reserve.

The Tambourine Bay track, in a bushland area known as Hodgson Park, rises and dips towards sedge and mangrove areas and passes 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 wooden footbridge reached across the creek and marsh from Longueville, but there is no trace of this now. Mangroves have expanded, now 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.

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.

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.

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.

Section C10: Linley Point

Follow the aqueduct across the head of Burns Bay to a footbridge, from where the path turns left, edging around the water in front of blocks of units, before climbing through bush past Sydney University Boat Club and the back of *Carisbrook*, and leading to Burns Bay Rd at Linley Point.

From Burns Bay Rd, turn left into View St, Linley Point, and follow it uphill, along Linley Place and turn right (downhill) into Haughton St, which immediately becomes The Avenue. At the cul de sac at the end of The Avenue, a footpath leads left (south) onto Figtree Bridge and across to Hunters Hill.

No shops en route, toilets only at Burns Bay Reserve.

Distance: 1.5 km

Approximate time: 40 minutes

Condition: Gentle bush track to Burns Bay Rd. Through Linley Point paved footpath with steady upward incline, then sharp downhill to bridge.

Beyond the Burns Bay footbridge the walk is along the waterfront in front of home units. This area, up 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. The 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 began 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. It offers views, also, back to Riverview College, high on its bluff over the river, and across to *Fig Tree House* in Hunters Hill. The charming, partly timber, *Fig Tree House* sits in the shadow of the bridge and freeway it barely survived. It had its origins with a stone cottage built Mary Reiby, 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 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 the very pleasant Cunningham's Reach Park, which is partly an old government reservation and wharf site, partly the first Fig Tree Bridge abutment, and partly reclaimed. An overhead footbridge links the park back to Linley Point at The Crescent, so a short circle could be added at this point.

The present Fig Tree Bridge was opened in 1963 as part of the proposed Northwestern Freeway which, happily, was never continued further up through the banks and 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.

Section C11: Hunters Hill – Huntleys Point

Immediately south of the southern abutment of the Figtree Bridge, a pathway leads down to Reiby St near *Figtree House*. Follow Reiby eastwards. For the Hunters Hill Loop walk through the gateway at the bend in the street (marked by a Great North Walk sign) to the waterfront in front of the High School, but to continue the Harbour Circle walk, turn uphill on Reiby. Cross the traffic lights at the Church St freeway interchange and continue downhill along Durham St to a path leading onto the Tarban Creek Bridge. The footpath crosses the Bridge and follows the slip road around under the arch of the Gladesville Bridge at Huntleys Point Rd. In the centre of the concrete arch is an opening and steps. Once through the short pedestrian tunnel, turn right up and onto the pedestrian way at the northwestern end of the Gladesville Bridge.

There are shops, restaurants and a hotel on the western side of the Church St overpass.

Distance: 1.2 km

Approximate time: 20 minutes

Condition: Paved footpaths, gentle inclines up and down to Tarban Creek Bridge. Some steps and incline to Gladesville Bridge.

Apart from *Fig Tree House*, this section of the Harbour Circle does not offer much of the flavour and history of this very attractive suburb, so the Hunters Hill Loop is highly recommended as an alternative. The main interest on this short section of the Circle Walk is the freeway itself, carved through the suburb in the 1960s with the consequent loss of several historic houses, including Joubert'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 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 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 expanded 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. Much of the suburb is classified as a conservation area, including more than 500 buildings listed under the NSW Heritage Act.

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.

The 1960s Tarban Creek Bridge leaps in a graceful arch over this inlet which ends fairly abruptly a few hundred metres upstream. Tarban Creek was the location of Australia's first purpose-built lunatic asylum (1838) which later expanded to become Gladesville Hospital. The hillside between Tarban Creek and Victoria Road, now rolling with villas and apartments in Mediterranean hues, was until the 1990s part of the hospital grounds, much of it once the hospital's farm. On the other side, the French Marist Brothers established *Villa Maria*, a base for their Pacific missionary work in the 1860s, and the church and associated buildings and land are still used by them.

Huntleys Point was originally known as Tarban Point, but that changed when A. H. Huntley bought 8 hectares of it in 1841 and built his house (*Point House*) there. With little more than one road and water views all round, it must be Sydney's smallest and most exclusive suburb. The massive Gladesville Bridge which dominates the area, was the largest single span concrete arch in the world when it opened in 1964. Crossing a distance of about 300m, it reaches 40m above the water at its crest and boats passing under can be comforted by the thought that about 75,000 tonnes of concrete is suspended above them. The first Gladesville Bridge, opened in 1884, a low level bridge with a swing span, joined the Gladesville side 500m further west, where the Gladesville ferry wharf now is.

Section C12: Drummoyne

At the Drummoyne (southern) end of the Gladesville Bridge, take the first footpath exit left into Cambridge Rd, reversing direction (parallel now to the Bridge) and walk down to Drummoyne Ave. Turn right, and later left to follow Wrights Rd (now heading south again). For the Drummoyne Alternative route, turn left at Wolseley St. For the main Harbour Circle route, continue along Wrights Rd, and turn left at Seymour St, right at Collingwood St, right at Lyons Rd and then left into Renwick St. At Day St, turn left and then right at Arcadia Av, before curving down through Salton Reserve near its end towards the Drummoyne Sailing Club and the waterfront walk around Birkenhead Point. This walkway passes the marina, shops and units to the Birkenhead Wharf almost below the Iron Cove Bridge. From the wharf, climb the steps to Henley Marine Drive. To take the Bay Walk Loop, follow Henley Marine Drive to the left. To continue on the Harbour Circle walk, cross the road with great care (this is a dangerous curve) and up the rising path on the Birkenhead (north eastern) side of the bridge abutment onto the walkway across the Iron Cove Bridge to Rozelle.

There are shops, restaurants and toilets at Birkenhead.

Distance: 3.8 km

Approximate time: 65 minutes

Condition: Flat or gentle inclines on paved footpaths. Steps at Iron Cove Bridge.

William Wright, a merchant and whaler, bought the northern end of this peninsula in 1853, building his house, *Drummoyne*, at the point. The name (Gaelic for 'flat topped ridge') was inspired by the family home at Drummoyne on the Clyde in Scotland. Mrs Wright lived on in the house

almost to the end of the century and later, around the end of WWI, it was the home of Mrs Anthony Hordern. Drummoyne Av leads to Wrights Point where a small park retains steps and a landing place associated with Wright's now-demolished house.

In the first section of Wrights Rd almost uninterrupted units occupy the river side, where the oldest houses once were, but there are several very fine survivors on the Victoria Rd side, notably imposing No 45, *Omrah*, built just after the turn of the twentieth century. The Wrights Point end of the Drummoyne Peninsula, well away from the industry to the south, was obviously the choice of the well to do. Beyond Wolseley St many delightful Federation cottages survive, homes of the more modest middle class or trades people. In Collingwood St, with its rise and potential views, there is a fine run of Victoriana, beginning with the somewhat Gothic No 21, *Glendelough*, on the corner with Seymour St. It has some fine stained glass. No 17, *Candacraig*, has been spectacularly restored. Neighbouring No 15, originally *Taranganba*, was probably once almost identical, and was for a while in the 1920s a private school called Parks College, run by the Misses Moore. The next few, most built before 1891, are almost as impressive and the curved, barley-twist iron gatepost at No 7 is unusual (and possibly at times inconvenient).

By Renwick St, the housing has become a rather charming mix of Victorian, Edwardian and later brick, timber and stone working class cottages. Their presence here is logical, closer to the shops and trams and to Cockatoo Island and other waterfront industries, including the Birkenhead rubber factory and, later, Balmain Power Station. By 1891, when there were about 25 houses on the river side but only a handful on the Victoria Rd side, the householders included carpenters, boilermakers, plasterers, a van proprietor, an artist, a scalemaker and, close to Day St, dairykeepers. By the 1920s, the street was fully built up and surprisingly little has changed since. The survival of the houses in such intact condition possibly relates to the freeway reservation which may still lurk here. No 20, *Fernbank* (1885) seems to aspire to something a little grander. Towards Day St the occurrence of stone cottages increases and the mirror-image pair at No 8 (*Somerville*, 1889) and No 6 (*Keoghville*, 1890) certainly take the eye.

At the bottom of Day Street the eyes are drawn to the spectacular views of Spectacle and Cockatoo Islands. Spectacle Island, the nearest, was named because of its original shape but it has been considerably enlarged since. Some powder magazines were established on it in 1863 and from then on it became a naval stores depot. Now essentially a fascinating historical repository, the buildings packed into its tiny area contain tens of thousands of items from almost a century of Royal Australian Naval

history, ranging from toothbrushes to torpedos. There are regular tours available. Cockatoo Island, now operated by the Sydney Harbour Federation Trust, also offers a range of tours and public programs which give an insight into its fascinating past. Evidence of its days as a convict prison coexist with its remarkable shipbuilding history. Two dry docks (the one most easily seen from here is the 1884 Sutherland Dock), huge engineering and machine shops, cranes, a powerhouse, houses, prison barracks, convict-built underground grain silos, tunnels and more make this a fascinating place to visit. In use as a major facility for more than a century, the dockyard was closed and partly dismantled in 1992 while speculation raged over its future. With the founding of the Harbour Trust in 2000, public access and use was assured.

The third of the nearby islands, Snapper Island, is more easily seen from the Salton Reserve end of Arcadia Av. It was built up as a sea cadet training depot in the 1930s and is now, like Cockatoo, controlled by the Sydney Harbour Federation Trust. It has a little museum of naval items including some salvaged from the first HMAS *Sydney* by the cadets. Looking across the water here from Cockatoo to Birchgrove, it is worth recalling the one prisoner who did escape from the Cockatoo Island Prison. This was the bushranger 'Captain Thunderbolt', Frederick Ward, who swam to freedom in 1863, undeterred by the rumours and actuality of sharks. Thunderbolt resumed his bushranging in the New England district, finally dying in a shootout with police in 1870.

Down at the water, the nearby little point and beach by Drummoyne Sailing Club are an excellent place for a break.

Birkenhead Point is now a mix of apartment development, shops and marina. The first industry on the point, a salting and boiling down works, was established by Charles Abercrombie in 1844 who, since he was from Liverpool in England, was probably the originator of the name 'Birkenhead'. In 1900 the Perdriau Brothers set up a rubber importing company here which, as the motor age dawned, began to manufacture rubber tires. In 1929 Dunlops took over and by the 1960s, 1,600 employees were engaged in tire manufacture here in a large plant. However, it had become outmoded and Dunlops closed it down in 1977. This opened the way for an imaginative recycling of the factory buildings into a waterfront shopping centre in 1979 for DJS Properties through architect Peter Hickey. It was a groundbreaking development in many ways, but out of the mould of subsequent suburban mall-style developments. Waterfront apartments apparently became a more financially attractive proposition by the mid 1990s, and the shops have tended to be replaced by bargain stores.

Section C13: Rozelle - Lilyfield

At the Balmain-Rozelle (southern) end of the Iron Cove Bridge walkway, take the steps down to the left which loop under the Bridge to emerge at King George Park. For the Balmain Loop, cut down to the water level and pass under the Bridge again to the north-eastern side opposite Birkenhead. To continue the Harbour Circle walk, continue on the Rozelle side across King George Park on the path parallel to Iron Cove, up across the sandstone rise and out to the rocky point. The Bay Walk Loop joins up at the point and could be taken in a reverse direction from here if desired. To continue the Harbour Circle walk, return southwards to the bitumen road and follow it uphill. At the intersection with North and Central Crescents cut across to the left to walk around the walls of the massive main block of buildings of the former Callan Park Asylum / Rozelle Hospital (now the *Sydney College of the Arts*). Beyond the complex's impressive gateways, cross the parkland to the left to the Balmain Rd gates. Cross at the traffic lights to Cecily St, Lilyfield. Follow it downhill and turn left into O'Neill St, which meanders leftwards into Cheltenham St. Turn downhill at Denison St and then left to follow Burt St alongside Easton Park into Lilyfield Rd (at Gordon St). This leads to Victoria Road and, to the right, the footbridge over the Road connecting with the Anzac Bridge approaches.

There are toilets at King George and Easton Parks and Rozelle Hospital, and shops on Balmain Rd (mostly northwards).

Distance: 3.5 km

Approximate time: 70 minutes

Condition: Mostly paved footpaths, flat or with gentle inclines. Steps at Iron Cove Bridge and Rozelle Hospital. Iron Cove Bridge pedestrian crossing narrow, often crowded and shared with bikes.

The First Iron Cove Bridge, part of the Five Bridges Route from Sydney to the North Shore, was a low level iron lattice bridge opened in 1882. Its abutments stand close by those of the existing higher level 1950s bridge. King George Park was proclaimed in 1912 on reclaimed land, but the little headland beyond it is relatively unchanged despite the presence of some former hospital buildings. A clamber up around the rocks here will reveal some original vegetation such as casuarinas, and some disturbed Aboriginal shell middens, but the most curious things are the obviously European rock carvings. Presumably done by a hospital inmate and possibly having some Masonic symbolism, they include sailing ships, anchors, stars, crescents, globes, people, dates and long strings of letters, all of which add a little mystery to the walk.

Rozelle Hospital, Callan Park and the Kirkbride Block. In 1819, Governor Macquarie made two land grants which would later become the grounds of Rozelle Hospital. The easterly one, named *Garryowen* for a time, was known by the 1860s as *Callan Park*. By 1873, the existing 'lunatic asylums', such as the one nearby at Gladesville, were dreadfully overcrowded and alarmingly inadequate. When the Callan Park estate came onto the market in 1873, the 'NSW Inspector of the Insane', Dr Frederick Norton Manning, and the Colonial Architect, James Barnet, were able to prod the government into purchasing it as the site for a new institution. *Callan Park House* was the only part of the new hospital

available for use until the main block was built. Today the original house remains, renamed *Garryowen*, as the NSW Writers Centre.

Modelled on Chartham Hospital in England and secured within either high walls or 'Ha-Has' (walls concealed in ditches) the massive new complex of 33 buildings enclosed an area of 5.3 hectares and was built in a single contract between 1880 and 1885 - the most expensive public works program NSW had until then undertaken. It was known as the Kirkbride Block after Thomas S. Kirkbride, an American doctor whose ideas had influenced Manning and Barnet. The 666 patients it was designed for lived in 44 dormitories, 170 single rooms and 4 'padded cells', but the complex was designed to provide spacious pavilion wards opening onto 'airing courts'. Less constrained patients could wander restoratively in the large and beautifully planted parklands. The complex was almost self-contained with all facilities and its own underground reservoirs filled by water collected on the roofs and then pumped up to a central tower from which it could be reticulated. By 1961, Kirkbride, or Callan Park, peaked at 1,750 patients – almost three times as many as it was designed for. But the practices and politics of mental health treatment were changing, particularly with modern pharmacology and outpatient approaches. In 1971, Callan Park was amalgamated with its adjacent mental health institution, Broughton Hall (which incorporated a large war service repatriation section) as Rozelle Hospital; and in 1983 the Richmond Report proposed de-institutionalisation including closure of most mental hospitals. The number of patients dropped to a few hundred, mostly housed in smaller new buildings, and the 64 waterfront hectares began to look very tempting to successive governments. Largely through community action groups determined to retain this irreplaceable open space and heritage for future public use, the hospital grounds have not been nibbled away, and the spectacular Kirkbride Block was renovated and adapted in the 1990s to become Sydney College of the Arts.

There haven't been many lilies (or fields, for that matter) in Lilyfield for some time, and it is not certain what the name was actually derived from. The Lilyfield area was part of the *Garryowen* estate, part of which later became Callan Park Asylum. The house and estate were built up around 1840 by John Ryan Brenan, solicitor and Sydney Coroner. Brenan, born in 1798 in Garryowen in Country Limerick, arrived in Sydney in 1834. He also bought an adjoining estate in 1842 and built *Broughton Hall*, which became the basis of a later psychiatric institution.

The streets on the Circle Walk are full of charming little cottages, many in timber since nearby Blackwattle/ Rozelle Bay was once a major timber port. Several timberyards remain in the area and many of their workers, and workers in other city industries, would have lived in this area. The

Balmain Rd area has buildings originating with the small workshops and industries once common in the area. Most of the housing is single storey detached cottages on small allotments, the architectural styles reflecting a concentration of development in the late Victorian, Federation and inter-war periods. Amidst this are growing examples of post WWII and much more recent redevelopment, but this sloping area – also known as Nannygoat Hill (no doubt from the days when the wandering goats ate the lilies) – strongly retains its modest, working class appearance (if not its modest real estate prices). Around Denison St and Easton Park, there is almost a nineteenth century rural village feel with the little shops and the hotel-like building on the Burt St corner. In fact the latter seems never to have been a hotel, apparently built about 1905 as *Smiths Hall*, accommodation with shops such as a draper's and butcher's.

Section C14: Glebe Island - Pyrmont

From the White Bay (northeastern) end of the footbridge over Victoria Rd near the intersection with The Crescent, follow the shared bike and pedestrian path towards Glebe Island and the Anzac Bridge (but watch for bikes!). *Immediately, a curved pedestrian / bike bridge crosses Victoria Rd for the Blackwattle Bay Loop.* Continue towards the Anzac Bridge to stay on the Harbour Circle walk. The Blackwattle Bay Loop can also be accessed from steps down and under the Anzac Bridge at the Anzac statue. To continue on the Harbour Circle walk, keep to the Bridge walkway. The circuitous pedestrian / bike descent from the Pyrmont (southeastern) end of the bridge drops into Quarry Master Rd. To take the Pyrmont Loop, leave Quarry Master Rd by climbing the steps or ramp up to Jones St. To continue on the Harbour Circle walk, follow the rightwards curve of the road and then look for the large passageway in the middle of the first unit block on the left (next to No 1/14 Quarry Master Rd). This leads through immediately to a footbridge over the Light Rail tracks and a walkway under towering quarried cliffs to Mount Street at the bottom of steel stairs. Turn right and follow Mount St out to Miller Street, and turn left. Miller veers right into Union St, passes the Casino, then briefly joins with Bridge Rd. Cross Murray St to the Pyrmont Bridge above the National Maritime Museum.

There are shops, restaurants, hotels and toilets at Pyrmont (especially Harris St) and Darling Harbour.

Distance: 2.5 km

Approximate time: 60 minutes

Condition: Paved footpaths, flat or with gentle inclines. Partly shared bike path.

The White Bay area is another part of the old industrial waterfronts of Sydney whose function and purpose have changed and are about to change much more. The empty former hotel on Victoria Rd characterises the area's sense of being in limbo at present. The White Bay power station, built in 1917 and closed in 1983, is an immense space for which an adaptive future use will be found – the options not including housing. Beyond it, the White Bay Container Wharves have been recently closed, ending the usefulness of the Rozelle Bay rail line under Victoria Rd here and the nearby marshalling yards. Ahead, the great bulk wheat silos are

also disused, although the car carrier wharf beyond is certainly still in use.

White Bay originally joined Rozelle Bay and the approaches to the Anzac Bridge are on the causeway to Glebe Island which now separates the two bays. Named for its proximity to the Glebe lands, Glebe Island was a humpy little island of barely 13 hectares which became the site of the city Abattoirs in 1857. The causeway (then called Abattoir Rd) was expanded and the island joined to the 'mainland' in 1918. Over the years, the island was flattened to build wharves and huge grain stores. In 1915, after years of complaints about smell, pollution and traffic delays caused by herds of cattle and sheep, the Glebe Island Abattoirs were closed and moved to Homebush – now the site of Sydney Olympic Park. During WWII there was an upsurge of activity on the wharves. The first US troops to disembark in Australia, on 28 March, 1942, came ashore at Glebe Island, and there is a memorial marking this above the car terminal wharf about 100m north of the Anzac Bridge.

The cable-stayed Anzac Bridge was initially called the Glebe Island Bridge – the third of that name. Construction began in 1989 and the Bridge with its 120m high pylons and deck 27m above water was opened December 1995. Its height had been designed particularly to accommodate two colliers which used Blackwattle Bay, the *Goliath* and the *Camira*. Both had been taken out of service before the bridge was opened. On Armistice Day 1999, the Bridge was renamed and the statue of the Australian soldier unveiled. The second Glebe Island Bridge, opened in 1902-03, is a wood and steel bridge 110 metres long, much of which is a steel swing span with a centrally located control room. The bridge is, of course, still there and the span still operational although it is kept permanently open. As well as motor and horse traffic, it also carried trams on the Ryde line between 1910 and 1953. By the time of its replacement, traffic delays at opening times had become almost legendary. In its turn this bridge, too, had replaced an even earlier, low level wooden bridge built in 1857 to the Abattoirs.

Crossing the bridge offers good views of its predecessor as well as the massive redevelopment of the Pyrmont waterfront. The area closer to the Bridge had been the huge Colonial Sugar Refinery (CSR) Plant. The company had moved its plant here from Chippendale in the 1870s. A century later they had 440 staff here and an output of 6,000 tonnes of sugar per week, and as well as a huge distillery, molasses and golden syrup production. The plant also produced caneite and particle board. Along the way they also became the major landlord of Pyrmont, though one more likely to demolish than to be too concerned about its housing assets. Suddenly by 1990, the company changed its opposition to the residential growth, closed down its plant and put its land into the pool of massive redevelopment then beginning. Amongst the waterfront tower blocks that now occupy the former factory site, a few of its original buildings remain, recycled into the new development.

The last hundred metres of the pedestrian crossing pass the site of another Power Station, built as late as 1955 but almost immediately outmoded. Also demolished just below was the 1930s Pyrmont Incinerator designed

by Walter Burley Griffin and his partner, Eric Nicholls. Despite its unsavoury role, burning 100 tons of refuse each day amidst an at least partly residential area, it was a cubist architectural wonder featuring details based on Aztec motifs. It was demolished in the 1980s for apartments.

The famous Merino king, John Macarthur, allegedly bought the point for a gallon of rum from its original soldier grantees. The name Pymont appears to come from a leap of imagination by one his guests who, at a picnic on the point in 1806, discovered a spring and somehow thought of Bad Pymont, a spa town in northern Germany. On the other hand, perhaps it was simply a Europeanisation of the name used by the dispossessed owners of the land, the Cadigal people, who called the area 'Pirrama', meaning 'rocking stone'. Macarthur had done little to his land, but his son, Edward, began clearing and subdividing in 1836 and soon industry began to flow into the area - timber mills, iron foundries and mills, tin smelters, galvanising works, a bone crushing mill - all very polluting and unappealing – along with wharves and roadways. Speculative development of worker's rental houses accompanied the process. But it was quarrying that was the first major industry, as Pymont was a source of fine yellow sandstone of exceptional strength. The most famous quarrying family in Pymont – the 'quarrymaster' of Quarry Master Rd (and, of course nearby Saunders St) – began with the arrival in Sydney of Charles Saunders, a stonemason from Devonshire, in 1852. He leased some land in northwestern Pymont and established his first quarry. Eventually 300 men and 60 horses were at work in the Saunders quarries providing the stone for most of Sydney's best-known nineteenth century public buildings such as Sydney University and the GPO, as well as many private ones. The keystone for the main arch of Sydney GPO was a single block weighing 25 tons about 4m x 2m x 1.5m, hauled to Martin Place from Pymont by a team of 26 Clydesdale horses. Quarry Master Rd soon provides dramatic evidence of one of the quarry sites which transformed the city's built environment and Pymont's topography.

By the beginning of the twentieth century Pymont was also an important port exporting most of NSW's farm produce but the most dramatic changes in that respect were about to happen as the new Sydney Harbour Trust began a massive reconstruction of Sydney's port facilities.

Pymont has seen a startling transformation in the last decade or so. In 1900 it had been one of the most industrialised and urbanised places in Australia, with up to 20,000 inhabitants and 25 hotels. After WWII, the outmoded heavy and grimy industry in the area went into decline, houses became more likely to be demolished than repaired or built and by 1990

Pymont was one of the emptiest places in Sydney, the population below 1,000 and the schools, churches and most of the pubs closed.

Plans for public housing came to little over the twentieth century but by the late 1980s public housing seemed less likely than private development and by the end of 1989 this was under way. The City West Development Corporation was created in 1992 to completely redevelop Pymont-Ultimo with private development and public infrastructure. This role was taken over by the Sydney Harbour Foreshore Authority in 1999. The new Pymont is very modern, though with constant connections to and interpretation of its remarkable heritage. It is pedestrian and public transport friendly and has greatly increased and attractive public spaces, despite a massive medium and high density rebuild that will bring it back to around 20,000 residents again.

Leaving Quarry Master Rd through the pedestrian passage, the footbridge crosses what is now the Metropolitan Light Rail tracks where they emerge from tunnels and cuttings connecting them with Darling Harbour. The MLR has operated on this section of rail line from 1997 but the line was originally opened in 1919 as a goods railway connecting Darling Harbour with rail lines in Sydney's inner west. Beyond this, the walk passes under more of the massive cliffs created by decades of quarrying until it reaches a daunting steel staircase which climbs to the upper reaches of Mount St.

Miller and Union Streets offer a slice of Pymont before its redevelopment. Harris St (named for Surgeon John Harris of *Ultimo House* who acquired most of the peninsula between 1803 and 1816) at this point is mostly nineteenth or very early twentieth century. Across the street, part of Union Street is now pedestrianised as Union Square, although before the Western Distributor opened, this was the main road to the Pymont Bridge. The remarkable WWI memorial with its winged figure holding a shield of honour captures the eye, even amidst one of the most attractive precincts in the area. Note the fine former post office; Union Terrace (1851) - a rare example of a Georgian stone terrace; and, across the square, Paternoster Row - a later, very utilitarian style of terrace. The war memorial records the names of the 150 Pymont locals who died in WWI out of the 750 who enlisted – figures which reflect the number and nature of the suburb's population at that time.

Past Edward Street is the site of Pymont's 1904 power station which provided the city with its electric light for many years. Like other former industrial buildings around this area, it made way for the Sydney Casino. The \$900m Star City Casino opened here at the end of 1997, although a temporary one had been in operation for two years before.

Section C15: Darling Harbour

From the Pyrmont end of the Pyrmont Bridge above the National Maritime Museum, cross this pedestrian / monorail bridge and descend via the stairs, escalators or lift to the waterfront on the City side near the Sydney Aquarium. Follow the wharf fronts around past the Aquarium onto the wharf walk in front of the King Street Wharf complex as far as Wharf 4. An alternative is to follow the Darling Harbour waterfront all the way around from the National Maritime Museum past the Imax Theatre and under the expressway, and back up past the Cockle Bay complex to the Aquarium.

There are shops, restaurants, hotels and toilets at Pyrmont, Darling Harbour and King St Wharf.

Distance: 1 km Approximate time: 25 minutes

Condition: Flat, paved footpaths. Steps optional.

The Cadigal people called Darling Harbour 'Tumbalong', 'a place to find seafood'; Europeans called it 'Cockle Bay' for similar reasons. It gained its present name in 1826, in honour of Governor Ralph Darling and by then already had several wharves, including the market wharf at Market Street.

In 1855, at the dawn of railways in NSW, a goods line was built into the Darling Harbour mudflats. It was intended to go further but this took many years. However, the mudflats area was reclaimed and quickly became a 26 hectare goods rail yard servicing the busiest port in Australia. Surrounding the port were finger wharves, industry, mills and sawmills, warehouses and markets.

The quarries bringing their stone into the city from Pyrmont were one of the reasons the Pyrmont Bridge Company raised capital and built the first Pyrmont Bridge in 1857-8. From it roads linked to Glebe Island (with its new bridge) and Parramatta Rd via Glebe. The new Pyrmont Bridge was wooden and had a swing span, but its high toll (9d for carriages; 2d for each person) discouraged use. It also limited shipping access to the Goods Yard, despite dredging, and prevented the rail line from extending into Pyrmont. The bridge was bought by the Government in 1884 and tolls were abolished. By 1902 it had been replaced by the current 369 metre 14 span bridge. Twelve of the spans are wooden but the two that make up the 800 ton swing span are steel. This span, still operated by its original electric motors, can open or shut in just 45 seconds. The design became known as an Allan Truss after the bridge designer, Percy Allan, who eventually designed more than 580 bridges, almost all of them in NSW. With the opening of the Western Distributor freeway in 1981, Pyrmont Bridge was closed and was to be demolished to improve access to the wharves and good yards. After public protest (and recognition that the goods yards themselves were by then redundant), the Government reconsidered and it reopened as part of the Darling Harbour redevelopment in 1988 as a pedestrian bridge with a monorail on top. It

still continues to open regularly, reaching opening number 600,000 in 1992.

In the meantime, Darling Harbour Goods Yard had been completely transformed. It was still in full use during and after WWII for goods, but by the 1970s the development of Port Botany and containerisation saw its era coming to an end. By the 1980s it was virtually empty and in 1984 the last goods train pulled out. The Government announced its complete redevelopment as an entertainment, convention and exhibition centre as part of the lead up to the 1988 Bicentennial of European settlement. Work began in 1985. With the Bicentennial only a couple of years away, the project was fast-tracked by the newly created Darling Harbour Authority, leading to considerable and sustained public controversy, as well as predictions that it would never be completed in time. Nevertheless, on May 4, 1988, Queen Elizabeth II was able to duly declare the completed Darling Harbour Project open, after which, generally, Sydneysiders' complaints were replaced by an increasing enthusiasm for the area.

In 1998 the Cockle Bay complex was added to the range of buildings and facilities. During the 2000 Sydney Olympics, Darling Harbour was a major visitor centre as well as the site for the Volleyball, Weightlifting, Boxing, Judo, Fencing and Wrestling competitions. Each year, at least 14 million visitors come to Darling Harbour, many of them patronising the nearly 100 restaurants, cafes and bars.

The Australian National Maritime Museum emerged along with the Darling Harbour project in 1984 in recognition of the enormous significance of maritime heritage to Australia. Designed by Philip Cox, its development faced political and industrial hurdles which delayed its opening until 1991. However, it quickly became a vibrant and popular museum. Its largest permanent exhibits include the Daring class destroyer, HMAS *Vampire*, the Oberon class submarine HMAS *Onslow* and the Cape Bowling Green Lighthouse from North Queensland.

Section C16: City – Observatory Hill

From the King Street Wharf (Wharf 4) walk right, out into Erskine St and uphill to turn left into Shelly St. At its end, curve right into Sussex St. Continue left (northwards) on Sussex St, which, past Napoleon St, becomes Hickson Rd. At the Bond buildings at No 36, cross the courtyard to either the chromium staircase or the glass-walled lift. Take the lift (or stairs) to Level 4 (Jenkins St), turn right and then immediately left uphill along Gas Lane, then left into Kent St. To take the Millers Point / Rocks Loop continue along Kent Street, but to complete the Harbour Circle walk climb the Agar Steps, immediately before the tennis court, to Observatory Hill. Circle the Observatory buildings and complete the Circle Walk at the northern slope above the Argyle Cut.

There are shops, restaurants and hotels at King St and Millers Point, and toilets at King St Wharf and in Argyle Place.

Distance: 1 km

Approximate time: 30 minutes

Condition: Paved footpaths. Steps and inclines from King St Wharf and up Agar Steps and Observatory Hill. Optional stairs (lift available) from Hickson Rd to Jenkins St and incline up Gas Lane.

The Sydney Aquarium, one of new Darling Harbour's oldest attractions, stands on the oldest wharf of the area, the Market St Wharf, originally built in the 1820s to land produce for the Sydney Markets up where the Queen Victoria Building now stands. Beyond it is the recently built King St Wharf area. The wharves here display a great deal of their history in interpretive signs along the way. Built on 1970s concrete container wharves 9-10, small finger wharves have now been added (and renumbered 1 to 9). The billion-dollar complex opened in 2001 with restaurants and commercial areas fronting the water, and business and residential development behind. In 2003 ferry and charter and cruise ship services moved to these wharves as well.

Lime was essential for mortar and building and, in early Sydney, came almost entirely by burning shells. The reconstituted Lime St was named for the lime-kilns operating in this part of Darling Harbour until about 1850. Similarly Shelley St is a result of the King St Wharf redevelopment, although partly incorporating former, and once appropriately named, Wheat Street.

No 8 Wharf now operates as a Passenger Terminal for cruise ships and a Function Centre. Thereafter, the great flat container and roll-on, roll-off wharves 3, 4, 5, 6 and 7 are still operating for the moment as Sydney Harbour's last container terminal. The future of these 22 hectares of flat waterfrontage is already being planned as residential, commercial developments with significant public space. In 1800, this length of waterfront was a quiet bay reaching in to Sussex St. By 1900, it was a mass of small wharves for ferries commuting to the west of the city, and for colliers, cargo and passenger steamers, tugs and tall sailing ships. Early in the twentieth century the entire bay was redeveloped by the Sydney Harbour Trust's massive reconfiguration of Sydney wharves from Dawes Point through to Pyrmont, building large modern finger wharves. In their turn, these were replaced in the 1970s by the great flat concrete hardstands of today which filled in the entire bay and effectively extended the city 400m westwards. Their role was to accommodate containers, but the heavy road traffic this generated was becoming a problem in Sydney. The subsequent development of Port Botany pulled most cargo shipping around to Botany Bay and the wharves around the western harbour were progressively consolidated and closed, leaving only this site.

The amazingly broad Hickson Rd is an extension of Sussex St built before WWI as part of the Harbour Trust's massive construction which swept away the old wharves and warehouses. Used by the great horse-

hailed wool waggons and motor lorries, its width was also intended to allow for a rail line to Walsh Bay, but this was never built. On the corner of the ramp from Hickson curiously called Napoleon St, is the brick former Grafton Bond store.

The Australian Gas Light Company (AGL) was formed in 1837, manufacturing and delivering gas from this site for town gas street lighting from 1841. The 5 storey stone office and former warehouse building at No 36 Hickson Rd was built in 1845 as part of the Gas Works which extended from these buildings across to the waterfront, while the adjacent two-storey brick building was added to the plant in 1899. The new Hickson Rd went through the centre of the outmoded plant and AGL moved to Mortlake.

If possible, take a look (or a walk) into the rear foyer of 30 The Bond (immediately next to the lift) for interesting architecture with a dramatic incorporated rock face.

The lift at the AGL site rises to Jenkins Lane, which was originally the most westerly street in this area, its little houses pleasantly located directly above the Gas Works. Down its southern end is an interesting terraced area. There are no prizes for guessing the origins of Gas Lane's name.

Kent St, like several hereabouts, was renamed in 1810 by Governor Macquarie after the Dukes who were the sons of King George III. Across the Bridge entry ramp, the tall green apartment block (*Observatory Tower*) was recycled from the former IBM Centre. A little further along, past the Fire Station, *The Ark*, (or *Noahs Ark*), the oldest building in Millers Point, sits perched above street level. In 1820, when Thomas Glover built these houses, this *was* the street level. Next to it, also above road level, is the important *Richmond Villa*. Built by Colonial Architect, Mortimer Lewis, as his private home in 1849, it was actually located facing The Domain behind Parliament House off Macquarie St. It was acquired by the Crown in 1880, and used by the Parliamentary Library, before the Country Party made it their home away from home. When Parliament House was redeveloped from 1976 on, *Richmond Villa* was disassembled stone by carefully marked stone, relocated and re-assembled here in Kent St. It is now headquarters for the Society of Australian Genealogists. The design prize-winning *Observatory Hotel*, on the western side of the street, was built in the early 1990s, made way for by demolitions of buildings not considered to be 'of heritage value'. The tennis court sits in the site of one of the earliest of many quarries in the area. Next to it, the Agar Steps were named after Thomas Agar who settled here from 1829 and the terraces stepping up with the stairs date from 1870-80s. At the top of the steps, a right turn will lead into the

Headquarters of the National Trust (NSW), part of which was a Military Hospital, built by Macquarie in 1815. By 1848 the army had moved from their old Wynyard Barracks to the new Victoria Barracks in Paddington and the hospital closed. The building was transferred to the new Board of Education, substantially altered, and reopened in 1850 as a 'Model School'. Here student teachers were taught as well as students. Fort Street Primary School continues, but now in newer buildings almost moated in by the deep curve of the Cahill Expressway access ramp. The old Weather Bureau block shares the same space. In 1911, Fort Street Boys and Girls High Schools were formed on Observatory Hill, but the Boys moved to Petersham in 1916. The Girls School continued here until the two schools were merged at Petersham in 1974. The former hospital / school was then taken over as the Ervine Gallery and National Trust Centre following a 1977 bequest to the Trust by wool buyer, Harry Ervine.

Observatory Hill, besides having stunning views, has much else of interest. There is no sign now of the first windmill in Australia, erected here in 1796 and abandoned ten years later when it threatened to grind itself apart. What certainly is here is part of the walls of the never completed Fort Philip, which was begun in 1804 after a convict rising near Castle Hill. In 1825 it was made into a signal station ("Flagstaff"), and the only action it ever saw was as a polling booth in NSW's first ever election in 1843. Candidates included William Charles Wentworth, William Bland and Captain Daniel O'Connell. At one point, led by whaler owner, John James, 500 O'Connell supporters, mostly sailors armed with harpoons and staves, stormed the hill and drove off the opposition. Despite charges by mounted police and postponement of the poll until the next day, the rioting continued through the night.

In 1858, the Sydney Observatory was completed by Alexander Dawson within the old fort site. The tower still has the orange time ball which was dropped at 1.00pm when the Fort Denison gun fired, providing both visual and auditory signals to allow ships to set their chronometers. There are two copper domes, one from 1858 with a German nineteenth century refracting telescope, and the other, added in 1877, now with a computer controlled reflecting telescope. Perhaps the most significant of the early Government Astronomers was Henry Russell, who in the 1880s began contributing to the *Astrographic Catalogue*, the first complete atlas of the sky. Eventually, the Sydney section alone took 80 years and ran to 53 volumes. By 1982, light and air pollution had minimised its value as an observatory and the building became a working astronomical outpost of the Powerhouse Museum.

The front of the hill reveals its Edwardian bandstand, a Boer War monument, and a 2005 memorial to Hans Christian Anderson, along with a fine view of most of the route of the Circle Walk. Below lies charming Argyle Place with its village square and row of nineteenth century Georgian and Victorian houses. The *Holy Trinity (Garrison) Church* had its beginnings in 1840 using stone from the Argyle Cut, then under construction. A second stage, to Edmund Blackett's design, was completed by 1878, though its proposed spire was never built. Inside, it displays fine windows and memorials to its association with early British and later military regiments, some of them stationed at the old Fort at nearby Dawes Point.

PART B:

A HARBOUR CIRCLE WALK – NOTES ON LOOPS AND ALTERNATIVE WALKS

L1. Blues Point Loop

From its intersection with Waiwera St, follow East Crescent St left (downhill) until near its end, steps appear to the left opposite Warung St. The steps lead to McMahons Point itself and its Ferry Wharf. Turn right and follow Henry Lawson Av before turning left into the waterfront Blues Point Reserve. Near the Point itself take the steps up to the flat headland and walk back towards Blues Point Tower and then Blues Point Rd. Turn left into West Crescent St and follow this to its end at Sawmillers Reserve to rejoin the Harbour Circle.

There are toilets at Blues Point Reserve.

Distance: 1.5 km

Approximate time: 45 minutes

Condition: Mostly paved footpaths with some steady inclines. Steps at McMahons Point (down) and Blues Point (up)

East Crescent St drops to meet Bayview St. From the mid-nineteenth century onwards, this originally working class area has been home or a centre of activity for many artists and writers, which is not surprising given the natural beauty and convenience of the area. They include Conrad Martens; Henry Kendall; Arthur Streeton; Norman, Lionel, Rose, Percy and Jack Lindsay; Will Dyson; Henry Lawson; Hugh McCrae; Lloyd Rees; Roland Wakelin; Joshua Smith; Geoffrey Lehmann; Fred Cress; Brett Whiteley; Peter Kingston; John Firth-Smith, amongst others. The reserve at the southern end of East Crescent St offers fine views. Nearby steps on the Lavender Bay side lead down to McMahons Point wharf. Before the Harbour Bridge opened, this area had an important maritime industry and ranks of ferries waited here for the peak hours. The wharf was served by trams via Blues Pt Rd and Henry Lawson Av, the old tram turning circle obvious in the road outside the wharf. Until his death in 1922, Henry Lawson, the writer, frequently trudged from the ferry wharf home to North Sydney via the many hotels of Blues Point Road.

At the start of Blues Point Reserve note the ramp into the water at the end of Blues Point Rd. Until the Harbour Bridge opened, this was a major landing point for vehicular ferries crossing to Dawes Point. The Reserve has some interesting areas to explore – its upper and lower levels, old steps, a WWII observation post, and evidence of quarrying and earlier buildings. These buildings included Billy Blue's farm cottage, a later house on the Point called 'Gibraltar' and the Edmund Blackett-designed house, *Bellvue* (c1872), purchased in 1873 by Moses Bell, who, in 1872, shared with B. O. Holtermann the discovery of a 286kg mass of gold and quartz at Hill End. The gold made their fortune and bought them both to the area as householders. Holtermann's house, occupying the crest where

Shore School now is, had a tower from which superb panoramic photographs of the area were taken. *Bellvue* was demolished to make way for Harry Seidler's prominent 25 storey *Blues Point Tower* (1961). The not entirely affectionately regarded 85m tall Tower was also a landmark in urban organisation as well as design, signalling the beginning of high rise living in Sydney. The average price, incidentally, of one of the 144 apartments in 1961 was \$7,000. The Tower concept originated in a 1958 Seidler design to demolish all of Blues-McMahons Points in order to build similar tower blocks throughout.

Convict-built Blues Point Rd, together with West Crescent St, retains many modest nineteenth century cottages and terraces, some of them once the homes of the marine and timber workers from the waterfront industries which once ringed the peninsula.

L2. Balls Head Loop

From the western side of Waverton Park, turn left just before the toilet block and climb the metal steps up into the Park on the former BP site. Explore this area with its dramatic lookouts, stairs and steel walkways, moving in the direction of the Marina but exiting onto Balls Head Rd on the path. A short distance uphill, turn left into Balls Head Drive, past the old Coal Loader, and into Balls Head Reserve. Where the road splits, follow the way left and about 150 metres along, take the steps down past the old Quarantine Depot to enter the extensive track system which clambers around and circles the headland. There are various options and many viewpoints to explore. Once the western end of the headland is reached, return via Balls Head Drive to the Coal Loader but continue straight ahead to the white railings enclosing an Aboriginal engraving. Further on, the track leads left down to join Balls Head Rd. Continue uphill to the left until the Harbour Circle walk is rejoined at Horace St. There are toilets at Waverton Park and Balls Head.

Distance: 2.5 km

Approximate time: 75 minutes

Condition: Mixture of steel or paved footpaths and good bush track. Flat or gentle inclines. Steps at BP site and Ball Head (many of the latter optional).

Opened in 2005 after state government intervention to save it and other waterfront sites from development, the Park on the former BP site, provides a dramatic public area which imaginatively reflects the highly significant industrial heritage of the site. The rocky isthmus always had an element of drama about it, even before the sheer, semicircular cliffs were cut to accommodate oil storage tanks, its heights were known as 'Gibraltar'. Balls Head Rd was built by Berry and Wollstonecraft to access the wharf and warehouse they constructed here in the early 1800s. The buildings were later used as a coaling depot, boatyards, a distillery and a military depot for the NSW Torpedo Corps into the 1880s. Early in the twentieth century the Anglo-Persian Oil Company established itself on the site and by the 1923 large oil storage tanks began to be constructed on the site – there were 31 by the 1960s. Commonwealth Oil Refineries

(COR) replaced Anglo-Persian, and finally became BP (British Petroleum). The tanks were dismantled in the 1990s. Beyond the site, the marina and slipway, and the miscellany of watercraft moored in the Bay reflect more the area's long marine heritage.

The former Coal Loader, with its industrial buildings, and large wharf, was established by the Sydney Bunkering Company during WWI to fuel electricity supply. The coal, mostly brought from Newcastle on the 'sixty miler' colliers, was hauled up on a cable railway until this system was replaced by conveyor belts in 1976. The loader shut down in 1995 and the site is being developed as public space.

The large fenced-in Aboriginal engraving, opposite the Coal Loader buildings, shows a whale and other figures and is one of a number of important Cammeraygal sites in the area. The naval base, HMAS *Waterhen* is adjacent to it but further north.

The former Quarantine Depot has an almost colonial Federation charm and old wooden wharf. Established in 1912, its launches used to inspect – and often fumigate – vessels entering Sydney Harbour. The site is now used by the Maritime Museum.

Balls Head was named after Lieutenant Henry Lidgbird Ball, commander of HMS *Supply* in the First Fleet. It retains much of its bushland character despite being extensively landscaped in the 1930s depression years. Concrete was used to create artificial rock shelters, sheds and rustic railings – much of this now crumbling. These and exotic plant species still mingle with renewed native landscapes and modern walking paths and facilities. Together with Berry Island, the headland came into government hands from the Berry estate and was declared a reserve in 1926. The extensive track system allows exploration of the headland at several levels. At the lookout near the carpark, with its views of Goat Island and the Harbour, there is a little rock pool on an overhang with Aboriginal axe grinding grooves cut into the rock surface next to it. At the headland's highest point (90 metres) stood until recently an old flagpole in the style of a semaphore signalling mast. In the early 1800s, a chain of such masts sent messages down river to Parramatta.

L3. Berry Island Loop

From Tryon Av, continue down to the bottom of Shirley Rd and cross the flat grassy area and up the rocky edge of the western (Greenwich) side of the 'island'. Interpretive signs indicate the track and the area's Aboriginal occupation. The track circles the island. Return to Shirley Rd and immediately past the Fisheries Office entrance, turn left into the Gore Cove Track to rejoin the Harbour Circle walk.

There are toilets at Berry Island.

Distance: 1 km Approximate time: 30 minutes

Condition: Mostly grass or good bush track, flat or gentle inclines. Steeper incline at Shirley Rd.

Wollstonecraft was the last subdivision of the Wollstonecraft-Berry (and their heirs, the Hays) estate, completed around 1910, and the earlier houses were substantial, often in the English arts and crafts style. One of the first families on the estate were the Shirley family (relatives of the Hays), hence the street name. *Te Waari* (No 8 Shirley Rd), the large house near the Reserve, was built in 1898, and is now the oldest house on this street.

Tear-shaped Berry Island is an isthmus rather than an island, although the present grassy parkland linking it to Shirley Rd only dates from the 1960s, having been built up from a sandspit and mudflats. It was dedicated as a public park in 1926. The “island” itself is well-endowed with native trees and wildflowers with an interesting central area of exposed sandstone surrounded by Port Jackson mallee. The 800 metre Gadyan Track circles the island, offering water access and views of any tanker unloading at the Shell Oil Terminal across Gore Cove and HMAS *Waterhen* on the eastern side. Signs provide an interpretive tour of the area’s significance to and evidence of the original owners of the land, the Cammeraygal people. Plaques provide information on native flora; the people and their activities and culture; and protect and interpret the major rock engraving site. This art site has a ten metre long creature – a spirit figure or perhaps a whale – and near it a small waterhole with adjacent axe-grinding grooves. There are large exposed middens, evidence of thousands of years of shell gathering near the waterfront, notably where the track begins, and near the Harbour viewing platform on the island’s eastern tip.

L4. Greenwich Loop

Continue south on Chisholm, following it around to Greenwich Rd at the oil terminal. Further down Greenwich Rd, cross Shell Park to go down steps marked Lane Cove Bushwalk 1, keeping to the left track, to follow the waterfront around through bushland to Greenwich Point. Above Greenwich Wharf, turn left into Lower Serpentine Rd and right into Richard St. To the left (north) of the Greenwich Baths a path crosses from St Lawrence St to Albert St. Turning right (downhill) this immediately curves left, becoming O’Connell St. Follow it and then take the roadway to the right down to Greenwich Sailing Club. Continue along past the clubhouse into the park, following the waterline until a track leads to the left and climbs up to the lookout at the top of Manns Point. Walk back along Prospect St, then right into Victoria St, left into George St. Turn right into St Lawrence St and follow this uphill to Greenwich Road and then back to Evelyn St to rejoin the Harbour Circle walk.

There are no shops or public toilets on this route, other than at the Greenwich Baths.

Distance: 3 km Approximate time: 70 minutes

Condition: Mix of paved footpaths and good bush track, mostly flat or gently inclined. Steps (down) from Shell Park and steeper bush path and steps (up) at Manns Point.

Surrounded by later development, but able to be seen from Chisholm St, is a Victorian villa, *Rothesay* (100 Greenwich Rd), built in 1893 by land developer, William Clark.

Shell Gore Bay Terminal dominates the Gore Cove side of Greenwich. It was already an industrial site when Shell Trading and Transport Co of Australia opened a facility here in 1901, enabling them to store bulk oil rather than having to rely on imports of drums of petroleum products. Over time the site expanded taking over adjacent land formerly used for bitumen refining and asphalt products, a timber mill and a shale oil depot. Shell unloaded crude oil here which was then shipped down Parramatta River by barge from 1927 to the Clyde Refinery near Silverwater. In 1962, the barges were replaced by an underground pipeline which is still in use.

Shell Park is on land transferred to Council from the Shell Company in exchange for land on the opposite side of Greenwich Rd. The Waterfront walk is part of Greenwich Park, which was dedicated in August 1911, and offers views down the Lane Cove River to Woolwich and to Cockatoo Island.

Greenwich Wharf was in use at this site from the later part of the nineteenth century, but was rebuilt in 1981. A number of other wharves in this area no longer exist but another substantial wharf (with a Matilda ferry service) remains beyond Shell Park at Bay Street.

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 down in his shipyard. Some of their Richard St neighbours were members of the Finch family, and young actor-to-be, Peter Finch, grew up in the street 1927-34. At the end of Richard St is a good view down into Greenwich Baths. Lane Cove Council opened this tidal harbour pool in 1916. The pool was significantly rebuilt in 1969 and again in 1989 when an artificial beach was established.

Manns Point is named after Gother Kerr Mann (see *Greenwich House*). 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. Further into the bushland 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.

At the corner of George and St Lawrence Sts is *Greenwich House*, 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) and also 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.

L5. Northwood Loop

Continue down Northwood Rd to the end at Lloyd Rees Park and Northwood Wharf. Immediately above the wharf, take the steps up into the eastern part of the reserve where a lane leads uphill between houses to Point Rd. Follow this uphill to Cliff Rd and turn right. Turn left into Private Rd and follow this through back to Greenwich Rd opposite James St to rejoin the Harbour Circle walk.

There are no shops or public toilets on this route.

Distance: 1.5 km Approximate time: 40 minutes

Condition: Mostly paved footpaths with steady inclines downwards, then up. Steps at Northwood point.

Northwood Rd offers some interesting houses. Nos 73 (*Cottesloe*) and 75 (*Clifton*) date to 1883. No 85 was from 1944 to his death in 1981, the

home of William Edward Pigeon, known as WEP for his cartoons and illustrations in the *Womens Weekly* and many other magazines. A prominent portrait painter, Pigeon won the Archibald Prize three times (in 1958, 1961 and 1968). His studio is to the left of the house. *Thorpe Malsor* (No 97) was built in 1880 by prolific writer and journalist, John Plummer (1831-1914). The house originally had gardens to Woodford Bay, Italian marble fireplaces in each room, and a library rich in Australian and Japanese materials. In 1895, Plummer subdivided, building *Loddington* nearby (in Birriwar Place) for his son, Albert. Nos 103-107 foreshadowed the Northwood art tradition when painters Norman and Lionel Lindsay and Will Dyson rented one of the cottages here around 1901. *Karlsruhe* (No 113), as the name suggests, was built by a German mariner, Captain Albert Heesh, in 1913.

Northwood Wharf and Lloyd Rees Park are wonderfully pleasant places to relax. Here, the Lane Cove River seems like a lake with the Hunters Hill-Woolwich shoreline seemingly connected to Longueville to the west and Greenwich to the east. The original wharf, built by Mrs Davy, was further around into Gore Creek. The walkway from the upper park into Point Rd emerges alongside No 16 and its stables, built in 1907.

Cliff Rd was home to a number of artists in the Northwood Group. Landscape artist George Lawrence (1901-1981) and his son, Bruce Lawrence (1932-), lived at No 41 (now greatly altered). Two years after moving here in 1932, George acquired a new artist neighbour when Lloyd Rees (1895-1988) moved into No 37. The Brisbane-born artist designed the home with his wife Marjory, and included a ground level studio (large window, top of the driveway). Almost all the work Rees is best known for was painted here, although he moved to Tasmania in his last years, mainly because of declining eyesight and health. The house is still owned by the family and the studio is still in use.

No 54 (corner of Private Rd) was the home of artists John (1910-) and Marie (1910-1989) Santry. Marie was also a sculptor and teacher, and their son, Michel (1934-) is a leading architectural sculptor-designer. The house was a centre of art teaching as well as being the place where the Northwood Group usually met weekly, often joined by others including young Brett Whiteley.

Dominating Private Rd is Northwood House, designed by Edmund Blackett for Mrs Jane Davy in 1878. Its original 18 hectares covered most of the peninsula and the misleadingly named 'Private' Rd was the original drive. When she died in 1903, the house was owned for a time by Abdul Wade, an Afghan who traded in camels, apparently bringing some of them here overland from North Sydney from time to time. Flats for a while, the house has been extensively restored in recent years.

L6. Longueville Loop

From Woodford St, turn left into Arabella St as far as Dunois St. Turn right here and go down steps to the lower part of the street and Griffith Park on Woodford Bay. Turn up Wilson Lane, then left into Lucretia Av and then right into Pool St. At Stuart St, turn left and down into Longueville Reserve. Walk down towards Longueville Wharf, but at the corner of Mary and Stuart Sts, follow the roadway into Aquatic Park, following the track which leads back up to Mary St. Continue left along Mary St, then right into William Edward St past Kingsford Smith Oval. At Cowper St, turn left and down steps to Dettman Av. Turn right and follow this street to the cul de sac at its end, where a bush track begins and leads left, downhill to a track junction near a natural stone bridge, rejoining the Harbour Circle walk.

There are toilets at Aquatic Park.

Distance: 3 km Approximate time: 60 minutes

Condition: Mostly paved footpaths, flat or gentle inclines. Steps (down) at Dunois St, Aquatic Park (up) and Cowper St (down).

Arabella St, with its stunning city views and blocks which originally ran down to Woodford Bay, has been a prized redevelopment site in the last decade but a sprinkling of older, more modest homes survive. On the high side, No 35, built around 1892 is one of the oldest. Blake Prize-winning artist, Reinis Zusters, designed and lived in No 98 from 1958 to 1969. On the high side of the Dunois St corner, Nos 73 and 75 were owned by members of aviator, Sir Charles Kingsford Smith's family, and Smithy himself lived here at times.

The Griffith Park – Dunois - Lucretia St area was the site of Kirk's soap and candle factory on Woodford Bay in the 1830s.

No 18 Lucretia St was the home until he was 21, of artist Brett Whiteley (1939-1992), before his marriage, travels and move to Lavender Bay. In 1978 Whiteley was to win the Sulman, Archibald and Wynne prizes in the one year.

Poole St has several fine homes including No 6, *Wainui*, built around 1886 which was a girls college in the early years of the twentieth century. The stables have been incorporated into the house which was restored by architect Glen Murcott in the 1970s. The corner house, actually No 5 Stuart St, was built as his own home by architect Ernest Bonney in 1885 and was later a private hospital for a time. No 2 Stuart St, on the high side opposite the park, was built around 1922, and was the home for much of her adult life for writer Marjorie Barnard (1897-1989). Writing, usually with Flora Eldershaw (d.1957) under the pseudonym 'M. Barnard Eldershaw', she produced 15 novels and histories, the most famous being the prize-winning historical novel, *A House is Built*, which was partly set in Hunters Hill.

Longueville Park has a series of Aboriginal engravings in an enclosure in the north east corner. They include a fish, a human and, perhaps surprisingly in this area, an emu. Longueville Wharf has been in use since the Hunters Hill Jouberts introduced a ferry service to the area in the

1860s. The sandstone outcrop to its east is known as 'The Butcher's Block', purportedly because of a murdered body once discovered there. Mary St, mostly more contemporary houses, offers a few houses of special interest. No 9, *Cooroona*, was the home of the Barnard family from 1911-1921 until they moved around the corner. Nos 23 and 25 are a decorative pair of c1886 Italianate villas, and No 39, *Rio Vista*, is, despite the name, another example of Italianate Victoriana, built around 1890. On the southern side of the road, No 18 was the home of once well-known children's writer and librarian, Eve Pownall.

Kingsford Smith Park, originally 'Longueville Park', was so renamed after the aviator's successful first crossing of the Pacific from the USA in the Fokker aircraft, *Southern Cross*, in 1928.

L7. Hunters Hill Loop

From where Reiby Rd meets the Hunter Hill High School grounds, enter the gateway and turn left to the water to follow Patriots Walk between the school and the water to Mount St. Climb Mount St to No 17, immediately past which stone steps on the left lead up to Madeline St. From this, turn left at Ferdinand St, right at North Pde and right again at D'Aram St. Turn left at Madeline St again and follow it through to Ady St, veering slightly left and then right into Browns Lane. Go right at Lloyd Av and left at Alexander St, then right at Martha, right again into Ambrose St. Turn left into Passy Av to see *Passy* and return to Ambrose. Continue as far as Ferry St. Go right there and left again at Alexander Street as far as Stanley Rd. Follow Stanley Rd to the left around to Mount St where there is another left turn. Between Nos 4 and 2 Mount St take the footpath through to the end of Kareelah Rd. It joins Moorefield Av which zigzags left and right to the end of Herberton Av at Timbrell Reserve. Across the road, very slightly uphill, is Wandella Av which ends at a gate and a concrete footpath up to the edge of the expressway near Tarban Creek Bridge where the Harbour Circle walk is rejoined. There are restaurants and shops in Alexander and Ferry Sts, and toilets in the complex behind the Garibaldi.

Distance: 3.2 km

Approximate time: 75 minutes

Condition: Paved surfaces throughout, mostly flat or gentle inclines. Fairly steep steps from Mount to Madeline Sts.

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 connection. All are referred to later in these notes.

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.

Madeline 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.

Ferdinand St continues the fine mix, No 12 *Maruna*, being one of the oldest from about 1860. Ernest Joubert (Jules' son) lived here 1900-01. *Corio*, No 15, was built about 1887 for a Captain Watson (a founder of Bear Watson) and had an armoury next door used by the Hunters Hill Regiment in the days of local militia. Down on the corner of North Pde, No 21, *Cleverton*, has been extended many times since 1876 and displays a coat of arms of sorts. The Ferdinand St Reserve just beyond is an attractive waterfront enclave.

In North Pde, step beyond Browns Lane to look at No 4, *Bulwarra*, with its bronze lions guarding the entrance. Built before 1904 one of its early owners was Halse Rogers Arnott, the biscuit manufacturer.

D'Aram St, named after another local French landowner, Melchior D'Aram, has some interesting weatherboard cottages.

The remainder of Madeleine St is a varied feast where the families of the Italian stonemasons and craftsmen left their mark. No 11, begun by stonemason Jeremiah Cronin in 1875, was owned and added to by later owners such as the Ferrari and Rinaldi families. No 15, *Genoa*, a cottage built in 1875, became the residence of Walter Cuneo and his family. Joseph Cuneo's family lived in No 17, *Ricarda*, for decades. Antonio Bondietti built No 27, as he did the fine house at the end of the street, *Clevedon* (formerly *Milano*) around 1863. It was sold to Angelo Tornaghi (one of the Patriots of the Walk), who lived here 1866-92. A city watch and mathematical instrument maker, Tornaghi was also Mayor of Hunters Hill in 1879 and 1882-83.

Other places of interest in Madeleine St include No 22, one of 5 houses built for widow Annie Lenehan as an investment between 1896 and 1906. The Hunters Hill Club stands on Lenehan's Paddock. No 23, *Bathurst*, began in 1861 as the cottage of Henry Glasscock, who became Town Clerk in 1862 and provided one of his rooms for the first Council meetings. No 26 was built in 1880s as stables for *Clarenceville*, a house nearby, but became the gardener's cottage.

Alexandra St is even richer (and longer) in heritage than Madeleine St and like it, is taken in two bites on this walk. In this first section, several houses of interest - Nos 50 (c1900), 64 (c1875) and 47 - were all connected at times with the Cuneo family. Towards Martha St, the city view opens up leading down to the Alexandra St Wharf. Here, take a look at the two houses opposing each other. No 74 *Kurrowah*, c1903, was designed by architects Kent and Budden in an 'modern' asymmetrical

style. Opposite, the Victorian No 57, *The Eagles*, was supposedly built by a trader from Fiji who brought his Pacific Islander houseboys with him. Stone eagles stand guard on the front gateposts.

No 1 Ambrose St may be a porter's lodge detached from a nearby house in a subdivision. The 1890 Italianate No 2 is the *All Saints Church* Rectory, and has quotations from the Scriptures incorporated into its stained glass. *All Saints Church* itself was designed by architect, Horbury Hunt, and begun in 1885, though not completed until 1938. Its memorable stained glass includes some designed by Sir Edward Burne-Jones.

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 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 old house. One of its owners was Sir George Dibbs, then recently retired from the role of Premier of NSW.

Back in Alexandra St the modest commercial centre of Hunters Hill is reached. *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 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. No 35, next door, now *Cuneo's*, was built by John Cuneo as a butchers shop. 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.

Across the road, the little tradesman's cottage of *Vienna* (No 38), built 1871, is now a National Trust property saved by local activism which 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.

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.

Large and lovely houses both, numbers 21 and 19 are 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*.

This section of Alexander St has important civic buildings including 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. The *Congregational Church* was built by stonemason, Antonio Bondiotti, and completed 1878. *Hunters Hill Public School* was opened by Sir Henry Parkes in 1870 and incorporates an 1879 house, *Eulbertie*, visible from Stanley St. *Eulbertie* was occupied at one point by a grandson of Reverend Samuel Marsden (the ‘flogging parson’), Edward Marsden Betts, who was Hunters Hill Mayor from 1905 to 1912.

Stanley St has three huge and magnificent houses with views to match. No 7, *Lyndcote*, was built by Charles Jeanneret in 1858. No 5, *Lyndhurst*, was built as a 24 room brick house for Robert Smith, a solicitor, around 1884. No 3, *Loombah*, began more modestly in 1863, but grew over time. Two of the houses in this section of Mount St were amongst the speculations of William Wright (who will be met on the Drummoyne walk). No 7, *Winden*, about 1860, is even more enjoyable for the fact that it was occupied from 1883-89 by charmingly named jeweller, Leopold Hippolyte Delarue. No 5, *Treago*, with its fine fountain, has been greatly enlarged from the original Wright house. Step down to the very end of the street for a dramatic panorama from the city to the Gladesville Bridge.

L8. Great North Walk Route, Woolwich – Hunters Hill

There are GNW Route wooden marker posts (walking person) along this route. From Valentia St (Woolwich) Wharf climb to The Point Rd and follow it left, and then left again when it meets Gale St. Opposite the Woolwich Pier Hotel, take the well-marked track down to Woolwich Dock and through to Clarkes Point Reserve. Follow the tracks or water west to the exit into Margaret St and then uphill and left into Alfred St. At the end of the street, enter Kellys Bush and follow the marked track through to Prince George and Prince Edward Parades. At their end Tiree Av leads to Woolwich Rd where a left turn is taken. Turn right into Futuna St and follow it around as it turns east, Where it meets Crescent St take a quick right-left into Garrick Av, picking up the lane at the end which leads around past *Passy* into Passy Av. Turn right into Passy Av, left into Ambrose St, right into Ferry St and left into Alexandra St. Follow this as far as Ferdinand St, turning right, then left into Madeline St and down the steps at the end to Mount St. From here turn downhill and then left into Patriots Walk at the waterfront. This leads around to Reiby Rd where it meets the Harbour Circle Walk.

There is a hotel and restaurants on Woolwich Rd near Gale St, shops and a public toilet around the junction of Ferry and Alexandra Sts, as well as toilets at Clarkes Point Reserve and Weil Park.

Distance: 4 km Approximate time: 90 minutes

Condition: Mostly paved footpaths with some bush and park track. Mostly fairly flat but with steady inclines in early and final part of walk. Steps at Kellys Bush and Madeline to Mount Streets.

The Great North Walk begins at Macquarie Place in Sydney but after a short walk to the ferries, its first section is really a ferry trip and an opportunity to serenely contemplate the 250km or so of walking to Newcastle waiting at the Valentia St Wharf, if that is the plan. The Hunters Hill Section is the first real walk on the route and since it intersects the Harbour Circle at Fig Tree Bridge, can be seen as an extension of the Hunters Hill Loop walk or an alternative way to start the Harbour Circle Walk. 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 (one of the *Walking Volunteers*) and Garry McDougall who, after years of walking, planning, submissions and reports, finally got their idea caught up in the cogs of government action, assisted by the availability of Bicentennial project funding.

Woolwich, like Greenwich one of those names with associations with the Thames in London, is hardly now seen as 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, and the departure of virtually all of industry meant that these would be the future direction for Woolwich. The Point Rd is a feast of fine houses, many of them nineteenth century, particularly to the east of the Valentia St intersection. 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.

Gale St, and Collingwood St off it to the west, gives some hints of the workers’ cottages or terraces. 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, generally as restaurants. Built in 1891, the Hotel has been recently renovated to meet the needs of a more contemporary clientele.

Interpretative signs offer insight into the history and operation of the remarkable Morts Dock, entered through the ‘Goat Paddock’ opposite the Hotel. 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 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. 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.

Clarkes Point Reserve was formerly also part of the shipyard site. The remains of its two slipways can still be seen where a number of ferries and large cargo ships were built and launched. The open area to its west, leading to Margaret St – once another Ferry Wharf and the site of a marine engine works which has morphed into a marina – was known as the ‘horse paddock’.

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’.

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 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, and shipped this 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”.

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. The oldest two are at the Kellys Bush end: No 24 Prince George Parade, *Terara*, a stone house built by 1885; and No 22: *Gadaar*, probably designed by its original owner, architect G. A. Down who lived here from 1884 to 1897. The remainder of the houses (including some in Gladstone Av) were mostly built in the Federation style and era from 1900 to about 1912. Perhaps the classic in this regard 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 new national capital. A number of the houses in this style were designed by local architect, Henry Budden, including Numbers 1, 2, 3 and 4. The latter house, 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. In fact, nine of the Battlers lived in the ‘Parades’, prompting one local councillor to christen the area ‘Red Square’.

‘Red Square’ links into Tiree Av, where the first – greatly altered – house on the right (No 26) is *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.

Woolwich Rd is rich in classic Hunters Hill houses from both the nineteenth and twentieth centuries, a number of them with ‘French connections’, generally with the Jeannerets. Some examples include No 29, *Eurondella* (1893); No 27, *Norwood* (1893); No 30, *Yandra* (1894); and No 22 *Wybalena* (1895) which remained in the Jeanneret family until 1941.

Futuna St includes more Jenneret 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. However, the attention-grabber in this street is the attractive *St Peter Chanel Catholic Church*. 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*. Beyond Garrick Av, refer to the notes for No 7, the Hunters Hill Loop, which the rest of this route follows in part.

L9. Drummoyne Alternative

From Wrights Rd turn left into Wolseley St down to Drummoyne Wharf. Retrace steps and turn left into St Georges Cres. Follow this parallel to the waterfront for its full length until Salton Reserve where the Harbour Circle walk is rejoined.

There are no shops or public toilets on this route until Birkenhead Point.

Distance: 2 km Approximate time: 30 minutes

Condition: Paved footpaths and flat or gentle inclines.

This alternative to the main Drummoyne section of the Harbour Circle could easily be combined with it to make a pleasant local loop walk of the head of the Drummoyne peninsula.

Wolseley St immediately offers some fine, mostly Federation / Edwardian era houses on its right (southern) side. On the northern side, blocks of units replaced most of the fine crop of turn of the twentieth century homes once there. The grandest survivor is No 1, on the corner with St George Crescent which seems to have been the home around 1900 of well known chemist, William Pattinson (of Soul Pattinson). From here, Wolseley leads down to a small reserve at Drummoyne Wharf. St Georges Cres has seen almost continuous unit development on the water side, although on the high side significant scatterings of older homes remain, again mostly Federation era. Lyons Rd offers modest waterfront access past the huge Scalabrini Aged Care Facility, but there is a much larger, though isolated, area to be accessed at the bottom of Queen Victoria St. The surviving older waterfront house here shows its name, *Latonaville*, in lovely stained glass. No doubt the name derives from its early owner (from around 1909), Vincent Latona, a 'fish commission agent'. Further on, little Peppercorn Reserve is an interesting and pleasant waterfrontage.

L10. Bay Walk Loop

This path around Iron Cove is known as The Bay Walk and is well marked. From beneath the Iron Cove Bridge above Birkenhead Wharf, turn left to follow Henley Marine Drive all the way along the Iron Cove water's edge to Timbrell Park, including an excursion into Rodd Park at Rodd Pt. The route continues to follow the water's edge at Timbrell Park, turning left into Timbrell Drive across Iron Cove Creek and left again at the traffic lights to follow busy Doboyde Pde. Just past the UTS Rowing Club, the path drops away from the road and then crosses the now pedestrianised bridge over the Hawthorne Canal. At the Leichhardt end of the bridge, drop down steps to the waterfront again, following Maliyawal St and into Leichhardt Park. At Glover St (Leichhardt Rowing Club) cross the street and turn into Rozelle Hospital grounds, still at the water's edge. When the bitumen road at the sports field is reached, the Harbour Circle walk is rejoined just beyond the sports fields.

There are shops and toilets at Birkenhead, a restaurant in UTS Rowing Club at Dobroyd Pt, and toilets at Rodd Pt and Rozelle Hospital.

Distance: 7 km Approximate time: 80 minutes

Condition: Mostly flat on paved or formed footpaths or grass. Mostly shared with bikes.

The Bay Walk (or Run) around Iron Cove is one of the most popular walks in Sydney, one reason for this being that it offers a flat waterfront circuit of 7km entirely on public land. However, relatively few of the often thousands who walk it weekly would know much about the background of the places they pass.

Drummoyne Pool is a modern replacement for other harbourside pools along the Cove, the remains of one of which can be seen further on opposite Millar Street.

Drummoyne Rowing Club is one of three around the Cove which, with its calm, lake-like area, is an ideal rowing space. Leichhardt, across the water, is the oldest rowing club here, established in 1886, and beyond the Hawthorne Canal is the third club, UTS (University of Technology, Sydney) Haberfield. There are also two sailing clubs.

Notable in the middle of the Cove is little Rodd Island. Now part of Sydney Harbour National Park, it has pavilions, picnic facilities and an intriguing history. Although never owned by him, it is named after Brent Clement Rodd, a successful solicitor and local landowner who strove to protect it from various interlopers over his lifetime. In 1888, after a reward had been offered by Premier Henry Parkes for a solution to the plague of rabbits besieging rural NSW, the famous French biologist, Louis Pasteur, sent out a small team to research the problem. Rodd Island was allocated to them as a research laboratory. The team was led by Dr Adrien Loir and the technique they developed was centred on chicken cholera. They built special rabbit warrens, a laboratory and house on the island, and their research proved to be successful. However Parkes wisely regarded it as too successful, suspecting that once released into the wild, the chicken cholera would impact on far more than just rabbits.

Unrewarded, Dr Loir persevered for a while longer, producing vaccine for anthrax. A brighter moment in his stay was provided by the famous actress, Miss Sarah Bernhardt, who arrived in NSW with 80 trunks of luggage and two pet dogs. When quarantine officers refused to let the dogs land, Miss Bernhardt threatened to return to Europe but the gallant Dr Loir saved the day by offering his already quarantined island as a place for the dogs to stay. His gallantry also ensured him tickets to each of the actresses' Sydney performances and regular visits by her to his island. After the laboratory closed, Rodd Island became a popular picnic reserve again - one sometimes too popular - developing a dubious reputation at times. After a proposal to develop it into a marina in 1979 (fortunately blocked) it was restored by National Parks for public use. Neild Park and, further around, Timbrell Park, were reclaimed from their respective inlets of Iron Cove to provide sporting facilities for the area. The Rodd family emerge again at Rodd Point, a little tongue of land with pleasant picnic area and views. This was part of the 23 hectare Rodd estate which B.C. Rodd bought in 1845, building his home, *Barnstable Manor*, about 400m northwest of here. The house was built of stone soaked in the river until it was encrusted with shells. Rodd was an idiosyncratic man who had fought a duel as a younger man and had also once obligingly turned his horse and carriage over after his passenger had remarked that he had never been in an accident. He also had a large family whose influence remained in the area in street names and local politics. His family tomb was built at Rodd Point, which can be seen on the edge of the rocky outcrop on the northern side of the point and where he was interred in 1898. It is empty now, the inhabitants have been moved on. In 2005, the Dobroyd Aquatic Club building which had stood on this point for several decades, was entirely burnt out by a deliberately lit fire.

Across the Iron Cove Creek Bridge, the walk passes the pleasingly formal Robson Park, beyond which are the heritage areas of Haberfield and Dobroyd Point. Haberfield was Australia's first 'garden suburb' and, since its development coincided with Australian Federation in 1901, it is the quintessential 'federation suburb' with hundreds of excellent examples of this architectural style. Its streets are even named for the new national figures of 1901.

The Hawthorn Canal divides Haberfield from Leichhardt. This was originally Long Cove with mudflats and mangroves but it was dredged in the 1890s to take ferries towards Parramatta Rd and then concreted by the Water Board in the 1920s. For a different experience on the weekend, walk up the Leichhardt side of the canal to visit Café Bones, a dog-friendly outdoor café.

North of the pedestrianised Hawthorn Canal Bridge, the former Apia Club (closed 1996) sits back from the waterfront where much of Sydney's working fishing fleet is based. Both had deep connections with Sydney's Italian community. By 1971, 15% of Leichhardt's population was Italian-born, and the Italian community still sets the dominant cultural character of Leichhardt. Above the waterfront walk is the large Leichhardt Aquatic Centre and Leichhardt Oval.

The Bay Walk Loop rejoins the Harbour Circle in the grounds of Rozelle Hospital. The first buildings to be encountered were, and to some extent remain, part of the repatriation section of the hospital. This had its origins in No 13 Army Hospital, established here in WWI after casualties – especially war neuroses (“shell shock”) cases – began streaming back from Gallipoli and the Western Front. Almost all of the grounds, though, are open to the public, and the curious, if somewhat run-down, gardens to the south of these buildings are well worth exploring.

L11. Balmain Loop

The Balmain Loop is by far the longest and most complex walk in this series. It is not practical to separately list the route directions ahead of the notes as with the other sections. Directions (in italics) are therefore integrated with the notes.

There are very few food and drink outlets directly on the route. Darling Street has many outlets and is nearby on the second half of the walk as are a number of hotels (eg the Bald Rock, William Wallace, Commercial and Riverview).

There are also toilets at Elkington Park, Birchgrove Park and Thornton Park.

Distance: 11.5 km

Approximate time: 5 hours 30 minutes

Condition: Mostly paved footpaths or park paths. Some steps and frequent easy to moderate inclines.

Balmain's waterfront is a landscape of intense change. Hardly more a few metres have not been reclaimed, altered or built on, often several times. A few decades ago this walk would have been impossible because of the dozens of shipyards, slipways, wharves, oil stores, factories, and power plants sitting cheek-to-cheek along the path. From the 1850s to the 1970s, Balmain was one of the most industrialised suburbs in Australia.

Balmain is named after William Balmain (b1762 Scotland), one of the First Fleet assistant surgeons. In 1800 he was given a 550 acre (220 hectare) grant covering the entire peninsula of Balmain and Rozelle, other than thirty acres at Birchgrove which had already been granted. On 7 July 1801 Balmain transferred the grant to John Gilchrist for 5 shillings (presumably to repay a debt) before sailing for London where he died in 1803. Gilchrist, also a Scottish naval surgeon, never visited Australia, but worked in India, becoming an authority on Indian language and culture. For a time he was in a syndicate with Balmain importing rum to NSW, which was probably how he received Balmain's land. Gilchrist returned to England in 1804 and began subdividing his Sydney land in 1836. Soon

afterwards, litigation from some of William Balmain's heirs challenged the 1801 land transfer and prevented further sales for about 15 years. Gilchrist died in 1841 but the ownership issue was not resolved until 1852. At that time Balmain's population was about 1400. In the next thirty years it rose to 17,000.

Best reached by water, Balmain also offered prime sites for maritime activity. Many of its first residents were mariners who built docks, wharves and small maritime industries. Bridges in the 1880s, then trams in the 1890s improved land access but ferries remained the favoured transport mode of Balmain. Most Sydney ferry companies began or operated there and most of Sydney's ferries were built or maintained there. What began as a maritime suburb, quickly became an industrial one, particularly after the 1850s development of Morts Dock.

Radical working class politics arose from the industries and several early unions began in Balmain, including the Iron Workers and Waterside Workers. The first Branch of the Labor Electoral League, which became the Australian Labor Party, was formed in Balmain in 1891. Three Labor premiers (WA Holman, John Storey and Neville Wran) called Balmain home, as did other famous political figures such as William Morris Hughes, Dr H.V. Evatt, Sir John Kerr and Tom Uren.

Working class Balmain gave rise to an unusually high number of pubs and important sporting associations. Not surprisingly, sailing was one of the first, with the Balmain Regattas famous from 1849 until WWI. In the 1890s Balmain developed the 18 footer sailing boats with their flat-bottoms and massive sails which needed crews of up to 15 to keep them ballasted. Balmain has the oldest remaining rowing club (1882); the oldest swimming pool and swimming club (1883); the oldest district cricket club (1897); the oldest Bowling Club (1879); and was the co-birthplace of Rugby League Football in 1908.

However, in the 1950s change set in. Industrial plants began to close or consolidate and shift to outer suburbs. This accelerated and between 1971 and 1984 more than half of Balmain's industries closed. At the same time, and partly as a result, inner city housing became more attractive and Balmain began to change into a middle class dormitory suburb with rising real estate values. The new issues in Balmain were redevelopment. There was pressure on historic buildings, the character of the area and the streets, and proposals for large-scale housing development of the former industrial sites. Radical industrial action was replaced by radical resident action and vociferous and highly effective resident action groups arose to oppose development on their waterfronts and promote lifestyle, property value and community issues.

From the loop under the Rozelle end of the Iron Cove Bridge, leave the Harbour Circle Walk and take the first path down to the water's edge, turn right and pass back under the Bridge again and follow the waters edge along in front of the apartment complexes. Historical plaques explain some of the area's history.

The walk begins by passing under the Iron Cove Bridge to the large *Balmain Shores* apartment complex on the site of the former Balmain Power Station, of which the 1934 Pump House on the waterfront is about all that remains. The power station was established by the private Electric Light and Power Supply Corporation in 1909 and burnt garbage as well as coal to generate electricity. Doubled in size in the 1940s it was taken over by Electricity Commission in 1957. New coal fields stations replaced it and it was decommissioned in 1976 and finally demolished in 1998 to make way for the apartment development.

Just past the pump house, the adjacent apartment complex (*Balmain Cove*) stands on the site of Balmain Chemical Works: The Elliott Brothers, Frederick and James, bought this 18 acre site to establish Australia's first chemical and later pharmaceutical plant in 1866. They produced such things as sulphuric, nitric and hydrochloric acid; sulphate of iron; superphosphate of lime; and soap. Its dozen or so smokestacks poured out a rich mixture of odours and pollution into the surrounding harbour and houses. The plant became part of Drug Houses of Australia in 1929 and then in 1959 Monsanto bought the works. Its closure in 1989 opened the way for the massive remediation and redevelopment of these sites.

Continue along the waterfront from Balmain Shores in front of Sydney Secondary College and climb the wooden steps up to the corner of Longview and Bayville Streets. Despite appearances, Longview leads to a small right-of-way at its end cutting up to Broderick Street. Follow this around its dogleg to Elliott Street and turn downhill to the wharf.

Dragon boat hulls from Dragon Blades Dragon Boat club are stored near the base of the steps in front of the Balmain Campus of Sydney Secondary College. The school was opened as Balmain High in September 1979, appropriately enough, by Balmain boy and Premier, Neville Wran. The site had been Bell and Frazer Ltd's timber yard from the 1920s.

Longview and Broderick Streets evoke the charm of Balmain with its eclectic mix of timber and stone cottages homes of all shapes and sizes. In Elliott Street, *Braeside* (No 96), built in 1887, is immediately uphill from the Broderick Street intersection, a Victorian iron lace house built for stationer, John Dunlop. There were other fine mid-nineteenth century houses across the road and down towards the water, including two family houses of Elliotts linked to the chemical works. These sites were included in the 1950-55 Elliott and Phoebe St Housing Commission apartments at a time when several groups of three to five storey public housing units

were built in parts of Balmain to replace 'slum housing'. *Nutrimetics* occupies the site of former timber companies and box makers and the Elliott St Sydney Ferries wharf on Sommerville Point (formerly Fig Tree Point) offers good views back to along the waterfront.

Follow the waterfront reserve along in front of the flats until taking the steps almost opposite a small dock up past Laggan Av to Phoebe St, then continue to the left along Phoebe and Tilba Streets.

The waterfront reserve was used by boatbuilders such as W.H. Golding in the 1880s and others. Up at Phoebe Street note the decorative wall on the flats at No 3. Almost at the end of Tilba St, look up to see the rear of No 18 White St, *Tilba Tilba*, a Gothic stone house originally built in 1878 for FR Robinson.

Cross White Street into Elkington Park and, near the point, take the path and steps down towards the Dawn Fraser Pool. Continue along the path behind the pool below the cliff to the waterfront and walk to the dock near its end.

Balmain Rowing Club, at the bottom of White Street, dates from 1882 and is next to Elkington Park, originally White Horse Point Reserve, a Victorian-style formal park completed c1910. The Point gives excellent views of the three islands, Snapper, Spectacle and Cockatoo. It was probably to here that bushranger, Captain Thunderbolt, swam in his epic escape from Cockatoo Prison in 1863. Another epic Balmain swimmer is commemorated by the Dawn Fraser Pool, formerly the Balmain Pool, established as a tidal pool in 1883. Balmain Swimming Club is now the oldest in Australia. The pool was renamed in 1964 after Olympian Dawn Fraser who had learned to swim here. Fraser set 40 world swimming records and represented Australia at the 1956, 1960 and 1964 Olympics, winning 4 Olympic Gold and 4 silver medals. She was banned from competition after souveniring a flag from the Royal Palace in Tokyo at the 1964 Olympics. Fraser was also elected an Independent Member of State Parliament for Balmain from 1988 to 1991.

The renovated waterfront beyond the pool is on a site used by National Box Company which operated here from post WWI until the 1970s. The quarried cliff face shows signs of once attached buildings, but more stimulating to the imagination is the slightly overgrown but extraordinary cliff carving of King Neptune just beyond the dock.

Climb the bitumen roadway up to Fitzroy Avenue Park and turn left along the path, crossing Punch Street and into Gow Street as far as the back of Birchgrove Public School.

From Fitzroy Avenue park note the range of mostly Victorian houses such as No 40 *Irene Villa* (1886), and No 28 *Herbertville* (1891). Punch Street led to a public wharf in the 19th century. Gow Street brings up another pleasantly mixed street with some nineteenth century terraces and houses. Birchgrove Public School, at the end, opened in 1885. It had more than 1100 students enrolled by 1900 but is now around 270. Immediately ahead, the housing development is on the site of the Balmain Coal Mine, once the deepest coal mine in Australia. Two shafts of over 2000 feet were sunk from 1897 onwards, and named *Birthday* and *Jubilee*, after Queen Victoria's Birthday and Diamond Jubilee. Sydney Harbour Collieries Ltd began mining under the harbour from 1903, operating 1,000m below the Simmons Point-Goat Island-Balls Head-Ballast Point area, which was reached by long drives from here. Up to 300 miners worked the colliery but coal quality was poor and the mine was dangerous and foul with gas. Men were lowered in a bucket-like elevator. In 1900, during the sinking of Birthday Shaft, the bucket tipped on a descent, dropping 5 men to their deaths. By 1931, 850,000 tons of coal had been extracted, but it was always marginal and with the Depression the mine was closed. Methane gas was drawn from it 1932-37 and again during WWII but explosions cost several lives including three lost attempting to seal it in 1945. The buildings were demolished in the 1950s and the mine flooded and sealed. The site was purchased for townhouse redevelopment in 1987.

Take the small lane leading left from the turning circle behind the school (at No 28) which leads down steps to the waterfront. Continue northeasterly along the wharf almost to the sailing club, then turn right on a pathway which offers steps and a lift(!) up to Water and River Streets. Continue left along River Street and cross Cove Street into Louisa Road which is followed to its end at Yurulbin or Long Nose Point.

Hopetoun Quays, the upmarket waterfront and marina development, together with the townhouses, replace the coal mine, and old slipway and the 1970s-80s Howard Smith coal wharf. Balmain Sailing Club at the end, below Water Street, was established in 1885, sailing the small boats which developed into the famous 18 footers in the 1890s.

River Street is another charming mixture of cottages, many set at interesting angles to the street (or below it at water level), the first, at No 2, being an 1880s stone house. Cove Street (called Iron Cove Road until 1880) also had a ferry wharf operating well into the 20th century. A cutting and steps still lead to a wharf.

The suburban boundary of Birchgrove began back at the Primary School, but the Birchgrove Estate, which is the core of the suburb, and which was the only part of the peninsula *not* included in Dr Balmain's grant, begins at Cove Street. Private George Whitfield (NSW Corps) was given a 30 acre grant at Snails Bay in 1796 which was acquired by Lt John Birch, paymaster of Macquarie's 73rd Regt in 1810. Birch built a two-storey shingle roofed sandstone house, *Birch Grove House*, which became the first residence on the Balmain peninsula. It sat quietly with its estate of orchards and vegetable gardens, cattle and old convict huts, barely disturbed until 1860 when its then owner, Didier Numa Joubert, from Hunters Hill, began its subdivision, naming streets after family members. In the subdivided area a mixture of houses, many of quality, appeared over the years, and *Birch Grove House* itself survived on its shrinking block until 1967. In the twentieth century a significant scattering of maritime industry developed along the shoreline, all of it gone by century's end as real estate values escalated.

Louisa Road is the premier road of Birchgrove. Always a mixture and, until recently, containing a significant amount of industry, it has become the (multi-) millionaires' row of Balmain. Nos 12 and 14 were amongst the first lots sold in 1860 by Joubert. No 12 *Keba*, was built in 1878 by solicitor Maurice Fitzhardinge and No 14 *Lenardville*, in 1876. Originally *Vidette*, it was the home of another solicitor, William Abbott, 1876-1903. There is a stone well near the front fence. At No 24, *Logan Brae* (c1917), is an elaborate Federation / Queen Ann style house originally called *Newlands*. Built by timber merchant Harold Driscoll, this was from 1923 to 1927 the family home of coal merchant and shipowner, Robert William Miller (1879-1958). In 1908, this Scots-born seaman bought a punt and a second-hand tug, and won the contract to remove spoil from the Balmain Colliery. Instead of dumping the spoil at sea, Miller sold it to councils and contractors as road base. Thus began developing the RW Miller Company with its empire of tugs and lighters, sixty miler coal ships (which carried coal from Newcastle, unloading at Birchgrove and Blackwattle Bay), coal mines, brewing and hotels. Although Miller himself moved to Vaucluse, company associations with Birchgrove continued until the 1980s. One of his sixty miler ships was *Birchgrove Park*, a 640 tonner which sank off Barrenjoey in August 1951 with the loss of 10 of its crew of 14 seamen.

No 38 was the site of the tramway and wharf of a coal yard which became J Gibson Engineering Works 1908, a concrete brick factory and finally a furniture store demolished in the 1950s for units. No 44, also on part of the coal yard site, was built in the 1890s as *Fitzroy House*, a large 1890s Victorian terrace with a widow's walk, and five stories high at the back. It

was the home of John Gibson who had his engineering business on the waterfront behind the house. A later owner, a timber merchant called Driscoll renamed it *The Anchorage* in the 1920s. A plaque on the wall giving details was donated by a more recent musician owner.

Another plaque, at No 67, indicates the site of *Birch Grove House*. Lt Birch left NSW in 1814 with his regiment, and the house went through a series of owners until Didier Numa Joubert acquired it in 1854, beginning its subdivision in 1860. It took several subdivisions before all the land was sold by 1911, part of it going to Birchgrove Park. The house changed owners several more times but survived until its demolition in 1967 at which time it was the third oldest house left in Australia. A few years later, changing attitudes about heritage would almost certainly have ensured its survival.

Pairs of houses seem to dominate the next part of the street, ranging in age and style from mid-1880s Victorian to early twentieth century Federation. No 76, Douglas, is a stone Victorian rustic Gothic house with a 'Juliette balcony' built in 1881 by orchardist and sawmiller, John Lord. From 1883 to 1887 it was the home of cartoonist, engraver and lithographer, Eugene Montague (Monty) Scott, cartoonist for magazines and papers such as the Sydney Punch and Illustrated Sydney News. No 85 Geierstein, was built by Alexander W Cormack (b1837), a cooper, in the mid-1880s in the Victorian Italianate style. Cormack had a galvanising workshop for his cooperage on Long Nose Point.

Mid 1980s townhouses at Nos 88- 98a replaced the Storey and Keers boatbuilding firm which operated there until early in the 1980s. The site had been owned by George Hudson, timber merchant, from 1923, before Gilbert and Norman Storey bought it, opening their shipwright and engineering works there in 1941. Nos 91-97 were the site of George Hancock and Sons boatbuilders from 1917 to the 1930s and, finally Banks Marine, one of the last of the Birchgrove shipyards to go. No 109, built in 1899, was the home H.D. Stevens, proprietor of Campbell Lighterage, a tug company which operated out of Louisa Road, 1927-62. No 111 and its extensions are modern buildings on a large industrial site set up by Cobalt Ore Refining Company from 1885 to 1887. The site was subsequently used by at least five different paint works including Dampney's Paint Works (1902-12) and Major Brothers and Company (1920-28), as well as Campbell Lighterage's tugs in the 1930s.

Yeroulbin Street, originally Wharf Road and later Ferry Lane, leads to a small waterfront reserve. Next to it, No 113, is an interesting glass-dome topped modern art deco style house. In 1861 a house called *Fairlea* was built here, its name changed to *Abbeville* in 1903. *Abbeville* was bought in 1923 by RW Miller (see No 24 Louisa Rd), coal and shipping merchants, who established a depot there for their sixty milers coal ships from Newcastle. In the 1930s Millers apparently acquired Jubilee Engineering Co and moved it here from Camerons Cove. Jubilee Engineering serviced the Miller fleet which, from 1970s, included oil

tankers, as well as ships of other companies, as it was by then the largest privately owned ship repair facility in Australia. *Abbeville* had been demolished in the 1950s because of Jubilee's expansion. By 1987 Howard Smith Ltd had acquired 100% of shares in RW Miller and in turn both companies were absorbed into Coal and Allied Ltd. The Jubilee site was shut down, opening it to the present housing development.

The grandly set No 144 was built in 1883 by Duncan Smith. Georgian in style with additions, it was later owned by a Miss Rachel Wells, from whence the name *Raywell* derives.

No 146 had been the site of a house, *Tabak* (1861) demolished in 1913. From 1904 the railways department ran submarine power cables across the Harbour floor to provide power for north shore trams. With the opening of its White Bay power station in 1913, the department started to build an under-Harbour tunnel between Long Nose and Manns Point – a distance of only 300 metres - to provide a more reliable power connection. The entrance was at Numa Street. Leaks and other problems complicated work and the intended two-year project took 12 years and cost 16 times the original cost estimate, but opened in 1926. Later it was allowed to flood although it stayed in use until 1969. Until recent years a corrugated iron shed stood above its entrance at 146 Louisa Road but it now has a contemporary house constructed over it. Behind No 146 Louisa Road, at No 2 Numa Street, is the expanded 1885 house originally called *Longsight*, then later *Seaview*, and later still *Esperance*. The houses' occupant from 1909 to 1919 was Reverend Albert Rivett, a Congregational Minister and well-known peace activist. A look down to the water at the end of Numa Street shows the extent of quarrying that occurred on the point from the 1860s onwards.

No 150, the last house in Louisa Road, is a fine Federation / Queen Anne style home built in 1897 for Charles Niccol. The house was restored in the mid 1980s after a stint as the headquarters of the Bandido Bikie Gang. The bikies were evicted after being involved in the infamous Milperra Massacre - a gun battle with the rival Comancheros Gang at the Viking Tavern which left 7 dead.

Yurulbin Point (formerly Long Nose Point) is the tip of this narrow spit of land marking the start of the Parramatta River. The first industry to be established here after its original Wangal Aboriginal occupants was a galvanised iron works built by cooper, Alexander Cormack. The site was further developed by Wallace Powerboat Building Co in 1917-20 and then Morrison and Sinclairs moved their shipbuilding yard here from Johnstons Bay in 1923. The firm built wooden hulled Sydney ferries, yachts and naval vessels, gaining a high reputation for their work. One of the yachts built about 1945 is one of Sydney's most famous - *Morna*,

later *Kurrewa IV*, which won line honours 7 times from 10 starts in Sydney-Hobart races. After the shipyard closed, the site was purchased by the State Planning Authority in 1971 and turned into a park by 1979 through an award-winning landscape treatment by Bruce McKenzie (see Illoura Reserve also). The Morrison and Sinclair stone slipway and dock remain at the point.

From Yurulbin or Long Nose Point, retrace Louis Road to just past No 83 and step down into Deloitte Avenue and follow this walkway across the waterfront of Birchgrove Park to Grove Street. At Grove Street, cross into Wharf Road and follow that to its end at Ballast Point.

The bay in front of Birchgrove Park is named Snails Bay, possibly after molluscs found there. Its deep water makes it a suitable mooring site and the many concrete dolphins in the bay were built as lay-off berths for timber carriers to unload logs onto lighters or into the water for towing to harbourside timberyards.

A trust set up in 1882 filled in the Snails Bay mudflats to create atmospheric Birchgrove Park. Funding was limited and progress was slow, but the park was completed with its tennis pavilion and cricket and football grandstand by 1904. Deloitte Avenue, the waterfront walkway, commemorates QL Deloitte, a park trustee 1884-1929, and a rowing and cricket patron. In 1907 a Rugby League was formed in Sydney because the existing Rugby Union would only accept amateur players and would not cover their expenses or injuries. On 20 April 1908 the new League's first four games were played between its first eight new teams. Two of the matches were at Birchgrove Oval (Balmain defeated Western Suburbs 24-0) and the others at Wentworth Park. The oval became the early home of the Balmain Tigers. A couple of decades later, an attendance record for a suburban oval was set when Donald Bradman batted here for St George against Balmain.

Grove Street (originally Birch Grove Road) is also the southeastern boundary of the original Birchgrove Estate, although the modern suburb continues to the southern boundary of Mort Bay Park. At the water end of Grove Street is a park named for eminent Russian scientist, Nicholas de Mikluoho-Maclay (1846-88), who lived for a time in Wyoming (No 25 Wharf Road) in 1884. The first to explore the north coast of New Guinea, Mikluoho-Maclay established a marine biology station at Watson's Bay. His wide-ranging scientific pursuits included botany, linguistics, anthropology and the Victorian 'science' of phrenology – the study of head shapes and bumps to determine mental capacity and personality.

Running along the Snails Bay waterfront, Wharf Road rather naturally also attracted its share of waterfront industry until the end of the twentieth century. No 43 is *Clovernook*, 1873 home of A. Elkington, Mayor of Balmain 1875-99. Across the road, Nos 34-36 are c1870s *Exeter Villas - Lynworth* and *Glendon*. However the eye is naturally drawn to the impressive gothic house behind and above at 73 Ballast Point Road, the 1870s *Clifton Villa*.

Back on the water side, No 39 is *Ravenscourt*, built in 1875 as home for barrister L. O'Brien and altered to a Victorian Italianate style after his departure, in 1888. Standing imposingly on the opposite side again is No 22, *Yarildun*, with its impressive Victorian Italianate iron lace and a small widow's walk. It was built as his home in 1885 by architect E.H. Buchanan. No 25a is *Wyoming*, c1880, home of QL Deloitte, a founder of Birchgrove Park, but also for part of 1884, the residence of Russian scientist, Mikluoho-Maclay.

No 19 was the last marine site in the road and in 2005 the skeletons of its buildings and lifting gear stood waiting redevelopment. From 1909 this was the site of Nicholson Harbour Transport, boatbuilders who eventually became the largest private ferry service in the Harbour and built, maintained and operated a fleet of tugs, lighters and other watercraft. The first successful ferry built by John Nicholson in 1911 was called 'Promise' and thereafter all Nicholson boats had names starting with 'Pro' (eg. Probe, Process, Proclaim, Prospect, Provide, etc). Nicholsons also manufactured equipment such as anchors, and fitted out smaller ships. In 1967 the company was taken over by Stannard Brothers, having at that stage more than 45 tugs, ferries and workboats in service. Stannards were later taken over by Waratah tugs which had become part of Adsteam (formerly Adelaide Steamships).

The roads meet at Ballast Point. No 1 Ballast Point Road *Lerna*, 1881, was originally the home of bank manager, John Waugh, but was also lived in by the Cameron Family from *Ewenton* (featured later in the walk).

Ballast Point is to be opened as Ballast Point Harbour Park in mid 2007 by Sydney Harbour Foreshore Authority (SHFA). The land was bought from John Gilchrist in 1840 by George Cooper (soon to reappear in the Balmain story) but was soon lost because of mortgage payment shortages. Part of the Point was quarried for sailing ships' ballast, giving it its name. Clothing merchant Thomas Perkins acquired the site in 1852 and built a large house, *Menevia*, on the site but by 1893 *Menevia* was being leased as a boarding house and steadily fell into disrepair. In 1928, Texaco Oil bought the site, demolished *Menevia*, and established an oil terminal and grease plant with many storage tanks from 1929. This operated continuously, eventually under Caltex ownership, until closed in 1999. Walker Corporation proposed to develop apartments on the site but met local opposition. In 2002 the State Government compulsorily acquired the site. An ongoing legal challenge ensued regarding compensation for the proposed developers. Caltex is currently (early 2006) undertaking demolition of buildings and site remediation which is expected to finish in mid 2006, after which development of the 2.6 hectare park will begin. It will incorporate some industrial interpretation but the bulk will be open green space with foreshore access. There will also be a small marine refuelling facility and other facilities off Yeend Street.

From outside the Ballast Point gates cross through the small park and down steps to Yeend Street and its wharf. Turn right up the street and then in through the Mort Bay Park gates and follow the waterfront around to Thames Street Wharf.

Yeend Street Wharf offers an excellent viewpoint of the whole of Morts Bay, formerly Waterview Bay. At different times the wharf has been a ferry wharf and depot, and steamers' coal wharf amongst other configurations.

Waterview Bay was renamed Morts Bay after the death of Thomas Sutcliffe Mort in 1878, a fitting tribute to a man and enterprise that had more impact on Balmain than any other. Born in Lancashire in 1816, Mort came to NSW in 1838. Wool merchant, pastoralist and shipping shareholder, in 1854 he and Captain TS Rowntree formed a partnership to develop a dry dock in Waterview Bay. The 122m by 15.5m dock was excavated mostly by pick and shovel and was operational by 1861. Eventually three slipways were also developed. In 1872 the firm was formally incorporated as Mort's Dock and Engineering Company and had expanded into engineering work, building steam locomotives, bridge works, mining machines, pipes and other equipment. Mort also supported the development of refrigerated shipping and developed a 15,000 hectare dairying estate at Bodalla, where he died in 1878. By 1900 the 7 hectare works was the largest privately owned employer in NSW with over 1300 workers. Two years earlier it had also taken over the Woolwich shipyard and floating dock of Atlas Engineering and had begun building the largest dry dock in Australia at Woolwich.

Morts Dock not only covered the area of the present park but all the public housing on its northwestern and southeastern edges as well. In addition, Mort had bought up land around the dockyard, selling it off as he needed additional capital for expansion or, originally, giving freehold blocks to entice workers to the site. A workers town of 700 lots developed as *Mort's Town of Waterview* in the 1870s to the dock's northwest. The scale of the enterprise and the size of the workforce had a major social and economic influence on Balmain, transforming Balmain from a small maritime village to one of the most important industrial suburbs in Australia. It also transformed urban unionism, and its industrial impact was a major reason why unions such as the Amalgamated Society of Engineers and Balmain Labourers Union and eventually the ALP itself were formed in Balmain.

During WWII the yard manufactured naval vessels including 4 frigates, 14 corvettes and several other ships but the end of the war also saw a decline in engineering demand from which the company never recovered. Operations were closed down in November 1958, signalling the beginning of the end of industrial Balmain.

By the late 1960s, the shift to containerisation would change ports radically, along with the size of ships. Container handling required access by the much larger ships to large flat hard wharf space. To meet the new

need, the Australian National Line (ANL), then still owned by the federal government, took over Morts Dock. They filled in the dock and cleared the buildings, opening their container facility there in 1968. The first container ships arrived in Sydney Harbour in 1969. ANL also operated its Tasmanian Car Ferry from the Yeend Street end. However, the site had problems with water depth for the larger ships while road access through Balmain's narrow streets was difficult and caused great complaint from residents. In 1979 the facility was closed and ANL containers moved to Botany Bay.

The site was now available again. A proposal for public housing led to another local fight resulting in a compromise in 1986 of part public housing and part park. The new 1980s-90s developments in McKell Street and in College and Trouton Streets are a contrast in style with the public housing of the 1950s seen at Elliott Street or Nicholson Street. Within the park, the outline of the dry dock can clearly be seen, and the steel and concrete caisson which opened or shut the dock for ship access is locked in at the dock's head. The newer concrete flat wharf and piers date from the later ANL container and car ferry use. There is no sign of the long slipways which ran from just below the junction of Ballast Point Road and Short Street, through the now public housing area and out into the bay.

Beyond the park, Thames Street Wharf dates from the 1860s. Public baths were also located here in the 1880s and 90s. From Thames Street to Ewenton Park on Camerons Cove was the area sold in the late 1830s from John Gilchrist's Balmain land. Most of the land was sold to speculators who generally either quickly resold or who overextended themselves and went down with the economic crash of the 1840s. The largest early holding was accumulated by George Cooper, Comptroller of Customs - a total of 20 hectares, including the tip of Ballast Point. This included *Waterview House*, the only house in the area, apparently built by Gilchrist's agent, Frederick Parbury, about 1835. However, the 1840s depression cost Cooper his holdings and his mortgagees successfully subdivided the estate over the next few years.

From the Wharf walk up Thames Street and turn left into Trouton Street, then cross Campbell Street to Wells Street. At the end of Wells Street turn right uphill into Waterview Street and then left into Caroline Street.

The junction of Trouton, Campell and Wells Streets is a very characteristic streetscape of old Balmain. Nos 1-7 Trouton Street are a former corner shop and dockworkers terrace from around 1875. Wells Street gets its name from a well owned by the Yeend Family whose

1880s shop and terrace start the street. Further along, opposite the end of Wells Street, No 49 Waterview Street is an attractive house built about 1855 by Captain William Henry Sawyer whose wharves stretched along the bay. Indeed until recent years almost this whole waterfront was a series of shipyards. Waterview Street still leads down to Sydney Ferries Balmain Shipyard which includes Balmain's last dry dock. The site was established about 1890 by Balmain Ferry Company as a depot, ferry wharf and ferry coaling wharf but through amalgamations and government takeovers, has become the present Ferries Corporation maintenance and training base.

At Caroline Street the options exist of continuing around the waterfront, crossing the peninsula as a shortcut to Johnstons Bay, or using the 'short cut' in either direction to do a loop around the East Balmain peninsula.

To continue on the main route, turn down Caroline Lane to the waterfront.

[The notes for this continue immediately after those for the alternative route / short cut.]

(Colgate Avenue – Stephen Street Alternative Route / Short Cut:)

Continue to the end of Caroline Street and turn right, uphill on Colgate Avenue to Darling Street. Cross this and proceed down Stephen Street to meet the main route again at Vincent Street and Birrung Park.

The uphill corner of Caroline and Colgate Streets is the site of *Waterview House*, the first house in Balmain, built about 1835 but now long demolished. No 1 Colgate Street is a stone cottage built about 1866. At Darling St, the downhill corner is occupied by the *Watch House*, Balmain's original police station and lock-up designed by Edmund Blackett and built in 1854. The upper levels, cells, kitchen and verandah were added about 1881 by subsequent government architect, James Barnet. Balmain's pubs ensured a steady supply of overnight guests. After 1925 it was used only as a residence, including by Sergeant Ira Gray and his family of a wife and 12 children who somehow all managed to fit in from 1930 to 1947. Derelict by the 1960s, it would almost certainly have been demolished had the newly formed Balmain Association not been able to convince the Minister for Lands and the National Trust to preserve it. After restoration by the Balmain Association it was opened in 1970 as a museum.

After the first couple of lots, Stephen Street is well preserved with mostly original houses, typically mainly built for letting and rented until the 1970s. Now most are owner-occupied.

Nos 3 and No 7 are amongst the earliest, built in the late 1850s. No 4, across the road, was built as the Pacific Hotel by William Lewis in 1865. Sold to Benjamin Bolton in 1883, it was altered several times. Toombs eventually owned the property, selling it and ending its life as a hotel in 1982. Next door, No 6, Manor House, was built in 1885 as Benjamin Bolton's house. Next door again, No 8 had an initial brief career as a small hotel, the Waterview, from around 1857. Across the street, Nos 11-15 are 1900 terraces, contrasting in the typical Balmain way with the 1860 weatherboard attached houses opposite at Nos 14-16. Next to them, taking up the rest of the street down that side, are two groups of semi-detached houses, Nos 18-28 built in 1901, and Nos 30-36 in 1910. All were built for renting by William Lewis and given English location names.

On the opposite side, No 25 Southampton Cottage was built around 1878 for Catherine O'Brien, a publican's widow, as was Nos 27-29, the next-door terrace, in 1881-82. Nos 31 (Cleverleys) and 33 (Montague Villa) are virtually identical stone houses built in 1872 but, oddly enough, by different owner-builders - No 31 by stonemason John Fay and No 33 by stonemason James Burt. Burt built many Balmain stone buildings, including No 35, a Victorian filigree terrace style house from 1888. Nos 37-41, Carringoran Terrace, was designed by Edward Buchanan, 1883-84.

Rejoins main walk at Vincent Street.

Continuing on main route

Halfway along Caroline Street turn left down Caroline Lane and down steps to the shoreline in front of the Colgate Palmolive apartments. At their end, turn right up Cooper Street, alongside the tug depot, to Darling Street. Turn left and then left again down Hart Street. Instead of turning right with the bend in Hart Street, take the small pathway at the bend (next to No 12) down to the waterfront the eastern side of the tug depot. Continue along this waterfront to the cul-de-sac end of Guilchrist Place.

Caroline Lane runs alongside the Sydney Ferries Depot to the waterfront of the former Colgate Palmolive plant. The American Palmolive Company opened its Balmain soap factory in 1923. The site was enlarged over time, the workforce reaching 144 by 1925. The company bought and demolished some surrounding houses, especially in the early 1950s, to further expand, producing soap, toothpaste, shaving cream and brilliantine and other products "at the Olive", as it was known locally. The corporate name changed to Colgate-Palmolive in 1953. In 1993-94 the Balmain site was closed and manufacture taken up by more modern and better located plants, and the main buildings were converted into apartments.

No 7 Cooper Street, is the tug base of Waratah / Adsteam Harbour Sydney, now after many amalgamations, part of one of the biggest private tug operators in the world, and the last of the many tug operators once based in Balmain. As Sydney becomes decreasingly an 'operating harbour', the need for tugs will further decrease.

In the nineteenth century the Balmain Council Pier was here and, during WWI, it was the work site of a shipbuilder called George Washington. In the 1840s the Hunter River Inn was on the western side of the street but it and most of the workers cottages were demolished early in the twentieth century for industrial developments. These included Buzacott & Co, Machinery Merchants and Manufacturers and Ships Chandlers, who also established Hercules Oil Engine Works in 1906 and the Cyclone Gate factory in 1910; in the 1960s Cavanaghs Saw Mill; and, in 1974, Sydney Slipway & Engineering Company operated in the vicinity. Nearer to Darling Street an atmospheric group of stone buildings remains, including a house from the 1850s and tin sheds, which strongly evoke the old atmosphere of the street.

The western corner with Darling Street, No 145, was the site of a wooden Presbyterian Church built by Reverend Dunmore Lang in 1842. One of its early ministers was a Lutheran, Johann Handt, who had reputedly introduced pineapples into Queensland. In 1857 its Minister, Reverend Gordon, criticised some of the congregation for attending the opera, causing half the congregation to depart to set up a second Presbyterian church. Across Darling Street the Balmain Bowling Club is Australia's oldest (1879) still on its original site. The eastern Cooper Street corner of Darling Street begins a short run of interesting houses, Nos 143-141 being original 1840s stone cottages, while No 139 is a meticulously hewn building under construction. No 137 had its origins as a one-storey weatherboard cottage in the early 1850s and was a shop for a time in the 1870s to 1880s.

Hart St and its waterfront was the location of various boat building works including Chapmans Slipway and Engineering in the 1920s and Captain Rowntree's warehouse, wharf and floating dock from the 1870s onwards. Balmain Council first met in Rowntree's buildings, but they were in ruins by 1969 and were demolished. Little remains to recall its industry other than the ships' propellers in the park and a couple of older cottages in Gilchrist Place, itself a new development.

Turn right into the cul-de-sac end of Gilchrist Place and climb it to Duke Street, turning uphill. Between Nos 31 and 27 Duke Street, a small path leads through into Origlass Park and thence to Nicholson Street. Turn left, downhill, and walk to its end, taking the Zig Zag walkway down to the waterfront at the Waterview Wharf Workshops.

Street naming hereabouts often recalls early landowners. Sea captains often, many of them, like Cooper, had their fingers burned in the 1840s depression after overambitious borrowing to purchase these prime areas of waterfront. Part of Cooper's land was bought by Captain Robert Duke who built a stone cottage here, 1837-41. Duke's financial collapse was spectacular, bringing dozens of creditors

into ruin as well. The Sydney Morning Herald of 14 May 1842 announced his insolvent debts at 175,239 pounds, nine shillings and ninepence – the equivalent of at least \$24 million today.

Duke Street starts as steeply as Captain Duke's debt. No 33, *Clarenook*, at the Duke Place corner, is an early survivor, started about 1844 by William John Row, Government Printer, and completed in 1857 by Scottish builder Peter McBeath. Most of the other earlier houses have been demolished and there is no sign now of early enterprises such as Andrew Reynolds's 1840s boatyard and wharf, Harry West's sailmaking loft, Waterview Slip and Power Boat Company, or Henry Roberts' Marine Renovating Company.

Origlass Park, reached through the lane between Nos 31 and 27, was named in 1995 after an uncompromising local ironworker, unionist and activist, Nick Origlass (1908-96). Origlass was expelled from several political parties and unions for the stands he took and was a Leichhardt Councillor for 35 years, about 6 of them as Mayor.

The public housing in Nicholson Street was built 1947-51. Building the flats at a time when most of the Balmain was considered a slum, meant little thought was given to the early homes that were demolished in the process. *Durham House*, built by Captain John Nicholson in 1840, stood on this site. Nicholson was Sydney's first Harbour Master, but he too was a victim of the 1840s depression.

Nicholson Street Public School was established in 1883 under the 1880 Public Instruction Act. It was designed by government architect William Kemp in a secular free classical design thought to be more suited to secular public education. Always the smallest of the Balmain area's public schools, it now has about 130 students. A former student was Neville Wran, Premier of NSW in the 1970s and 80s.

The Zig Zag walkway at the bottom of Nicholson Street was in existence before 1900 but during the Adelaide Steamship years (from 1900 onwards) casual workers would wait here of a morning (on zigs or zags according to their trade) hoping for daily employment in the works. The Waterview Wharf Workshops are the last remaining original maritime industrial buildings on Morts Bay. In the 1880s the Burns Timber Company built workshops, mills and a wharf on the waterfront site but the company collapsed in the 1890s depression. The Adelaide Steamship Company bought the site in 1900 and rebuilt the workshops as a ship maintenance and repair base for their fleet. Large-scale work could be done here even though there was no slipway or dry dock. In 1968 the company ceased operation here and eventually most of the wharf was demolished. The buildings remained as arts and craft studios and other small business activities. Preservation and restoration has retained the structural and industrial elements and allowed the continuation of small business use.

Unfortunately, the few metres of land between the end of the Waterview wharves and Simmons Point Reserve is private property, so to avoid trespassing and still visit the Point, it is necessary to return up the Zig Zag and part-way up Nicholson Street before turning left and following Simmons Street around to the Reserve.

James Simmons bought the Simmons Point area in the first sale of Gilchrist land in 1836, and his son-in-law Gustave Wangenheim eventually subdivided the land, Burns Timber Company buying the

largest portion. The park at the point was established in 1977 on part of the site of the Adelaide Steamship Company wharves. Several of the houses in Simmons Street come from just after the 1880s subdivision. No 13, *Winnifredville*, was built by Herbalist, Dr Alexander Cole. It was bought by the ASC in 1903, renamed *Kenilworth*, and used as staff accommodation until privately purchased in 1973.

Ferries or other small craft often slip through the narrow channel between Simmons Point and Goat Island (or Mel Mel, 'meaning 'the eye', as it was known to Sydney Aborigines). The island was worked as a convict quarry in the 1820s and 1830s when a number of sandstone military buildings – a magazine, guard house, officers quarters and others – were built by convicts. Sydney's first Water Police station was also established on the island in 1838 but the prison was moved to nearby Cockatoo Island in 1838-39. It was then used as a military and civilian explosives store until these were moved to other sites over the period 1884-1900. In 1900 the island was hastily converted into a bacteriological station during Sydney's bubonic plague outbreak. Transferred to the new Sydney Harbour Trust and with other buildings added. it became a major depot. From 1919 the Trust operated a shipyard with slipways and workshops which built and maintained harbour craft for the Trust and the Water Police. In 1936 the Trust was replaced by the Maritime Services Board. The MSB began to offer tours of the island in the 1980s but in 1990 sold Goat Island to the National Parks and Wildlife Service, and it has been part of Sydney Harbour National Park since 1995. Regular tours are available and the dock area has been leased.

Return up Simmons Street, almost to Nicholson Street but cut to the left through the small reserve immediately beyond the block of units and into Clifton Street. Turn left again and then right at Gallimore Avenue. At its junction with Lookes Street, turn left downhill and take the pathway between Nos 15 and 17 into Thornton Park and beyond it to Darling Street Wharf.

Gallimore Avenue parallels the waterfront of some of Balmain's earliest and most intense maritime industry, although there is no evidence now of its string of shipwrights, wharves and sailmakers from the 1840s onwards. Between School Street and Brett Avenue, Balmain's most famous sailmakers, E. H. Brett & Sons, operated from 1906, expanding, as sailing ships became rarer, into production of pleasure craft sails, flags, rigging and as a ships chandler. They moved to Darling Street in 1960 and the waterfront buildings were demolished for housing. The water end of Lookes Avenue was the site chosen by Joseph Looke to set up Balmain's first boatbuilding yard in 1838. Around the wharf and slipway, the Lookes created a small family community. Some of the houses remain, though difficult to identify amidst the mixture of flats and extensions and laneways. No 15 was Joseph Lockes' house, originally built about 1844 and called Radcliffe House.

Thornton Park is a former tannery and distillery site and a park since 1921, named for Reginald Thornton, a former Balmain Mayor.

Darling Street is the spine of Balmain and its wharf the main Balmain wharf since the 1840s. Watermen offered the first services on demand in small rowing skiffs or sailing dinghies - effectively water taxis. The first regular public ferry services were established later by Henry Perdriau. The building closest to the wharf (No 10) was once the Dolphin Hotel, which opened in 1844, but became the Shipwrights Arms soon after when it was owned by Shipwright John Bell. It continued meeting the needs of thirsty travellers facing the steep incline ahead until losing its licence in 1966. Uphill on the

opposite corner, No 12, is Waterman's Cottage, a stone cottage built in 1841 and later home to 'waterman' Henry McKenzie, who rowed passengers to Millers Point in the decades around the turn of the 20th century. Electric trams were extended down to the Darling Street wharf early in the twentieth century, operating until 1954. For the steep incline from Nicholson Street to the wharf, a cable-operated under-road counterweight system was used to slow the trams on their descent and push them on the ascent.

From Darling Street Wharf, walk uphill a short way and turn left into Weston Street and, when it is reached, down into Illoura Reserve. At the far end of the reserve, take the stone (not the wooden) steps around and back up into Edward Street. Turn left into Little Edward Street, following its dogleg around into William Street. At Johnston Street turn right, downhill and follow the waterfront across to and up the wooden steps to Union and Hosking Streets.

The area bounded by Johnston and Darling Streets and the waterfront was the first precinct to be sold in the 1836 Gilchrist land sales. The four original purchasers - George Paul, Captain Pearson, Lt George Weston and Captain John Peacock - are recalled in street or geographic names. Only Pearson ever lived there, the others reselling or losing their land to pay debts.

Illoura Reserve, which covers most of the eastern waterfront land of the 1836 purchases, was created in 1970 to commemorate the Cook Bicentenary. An Aboriginal name was chosen (meaning 'pleasant place') and the landscape design was by Bruce McKenzie. The land had seen many waterfront industries come and go: Chapes' and Talbot's wharves; Bell's, Francis Hayes (1840s), Peverley's (1860s), Henry Beattie's (1873), Foster and Minty's, and Gardiner Brothers shipyards; Perdriau's Ferry depot c1875; Iron foundries; soap and candle manufacturers; beverage firms; Nichol Brothers; the Penguin Floating Crane; Fenwick's tug berths; a Maritime Services Board timber store; and probably more. In addition, Johnston's Bay Sailing Club sailed off Peacock Point around the turn of century.

No 2 Edward Street is a 1974 Glen Murcutt design while Nos 7-17 are an early stone Regency terrace (1870) of six called *Harbour View Terrace* built by a developer Francis Smith Jnr. Little Edward Street includes some 1840s houses, particularly Nos 2-8 (c1844) and Nos 10-12, built by James Suddy, a Balmain slater.

In William Street, No 18 also dates from the 1840s when Henry Gardner began building boats here. Most of the houses in the street and their waterfront boatyards came to be owned and operated by the Gardners and their neighbours and relatives by marriage, the Roses. Nos 25-31, *Charles' Villas* and *Elizabeth's Villas*, are an elegant pair of semis built in the 1850s with balconies added in the 1880s.

Johnston Street had a wharf well into the twentieth century and by 1900 there were floating baths attached to it. This little stretch of waterfront reserve was gradually filled with small cottages, wharves and slipways eventually absorbed into Bailey and Jorgensen from the 1920s to 1974, who were operators of lighters, barges and tugs. The site was sold in 1977 and *Bellevue Gardens* home units built on it but, in contrast with the 10 storey *Tourmaline Court* built a few years earlier next along the waterfront, planning controls applied which ensured public waterfront access. *Tourmaline Court* is on the site of James Allen's large wharf and shipbuilding shed which operated from 1878 into the 20th century and later used by Bright's Docking before being sold to developers.

Turn left at Hosking Street and then right into narrow and steep Little Nicholson Street. About half-way up are two terraces on the left, the first less inviting but the second more definitely a little park. Pass through it and turn into Datchett Street.

Little Nicholson Street and Datchett Street were created in 1840s subdivisions of two long slim slivers of land from Darling Street down to the water. Little Nicholson was the spine of the first of these lots to be subdivided and was kept narrow to maximise the blocks. The terraced pieces of parkland about half-way up on the left originally had outbuildings on them which were part of 1840s *Glentworth House* up near Darling Street. After further subdivision a joinery was built here in 1921 which became the Department of Education furniture factory in 1967. However, the factory burnt down in the 1970s and the land became part of the park.

Datchett Street, apparently named after the village of Datchet, near Windsor in England, is on land bought in 1838 by cabinetmaker, John Barrett. Much of the land was steep and difficult but Barrett tried to maximise his return by creating lots with 6 metre frontages. The first weatherboard house downhill on the left, No 12, *Iver*, was the earliest house built and the owner Mrs Ewing bought several lots, gaining a wider frontage. Other cottages were built on the original lot sizes from the 1850s onwards. The waterfront was involved in shipbuilding, but the site was much altered after a Maritime Services Board site was established nearby.

Turn left into Datchett Street and on the walk to Ewenton Park, note the breakwater on this little bay and the Water Police Base. The 1960s container wharves' breakwater further enclosed this little Bay now called, since the 1980s, Camerons Cove after Ewen Cameron of *Ewenton*. The bay has had previous names – Sandy Bay, Steam Ferry Bay, Granmore Bay, Graham's Cove and Jubilee Bay. Much of its foreshore is reclamation undertaken from the early 1900s on.

Inkeeper William Ternen bought land here in 1836, and built *St Patricks' Inn* up towards Darling Street, along with several houses and a wharf (later used by the Balmain Ferry Company). In 1882 part of the Ternen land was sold to James Anderson, who leased it to John Graham who bought in a small (30m by 7m) floating dock. Anderson then had nearby Booths Saw Mills build a far larger floating dock (96m x 17.5m), capable of accommodating most sailing or steam ships then coming to Sydney. Launched in the 50th year of Queen Victoria's reign (1887), it was called the *Victoria Jubilee Dock*. The new dock (the 'Victoria' part of the name was later dropped) was towed around to join the Anderson dock and yard. Renamed Jubilee Engineering, the company operated a major ship servicing facility for years alongside the MSB site, becoming at some stage a branch of RW Millers, and the floating dock remained in use into at least the 1920s. In 1918, Sydney Harbour Trust established a Depot alongside, closer to Datchett Street, resuming in the process much of lower Datchett Street. Jubilee Engineering relocated to Louisa Road from the 1930s, and in 1952 the Harbour Trust's successor, the Maritime Services Board (MSB) expanded across the site. The MSB Depot (No 2) was used for buoy and beacon maintenance and boat repair. It was closed down in 1990s when the MSB was broken up. Against local opposition the Water Police Maritime Command Facility, then in Pymont, was moved here in 2004 into purpose built facilities.

Ewenton Park, a pleasing amphitheatre-like space created in the late 1980s from a former industrial site, together with the town house developments on its northwest fringe, gets its name from the grand house up near its southwest corner. The park area once had small cottages,

wharves and a slipway here in late nineteenth century. Its shoreline was considerably changed by the container wharf development. Uphill along Jubilee Place, a plaque on a townhouse gatepost commemorates the site of the workshop where the winged keel was built in great secrecy for *Australia II*, winner of the America's Cup in 1983.

The house, *Ewenton*, was begun about 1854 by Robert Blake, formerly an Irish soldier and then Sheriff of NSW, who subdivided and built houses in this area. He called it *Blake Vale* but it was bought by Ewen Wallace Cameron, a partner of TS Mort, in 1856, and the name changed to *Ewenton*. The house is a mixture of styles, since Cameron had architect James McDonald add a two storey wing in 1860 in Georgian colonial style and later a four storey Scottish baronial wing in 1872. The Cameron family lived here until 1891 after which the building became variously a house, boarding house and part of an industrial site. Fire damaged in 1980, it survived and was restored as part of the townhouse development.

Cross Ewenton Park to its southwest corner and follow Grafton Street around its right hand bend to Adolphus Street. Take the first left from Adolphus into Vincent Street and at the intersection with Stephen Street, turn downhill to enter Birrung Park. This is also the point where the short cut / alternative route from Caroline Street rejoins the walk.

Around the turn of Grafton Street and immediately past Grafton Lane is *Hampton Villa* (No 12b). Built in 1847-49 by cabinet-maker and MLC, the Honourable Edward Hunt MLC, the house was leased in 1872 to businessman and art lover, Eliezer Montefori. Then in 1888-92 it became the home of Sir Henry Parkes, the veteran Premier of NSW. These were the years that Parkes was actively promoting Australian Federation, starting with his Tenterfield speech of 1889 and culminating in the 1891 Federal Convention in Sydney. In the 20th century the house became a knitting factory at one time and later flats. It was restored and returned to a private residence in the 1970s.

From Grafton Street the scale of the impact on more than 1.5km of the Balmain waterfront of the container wharves begins to become apparent. Not apparent are the fine houses and masses of waterfront industry and wharves which the container wharf construction swept away from the 1960s onward, despite community protest.

Changes in international trade forced containerisation on Sydney quickly and existing wharves were totally inadequate for the large new ships needing to load containers using huge gantry cranes. The MSB began creating container wharves in Johnstons and White Bay, the first section opening in 1969. This process continued and plans were announced in

1999 to increase harbour activity by 350% by 2020. Residents were not pleased, living in 2002 with an average of 900 clattering cargo movements each night. Then in 2003, government policy changed and it was announced that all container and eventually car carriers would operate away from Sydney Harbour. Almost instantly the wharves seemed redundant and the container terminals closed in 2004. While the concrete hardstands are currently used to land thousands of imported vehicles, that will change as well, after which an enormous question hangs over the site's future.

Grafton Street has some fine turn of the century houses. Some of the area ahead was acquired by Adolphus William Young who was Robert Blake's predecessor as Sheriff of NSW, presumably naming the streets in his subdivision after family members (Adolphus, Stephen, Vincent, Ann and Jane).

Before the container wharves were built, the block bounded by Adolphus, Vincent and Stephen Streets, contained another four or five fine houses - some from the 1850s. Beyond them, along the waterfront, was maritime industry. Punks Wharf, built in 1884, became the Howard Smith coal wharf / coal loader from 1919. West of this, Perdriau's ferries (later Balmain Steam Ferries) operated and in 1883 established Balmain Engineering Company to build steam engines and other engineering requirements for steam ships. The company wound down in the 1890s depression and the site was used by a succession of other engineering firms until Howard Smith established their ship repair workshop there in 1928. The rest of the waterfront to Stephen St was used at various times by brick and pottery makers, timber merchants, and then shipbuilders, Poole and Steel. All the houses, land and industrial sites became part of the container facility in 1965.

In Adolphus Street, Nos 33-27 are four simple 1856 Victorian Georgian stone cottages built by John West, a speculative builder. The corner with Vincent St (No 25 Adolphus) is the c1857 former *Rob Roy Hotel*, built by Peter McBeath. McBeath lost it and other property here when he defaulted on his mortgage in the 1870s. Gaining a reputation for violence for a time, the *Rob Roy* continued under various owners until 1958 when the licence was transferred and it became a boarding house. The cantilever balcony has been removed and doorways bricked up. In Vincent Street, Nos 1-5 were also built by McBeath, while No 7 *The Grange*, is an elegant, Victorian Georgian style house built in 1856 as *Austenvue* by a court officer called Austen. Much deteriorated by 1966, its restoration signalled a change in attitudes to conservation in Balmain.

At the corner of Vincent and Stephen Streets, the alternative route from Caroline Street rejoins the main route.

Turn left downhill from Stephen Street into Birrung Park and follow it along to its end at closed-off Booth Street.

At its water end, Stephen Street's Ferry wharf operated from 1881 until the MSB takeover in the 1960s. On entering Birrung Park look straight

ahead to the large stone house on the bend in Donnelly Street at the northern boundary. This is No 13, *The Winery*, built by engineer and mathematical instrument maker, William Barraclough, in 1885. There is uncertainty that it ever actually was a winery.

Birrung Park, on former industrial and residential land, provides a pleasant barrier between houses and container wharves. Initially called 'White Bay Park', it was designed by landscape architect, Stuart Pittendrigh and opened in 1982. The first 100m or so of the walk through the park crosses an area once occupied by houses and then purchased in 1902 by the engineering firm of Poole and Steel. The company demolished most of the houses as they expanded, operating here until after the Second World War as shipbuilders, mechanical engineers and machinery manufacturers before the MSB acquired the site and demolished the remaining buildings by 1965. In 1968, the MSB leased the upper part of the site to Swift and Company to construct a chemical tank farm for liquid bulk storage, setting off enormous residential and Council opposition. By 1979, when the tank farm operators sought to extend their lease, government policy had changed and it was announced that bulk chemical storage would be removed from Sydney Harbour and this area would become open space.

From about the point where *The Winery* in Donnelly Street is closest, the rest of the park is associated with John Booth (1822-98), who acquired the land at various times from 1853 onwards. Booth was a significant citizen of Balmain and the municipality's first Mayor in 1867. At the western end of the park area (below Booth and Palmer Streets) he established the Balmain Steam Saw Mills and Joinery Works in 1854 which by the 1880s had become the second biggest industrial enterprise in Balmain, after Morts Dock. Sourcing timber from their sawmills on the Manning River and northern Queensland, even building their own ships until 1880, Booths produced a wide range of wood products which they could deliver to all parts of the Harbour by water. A major fire in 1874 destroyed most of the factory but it was rebuilt to more modern standards and parts of the waterfront were reclaimed to enable expansion of its wharves and workshops. On the land immediately behind the mill and along Donnelly Street, Booth also built or acquired about 15 houses.

Booths ceased trading in 1902 and the site was used by timber or manufacturing enterprises, the most notable being Morrison and Sinclair shipbuilders from 1904 until their move to Long Nose Point in 1923. The Sydney Harbour Trust purchased the whole area in 1923, setting up its own shipyard. In 1929 the Trust leased the site to the Atlantic Union Oil Company (later Esso) as an oil storage depot. The company demolished

most mill buildings and houses and built storage tanks for oil, petroleum and other chemicals. The last houses in the park area were finally demolished by the MSB in the late 1960s. After WWII, Atlantic built more tanks close to Donnelly Street including a large one, the site of which is the walled sunken area south of Jane Street which the walk steps down into. After the construction of the container wharves, the storage tanks fell increasingly into disuse and Esso withdrew from the site around 1980. The western section of the park, above where the original saw mills stood, was the site of several homes directly associated with the Booth family including *Wonga* (1858), *Surbiton* (1855) and *Undercliff* (1862). They were demolished in 1928 for the oil terminal.

Cross the now abandoned Booth Street on the lower side of the grassy terrace in front of townhouses to locate the steel steps leading down to former Lever Brothers industrial buildings and the new apartment blocks around Waterdale Park. Cross the site, parallel to the container wharves, to Buchanan Street.

Across Booth Street and down the steps lies the extensive 10 hectare former Lever Brothers site, now with a couple of recycled industrial buildings remaining and many new apartments set amidst Waterdale Park and extending back up to Punch Park and across to Buchanan Street. Lever Brothers was founded in Lancashire in the 1880s by William Hesketh Lever, who is credited with being the first manufacturer to imprint a brand name on a bar of soap ('Sunlight') and wrap it before sale. The company established their Balmain plant in 1895 to extract oil from copra, mainly for shipment to Liverpool in the UK, and in 1900 the plant began to manufacture Sunlight soap and glycerine. Other products followed, including Lifebuoy antiseptic soap, Monkey Brand, Lux flakes and toilet soap, Pears soap, Rinso, Persil, Solvol, Omo, Handy Andy and Continental packet soups. Following mergers, Lever Brothers became Lever and Kitchen in 1924 and then Unilever in 1930. The plant employed up to 1250 workers in 1958 and had many storage tanks, extensive wharves and a small fleet of lighters and workboats. However, the Balmain plant was wound down from the 1970s, having lost its waterfront and glycerine plant to the container wharf development. Production ceased in 1988 and together with the adjoining Ampol site, the area was sold in 1996 for the development of the *Watervale*, *Dockside* and *Somerset Mews* apartment complexes. At the end of the apartment complex, Buchanan Street sits below a quarried bluff, once part of the Bald Rock promontory. There were two public wharves in the vicinity, Reynolds Street and the Bald Rock ferry

wharf, which offered services to the city until the 1960s. Between Buchanan Street and a no-longer existent section of Reynolds Street that then ran to the water, a wood and coal yard, and an engineering, blacksmiths and boilermakers works operated well into the twentieth century. Further into White Bay were more wharves, coal yards, timber mills and boat builders. In 1936 Ampol established a depot on 2 hectares of land between the old line of Reynolds Street and across Buchanan Street. The headland was quarried and storage tanks and administration buildings built. Thus from the 1940s through to the 1960s the whole waterfront from the beginning of White Bay through to Adolphus Street continued to be intensely occupied with waterfront industry. The Ampol plant operations were transferred to Kurnell at the beginning of the 1980s with the office buildings being used by educational institutions until demolition around 1994 prior to the apartment development.

At Buchanan Street, the most direct option is to go to its intersection with Robert Street and turn right, heading for White Bay Power Station. However there is an excellent short (and refreshing) option, which is to climb the steel stairs and path up to the reserve and through to Mansfield Street.

The main reason for a diversion is the 1876 Bald Rock Hotel, at 17 Mansfield Street, one of the small band of Balmain hotels which have not yet succumbed to trendiness. Opposite the Hotel was located part of the site of an Australian Gas Company plant from the 1880s to 1911 and at No 2, Storey and Keers ship repair business was established in 1912 by a brother of John Storey, later Premier of NSW. Later they moved their main business to Louisa Road but were still using the Mansfield Street site up until 2005. Now various small businesses operate in the buildings from either Mansfield Street or down at Robert Street including a film and television studio and car sales and repair firms.

From the hotel turn back towards the reserve above White Bay and follow the concrete pathway at the edge where the pathway ramps down to Robert Street. From here, Robert Street leads out past the former White Bay Power Station to Victoria Road where, slightly downhill to the left, the main Harbour Circle Walk is rejoined.

White Bay was named for the Surgeon-General of the First Fleet, John White, who was succeeded as Surgeon-General in 1794 by William Balmain. The bay originally extended much further southwest to where Victoria Road now is, almost linking with Rozelle Bay to make Glebe

'Island' almost an island, but the headwaters were reclaimed early in the twentieth century by the Harbour Trust. At various times brewery, steel foundries and steel works, sawmills and timber merchants, coopers, blacksmith, woodblock works, a packing company and others operated in this area. From the nineteenth century sixty miler coal ships from the Hunter unloaded at Coal Wharves at the head of White Bay and in 1951 a large coal loader was built on the docks. It was extended in the 1970s but closed in 1991. On the other side of the Bay, at Glebe Island bulk wheat wharves and huge grain silos were built from 1919 onwards after the closure of the Glebe Island Abattoirs. The disused silos were demolished in 2000 but cement and sugar were still being unloaded and stored in 2006.

The White Bay Power Station was built by the Department of Railways, 1912-1917. Its purpose was to supply electric power to the expanding rail and tram network – part of which was sent through the Long Nose – Manns Points tunnel to the north shore. The station was transferred to the Electricity Commission 1953, but like most city stations, was wound down as the new coalfields stations came on line and finally shut down in 1983.

L12. Blackwattle Bay Loop

There are two starting points from the Harbour Circle, one on the Victoria Rd overpass which leads west towards The Crescent, and the other from the Glebe Island end of the Anzac Bridge near the Anzac statue. In the case of the latter, take the steps down and under the Bridge to James Craig Rd and follow this westwards to join The Crescent at traffic lights. Follow The Crescent left around the head of Blackwattle Bay and into Bicentennial Park, crossing the canal bridge and turning left to the waterfront to follow it along past the end of Glebe Point Rd (Pope Paul VI Reserve). The waterfront walk continues past apartments, a small beach and remnants of boatbuilding to Blackwattle Bay Park and through to Ferry Road. Turn up Ferry Road and then left into Taylor Street past Sydney Secondary College's Blackwattle Campus. Turn left into Bridge Road and at the Wattle St intersection turn left into the Fish Markets and wander through to the exit onto Bank St under the Freeway. Cross over past the Light Rail station to Miller St and walk uphill to rejoin the Harbour Circle walk. There is food available at the Fish Market and toilets at Bicentennial Park and the Fish Market.

Distance: 4.5 km

Approximate time: 90 minutes

Condition: Mostly paved footpaths, flat or with gentle inclines. Steps at western end of Anzac Bridge, ramp at Victoria Rd. Small sections shared with bikes.

Along James Craig Rd is a 'super yacht' marina established for the period of the Sydney Olympics, but still decidedly there. Beyond, is the current base of the Sydney Heritage Fleet whose volunteers undertake historic ship restorations. Their most notable success was epic restoration of the iron barquentine, *James Craig* (1874), now sailing on Sydney Harbour. Current proposals for the area include improved public waterfront access somewhere amidst a large marina, and probably apartment development after industry has fully exited. Major demolition cleared most of the industrial sites by the end of 2006. At the head of Rozelle Bay, the wondrous nautical junkyard which occupied this area until

2004, will be replaced with some other, probably commercial, form of marine facility and perhaps a mangroved area to be incorporated into the Bicentennial Park.

Bicentennial, Federal and Jubilee Parks have now effectively all merged into one much of them once mudflats linking Johnston's Creek to Rozelle Bay; Cowan and Israel's substantial soap and candle factory dominating the western bank until the mudflats were infilled early in the 20th century. Jubilee Park, on the Glebe side, was the oldest (1908) with Federal Park created in 1929 and then the whole area extended to the water in 1988 after a decade of planning and activism. Prior to that, the waterfront was mostly industrial land with timber yards and, in the early twentieth century, an oil depot next to Johnstons Creek canal. The Bay itself was a timber depot with great rafts of imported timber floating off Dolphins driven into the bed of the bay.

Federal Road Bridge crosses a stormwater canal extending from Johnstons Creek on reclaimed land. This footbridge, in the Allan Truss design typical of hundreds of nineteenth century NSW bridges, was originally a road bridge on now disappeared Federal Rd. Jubilee Park oval is to the south before the railway viaduct, which was built 1916-1919 when a goods railway line was linked from existing lines at Dulwich Hill into Darling Harbour. In 1997 part of the line came into use by the Metropolitan Light Rail, which was extended west in 2000, including an MLR station just past the oval and another at Rozelle Bay. The viaduct is at the end of a 500 metre tunnel underneath Glebe.

Beyond the viaduct on land reclaimed from the Johnston's Creek inlet, is Harold Park, home of harness racing since 1902, although only known by its present name since 1929 when it was renamed after a legendary trotter, Childe Harold. In fact, private promoters were staging trotting races at Lillie Bridge, as it was the area was then known, since 1890. On the viaduct side of Harold Park are the old sheds of the former 'Rozelle' Tram Depot. Greyhound racing using 'tin hares' was introduced to Sydney here in May 1927 – a more humane option to the live hare (or rabbit) coursing then conducted out at Rooty Hill. The new sport was soon enveloped in controversy, resulting in a 1930s royal commission. The Commission investigated allegations of secret political donations which dragged in society highflyer, Anthony Hordern, Premier Jack Lang's government, and, most of all, an appropriately named American who had spearheaded introduction of the new sport - 'Judge' Frederick Swindell. Dog racing ended at Harold Park in 1987.

Looking west across the viaduct to the rise of Annandale, the 'witches houses' can be seen – so named because of their characteristic towers. Unfortunately, one was demolished in recent decades but the largest surviving one is *Kenilworth*, the last home of Sir Henry Parkes where NSW's most interesting, prominent and longest-serving nineteenth century Premier died in 1896. The houses were part of an ambitious but never fully realised estate begun by John Young, a builder and, at one point Mayor of Sydney, in the 1880s.

At the end of Glebe Point Rd, the park briefly becomes Pope John Paul VI Reserve because the Pope landed here 1970 on his way to the Royal Alexandria Hospital for Children in Camperdown. Glebe gets its name from the fact that in 1790, Governor Arthur Phillip allocated a 400 acre grant of land to Chaplain Richard Johnson to clear and farm. Johnson was not impressed with its quality: "400 acres for which I would not give 400 pence". Johnson turned his attention elsewhere and much of the land was

sold off in 1828 to support development of new churches and schools, at which time Glebe Point Rd appeared. Several large estates were established with elegant Regency houses but progressive subdivision and urbanisation resulted in the closely settled mixture of terraces intermingled with occasional grander houses that characterises Glebe today. Regarded as run down in the first half of the twentieth century, the suburb survived huge freeway and other development plans which would have carved it up. By the 1960s and '70s attitudes were changing and Glebe began to be seen as desirable and diverse inner city living, much of it being declared a conservation area by the National Trust and National Estate in 1976.

From Glebe Point to Blackwattle Bay Park, waterfront access has been won back from industrial and apartment development. The area immediately east of the Point had been a mixture of former boatsheds, repair shops and factories which survived almost into the twenty-first century as an arts and crafts centre known as the Blackwattle Bay Studios. These were located at 461-465 Glebe Point Rd in buildings which dated from late 1920s – originally timber-drying warehouses and boatbuilding yards. The main building was a large warehouse (the Long Building) and a boatshed. In the 1980s it housed 110 studios and employed 250 people – artists, sculptors, photographers, artisans, craftspeople, architects and boatbuilders. The site had been used from 1884 by Glebe Corporation for Council works and subsequently saw many other users including, for a time, a Female Mission Home. Daniel Hardy and Sons, Timber Merchants by 1929 were occupying the whole site. Developers bought the site in 1972 but they survived via the 1980s credit squeeze and another owner, Leon Fink, who left them alone for many years. Finally in 2000, they were sold to another developer, the tenants of Sydney's largest artists community evicted and some of the last harbourside working industrial buildings were demolished. The replacement apartments are attractive and, under pressure from residents, the redevelopment was set back and the waterfront preserved for the public.

Beyond it, the new waterfront walkway leads by a small beach area known as 'The Anchorage' beyond which it meets to a few remnant features of Strides Shipbuilding Yard, including a dock and a Luffing Crane (part manual, part steam), as well as some older residential buildings which had formed part of the site which had operated here for 60 years. En route to Blackwattle Bay Park, the walkway passes these interesting houses which back onto the waterfront from Leichhardt St. Most were designed in the 1870s by local architect, Ambrose Thornley Jnr. The last (*The Retreat*) is the oldest, a single storey regency villa built

in 1856 built for James Rothwell, a George St saddler. It was restored in 1992 by Clive Lucas. Until recently a badly vandalized shell, the house above the point is *Bellevue Villa*, also the work of Thornley in the 1880s. Built in the Victorian Italianate style, it was a private house to 1925, then fell into disrepair as part of a timber works. It was fully restored and reopened for some form of public use in 2007. Blackwattle Bay Park itself was purchased by Leichhardt Council in 1981 and opened in 1983 after resident and union action.

The waterfront between Cook St and Ferry Rd has opened with the development of the former John Fletcher Container depot site. In its midst was the former Glebe Council Depot with its small now restored incinerator building designed and installed by national capital designer, Walter Burley Griffin, and his partner Eric Nicholls in 1932-33.

Colonnades to the water recall other parts of the little complex and the incinerator building is easily accessed and has interpretative signage. This was the smallest of 13 incinerators designed and built by Griffin and Nicholls, mostly around Sydney – one of the largest (now demolished) having been across the water at Pyrmont.

The boatsheds at the end of Ferry Rd are a reminder that rowing has been a feature of Blackwattle Bay life for more than a century. The waterfront walkway will eventually pass in front of Sydney Secondary College's Blackwattle Bay Campus (formerly Glebe High School, established 1979), which stands on former waterfront timber yards. In February 1929 a decision in the industrial court reduced timber workers' wages and conditions and increased hours. The Blackwattle and Rozelle Bay timber yards were at the centre of the resultant strike which was notable for its ferocity, duration and deep local community support. George Hudson's mill, on what is now the school site, saw constant violent clashes between strikebreaking 'loyalists' supported by police, and the striking workers supported by their wives. Up to 6,000 pickets assembled outside Hudson's mill at times, on occasion faced by up to 500 police. The end of the strike, after more than eight months, brought no joy for the unionists. Some were re-employed at the new reduced conditions but many were not and started the Great Depression already out of work. Opposite the Taylor St – Bridge Rd intersection No 22 was built as Greens Woolstore.

Wentworth Park was reclaimed from the Blackwattle Swamp into which, by the 1830s, flowed the drainage from the breweries, slaughterhouses, boiling down works and other pleasant industries which ringed it. The reclamation occurred in the 1870s to 80s when the former swamp was turned into fine landscaped gardens with small lakes. The railway viaduct was built across the Park in WWI and by the 1930s, greyhound, bike and midget car racing, had taken over its centre. It is proposed that the

greyhound track with its giant grandstands, eventually be relocated and that some consolidation be developed between park and waterfront. Along Pyrmont Bridge Rd, the large Pioneer Concrete plant provides close access concrete for city building sites, but may eventually move. Near the Fishmarkets stands a ruined waterfront wooden structure built in 1922 by Howard Smith for unloading and retail distribution of coal in Sydney, next to which used to berth R.W. Miller's '60 Miler' fleet of colliers which plied between Newcastle and Sydney. The coal bunker seems likely to be adapted to a more contemporary use such as shops and eateries. The Fishmarkets moved here from Haymarket in 1966 and a major reconstruction in the 1980s included turning the former John Fairfax bulk paper store into a computerised auction room. New development is proposed which will increase public foreshore access. Just beyond the Fishmarkets is its Light Rail Station.

L13. Pyrmont Loop

From Quarry Master Dr, climb the steps or ramp to Jones St and follow it left, down to the waterfront at Johnstons Bay. Turn right, continuing on the waterfront to Harris St, turning uphill before going left into and following Pirrama Rd to Pyrmont Point Park. Walk to the point and return to Pirrama Rd following it around the wharves and Darling Island past the Casino to Darling Harbour itself. During normal opening times the walkway continues along the waterfront of the National Maritime Museum, past the assembled vessels, before reaching the foot of the Pyrmont Bridge which is accessed up to the right. Outside of opening hours, Murray St provides access to the Pyrmont Bridge. At the western abutment of the Bridge, rejoin the Harbour Circle.

There are shops, restaurants and hotels at several points around or near the waterfront, at the Casino and in Darling Harbour, and public toilets at Pyrmont Point Park.

Distance: 4.5km

Approximate time: 75 minutes

Condition: Paved footpaths, mostly flat or gentle inclines. Steps or ramp from Quarry Master Rd to Jones St.

At the top of the steps from Quarry Master Drive, turn left towards Jones St. The mostly contemporary units to the right are on the site of the McCaffery Stables for the great draft horses which carried sugar, sandstone, wool and wheat throughout Pyrmont. They were reputed to be so experienced that they knew their way in the dark and would object to incorrect loading. Distillery Drive, to the sharp left, has a public space dedicated to the quarries. Raw sandstone blocks show the size of the blocks that were moved around, and the sheer unquarried block of hilltop beyond graphically illustrates the extent of that quarrying.

At the bottom of Jones St, the former Gatehouse and several other buildings from the CSR Plant have variously been incorporated into the massive new development. Steps and landings lead to the waterfront and retained old wharves, and lead around to Elizabeth Bay. Now vacant – a

park-to-be after a successful battle to prevent it being developed, Wharf 25 was the site of the Water Police Base before its move to Balmain across the water. Community defence of this land is not new. In 1875, the first baths built in NSW were located here, and were kept going in the face of official efforts to close them until WWII. During the War, even the US Supply Base here was under frequent attack from local kids in billy carts. However, the baths were quickly closed in 1945 before resident support could regroup.

Pymont Point Park on the headland (former wharves 22, 23 and 24), was completed in 1996, and together with Giba Park on the quarried heights above, make up the flagships of new Pymont open space. Enjoy the sculpture, *Tied to Tide* by Turpin and Crawford, which seems an echo of both the cranes and fishing poles of the old waterfront. Giba Park, the name from an Aboriginal word for stone, is wonderfully located above it all, partly on the landscaped roof of an apartment block. Reaching it is interesting, either up the stone stairs on the Elizabeth Bay side or via a public lift opposite wharf 21, Jones Bay Wharf.

Jones Bay Wharf (wharves 19-21), one of the last-built of the finger wharves, is worth exploring, both inside and out. A double-decker wharf with high and low level access, it features interpretative signs reminding readers of the exploitative conditions that prevailed on the waterfront until WWII. Death and injury rates were high, and there was little in the way of compensation or caring as almost all labour was casual. In 1917, the waterfront exploded into turmoil in the Great Strike, but it was a one-sided battle with the forces of authority completely aligned with the owners and shippers. In one incident at Darling Harbour in August 1917, a fight broke out between three or four strikers and three strike-breakers - one of the latter, Reginald Wearne (a stock and station agent) shot two of the strikers. One, Harry Williams, was killed and another, Merv Flanagan, wounded. In court, the charges against Wearne were dismissed, Williams' death was ignored and the wounded Flanagan and his brother, who were impudent enough to be Aboriginal as well as unionists, got three months hard labour (for using violence) and effectively barred from working on the wharves thereafter.

The system of wharves from Dawes Point around to here, were constructed over several decades by the Sydney Harbour Trust. The Trust was created in 1901 following the outbreak of Bubonic Plague in Sydney, for which ship-borne rats and conditions on or around the wharves were blamed. The government used the opportunity the plague presented to resume the foreshore, dredge, cut away cliffs, reclaim, and create a massive, modern system of wharves, access roads and railways. Millers Point and Walsh Bay saw the most dramatic work, but the Darling

Harbour-Pyrmont wharves had something which they lacked – railways. Until the 1980s, a mass of freight rail lines and spurs filled Darling Harbour and reached into Pyrmont along Pirrama Rd (the Jones Bay Rd) and through the line in from Glebe now used by the MLR.

The next wharf around is Darling Island (wharves 12-18), perhaps historically the most important of them all. The first three buildings met, now occupied by the Seven Network, were the Navy's Royal Edward Victualling Yards, designed in 1910 by Government architect, Walter Liberty Vernon. Darling Island will be a mix of medium density housing and commercial blocks, and public space. Originally an actual island, the Australasian Steam Navigation Co established their first shipyard here in 1837 and by the 1840s several shipyards were operating, joining the island to the mainland. Sixteen ships were built in these yards by 1884 and the 100 metre slipway could accommodate 2,000 ton vessels. Under state control, it became a huge cargo wharf and in 1925 Darling Island handled 238 ships and 518,000 tons of bagged wheat. As wheat operations moved more to Glebe Island, Darling Island by the 1930s became Sydney's main passenger wharf. Before the age of air travel most travellers left or arrived in Sydney through here, troop ships like the *Queen Mary* left and arrived here during WWII, and after the war the tide of immigration flowed in through Darling Island.

Across Pirrama Rd the Sydney Casino, Star City, is a little hard to miss. It opened originally in 1995 as a temporary Casino in one of the Darling Island wharves before occupying the present complex in 1997.

Wharves 7, 8, 9, 10, now Foxtel, a Marina and other developments, are fronted by Pyrmont Bay Park, opened in 1995. Wharf 7 is used by the Maritime Museum and provides berths for the Sydney Heritage Fleet including the 19th century iron barkentine, *James Craig*. Nearby, by the ferry wharf, the Museum's 'back wall' has been made into a "Welcome Wall" capturing stories of Australia's immigration history.

L14. Miller Point - The Rocks Loop

Leave the Harbour Circle walk by continuing along Kent Street to Argyle Place in Millers Point. Turn left, crossing the bridge above Hickson Rd into Bettington St and then right into Merriman St. Clyne Reserve, at the end, leads back to terraces above Dalgety Rd. Go down steps into Dalgety, then left, downhill, to Towns Place. Piers 9-8, 5-4, 3-2 and 1 allow wharf-front walks off Hickson Rd. Hickson Rd continues, turning under the Harbour Bridge at the Harbour edge, and back towards The Rocks. Continue around the waterfront, in front of the waterfront Park Hyatt Hotel and along Campbells Cove to the Overseas Passenger Terminal in Circular Quay, then along its wharf. The Loop can be completed at this point by turning right a little south of the Passenger Terminal into Argyle St which leads up to the Argyle Cut. Immediately before the Cut is entered, steps through the wall on the right hand (northern) side lead up to Cumberland St, the Bridge Stairs and the Harbour Circle. Alternatively, continue around Circular Quay beyond the last of the Ferry Wharves (No. 2) and take the glass-walled

lift up to the top deck of the Cahill Expressway. Follow the Cahill Walkway to the right (east, then turning north at the Bridge approaches) to the viewing platform at the top of the Bridge Stairs and then down to rejoin the Harbour Circle.

There are shops, restaurants and hotels throughout, and toilets at Argyle Place, The Rocks Centre, The Argyle Centre, and Circular Quay Railway Station.

Distance: 3.5 km

Approximate time: 70 minutes

Condition: Mostly flat paved or timber surface with a couple of gentle inclines. Steps at Dalgety Rd and optional steps at Argyle St and Bridge Stairs (alternative lift at Circular Quay to Cahill Walkway).

Kent Street's character-filled terraces are a fitting entry into Millers Point. Near the hotel and shops, the old stone terraces, *Alfred*, *Hesham* and *Winsbury* (Nos 37-59), were built in the 1860s-70s but the apartments on the opposite side, together with the shops near Argyle Place, were built by the Harbour Trust around 1910. *St Brigid's Church*, built as a school and 'occasional chapel', was, until the school was closed in 1993 because of falling enrolments, the oldest Catholic building in Australia still in use for its original purpose. Its upper storey was added in 1930.

This area is Millers Point. Originally a rocky slope and promontory at the head of Darling Harbour, its landscape is amongst the most physically altered in Sydney, yet until recent development, it retained a quiet, distinct character, with some of the most authentic heritage streetscapes in Sydney. The ridge and then the Bridge separated it from The Rocks and it avoided much of that area's robust reputation. Its rocky hilltops attracted Sydney's first windmills, former convict 'Jack the Miller' Leighton owning three mills here before his demise in 1822, when he fell off one. The rocky hillsides also attracted quarrying, which began the area's process of topographical change – later accelerated by the massive efforts of the Sydney Harbour Trust and the Maritime Services Board, and then the construction of the Harbour Bridge. Commercial wharves quickly appeared initially servicing many of the 30 whaling ships that operated out of Sydney in the 1830s. As whaling declined in the 1850s, the wool trade became much more important and great wool stores and warehouses were built near the wharves, now lined with the Clipper ships which shuttled rapidly between Australia and England. By then hundred of houses and a dozen or more hotels undulated along the narrow cobbled streets, looking much like a maritime village transplanted from southern England. By the end of the nineteenth century, though, the wharves were run-down and rat-infested and some, though by no means all, of the buildings were as well. Dramatic change lay immediately ahead.

Argyle Place was named for Governor Macquarie's birthplace and a wonderful row of late Georgian through to Late Victorian terraces and townhouses leads towards the solid bulk of the Holy Trinity Church next to the Argyle Cut. The *Lord Nelson Hotel* is said to be Sydney oldest

continually licensed hotel, built in 1834 by William Wells as a residence and converted into hotel in 1842. There is a theme here – a few streets away is the almost equally old *Hero of Waterloo* hotel and, up until the twentieth century, the *Napoleon Inn* faced the *Lord Nelson* across Argyle St.

The 1906 shops in Argyle St were the first venture into commercial or housing development by the new Sydney Harbour Trust, and the remarkable terrace of 72 flats around the corner in High St was built by them between 1910 and 1917. Argyle St crosses a bridge over Hickson Rd, reinforcing once more the monumental scale of the Harbour Trust's work in Millers Point. Before Bettington St, the remains of Munn St (named after an early shipbuilder who operated near here) includes the attractive 1875 Dalgety's Store, part of the once extensive warehouses of the dockland. The *Palisade Hotel* was one of four built by the Harbour Trust in 1912 to replace the eleven hotels they demolished in their clean-up of Millers Point. Street gangs, known in the slang of the time as 'Pushes', were always associated with The Rocks and Millers Point, but generally the Millers Point Push (sometimes known as 'The Irish Parliament') were less violent than most. However, in 1893 they kicked a sailor called Tom Pert to death outside the *Gladstone Hotel*, which was about where the Hickson Rd bridge now is. The whole Push was tried but acquitted because, remarkably, so many potential witnesses managed not to see anything.

This hilltop is where Jack Leighton had most of his windmills. Until about 1970 the western side of Merriman St had a line of houses, most notably the four storey *Merriman Terrace*. Punched in amongst them but extending at least 200m west was an entrance to a huge Dalgety store. However, when the Maritime Services Board (successor to the Harbour Trust) replaced the finger wharves with the big container and roll-on, roll-off concrete hardstands, they sliced off the western and northern edges of the point. Some of the houses' 'ghosts' may be seen on the wall in the little park at the end of Bettington St, and a glance over the cliff shows the odd bit of plumbing that once connected to the Dalgety Store now 'lost in space'. At the end of the street, the Port Operations Centre Tower looms up to control Harbour shipping and berthing movements. On the eastern side, quaint terraces and cottages remain, the last being No 14, built in 1837. Beyond, Clyne Reserve was the site of houses 2-12 of the street along with other homes. Dalgety Terrace is a mix of surviving nineteenth century terraces (especially Nos 7-13) and early twentieth century Harbour Trust flats built for waterside workers.

One of the few survivals from the wharves of the early years is the handsome stone Moore's Store, built by Captain Moore and Son in the

1830s. Wool, gold and other exports moved through the building. With the 1970s wharf construction, the whole building was moved 50 metres closer to the water to become a facility for waterside workers. It is now a Sydney Ports centre.

Being a waterside worker ('wharfie') here or anywhere else was a tough and precarious life until recent years. Until at least WWII, most work was casual and seasonal, depending on the cargoes available. Men gathered at various times each day for the Stevedoring company supervisors to pick their workers for the shift. Men could go without work for weeks and then miss out if they were out of favour with the supervisors. The same divisive system was used to select the seamen for the ships themselves. Little mechanisation was available, and most work – be it shovelling coal from ships holds or humping huge wooolsacks up gangways – was manual and shifts could last as long as 30 hours. Attempts to organise workers often led to bitter struggles on these wharves. The failure of the great strikes of 1890 and 1917, which lasted weeks and were broken by police and the use of non-union labour, and the 1930s depression, kept unions weak and conditions poor.

From 1907 to 1918, the Harbour Trust built the great double-decker wharves of Walsh Bay with overhead access bridges and new or realigned roads. At the end of the process, they renamed the bay after the Trust's Chief Engineer, H.D. Walsh. Even as the work came to an end, the shipping scene was changing. Larger ships meant larger cargoes but fewer shipping movements, and the huge coastal trade would eventually almost entirely disappear as rail and road replaced it.

By the 1970s, when the MSB had redeveloped the wharves towards Darling Harbour for containers, the Walsh Bay wharves were obsolete and in decline. A process of wharf recycling began, now almost completed. Pier One, closest to the Bridge, was first, developed as an amusement and restaurant complex which only briefly prospered and subsequently became the Sebel Pier One Hotel. Piers 4-5 were reconfigured far more successfully to house the Sydney Theatre and Dance Companies, with performing spaces and a restaurant. In 2003-04, this was added to with the opening of the *Sydney Theatre*, across the road from wharves 6-7. Part of the latest redevelopment of Walsh Bay, the 850 seat theatre was created partially within old bond stores.

Most of what has happened recently at Walsh Bay seems, in urban development terms, inevitable and pretty successful. The sleepy little, semi-isolated working class kingdom has certainly been dragged into the middle class twenty-first century world. However, some of the large glass and concrete apartments injected into the face of the soft century-old landscape of masonry must seem to many to be brash and disturbing.

In 1985, the first controversial proposals for large-scale private redevelopment of wharves 2-3, 6-7, and 8-9 emerged, but were withdrawn in 1990 following an ICAC corruption enquiry. However, waterfront land was not going to lie idle and a few years later a Mirvac-Transfield Consortium was approved to undertake a massive project, much of it 'adaptive reuse' (in current urban-planning-speak). Most of it was completed by 2004. The development opened access to the public around Piers 8-9 and 2-3 which, when added to already accessible 4-5 and 1, created a breathtaking new harbourfront for walkers. Pier 8-9, the former 1912 Central Stevedores Wool Store, has become a sophisticated office complex (mostly Murdoch Press) which combines glass-fronted modernity with the texture and industrial remnants of the original wharf. Near the beginning of Pier 8, an interpretative sign gives some idea of the amazing forest of more than 1100 turpentine piles – some up to 50 metres long – which anchor the Pier. Not all the timber survived the ravages of time and tide and this was said to be the reason Pier 6-7 had to be completely demolished and rebuilt. Not open to the public, it is a contemporary apartment complex and marina, but on the same scale as the original. This is really 'pierworld' here with apartments on the road facing those on the piers, all of it creating a remarkably powerful and successful built environment. Pier 4-5 is still Sydney Theatre Company. Pier 2-3, externally now the most original looking of the wharves, is currently offices and a car park.

The new occupants of the exclusive wharf and waterfront apartments and offices might not always care to be reminded of the debt they owe to bubonic plague. Up on the rocky ramparts above wharves 6-7 is Ferry Lane. At No 10, in January 1900, a wharf worker, Arthur Payne, was diagnosed with bubonic plague. He was the first of thousands to be rushed to the Quarantine Station at North Head. Dead rats began to pile up around the wharves but there wasn't much public panic until the first death occurred in February. What followed was actually a minor and short-lived outbreak, and although over 100 people eventually died, this was not a huge toll in a Sydney where dysentery, cholera and other effects of hopelessly insanitary conditions were rife. However, the wharves were closed down, houses and shops whitewashed, rat-catchers created mounds of dead rodents, and a rare political opportunity dawned. The government was given a rat-sent opportunity to resume all the waterfront, including virtually the whole of The Rocks and Millers Point. It was a chance to wipe clean an area traditionally associated (mostly unfairly) with crime, disease, slums, pollution and licentious living; and to provide Sydney with a modern, efficient port system. It would also, incidentally, clear the way for a future harbour crossing. The move was swift.

By January 1901, R.R.P. Hickson was chair of the new Sydney Harbour Trust Commission administering the port and shipping. Soon they also controlled almost every house, bond store, factory, hotel and shop in the area – more than 800 premises – which they now rented. Despite propaganda to the contrary, less than 10% of the properties needed to be condemned, although many more disappeared along with streets and landscape as the new roads, wharves and bridges, housing and shops were constructed.

In the 1930s, the Maritime Services Board replaced the Harbour Trust, but remained the main landlord of Millers Point, though no longer interested in building or upgrading housing. Nor was Millers Point any longer such a centre of shipping and industry. Population declined and it increasingly became a little backwater frozen in time until the 1980s caught up with it at last. The housing stock was transferred to the Department of Housing, governments sold increasing numbers of buildings off, and the wharves and their hinterland were opened up to private redevelopment.

After Pier 1 and the rejuvenated Ives Steps Wharf, the road passes dramatically under the Harbour Bridge arch close to the massive southern pylons. Just beyond, and completely dwarfed by the Bridge, is a surviving ramp for the vehicular ferries which carried traffic across the harbour before the ‘coathanger’ opened. To the right, across the road, steps lead up and under the Bridge to Dawes Park where the archaeology of Australia’s first permanent fortification is fascinatingly displayed. A battery of guns (and an observatory) were located here under the command of Lt William Dawes in 1788. In time this became a small castellated fort of dubious resilience which, in its heyday, boasted five heavy mortars and 13 naval guns. The buildings stayed until literally levelled during construction of the bridge in the 1920s, their foundations revealed once more in 1990s excavations.

Beyond the Bridge, this area has probably been known as The Rocks since the day the convicts of the First Fleet landed and pitched their tents on the cover and vantage points of the rocky ridge away from the officers and main military encampment. The first hospital was also pitched in tents and canvas huts along what is now George St and somehow continued to inadequately serve the needs of the colony for almost 28 years until Governor Macquarie had his new Hospital constructed in Macquarie Street by 1816. As the wharves and shipping grew in and around Sydney Cove, The Rocks became the natural home of sailors ashore. There were almost 40 inns, along with brothels and other facilities, and any number of thieves and street assassins to take advantage of the inebriated and the unwary.

Governor Macquarie tidied up the streetscape and in time, the area became a mix of prosperous wharves and warehouses, terrace and cottage rows, respectable and even fine houses, the ongoing maritime service industry and, well into the twentieth century, the larrikin gangs, or 'pushes'.

Like Millers Point, most of The Rocks was resumed after the 1900 Plague and there were some property demolitions but little development.

Construction of the Harbour Bridge approaches tore away hundreds of buildings including most of the finer houses and by the 1950s there were only about 250 people left in a largely neglected, decaying suburb. Again, in 1955-57, the Cahill Expressway was carved through a swathe of houses and shops. Since the land was already owned by the Government, it was ripe for redevelopment and the Sydney Cove Redevelopment Authority was set up in 1968 and soon presented a plan to turn the entire area into high rise. Local action supported by Union Green Bans and broad community support halted development in 1973; and a change of Government, the new Heritage Act of 1977 and the upsurge in tourism, turned the process around. While development did occur in parts, most of The Rocks became an increasingly vibrant heritage-sympathetic tourist precinct with old shops, houses, bond stores and warehouses converted into restaurants and tourist shops. In 1998, the Sydney Harbour Foreshore Authority incorporated the old Sydney Cove Authority into its umbrella of authority for Sydney waterfront development.

The waterfront curves in front of the serpentine Park Hyatt Hotel where Campbells Cove opens up ahead. In the shadow of the Bridge approaches, the industrial building with a chimney (now the Art Exchange) was built in 1902 to be a power station, but never used as one. It became a Geological and Mining Museum instead until the 1990s when it was closed in a government cutback. The rows of outdoor restaurants clearly indicate the current function of the row of gabled stone warehouses facing the water and known as Campbells Storehouse.

Merchant Robert Campbell had established his first storehouses here by 1801, but the existing row was built progressively from 1839 to 1861. The Australian Steam Navigation Company bought them in the 1870s, adding the brick third storey in the 1890s. They were restored by the Sydney Cove Authority in the 1970s as part of the tourist-focused revamp of The Rocks. Next to the east is the ASN Company Building, rather romantic looking with its Dutch gables and observation tower. Built for the Australian Steam Navigation Company as a warehouse and office building around 1883-84, its spire-like tower might be a hint that its architect, William Wardell, also designed the Catholic Cathedrals in both Melbourne and Sydney.

The walkway continues along the wharf-front of the Overseas Passenger Terminal. This 1980s see-through building replaced previous terminals which had served a constant stream of passenger and immigrant ships. Nowadays ships are rarer and are usually cruise ships, and the restaurants and bars have become the main activity. The wharf offers a fine view of the whole of Circular Quay, including, of course, the Opera House. Sydney Cove, site of the first European settlement in Australia, originally extended several streets further inland. The mudflats were reclaimed and from 1844 to 1855, a semi-circular stone wharf was built (the first part by convicts), around the head of Sydney Cove, providing an effective system of quays for the warehouses that once lined its western and eastern edges. Over time, 'semi' was dropped from the name, 'Semi-Circular Quay'. Several generations of ferry wharves here have served the city since the latter half of the nineteenth century.

Nestled in the lee of George Street, to the right beyond the Overseas Terminal on what was originally the Sydney Cove shoreline, is the city's oldest house, Cadmans Cottage. It was built from 1815 onwards for the crew of the Governor's boats. The name of John Cadman, a former convict who lived there for 20 years from 1827, has clung on to the house.

Between Cadmans Cottage and the Museum of Contemporary Art, Argyle St leads directly back to the Argyle Cut past the new Rocks Centre to Observatory Hill and the Harbour Circle Walk. The Rocks Centre is the official visitors' and information centre for the area. The area around it is packed with tourist and arts centres, restaurants, hotels, interesting laneways and heritage buildings to explore.

However, an option is to continue around Circular Quay for a further few hundred metres. This walk passes in front of the 1930s art deco former Maritime Services Board Building which in 1991 became the Museum of Contemporary Art (MCA). Entry is free.

Continue along past the ferry wharves under the 1950s double-decker barricade of the City Railway and Cahill Expressway. At its furthest end, a lift rises to the Cahill Walkway on the Expressway. Following the walkway left and up towards the Harbour Bridge offers excellent views of Sydney Cove and soon illustrates how the Expressway became the dividing line between city and Rocks development after the Green Bans of the 1970s. George Street looks particularly noble and late Victorian from the walkway, while further uphill, Gloucester St is a window into the old Rocks. Once the walkway turns near the tollgates, an area of archaeological excavation conducted in the 1990s can clearly be seen off Cumberland St, the narrow lanes and modest stone foundations of dozens of houses (and the odd pub) torn down in the post-Plague demolitions

from 1902 to about 1915. Beyond the recently built City Council Recreation Centre, the Bridge Stairs give access to the Harbour Circle Walk, the Rocks again, Observatory Hill or, quite possibly, the 1914 *Australian Hotel* across Cumberland St.