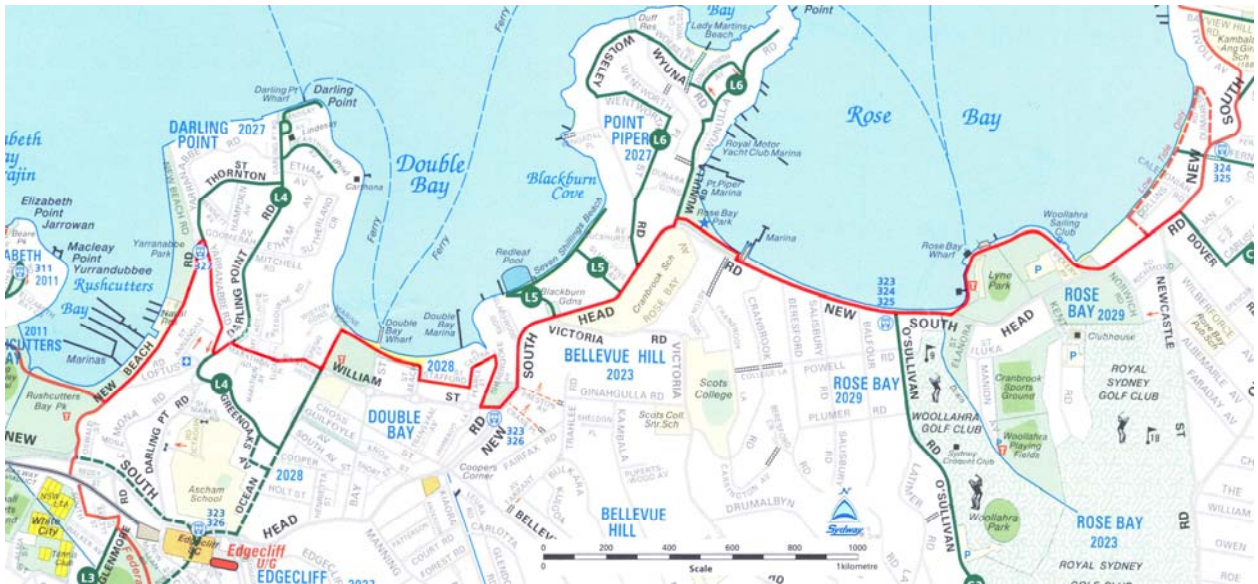


CIRCULAR QUAY TO SOUTH HEAD AND CLOVELLY

MAIN WALK SECTION 2: RUSHCUTTERS BAY TO ROSE BAY SHOPS



Main Walk:	—	Loop and Connecting Walks:	—	Alternative Routes:	- - -
Distance:	4.5km.				
Time:	1 hour 45 mins.				
Level:	Moderate; some steps.				
Transport:	Darling Point (limited service), Double Bay and Rose Bay Ferries; Edgecliff Rail Station; New South Head Rd buses.				
Connects with:	Federation Track; Loops L4 (Darling Point), L5 (Redleaf), L6 (Point Piper); Connection Walks C3 (Bondi), C5 (Dover).				
Facilities:	<p><i>Toilets:</i> Rushcutters Bay Park, McKell Park, Steyne Park, Blackburn Gardens, Lyne Park;</p> <p><i>Picnic spots:</i> Rushcutters Bay Park; McKell Park, Steyne Park, Blackburn Gardens-Redleaf Pool, Rose Bay Park, Lyne Park, Percival Park;</p> <p><i>Shops or hotels:</i> Rushcutters Bay Park (including club and marina); corner William and Bay Street, Double Bay opposite Steyne Park; Redleaf Pool; Rose Bay shops.</p>				

Follow New Beach Road left (northerly) to the intersection with Yarranabbe Road.

Pass by the Cruising Yacht Club of Australia buildings and the adjacent marina, although if the D'Alopora Marina is open, there is a café and a fascinating test of your sea legs amidst hundreds of millions of dollars worth of boats on the floating walkway which half crosses Rushcutters Bay. Next up are the disused slipway and two interesting ochre-yellow corrugated iron buildings and a brick cottage which represent the remains of former HMAS *Rushcutter*, once the oldest RAN base. It is so old that it was originally a base for the NSW Navy at the time of Federation. Its wonderful two-storey drill hall is even older, being transferred to the site when Fort Macquarie at Bennelong Point was demolished. It was recently renamed the 'Sir David Martin Reserve Drill Hall' after the popular Rear-Admiral who was Governor of NSW 1989-90. Used as a training and administrative depot, the base was named 'Rushcutter' in 1940 by which time it was a base for anti-submarine warfare and radar training as well as for WRANS, the womens' service. Harbour defence vessels were also based here. The base was decommissioned in 1968 and handed over to the state government in 1979, but the RAN Sailing Association still uses part of the site.

Yarranabbe Park is a blessedly simple open space reclaimed from a crowded waterway. It was briefly less uncluttered during the 2000 Olympics when temporary facilities for the Olympic Sailing Base were set up here.

Yarranabbe Road gives entry to Darling Point proper, a suburb which became desirable property for the wealthy and privileged after the bridge crossing the Rushcutters Bay Swamps was completed in the 1830s. It has always remained so, although the 1960s through to the 80s saw the loss of many of its fine homes to the apartment blocks that tower there.

Loop Walk L4 departs from the Main route by turning left along Yarranabbe Road. The Main Walk turns right.

*To continue on the **Main Walk** turn right up into Yarranabbe Road and follow it uphill to Darling Point Road. Turn left briefly and cross to enter Marathon Road. At its end steps lead down to Marathon Mews and Ocean Avenue.*

Yarranabbe Road is a steady climb through something of a cross-section of this suburb, with architecture ranging from gothic to contemporary, picking up Victorian, Arts and Crafts, Federation, Art Deco and oversized bland flats along the way, together with occasional superb harbour glimpses. Almost at the beginning of this part of the street, Number 36 seems to have been inspired by *Lindesay*, the oldest house on the point (see Loop Walk 4) and a little further up, at Number 28, *The Stables* (Number 28) are pure charm. These are the sort of stables that could make you want to be a horse, although its hard to imagine that it was ever actually anything but a fine stone gabled house. Across from the junction with Darling Point Road, Number 1, with its gaily striped gables, is a grand (and made grander) example of the Arts and Crafts / Federation style.

At Darling Point Road, the Main Walk crosses the route of Loop L4. Directly opposite is *Kyalla* at Number 65, with its a restrained Art Deco look, and then to the left of it the two delightful Victorian Filigree pairs at Numbers 69-73 with their twin pyramid roofs (complete with token widows walks) in the Second Empire Style. The Marathon Road corner is next – northwards are tall apartment blocks including the white circular tower across the Marathon Road corner which must be hell for furniture layouts.

Turn into Marathon Road, the numbers of which, are not easy to follow despite its shortness. To add to the confusion, the name appears in several permutations – Marathons Lane and Avenue (two side tracks off the Road) and then Marathon Mews at the bottom of the steps ahead. The only ‘Streets’ associated with the area, though, turn out to be people.

Marathon Lane offers some glimpses into the back of *Orme*, the entrance to which is at the end of tiny Marathon Avenue. The Avenue begins with a fine run of four 1880s Victorian filigree style terraces. These are fine examples, and unusual in this suburb, but one of their little known claims to fame are the fact that Numbers 1 and 2 were owned in the 1940s, at least, by (Lady) Jessie Street. Jessie Mary Grey Street (1889-1970) is a figure of enormous significance in Australian feminist history. A hundred metres south of the start of the Main Walk, in Loftus Street, are the Jessie Street Gardens, a park dedicated to some achievements of women in Australian history. Jessie Street was married to Kenneth Whistler Street, subsequently Sir Kenneth, Chief Justice and Lieutenant Governor of NSW, but it was a relationship of powerful equals living very much their own lives. Jessie Street campaigned for women’s rights in the workplace, for peace, and stood unsuccessfully several times as a Labor candidate for Federal Parliament. She was the only woman on the Australian delegation to San Francisco in 1945 that set up the United Nations, becoming a founder and Vice-President of the UN Office of the Status of Women in 1947. In the 1960s, as a campaigner for Aboriginal rights, she drafted the amendments to remove discriminatory references to Aborigines in the Australian Constitution which, in 1967, were overwhelmingly supported at a referendum. She died three years later, in the Scottish Hospital in Paddington where another famous woman from Darling Point, the poet Dorothy Mackellar (see Loop Walks 4 and 13) had died two years before.

Beyond the terrace, a garage wall declares the name ‘Orme’, and Number 5. It is hard to see much of the house from here (a little more can be seen from Marathon Lane) and this large originally Victorian gothic 1875 home was extensively remodeled in the 1930s. Its original name, *St Vigeaus*, was changed to *Orme* in 1899 by a new owner and the name has a pleasing resonance for the ‘Walking Volunteers’ who have designed this series of walks under the driving force and coordination of founder, Bill Orme.

It is actually the next (un-named) indent from Marathon Road, where Number 1 of Marathon Road is finally reached. Numbers 1A (*The Gables*) and 1B (*Tuscany*) lead in to set back Numbers 3-5, *The Annery*. This lovely Arts and Crafts style house was built for George Montague Merrivale in 1884, the unusual name coming from an ancestral home and hamlet in Devon, England. It is now part of a complex of surrounding apartments. Across Marathon Road, is another pair of terraces and also some classic inter-war art deco red brick units, *Trentwood* (Number 2). Steps now lead down to Marathon Mews and Ocean Street opposite William Street.

At this point Loop Walk L4 rejoins the Main Walk.

Turn left into Ocean Avenue and walk to the end at Steyne Park. Follow the park foreshore and beach to Beach Street.

Double Bay was originally called Keltie Cove but by the 1820s this more descriptive name came into use. There are those who, thinking about the fashionable shops further up on New South Head Road, unkindly dub the suburb 'Double Pay'.

Double Bay Public School, across Ocean Street from Marathon Mews, was established in 1883 and some of its original buildings still stand. It was located on land bought from the site of an exotic nursery established by Michael Guilfoyle which operated here from 1851 until the 1870s on drained swamp-land. The Guilfoyes propagated many species of plants, but their most notable contributions to Sydney were the successful introduction of the Camellia and the Jacaranda.

The second house from the end of Ocean Street, near the water, is *Morton Cottage* (Number 89), best seen from Steyne Park where its hipped roof stands above its solid fence. There is a confusion of 'Morts' here: Thomas Sutcliffe Mort built his massive estate house up in Greenoaks Avenue (see Loop Walk 4), and his brother Henry Mort had owned the Mt Adelaide estate directly above here. In fact the cottage was built on this estate, which had been earlier owned (and named) by Colonial Architect, Mortimer Lewis. The cottage appears to have been built about 1883.

After Sir Thomas Mitchell surveyed the townsite in 1834, one area was subdivided and mostly used by fishermen, market gardeners and dairies. Some then saw it as 'new Brighton' after the town on the south-east coast of England which had become very fashionable in the eighteenth century after the Prince Regent set up a residence there. From that came the name 'The Steyne', a fashionable address deriving from a common geographic name on the Sussex coast which arose from the old English word for 'stone' and the associated Stayne Street, the Roman Road into the area. The name was later used again in 1853 by Henry Gilbert Smith when he founded the town he called Brighton, and which we now call Manly. **Steyne Park** was officially designated a recreation reserve in 1867 and remains a place offering a very pleasant, waterfront mix of passive and active recreation behind its sailing clubs and ferry wharf.

Between Steyne Park and Beach Street a pleasant promenade leads above the little sandy beach and, at its end, passes in front of two late 1850s houses, *Banksia* and *Ulverstone*, built by Joseph Trickett, Master of the Sydney Mint (see Loop Walk 1). Beach Street is well named and at Number 3, *Banksia* can be seen again amidst its fig trees. From 1869 it was occupied and later owned by Captain Phillip Gidley King, grandson and namesake of the 1800-1806 Governor of NSW. On the corner of Stafford Street the house at Number 2 is another 1850s building known as *The Customs House* because a customs officer lived there for a few years in the 1890s.

A short way up Beach Street turn left into Stafford Street, then left into Pearce Street and right into Castra Place. Cross the concrete drain to Sherbrooke Avenue and follow it right up to New South Head Road.

Stanton Street is interesting with its art deco flats, although Pearce Street has an older feel with its early twentieth century terraces and cottages which contrast with modern upmarket equivalents in Castra Place (the marina invisible behind them). The covered drain beyond seems to cry out for (very short) drag races or some such. Across it, Sherbrooke Avenue steps back in time a little and leads to *Sherbrooke Hall*, where the Woollahra Local History Centre is located. This is part of the Hugh Latimer Community Centre, the entrance to which is met near the New South Head Road corner. Built in 1951 it was subsequently named for a former Mayor of Woollahra and Member of the Legislative Council. Hugh Latimer was the second of three generations of Latimers who between them served 72 continuous years on Woollahra Council. He was named after his ancestor, Bishop Hugh Latimer, one of the 'Oxford Martyrs' burned at the stake by Queen Mary in 1555.

Continue on New South Head Road towards Rose Bay.

The steady climb up New South Road is not especially rewarding, but an optional short excursion down into Gladswood Gardens reveals the fine stone gothic baronial mansion, Gladswood, built in 1856, a little lost amidst the subdivision of its former estate. Its coach house can be seen behind Number 21.

A few more steps uphill on New South Head Road from Gladswood Gardens are the Woollahra Council Chambers which occupy one of the fine homes built on the slope above Blackburn Cove, *Redleaf*, which also gives its name to the pool below. Designed, possibly, by architect J. F. Hilly, in 1863, the house was owned by various merchants and others, and for two decades from 1888 by wealthy hardware merchant Frederic Lassetter (1828-31). Like many houses hereabout, it was taken over by the RAAF during WWII and until 1946, mainly as Womens Auxiliary Australian Air Force accommodation for WAAAFs based in Point Piper (see Loop L6). The house was purchased by Woollahra Council and became the Council Chambers in 1947. The house itself has been impressively restored externally and additional office accommodation built underground above Blackburn Cove and the Blackburn Gardens.

The Annex and the superb Blackburn Gardens link to the next house, formerly *St Brigids*, and now Woollahra Library. This area had originally been part of the *Redleaf* estate, *St Brigids* being built in 1897 for one of Frederic Lassetter's sons, Arthur Lassetter. After the military takeover in WWII, it became an arts centre in the early 1950s before playing its part in Australia's best known and most exploited Cold War spy scandal in 1954 when it became the office of the Royal Commission on Espionage investigating the Petrov Affair (See Loop Walk L5). It has housed the Library since 1957.

Loop Walk L5 begins in the gardens.

Before taking the Loop Walk or continuing on the Main Walk, look across the road to the island garden called **Horbury Hunt Place** and named in 1991 for John Horbury Hunt, an architect whose work is very significant in the area (see Loop Walk L7). Hunt lived nearby in now demolished Cranbrook Cottage from 1873 until poverty and illness forced him to sell it in 1902.

Continuing on New South Head Road, fences, extensive gardens and superbly mature trees tend to conceal the next two fine houses built on the former Cranbrook estate: *Elaine* (1863) at Number 550 and *Fairwater* (1882) at Number 560. The latter originally was designed by John Horbury Hunt for Francis Joseph, a stockbroker who, sometime after he sold *Fairwater* inherited the feudal barony of Lour in Angus, Scotland. Both houses were in the Fairfax family from around 1900. *Fairwater* was designed by J. Horbury Hunt but altered around 1910 with some arts and crafts and classical elements while it was the home of Sir James Oswald Fairfax (see Loop Walk L10 and Connection Walk C3). *St Mervyn's Lodge* (also designed by Horbury Hunt) remains on the corner with St Mervyns Avenue (see Loop Walk L5).

Across New South Head Road, **Cranbrook School** now emerges. The name comes from the district in Kent, England, from which the Tooth family of brewers came. This estate was acquired in 1856 by Edwin Tooth, shortly before his death. His brother, Robert built the house of that name in the late 1850s which was enlarged and altered over time. During the early Federation period from 1900 to WWI, a succession of the new Governors-General of Australia occupied Government House in the Botanic Gardens (see Loop Walk L1) and the State Governors used *Cranbrook* instead. The State auctioned the property in 1917 and it was purchased by Samuel Horden for the consortium which set up Cranbrook School in 1918 as a Church of England School for Boys – which it remains, although a trifle enlarged.

Loop Walk L5 rejoins the Main Walk at St Mervyns Avenue.

Past St Mervyns Avenue, on the left is the imposing block of flats, *Buckhurst* (Number 574), built in brick in the inter-war Georgian style in 1926 by architects Wardell, Moore and Dowling.

Loop Walk L6 leaves the Main Walk at Wolseley Road and rejoins it shortly afterwards at Wunulla Road.

The Main Walk continues along New South Head Road to Wunulla Road which it enters briefly before taking the steps down into Rose Bay Park and following the foreshore and esplanade along to Lyne Park.

Rose Bay is the largest of Sydney Harbour's bays, and was named by Governor Arthur Phillip to honour George Rose (1744-1818), one of the joint Secretaries to the British Treasury and Phillip's friend and neighbour, who contributed to the decision to found the NSW colony. Its large, calm open space between its protective land arms made it ideal for a special role for a several decades in Australian aviation.

At the head of Wunullar Road stand the Rose Bay Police Station, once the gatehouse to *Woolahrah House* on Point Piper (see Loop Walk L6). Behind it, in Wunulla Road, stairs lead down to Rose Bay Park past a fine federation style sewerage pumping station to the pleasant beach and park below, lined with fig trees and small boats. The restaurant and pier of the Rose Bay Marina are near where the old cable tram from Sydney terminated, meeting a ferry wharf and a later electric tram. From this point ahead is the Rose Bay Esplanade on the seawall, often known – because of its double globe lights – as ‘the string of pearls’. It was built as part of the widening of New South Head Road in the 1920s but time and concrete cancer took their toll of the pearls and balustrade and in mid-2007 restoration was under way.

Looking across the road, the blocks of flats closer to the waterfront give way to a hillside of expensive real estate. Apart from Cranbrook, another large occupant of the hillside is Scots College, transferred here in 1895, its extensive grounds incorporating a number of notable houses including the Fairfax family’s *Ginahgulla*. A short way up Salisbury Road is *Rose Bay Lodge*, built by architect John Verge for the manager of the Cooper Estate (see Loop Walk L6) in 1834. It was home at various times for Sir Daniel Cooper and Sir John Hay, both Speakers of the NSW Legislative Assembly but was much modified over time. More recently it has been restored to its early twentieth century appearance.

Shortly before the end of the Esplanade is reached, Connection Walk C3 to Bondi (and Connection Walk C4 in Bellevue Hill) join the Main Walk from O’Sullivan Road.

Follow the waterfront of Lyne Park back through Tingira Reserve and onto New South Head Road and up to the Rose Bay shops opposite the entrance to Newcastle Street.

At the end of the Esplanade, the art deco War Memorial was inaugurated in 1935, its gates coming from a demolished Double Bay mansion, *Colebrook*. Beyond the floating restaurant is Rose Bay Wharf, which has a regular ferry service. Across New South Head Road buildings partly conceal the extent of the golf courses and sports grounds which stretch from here south to Old South Head Road (see Connection Walk C3).

However, back on the Harbour side, the park of interest is Lyne Park, named after a former Premier of NSW who was named – but never became – Australia’s first Prime Minister (see Loop Walk L10). The park was reclaimed in 1902 and baths were built out into the harbour in 1905, but demolished in 1942. About the same time the navy took almost half of the park over for playing fields until the Commonwealth Government found a more interesting use for it. Around 1900, aviation pioneer, Lawrence Hargrave, was flying powered model seaplanes from Rose Bay (see Loop Walk L6) and, once full sized ones were developed, Lebbeus Hordern (of the merchandising family), flew a hydro aeroplane from the Bay on 8 May, 1914. Hordern and others continued to fly seaplanes from the Bay but on 5 July 1938 the true era of Australian international air travel dawned with a tri-weekly Sydney–London air service from the new Rose Bay Water Airport. About half of the park had been resumed for the new base with tarmac, hangars, workshops, terminal and control tower, as well as wide slipways to move the large flying boats between water and hangars.

The aircraft, jointly operated by Qantas and British Empire Airways, were Short S23 C Class Empire Flying Boats. Qantas had six, its first being called “Cooee” (VH-ABF). The great birds lumbered elegantly across Rose Bay, lifting steadily to begin their ten day flight to the UK. Travelling at around 250 kph, their 15 passengers had a similar standard of luxury to seagoing liner passengers, with cabins and sleeping accommodation, lounges and promenades, and pursers serving excellent meals. On the flight to the UK, the planes landed 29 times to refuel and the travel routine was broken with the odd night at hotels such as Singapore’s *Raffles*.

During WWII the base’s role was predominantly military, operating RAAF, US and other allied flying boats. PBY Catalinas, Martin, Sunderland and converted Qantas Empire flying boats operated to New Guinea and the Pacific, Europe and the USA, conducting communications and reconnaissance, chasing submarines and ferrying troops and casualties. Qantas crews often flew the boats and even ferried new aircraft in from the United States. On the night of 7 June, 1942, the base was the target of shelling by offshore Japanese submarines. No major damage was done or casualties caused although a number of shells dropped amongst houses in an arc from here up to Bellevue Hill and beyond (see Connecting Walk C2). On 16 September, 1945, the first Australian Prisoners of War to return from Japanese captivity landed here amidst emotional scenes.

After the war, larger Hythe Flying Boats resumed civil services to the UK, carrying a few more passengers, and cutting the journey to less than six days. Tasman Empire Airways and Trans Oceanic Airways also operated flying boat services to New Zealand and the Pacific from Rose Bay. However, as large, long-range, land-based passenger aircraft came in to service in the 1950s, the elegant flying boat era ended. The last surviving commercial seaplane service was to Lord Howe

Island, finishing when an airfield opened on the island in 1974. Rose Bay is today used by small float planes carrying sightseers and a few commuters. The buildings of the old base were demolished and returned to the park, but the 1957 building of Catalina Restaurant is reminiscent of the former Flying Boat passenger terminal.

Around the waterfront, at Vickery Avenue, Cranbrook School boat shed uses an old wharf used between WWs I and II to land bricks from the Homebush Brick Works for the burgeoning growth of the area. Beyond, a patch of beach beckons but high tides and a slippery drain outlet makes it a dubious way forward. Tingira Reserve, has an interesting ship-shaped monument to the naval training ship it was named after, HMAS *Tingira*. It was a ship with a remarkable history. Built as the 2,131 ton *Sobraon* in Scotland in 1866, it spent 25 years transporting passengers and cargoes between Australia and the UK. In the 1890s it became a nautical school for boys in trouble, spending 20 years off Cockatoo Island drilling naval discipline into young tearaways like Barney Kieran. Kieran was one the ship's greatest and saddest successes. At 18 he became a national hero, grabbing every Australian and world swimming title from 220 yards to one mile, setting records that lasted up to a quarter of a century. At the height of his success in 1905, aged 19, he died suddenly of appendicitis. Thirty thousand people attended his funeral.

In 1911 the *Sobraon* was bought from State Government by the Commonwealth and renamed HMAS *Tingira*, it became the RAN training ship and was moored in Rose Bay. It accommodated 200 trainees within its white-painted hull with its triple rows of portholes topped with three yellow masts and altogether 3,158 boys trained on the ship. Decommissioned in 1927, it was towed into Berry Bay and used variously as a coal store and even a hostel for homeless men during the Depression. Its last outing was being towed out as a grandstand for festivities at the opening of Harbour Bridge in 1932. *Tingira* was scuttled at sea in 1941.

Back on New South Head Road, the 1990s apartment block *Wintergarden* replaced a large 1928 Theatre of that name.