



the balmain
association
incorporated
news sheet

The Peninsula OBSERVER

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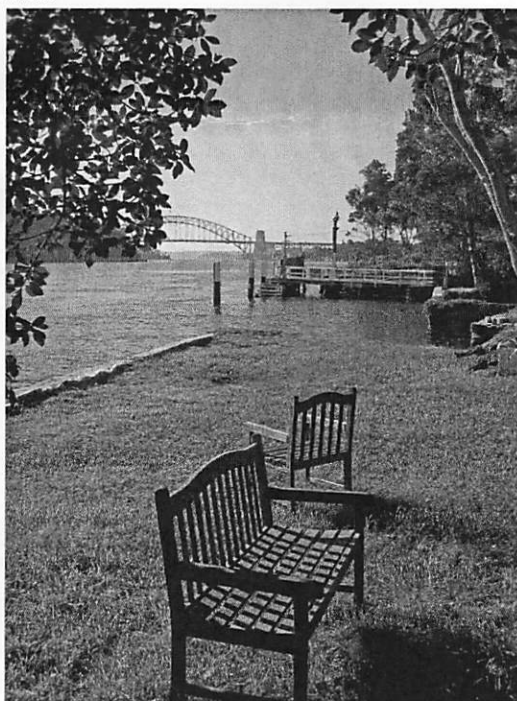
June 2008

YURULBIN POINT

Many years ago the land to the west of Long Nose Point wharf was accessible – a path went down beside the last house in Numa Street. In the intervening time the path was reclaimed by its rightful owners (maybe we could have claimed right-of-way) and access from Numa Street is now restricted to mountaineers.

When Leichhardt Council rezoned the land along the waterfront right up to the wharf, as public open space, it was assumed that it would be accessible from the wharf. However, even though the land is zoned public open space, it still belongs to NSW Maritime (aka Maritime Services Board and Waterways) and one property owner near the wharf. So the Council has proposed to construct two boardwalks and a stairway to access the land from Numa Street. Associated embellishment works are also planned following the transfer of the land from NSW Maritime to Leichhardt Council.

these band-aid repairs have not produced a satisfactory long-term stability of the wall, which is the reason Council has refused this poisoned challis.



In June 2007 Balmain Association members outlined to Verity Firth, our newly elected representative, issues of concern to the Association. One of these was the lack of access to the foreshore land west of Yurulbin Point wharf.

On the 3rd of March 2008 it was announced that there would be an on-site ceremony to hand the land over to Council. Unfortunately Council had not been fully consulted on this matter

before the invitations were issued and, much to our disappointment, the ceremony had to be cancelled because Council again refused to accept control of the land until the seawall had been satisfactorily repaired.

Council is also concerned about the level of contamination of the site. This issue was not considered in 1985 or the early 1990s but does now need to be

considered in order to assess the cost of remediation of the land for its proposed use of passive open space.

In the meantime we look forward to the next episode that we hope will provide a happy ending to this long running saga.

June Lunsmann

Walking Coastal Sydney

Sydney's coastline represents one of the most beautiful and environmentally diverse attractions in the world. It features cliffs, beaches and inlets of magnificent beauty unique to the region. Outlined in the brochures produced through the Walking Coastal Sydney project is a continuous walking track that residents and visitors can utilise to explore the beautiful coastline of Sydney.

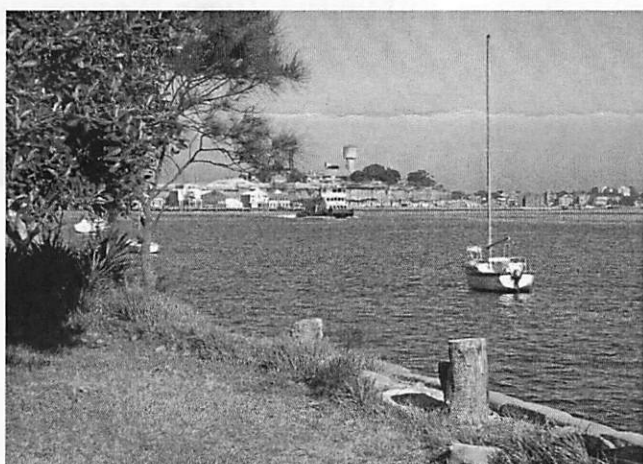
The vision of the Walking Coastal Sydney project is to promote public access to, and enhance the appreciation and recreational enjoyment of Sydney's coastline and estuaries for the people of Sydney and visitors to the city. Walking Coastal Sydney is a partnership project between the Sydney Coastal Councils Group, the Walking Volunteers as well as local, state and federal government agencies and authorities.

Through the project a series of brochures has been produced that combine the provision of a mapped and walkable route from Pittwater in the north to Sutherland in the south, and linkages with existing coastal walks including the Great North Walk and the walking paths in the Royal National Park.

Comprehensive maps and background notes, prepared by Graham Spindler, are available on the website <http://www.walkingcoastalsydney.com.au/>. The notes on Balmain are excellent.

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The board, for obvious reasons (the long term maintenance of the sea wall), wants to transfer ownership of the land to Leichhardt Council. This has been suggested many times. Council has repeatedly refused the offer until the sea wall has been repaired to its satisfaction. NSW Maritime repaired the seawall in 1985, 1992, 1997, 1999, 2001 and 2007 but

Balmain Hospital Patient Improving

1967 was the year when I arrived at Balmain Hospital to begin a junior medical officer residency.

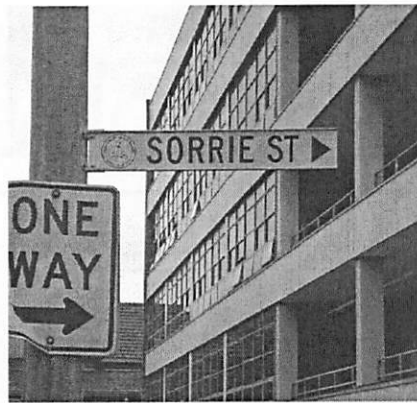


In 1885 Balmain Hospital admitted its first patient to this converted house.

Balmain Hospital then was a comprehensive small general hospital with a casualty department treating a full range of illnesses and injuries from coughs, colds and sore throats to the results of major road trauma and vicious assaults. These treatments were performed in what was basically a large open room with a central table and examination beds around the sides. There were several separate cubicles out the back. This area is now the pharmacy.

There were general medical and surgical wards, an orthopaedic surgical ward, children's medical and surgical wards, an obstetrics and gynaecological ward, and an intensive care/post operative recovery ward. There was also an X-ray department and a pathology department employing a staff pathologist and a number of pathology technicians.

In the operating theatres surgical operation lists started at 8:00am sharp. As a portent of my future professional life I was sometimes a few minutes late and copped a blast from the anaesthetist who was on that day.



The signs are not encouraging for prospective patients

Balmain Hospital had a strong hospital board which supported an active chief executive. A number of the properties in Sorrie Street at the Booth Street end had been acquired or purchased by the hospital for future expansion. Wards were endowed by the local industries as was reflected in their names; for example Colgate Palmolive and Lever wards.

Nurses were trained at the hospital's Nurse Training School and lived in Nursing homes, one on site and one in Reynolds Street near the corner with Palmer Street. Strict curfew was observed and the trainees were escorted to the off-site Nursing home by senior registered nurses after a late shift.

Today Balmain Hospital provides a General Practice Casualty Department service. No major surgery is performed and there is no obstetrics service. Most in-patients are aged and are transferred from



The Hospital Front Door

the larger treating general hospitals. The off-site Trainee Nurses home was sold many years ago.

The current corporate medical administrators inform us that these changes have improved medical services to the community.

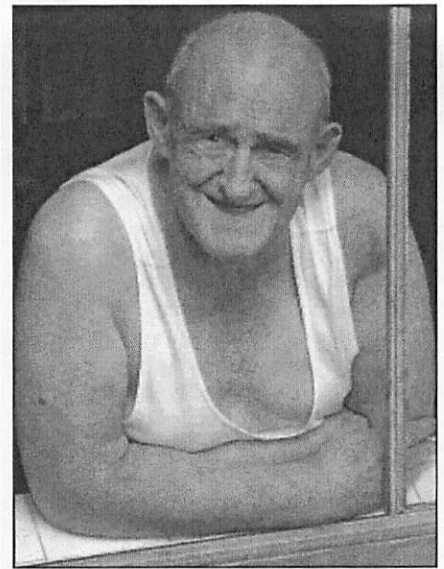
**Ed Walker
Retired Balmain GP**

Your Chance to be Hung

The Balmain Association is organizing a photographic exhibition entitled

Balmain in Focus

The exhibition will be held in the Balmain Watch House in December 08 and January 09. The Association is inviting members and non-members to submit recent or historic photos for the exhibition. Please notify Fergus if you wish to participate (9810 1179 or ferg@arch.usyd.edu.au).



Publicity Officer Wanted

The Balmain Association has recently made significant submissions on the Callan Park Land Use Plan and the Proposed Changes to the NSW Planning Procedures. In order to make this and other work better known, the Balmain Association needs a publicity officer to handle media releases and advise on related matters. Is anyone interested? Does anyone know someone who might be interested? If so please contact June 9810 6885 or Kathleen 9818 4954.

Correction

In the previous issue of The Observer the article, "It's Time", erroneously attributed the design of the Balmain Court House and Post Office to Edmund Blacket. The architect was James Barnet. The editor apologizes for the mistake and thanks the two readers who were brave enough to notify him and the other readers who noticed the mistake and were considerate enough to not say anything.

BRUCE PETTY, CARTOONIST AND FILM MAKER

Do you ever feel like returning to where you grew up?

My parents had an orchard in Doncaster, Melbourne. The orchards have all disappeared under suburban housing so I don't have any desire to revisit my Doncaster past other than to see relatives.

What was life like in Doncaster?

My childhood was idyllic. After Leaving Certificate at Box Hill High School I worked for my father on the orchard for three years and I played Aussie rules until I was 19. It was a happy and tranquil time apart from the anxiety about beating East Burwood at footy.

Where did your interest in cartoons and film making come from?

I suppose it was from my father. He was interested in films and had a movie camera. I didn't have much drawing skill and did pretentious arty rubbish at school but when I became restless working on the orchard I was given a job with Owen Bros Animation in the early 1950s. Later I did illustrations with Colour Gravure Publishing (part of the Herald-Sun Group) The people there inspired me; they were intelligent, interesting and humorous. I then took off for London in the mid 50s as people did in those days.

Did you have a job to go to in London?

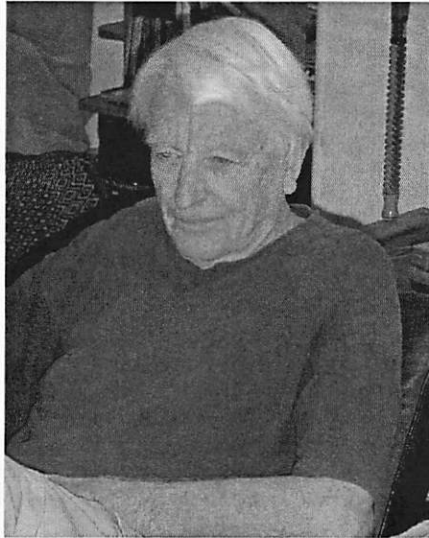
No, I just fronted places with my portfolio. I did illustrations and book covers and other things. Malcolm Muggeridge, who was the reforming editor of *Punch* (a difficult task for one who claimed to have no sense of humour) accepted some of my Thurber style cartoons for publication so I decided I must be a cartoonist. I used to submit about ten a week on spec. Absurdity was the general theme but they were on subjects that I saw on my travels; bullfighting, cars, industry, anything. In 1960 I decided to return to Australia via New York. I worked for the *New Yorker*, two days a week, for a while. I used Thurber's office.

Where did you go when you returned to Australia?

In 1961 I tried to get a job as a political cartoonist with *The Age* in Melbourne. The only politicians I could draw well were de Gaulle and Bolte, which wasn't enough for *The Age* and so I joined *The Mirror* in Sydney. In 1965 I joined *The Australian* in Canberra.

What makes a good cartoon?

Politicians create the basis for a cartoon. What the cartoonist has to do is show the story behind the political decision. A good cartoon usually inverts the message you are told by a politician and gives a good idea of motives and failings of policies with minimal words. The drawing must also express this in a minimalist way. You need to put a face, usually a politician's face, in a cartoon but often the real story concerns the forces behind the politician. It is easy to portray decisions and policy if it involves technological or social changes but it is



much harder to portray economic changes. We tend not to realize that the economic changes in the last few decades have been huge and that they have had enormous influences on our lives. The appeal of cartoons is in giving quick impressions of near truth; cartoons save reading time.

What made you take up film-making?

Animated films are an extension of cartooning. Nicholson, for instance, started producing animated cartoons on the web about a year ago. My first animated film was "Australian History", produced in the 1970s. As a result of that I was invited to make an animated film about art by the Indianapolis Museum of Art, I made a film with Philip Adams about Vietnam and I was commissioned by an Australian Government department to make a film about leisure (This was the only time I have ever been asked to do anything by a government or government department.). "Human Contraptions" was a series I made for the ABC. If making money had been a reason for making my films I wouldn't have made any!

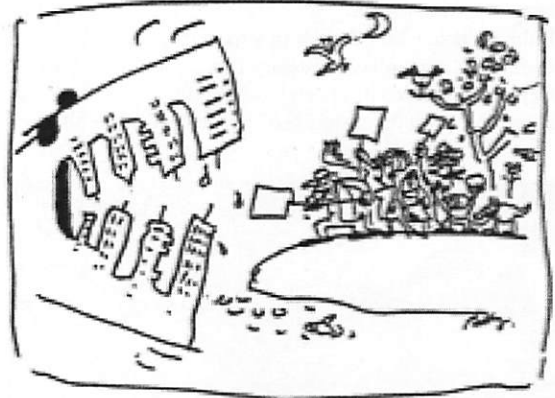
What was the inspiration for making your latest film, *Global Haywire*?

9/11 was the key to making *Global Haywire*. Why did it happen? How do the East and West fit together? In books by George Monbiot and Arundhati Roy they show that institutions such as the IMF, The World Bank, the WTO and the UN Security Council serve the interests of the West in much the same way as colonialism did in the past. The West won't give up control of these institutions. *Global Haywire* is a debate about this concept. As this is heavy stuff the film deals with it satirically. It is part animation and part documentary; interviews with Gore Vidal, Arundhati Roy, Robert Fisk and students

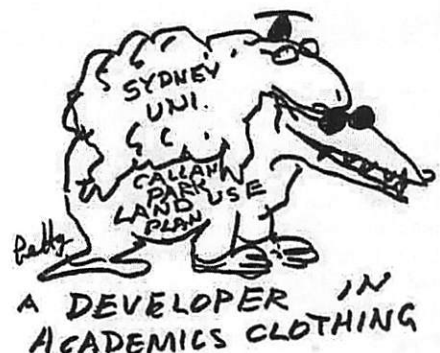
from Cairo, MIT, Lebanon and London amongst others.

To finish off can you talk a little about your views of Balmain?

We came to live in Balmain 21 years ago. I don't know why we came to look for a house in Balmain but we found one we liked and we liked Balmain and we stayed. It has been blissful in Balmain: there is a nice mix of people, it is architecturally diverse, it is a pleasure to walk along any street and see what people have done with houses, and it has a wonderful and diverse history. Council's development controls and policies seem to have produced a good result. I wouldn't like to live in or next to a glass box but you have to go with it. I couldn't live in a new suburb where every house is the same. The buses are great. I enjoy the trip into the city and look with horror at the waves of new vehicles passing over Glebe Island and White Bay. I hope the vehicles there are replacing old ones but I suspect they aren't. I will probably move some day but I can't think where.



Bruce Petty has always been willing to contribute his cartoon skills for local causes. The one above was for the Ballast Point campaign and is set in stone on the plaque outside the gates at Ballast Point. Below is a cartoon drawn for Friends of Callan Park. It is a commentary on the Land Use Plan proposed by the State Government under which the University of Sydney would take over a large part of the park.



Captain Thomas Stephenson Rowntree

The article below is longer than the single page limit normally placed on material for *The Observer*. However it is such a fascinating piece, despite the hagiography, that it is reprinted below in full. It is taken from "Australian Men of Mark", Everard Digby (Ed), Charles F Maxwell Publisher, Sydney, 1889, to mark the centenary of European settlement in Australia. Only men were profiled. Waterview Bay, which is mentioned several times, is of course now named Mort Bay. Ed

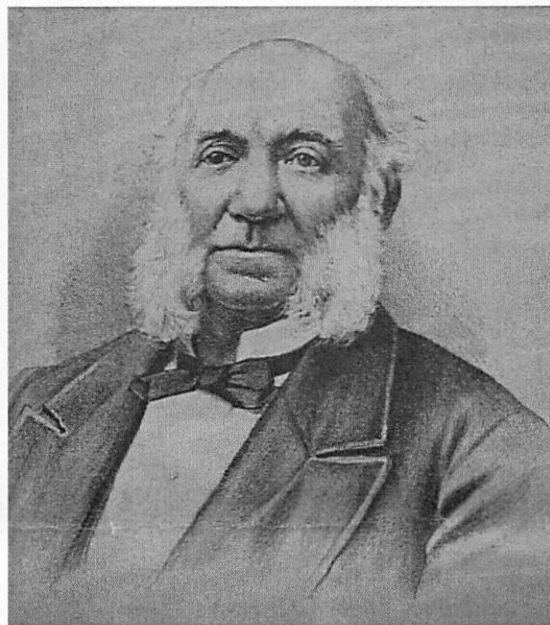
One of the names that bring back the early days of colonial enterprise most vividly is the well-known one of Captain Rowntree. As these pages will show, his has been a most active colonial career. His name has been associated with some of the best in the colony. As far back as 1863-4 he was a member of the Marine Board in conjunction with Mr W. A. Duncan, and Captains R. Towns, John Vine-Hall, Fox and Norrie, wardens. As the constructor of Mort's Dry Dock he will leave a lasting monument of his labours. Balmain is indebted to him in a most direct manner. It is scarcely necessary to say that Captain Rowntree has been prominently connected with the progress of Balmain for

his future welfare. It assured the Captain that during his long residence he had won the confidence and esteem of the people by the services he had rendered, not only to Balmain, but also to the port of the city of Sydney, by the effective part he had taken in that great local work, the formation of the Dry Dock. He had distinguished himself as an active and useful member of the community, the results of whose work did not strop with himself, but diffused themselves about him in such a way as to benefit the community by finding employment for a large section of the population.

Thomas Stephenson Rowntree was born in Sunderland, Durham, England, 7th July 1818. He was brought up to the trade of shipwright at Sunderland, and began to give his attention to the task of acquiring a mastery of his business at an early age. At the age of twenty he went to sea as a ship's carpenter, and four years afterwards, in 1842, his capacity and skill obtained for him the command of a vessel in the West of England trade. During the next eight years

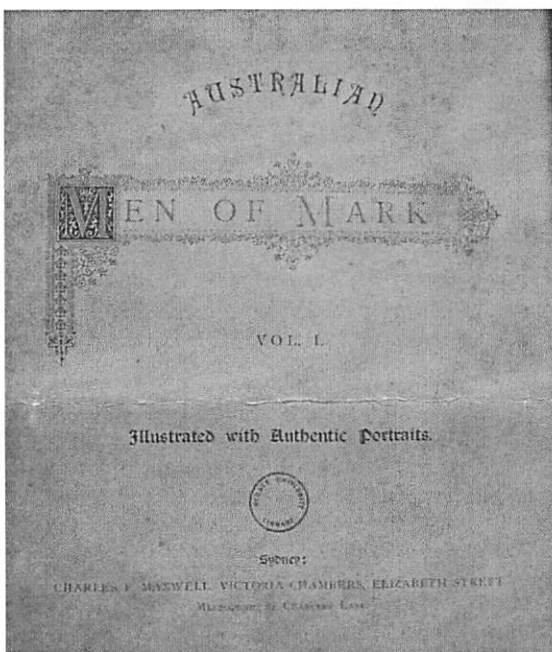
we find him at different periods commanding vessels of various sizes in the Baltic and Mediterranean trades. This was about the time that attention was about forcibly directed to the new fields of enterprise daily opening up in Australia. The prospects of the far-off Australian settlement, and the inducements it offered to fortune-seekers and home-makers, who found no outlet for their energies in the overcrowded fields of competition at home, were on all men's tongues. The newspapers were almost daily publishing something interesting about the young colony, and the success of those who had settled there. In 1851, too, Hargraves discovered gold in Australia, and thousands in England hailed the news as positive proof that El Dorado was found, and left for

New South Wales to cast their lot in with the new colony. Captain Rowntree was one of those who were attracted by the reports of the new discoveries. Gold was found at Ballarat on 25th August 1851, and the information caused such a rush to the field, that the beginning of the present fine city of Ballarat was soon made. Captain Rowntree saw the opportunity offered him by this rush, and with his friend Mr. John Webber



had a vessel built for the Australian coastal trade, to run between Melbourne and Sydney. She was fitted for passengers, and called the *Lizzie Webber*, 206 tons register. She was loaded on the berth at Sunderland, and dispatched from that port on Saturday, 1st August, 1852. Captain Rowntree succeeded in getting a good compliment of passengers—one hundred in one month; and as the *Lizzie Webber* was the first ship that had yet sailed from the North of England with passengers for Australia, her departure attracted a large concourse of people to witness the event, which afterwards formed the subject of an illustration in the *Illustrated London News*. The little vessel with her adventurous captain was compelled to put in at Yarmouth, on account of stress of weather, but resumed the voyage on 10th August. After touching at Madeira and Cape Town, the *Lizzie Webber* entered Hobson's Bay on 4th December and reported all well after a brisk voyage for those days of a little over three months. At Melbourne, however, an unforeseen trouble awaited the enterprising captain. On rising one morning after the vessel had gone up to Queen's Wharf, Melbourne, he found that all the crew had taken advantage of the previous night to desert, and leave for the diggings. This was a common occurrence about that time, and it was quite a usual thing to find numbers of fine vessels in Hobson's Bay in charge of shipkeepers only. The captain of a fancy ship that could get away in those days had to pay £60 down on the capstan head for the run home before the men would sign. This was a most disastrous time for shipowners generally, both in Melbourne and Sydney.

(continued on the next page)



the past thirty years. In conjunction with Dr Elliot, Ewan Cameron, Ralph Mansfield and Robert Stenhouse, he founded the Municipality, of which he has been Mayor and an Alderman. On his leaving for New Zealand in 1864 a valedictory banquet was tendered him, and an address presented, signed on behalf of the Municipality by the Mayor, Dr Evans. This address contained an expression of regret at his leaving the colony, and a cordial promise of interest in

On the present occasion Captain Rowntree found that himself, his wife, and two children were the only persons left on board the vessel, but a number of diggers came down *en route* for Sydney shortly after and as freights were good and most of the men were sailors, he had little difficulty in getting a crew together. She continued to run in the trade between Sydney and Melbourne for some months after this, until an enactment was passed in Victoria prohibiting ships of over 200 tons from going alongside the Melbourne Wharf. This put the *Lizzie Webber* out of the trade, and Captain Rowntree brought his vessel to Sydney, and put her up for sale. She was probably the first vessel ever anchored in Waterview Bay. Looking about for a home for himself and family in Sydney, Captain Rowntree found a small but suitable cottage on the Stratheen Estate. He bought the estate, covering about two acres, from Mr Morgan, the then well-known chemist in Pitt-street. Here he at once commenced to clear the ground for the laying down of a patent slip. At this time there was only one slip in Sydney to attend to the wants of the shipping trade, and none in Newcastle. In this undertaking he availed himself of the services of Mr. E. O. Moriarty, then a young beginner [*sic, engineer? Ed.*] in Sydney. The plans for the new undertaking were commenced, when Captain Rowntree was introduced to the late Thomas Sutcliffe Mort by Mr Alexander Campbell. Mr Mort undertook the sale of the Captain's vessel at his request, disposing of her to Mr. Henry Fisher of Sydney. Mr Mort then consulted with Captain Rowntree as to his future movements, and learning that he had already commenced operations towards laying a slip on his property at Waterview Bay, a long conversation ensued. Mr Mort explained that a company of merchants in Sydney, of which he was one, had consulted Sir William Denison, the then Governor of Tasmania, as to the availability of forming a Dry Dock in Sirius or Careening Cove on the North Shore. His Excellency had replied that the cost would be too great, and Mr. Mort therefore proposed to Captain Rowntree that if he cared to construct a dock on the site he had chosen, instead of a slip, he would be prepared to join in the enterprise. Captain Rowntree set to work to examine the proposal, and found that his site at Waterview Bay was admirably suited for the proposed purpose. The enterprise was at once entered on by Captain Rowntree, T. S. Mort, T. Holt, and T. S. Mitchell, as partners holding equal shares. In February 1854, the foundation stone of the dock was laid by the Reverend Mr. Walsh, in the presence of His Excellency, Governor Fitzroy and Lady, Mr. and Mrs. Rowntree, and a large circle of friends and representative citizens of Sydney. This great public undertaking was carried on in the face of great and increasing difficulties. The gold mania, of course, was still raging at its height, and labour was consequently

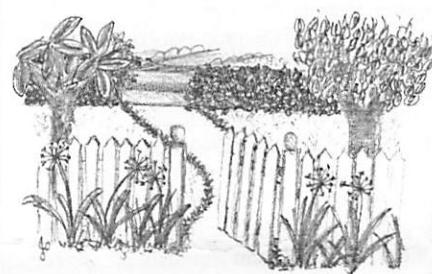
extremely scarce, and the rates of wages excessively and almost ruinously high. Timber, iron and other requisites could not readily be obtained. Little or no machinery was at work. No ferry-boats or barges existed to carry necessities to and fro. Men had to be paid from eight to twenty-eight shillings per day to induce them to remain at work, and a piece of freehold land on which to build their own houses was a necessary condition in the engagement of labour. But in the face of all difficulties the work was proceeded with, and the ship *Ganges*, 700 tons, and a Russian prize, were docked inside twelve months. Shortly afterwards great competition ensued in this branch. The Government Dock was opened after having been for thirteen years in the course of construction. Then came the A. S. N. Company's slip, and the competition thus created made work very slack. The European and Australian Royal Mail Company took the dock in 1856, and continued to work it for some time, but the Company had to give up the service afterwards, after entailing a heavy expenditure on the proprietors by inducing them to build sheds, coal-wharf, and other improvements. Later on the P. and O. Company took up the service, and rented the dock for a long term of years, 1860. By agreement with Mr. Mort, Captain Rowntree left the dock shortly afterwards, taking his interest with him. He at once started business on his present premises at Waterview Bay, and built several screw composite steamships. In 1864 he left Sydney for New Zealand in his own vessel, the *Caroline*, loaded with coal, sawmill plant, and sixteen men. On his arrival at Hokianga he secured a place called Hauraki, and commenced operations in sawmilling. Here he continued, shipping timber and Kauri gum for Sydney until 1869, when he returned to Sydney with his family. (While in New Zealand he was asked to report upon the best site for a graving dock in Auckland.) Here he commenced shipbuilding and repairing at Waterview Bay, where amongst other vessels he has built the *Annie Ogle* and the schooner *Douglas*. In 1872, with the assistance of his friends, the late Honourable R. Towns and Sir Alexander Stewart, he purchased the floating dock and premises next to the gas works on Darling Harbour, and here he carried on a large business. In 1880 this property was purchased by the Gas Company, and Captain Rowntree moved his dock and plant to his old establishment at Waterview Bay, where he still carries on a lucrative and flourishing business.

We have already made reference to the pleasing recognition of his public services by the address presented to him on leaving the colony temporarily in 1864. He was also instrumental in founding, with Messrs, Mort, Smart, Evans, and others, the School of Arts in 1850, of which he is a life member. From 1858 to 1864 he was closely

identified with yacht racing, and can claim the credit of reviving our Anniversary Day Regatta, now an established institution. He holds several handsome trophies won by his boats, *Annie Ogle*, - built by himself and named after a favourite daughter - *Lenan*, and *Leisure Hour*. With the first-named he won the Champion Yacht (sea) Race, gaining a trophy and 300 guineas. He won races with his boats in 1858 (four), 1859 (one), 1860 (one), and the silver trophies of his victories now make a brave show on the veteran's comfortable sideboard. Captain Rowntree was the first to run the ferry-boat - the *Sun* - between Mort's Dock and Manager's Wharf, in 1852-3. He has been a Justice of the Peace for about a quarter of a century, and Returning Officer for many years for his electorate, - an honour he has just resigned. He is still in the full vigour of health, and is an excellent specimen of that fine old school of merchant captains, which has given more than one representative figure to the commercial life of these colonies.

SPRING GARDEN WALKS

The Balmain Association is keen to showcase the variety and diversity of gardens in Balmain and is organising the Balmain Association Spring Garden Walks, 2008.



The gardens behind the fences of the unassuming terrace houses, the native gardens to attract native birds or the grand gardens complementing grand houses are part of the variety we will have on display.

On 20 September 2008 we plan to have our 3rd Spring Garden Walk. If you would like to offer your garden or could suggest a friend's garden which would be suitable please contact Di Garder Ph: 9810 3639, June Lunsmann Ph: 9810 6885 or Kathleen Hamey Ph: 9818 4954

Keep your eyes open for the notice of the Spring Garden times in September.

A TALE OF TWO DEVELOPMENTS

What the Dickens is it all about?

Recently two private industrial marine proposals have come before NSW State Government Authorities for assessment. Both are for Marine Industrial Developments in the White Bay/Rozelle Bay area.



Architect's impression of the approved Sydney City Marine facility. Note that Balmain has been obliterated.

One has been approved and the facility is being built and the other is currently in the later stages of assessment. As they are both for major developments on our harbour-front they are categorized as Major Projects under Part 3A of the Environmental Planning and Assessment Act 1979. Both close off the harbour foreshore from the public. Both will create noise, visual and air pollution to varying degrees. Both wish to operate 24/7.

One of the proposals is by Sydney Slipways, also known as Sydney City Marine, for a Marine Boat Repair facility on a site located adjacent to the Glebe Island bridge approaches and stretching to and under the Anzac Bridge. The Boat Repair Facility will be located on the part of the site on the foreshore side of James Craig Road and commercial buildings for lease will be built on the part of the site on the other side of James Craig Road. Car parking for workers, occupants of the commercial buildings and visitors will be provided. It is expected there will be 140 people employed on the site. There will be numerous truck movements through the area, utilizing James Craig Road as the access road to the site. Two fuel tanks accommodating 50,000 litres of diesel will be installed to service vessels and craft. Despite numerous objections to the facility, the proposal was approved, with some modifications, by the Planning Minister, Mr Sartor, in December 2006. The facility is expected to be operational in late 2008. Details of the development by Sydney Slipways and the approval process can be found under ref. 05_0187 of the Major Project Determinations 2006,

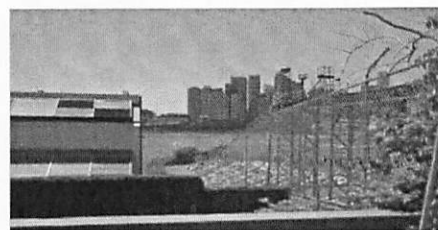
Director-General's Report, on the Planning NSW website: www.planning.nsw.gov.au

In a recent media release the developers of this facility praise their development as one that *'raises the bar for standards of environmental protection'* and give assurances re noise and air pollution controls. They say it is anticipated that within the next couple of years they will be able to extract the volatile organic compounds completely before any emission to the atmosphere. Sydney City Marine expects there will be ongoing concerns within the community and are prepared to present to community groups to address any issues. This facility will operate 24hrs per day 7 days a week. Local

residents will need to be vigilant and report any concerns to the Department of Environment and Climate Change (DECC, www.environment.nsw.gov.au) when they arise. The developer's website is: www.sydneycitymarine.com.au

The other proposal (not yet determined by the Minister) is by Baileys Marine of WA for a long-term Marine Refuelling, Boat maintenance and major Supply facility at Wharf 6 White Bay, a 'headland' entrance to the bays, adjacent to parkland, Cameron's Cove and a large number of people's homes. The site is currently used as a temporary storage area for cars. When the car delivery and storage operation moves to Port Kembla later this year this foreshore site, along with the other wharf areas of White Bay, will become vacant. Once established, Baileys is hoping to expand its facility along White Bay.

The Baileys' development proposal also includes commercial buildings for leasing. It proposes to incorporate fuel tanks storing 400,000 litres of fuel, including diesel and petrol. It seeks to operate 24hrs per day, 7 days a week, with refueling unsupervised at night. It will operate a travel-lift and extend pontoons out into the waterway with a roll-on roll-off ramp. Sullage pump-out is also proposed. The fuel for the tanks will be trucked in. The proponent admits to having no experience in the installation and operation of facilities other than refuelling.



Wharf 6 Adjacent to Residential Apartments

There have been nearly 800 objections to this proposal from residents and commercial operators, as well as concerns raised by the DECC (formerly DEC, formerly EPA) re the inability of the proponent to satisfy environmental requirements.

This proposal is being assessed for a site which is currently under review as part of the replanning of the Bays Precinct. The timing of this proposal is consequently in error. It has been recognized by the NSW State Government that the area has changed in recent years and a new plan is needed. It has become a fast-growing residential area in need of public amenity and solutions to the growing environmental and traffic problems. The determination of this development proposal will be made by Minister Sartor.

To view details of this proposal visit the Sydney Harbour Foreshore Authority website: www.shfa.nsw.gov.au, go to 'For Business', Development Applications, Baileys (in the left hand column).



Site of the proposed Baileys Marine facility looking towards residences in Camerons Cove.

We will endeavour to keep you informed on the 'progress' of both of these development proposals.

Christina Ritchie

The Dictionary of Sydney

The Dictionary of Sydney is a project producing a new kind of history of Sydney online. The project is gathering new scholarship, images, maps, sound and film, and combining them to produce a richly contextualised repository of material.

The first window into the Dictionary of Sydney's repository will be a website, to be launched later this year, but it will also be accessible through other technologies, including mobile delivery, print-on-demand and others yet to be developed.

What does it cover?

Geographically, the Dictionary of Sydney includes the whole Sydney basin from the earliest human habitation of this place to the present. Aboriginal traditions, technologies and stories will be an important part of the project.

The project will include all kinds of history – engineering history, social and cultural history, economic history and so on. We are also interested in historical contributions from neighbouring disciplines such as archaeology, sociology, literary studies, historical geography and cultural studies.

Where will it start?

We have commissioned entries on more than 650 Sydney suburbs. This should provide an authoritative starting point for local history studies for school students, as well as material of great interest to residents.

In 2007, the project started commissioning articles from leading historians and researchers on a range of themes, from culture, health and law, through to environment, science and transport and much else.

Writers were also commissioned to write on many of Sydney's ethnic groups. All these essays will also be enriched with multimedia and connections to related material of all kinds.

The first website will include this material, as well as short entries on a range of entities, such as people, organisations, buildings, structures, places, social groups and events.

What happens then?

Unlike a book, the Dictionary will grow and change. There will be regular updates and new exhibitions, tours and trails through the resources, inviting the collaboration of all of Sydney's historical institutions and organisations, as well as history enthusiasts and readers.

In due course, the project hopes to provide the capacity for readers to upload their own stories and images, and to help us build the Dictionary.

Who is writing for the Dictionary of Sydney?

Contributors include academics, professional historians, heritage specialists, local studies experts, genealogists, enthusiasts, students, volunteers and readers. We welcome input from local history groups, either contributions of new historical research, or suggestions for priority areas for us to tackle as the Dictionary grows.

Who pays for it?

Currently the Dictionary of Sydney is supported by an Australian Research Council grant and by the City of Sydney and the University of Sydney. We also have a philanthropic fundraising campaign just beginning. The Dictionary itself will be freely available online, with content that is covered by Creative Commons licensing.

Find out more

Visit our project website at www.dictionaryofsydney.org

Volunteer, suggest an entry, or just look around.

Emma Grahame, Editorial Coordinator

Vale Ann Ramsay

Ann Ramsay died suddenly at home at 18 Darling Street, Balmain East on 1st April, 2008, only a few minutes after speaking to her son Jarrid on the phone. It was a shock to her family and friends.

Ann Dunston was born at Waterloo on Christmas Day 1935 and was a skilled seamstress when she married David Ramsay in 1965. They moved to Balmain in the early 1970s when David joined the work force at Colgate Palmolive. Their two sons Paul and Jarrid are Balmain born. Ann supported the boys through pre school, Nicholson Street School, Balmain High where many long lasting friendships were formed working in the school canteens and the P&C.

Many members of the Association will recall David Ramsay, a great talker and local activist, who died 10 years ago. Ann and David supported many local issues, especially when local resident's action some 20 years ago saved Clontarf Cottage, Wallace Street, from demolition. Ann was a Clontarf Committee member until recently. Always ready to help the Association at street stalls, Back to Balmain Day. 'you only have to ask' Ann would say. Ann touched many lives in her capacities.

We extend our condolences to Paul & Heather, Jarrid & Aoife.

The funeral was held at Northern Suburbs Crematorium on Saturday 5th April and a wake at the Balmain Bowling Club.

Kathleen Hamey



Vale Norman Macleod

Norman & Jocelyne Macleod came to Balmain in 1965 and were involved in the Balmain Association in the very early years. They attended the second meeting of the Balmain Association in the Balmain Town Hall and remembered some of the serious topics for discussion were the playing of "Greensleeves" by the ice cream van, and that the seats in the parks were painted in gaudy rainbow colours! Both were actively involved with the Balmain Association, spending many hours at the Watch House and taking positions on the management Committee.

Norman will be best remembered in Balmain for his many years as the

Scoutmaster for 1st Balmain Scouts. He became involved in 1977 when his son, Rory, joined the cubs and remained until 1988 when, due to his age, he had to retire. There are many young men in Balmain now who will remember Norman very fondly.

Norman, who was descended from Dame Flora Macleod's branch of the Macleod clan, was the Laird of Macleod (Australia) during one of Dame Flora's visits to Sydney. I'm sure many of us remember the fun at the Macleod Balls!

Norman was co-founder of Penn Overland Tours, which pioneered a 10,000mile (54 days) bus trip from England across the Middle East to India. Norman was the courier/driver on the bus. Jocelyne & Norman met whilst travelling to England on the bus and subsequently married in 1963 and travelled overland three more times before emigrating to Australia and buying their house in Ballast Point Road.

On retirement Norman wanted to try his hand at farming and he and Jocelyne moved to Braidwood where they ran Angus cattle on a very attractive property for 16 years.

Norman was a true gentleman, a sportsman, - playing cricket well into his 50s and enjoying a regular game of golf until near the end - and a very dear friend. He had a wonderful sense of humour and was a great storyteller.

He is survived by Jocelyne, Rory and Catrina and his grandchildren, Joshua, Trent and Emily.

Diana Garder

What's on at the Watch House

For further information see <http://balmainassociation.org.au>

JUNE

Saturday 31 May, Sunday 1 June, 10am to 4.30pm.

Opening Friday 30 May from 6pm to 8.30pm. All welcome
"Etching to Go!"

This exciting exhibition by more than 20 graduating and postgraduate printmaking students from the Sydney Gallery School, Meadowbank TAFE, will feature far more than just etchings. Screenprints, woodcuts, collagraphs, linocuts and innovative combinations of printing methods will be exhibited.

Saturday 14 and Sunday 15, 11am to 5pm

Opening Friday night 13th June at 6 pm all welcome.

"Whimsical World" Maggie Ikin

Lots of little animals, birds, people painted in lyrical mode, in colours to make you feel happy.

Saturday 21, 11am to 4pm and Sunday 22, 12pm to 4pm

"Not X nor Y" Aaron Fuller

Sometime in the 1970's, the children of the baby boomers grew up. They grew up fast in a vastly changing world that a generation black hole opened up between the ageing Gen X's to the new Gen Y's. "Not X nor Y" is an exhibition from a range of friends, lovers and strangers who are caught in between. Their art is diverse, honest and timeless.

Saturday 28, Sunday 29

No exhibition

JULY

Saturday 5 and Sunday 6, 10am to 4pm,

Friday night opening, 6pm till 8.30 pm. All welcome.

TYPOGRAPHIES

Four award-winning printmakers reunite in Sydney at the historic Watch House Gallery to reflect on contemporary realities of Australian lives and places. Rich textural and graphic works will be on display reflecting the artists divergent obsessions with mapping, text and the environment. Glenda Orr, Gwen Tasker, Elizabeth Hunter and Carolyn Craig have all received awards for printmaking and their works are held in various private and gallery collections.

Saturday 12, and Sunday 13, 10am to 4pm

"Quarters"

Four artists, Pat Crawford, Yvonne Liechti, Barbara O'Ryan and Carla Wettstein have prepared a selection of colourful paintings. Artwork includes realism and abstract, oils on canvas and prints to appeal to all tastes."

Saturday 19 and Sunday 20

No exhibition

Saturday 26 and Sunday 27

Margaret Rogers

AUGUST

Saturday 2 and Sunday 3

10am to 6pm

Opening with champagne Friday 6 to 8.30 pm All welcome

"Beautiful Soles"

Watercolour and mixed media using vintage glass and hand-sewn embellishments by **Lindy Walker**.

"Realms of the Fantastical"

Holly Bartter: limited edition prints of original Ink Illustrations.

Saturday 9 and Sunday 10

Works by hART stART Studio

Saturday 16 and Sunday 17, 10am to 6pm

Opening Friday 15 6pm to 8pm sharp. All welcome.

Nicholas Beckett

Pilgrims Progressive Rock, Paintings of oil and acrylic, about travel, strange landscapes and foolishness. Also, art books and other ephemera, based on previous artworks, plus new releases.

Abby Wang

Paintings using Chinese characters and Australian motifs, exploring the theme of here Chinese background and her adaptation to Australian

culture, its' similarities and differences, and sculptures on body parts in different forms.

Jan Blake

Assemblage using her vast collection of stuff, from years of collecting and fossicking.

Saturday 23 and Sunday 24, 10am to 4.30pm

Opening Friday - 6pm to 8.30pm. All welcome.

"Balmain Boogie Woogie"

Local artists Adriana Cirkovic, Eleanor Er and Bronwyn Austen want their viewers to feel the excitement of living in the inner-west. Finding inspiration in the architectural, geographic and social fabric of Balmain, their artworks provide a diverse and rich view of one of Sydney's historic harbourside suburbs. Visitors to the exhibition will have an opportunity to win a collaborative painting recreated by the artists of Mondrian's famous 'Broadway Boogie Woogie'. This exhibition will lay open the rhythm and soul of Balmain - an exhibition not to be missed."

Saturday 30 and Sunday 31, 10am till 4 pm

Friday from midday with official opening 6.30pm till 9pm. All welcome.

Recent works by Hunters Hill art group

A fabulous collection of works that includes a variety of mediums.

History Week: 6 – 13 September 2008

History Week is an initiative of the History Council of NSW and the theme for this year is *The Water's Edge*.

Members of the Association are invited to submit a photo, digital or otherwise, on this theme to be included in an exhibition at the Watch House.

Photos from our archives and guided tours of the Balmain foreshore will be featured.

Contact June 9810 6885 and Kathleen 9810 4954.

Guided Walk

This Balmain Association guided walk will be the 'Gladstone Park Area Walk' which is classified as an 'Easy Walk'. The walk will be on Saturday 5th July from 10.00am to 12 noon. The cost is \$10.00 per person.

The meeting place is the entrance to Gladstone Park at the corner of Darling and Eaton Streets, just opposite the Balmain Markets at St Andrews Church in Darling Street. Bookings (essential) & information: George 9810 2239



Corner of Darling & Booth Street 1890

The Balmain Association Inc Representing Balmain, Birchgrove and Rozelle

Our aims are to:

Improve the living, working and recreational amenities of our area; maintain all features having natural, architectural and or historical value of the area and keep a permanent collection of historical interest; seek the cooperation of everyone concerned in the realization of the above.

The Balmain Association meets on the first Wednesday of each month at 5:00pm in the Watch House, 179 Darling Street Balmain. The Watch House is open every Saturday from 12:00 – 3:00pm.

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Our Web site:

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