"THERE WAS A SHIP’, QUOTH HE."

No other ancient mariner’s tale could have held our attention more firmly than Commander Forsythe’s account of the exhibits in the Museum at the Sydney Training Depot (Australian Sea Cadet Corps) at Snapper Island. The Museum was established “for the purpose of keeping the history of the R.A.N. before the eyes of the Cadets who pass through the Establishment,” which is itself “a living memorial” to the first H.M.A.S. Sydney, the victor over the Emden and probably the most famous Australian warship of the first World War.

The Museum holds a fascinating display of ship models, pictures, badges, flags, and naval relics of every description—no questions should be asked about their provenance. There could be no better guide to it than Commander Forsythe, whose connection with the Navy, in one capacity or another, began in 1908 and did not end till 1972—a record which must be unique in modern times. In fact, it has not ended yet, and one feels that the Museum is and will be his personal memorial.

The interest and entertainment which Snapper Island provided made up for the infernal weather conditions in which we had set out on the morning of Sunday, 9 February. Despite those conditions, we had a full bus—even two last-minute vacancies were filled at ten minutes notice. Notwithstanding some navigational difficulties we reached Elliott Street wharf at Balmain dead on time, and embarked on a 500-yard voyage over glassy seas to the stone frigate. By the time we left the southerly had arrived, and the return voyage was made over waters littered with capsized sailing craft.

The bus returned via Johnston Street, Annandale—recommended as a place to study both the magnificent and the grotesque in Victorian architecture—and the old Camperdown Cemetery, where the cooler weather gave us the energy to track down such historic graves as those of Sir Thomas Mitchell, the victims of the Dunbar disaster, Lieut. John Putland (Bligh’s son-in-law, who died in 1808), and William Miles who “derived his parentage from Royalty” (even Royalty apparently found the colonies useful for disposing of embarrassing relations). Altogether, it was a propitious beginning for our 1975 excursions.

A “CLASSIFIED LANDSCAPE”:

The scenically diverse entrances to Sydney Harbour, Botany Bay and Broken Bay are among the first landscapes in New South Wales to be given Classified listing by the National Trust . . .

Other landscapes to be given Classified listing are Lord Howe Island, the Illawarra Escarpment, and an area of natural beauty near Brooklyn on the lower Hawkesbury River.

Illawarra Escarpment is important to the drama of the Wollongong-Port Kembla landscape and the South Coast as viewed from the Princes Highway and Bald Hill. The listed area extends from Stanwell Park to Macquarie Pass, comprising the eastern extremity of Illawarra Range, the plateau edge, escarpment and upper foothill slopes.

The combined effect of a narrow coastal plain, rugged escarpment, rich forest and pasture land gives a most unusual landscape of considerable grandeur which exceeds any other coastal plain and mountain landscape on the New South Wales coast.