



Figure 5: Eastern side – before sea wall constructed along foreshore of Farm Cove ~1870



Figure 6: Foreshore of Farm Cove after construction of sea wall ~1875



Figure 7: View of quarries on Bennelong Point ~1860

Fort Macquarie was in two parts, with a large archway 'culvert' where sea had separated the original island from the promontory (see Figure 8).

The location of this archway is shown on Figure 9, relative to the present day Opera House.



Figure 8: Archway beneath Fort Macquarie at about location where water separated a small island from the main promontory

As trade increased in the latter half of the 19th century, long shore wool, mail and passenger terminals were needed to cater for maritime industry. The ferry terminal was moved to accommodate the newly established P&O wharf along the western edge of Bennelong Point. The ferry terminal was moved to the north eastern side where it remained until the opening of the harbour bridge saw its demise.

The P&O terminal spelt out the end of Fort Macquarie. The need for vehicular access to unload ships quickly overrode militaristic need. The Fort's western side was removed wholly leaving only the seaward eastern facing wall. More strategic points were held further down the harbour.



Figure 9: Fort Macquarie layout overlain on Opera House

In 1901 the Fort was demolished for a huge tram shed facility (see Figure 10). The full extent of this structure is shown in Figures 11a and 11b; the remaining part of Fort Macquarie had become a park. No more removal of sandstone from the Tarpeian Way was undertaken during this phase of construction.



Figure 10: Macquarie Fort demolished for construction of the P&O Terminal