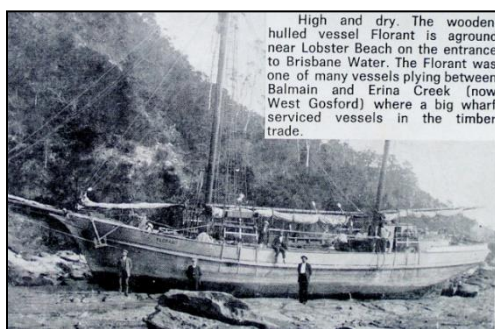
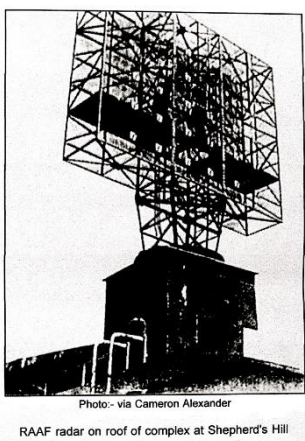


**BOUDDI HISTORY PROJECT 2007 – 2010**  
**VOLUME 2 BOUDDI STORIES – GROWTH**  
**Robyn Warburton (Ed.)**



\*



# FOREWORD

Volume 2 of the Bouddi Stories sits between the earliest remembrances of European settlement on this peninsula in Volume 1 and the more recent records found in Volume 3.

As a community project which has now extended over more than a decade in various media and with different authors and editors, the Stories capture varied aspects of more than 2 centuries of post-colonial settlement. Following millenia of stewardship by the Guringai people, the continuing transition to an urbanised society reflects the unique values of a low-density urban community, surrounded entirely by land rich in environmental, aesthetic and marine qualities. This volume's Stories demonstrate that, like peeling an onion, if you delight at discovery of one layer there are always more to follow.

This volume acknowledges the "girt by sea" nature of the peninsula from the time when water transport was all that existed for all humans, despite the perils of the infamous entry into Brisbane Water. Even with the peninsula's relative isolation, once Europeans settled at Port Jackson local resources were in demand both locally and in Sydney, leading to housing, recreational and educational facilities to serve the increasingly permanent population of the 20<sup>th</sup> century.

However, isolation also created interdependence. Building materials arrived by boat, with people like Turo providing casual labour, nurturing friendships among visitors and permanents, with informal oversight of wandering children who were able to play safely around the bush and foreshores. Although there were many small shops, a butcher's, bakery and other urban facilities, the free or subsistence exchange of "excess" goods was common, including fish, oysters, weekenders' leftover food, dairy products, vegetables, fruit and honey. As a happy place for families, house construction became more substantial through the 20<sup>th</sup> century, then the school was built with the P&C organising the estuary pool and change sheds (all now heritage listed). On the ocean side, dunes and surf later attracted beachgoers, fishers and swimmers, followed inevitably by their weekenders and surf club. When war came to Australia, local people contributed in many different capacities, locally, nationally and internationally. Many are remembered at various sites on the Peninsula.

Nevertheless, the easy-going tenor changed permanently over time. First, sail was steadily replaced by steam for local and ocean-going boats during the mid-1800s. Second, land transport was eased with opening of the Brooklyn rail bridge across the Hawkesbury River in 1889, providing popular public transport. Due to topography, it took over 50 years for other meagre transport to improve (including replacement of George Peat's ferry at Kangaroo Point/Mooney Mooney and routes cross-country eastwards from the Great North Road to Gosford) through opening of the Pacific Highway (road) bridge in 1945 for private vehicles. In 1973, the F3 tollway (now M1 freeway) was completed to the north side of the Hawkesbury (only), with The Rip Bridge across Brisbane Water following soon after (1972-74). Only then did the use of ferries from wharves including Brooklyn, Woy Woy and elsewhere diminish. Yet the Bouddi Peninsula still retains only two road entries, both fringed with the thick bush of what is now Bouddi National Park. Geographical isolation is now tempered heavily by accessibility and Sydney's burgeoning population, proximity and wealth.

Through all its stories, Volume 2 demonstrates how a sense of community grew from the earliest days of interdependence in the late 1700s and very early 1800s through until the mid-20<sup>th</sup> century, at least. That quiet social strength has been valued by many who have holidayed and lived here, in a simple fashion, including the authors of this volume. Mutual contributions nurture "community". Through the Stories, lessons from history can help us consciously shape a society for the next few hundred years in this special, natural place where we are simply short-term custodians: the Bouddi Peninsula.

Helen Monks 2022

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# BRISBANE WATER SHIPPING AND SHIPWRECKS – MOSTLY 1800s

## Helen Monks

*In this chapter, Helen Monks provides us with a broader perspective than other chapters, so that we can see Bouddi Peninsula as part of a larger region with events and stories that encompass the interlinked waterways and the ocean; these are so vital to understanding Bouddi Peninsula. It should be read in conjunction with other stories in this e-book including her Lobster Beach story in Volume 3 and with the references listed below. Note that some of this material refers to the writings of Charles Swancott, who drew heavily on oral history and provided little documentation for his writing. (David Dufty Ed.)*

As it appears that the Bouddi Peninsula was in pre-European times an area whose resources were shared between Guringai people from south of the (Hawkesbury) river and the Darkinjung people from the (Somersby) plateau and nearby areas, the peninsula is very likely to have been accessed by indigenous people in craft such as canoes.

Stephen Jones (*Bouddi History Project*, 2008) asserts that Captain Phillip, the British colony's first Governor, anchored off Lobster Beach during an early exploration of Broken Bay, by boat from Sydney Harbour. In a letter to Lord Sydney of 5 May 1788, Captain Phillip wrote: *After passing a bar that had only water for small vessels, entered a very extensive branch from which the ebb tide came out so strong that the boats could not row against it in the stream; and here was deep water. It appeared to end in several small branches and in a large lagoon that we could not examine for want of time to search for a channel for the boats among the sand and mud.* (As quoted in Pratt 1978, p 6.)

Phillip's description of fast-flowing water is echoed in the term *Kourong Gourong* which was an indigenous name for Pretty Beach and is now the name of the point at the former San Toy Estate (the Bulkara Road foreshore area north-west of Wagstaffe). *Kourong Gourong* (sometimes spelt *Kourung Gourung* or other variations) means 'fast running sea' in an Aboriginal language.

For the best part of a century after that initial British exploration, the water was the most important means of accessing the resources of the Brisbane Water shores and hinterland, as Sydney's colonists sought building materials, food and arable land. Smuggling (of rum, for example) to avoid the taxes imposed at Sydney Cove also relied on water transport. Prior to completion of the Woy Woy railway tunnel in 1886 and the formal opening of the Hawkesbury River railway bridge in May 1889, land access to Brisbane Water area was still along intimidating bridle tracks over very rugged country.

For nearly 30 years after Governor Phillip's arrival to establish the convict colony, a prohibition applied to the building of private vessels, because of a justified fear that convicts (and members of the New South Wales Corps) would try to escape. The only private boats that could be built had a maximum keel length of 20 ft.



ISSUED BY THE GOVERNMENT TOURIST BUREAU, Phillip and Bridge Streets, Sydney.



Map of Brisbane Water, County Northumberland, 1901. Source: Gosford City Library.

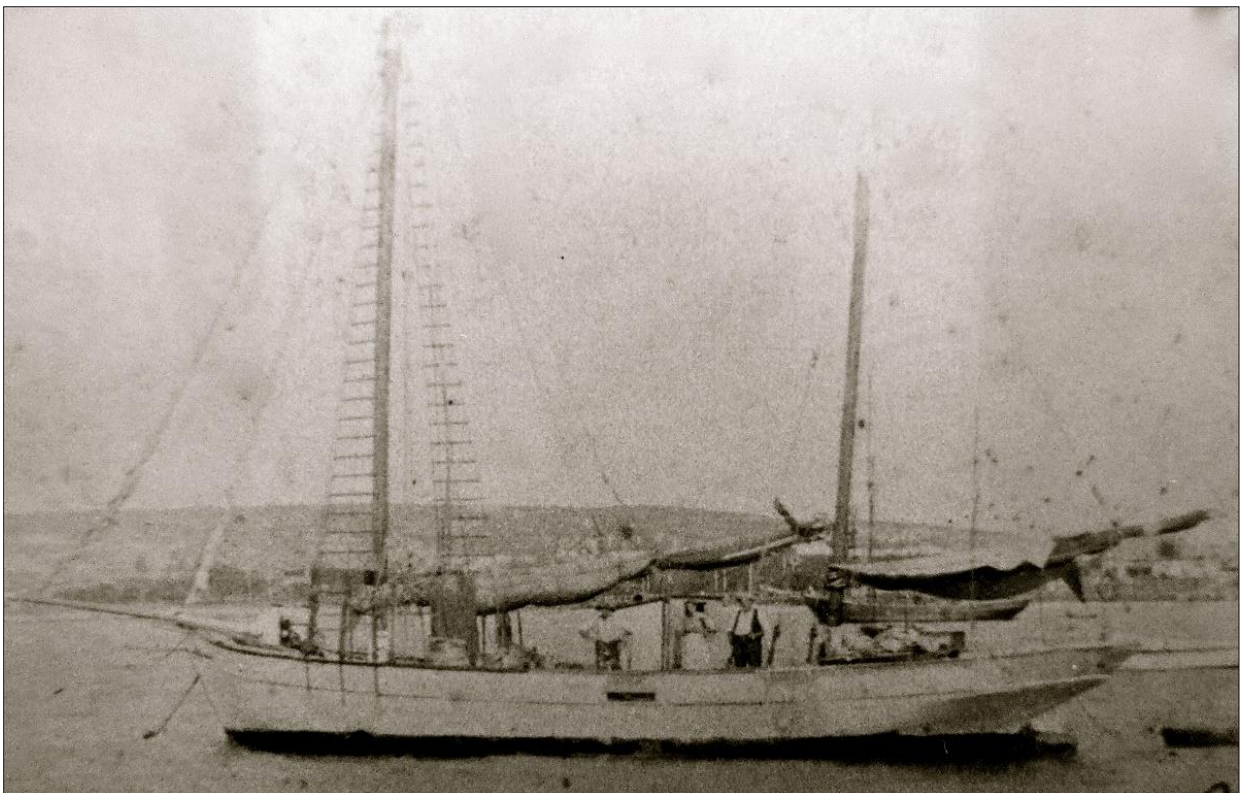


A typical private boat, permitted for fishing, would be a dinghy with a keel of about 14 ft. Six of the 7 small government boats used for local trade ranged in size from 15 to 60 tons, with only the brig *Elizabeth Henrietta* weighing 150 tons.

The restriction on private boats hampered development of the colony, as the grain that was soon being grown along the Hawkesbury, the coal discovered at Newcastle, cedar north and south along the coast, and the fur seals discovered in 1797 on the Bass Strait islands, could not feasibly be transported to Sydney in small boats.

After 1804, the number of private vessels began to rise steeply, as the colony started to grow around the east coast and as international trade began to flow, with the lack of interest by the East India Company in maintaining its monopoly over the colony. Between 1800 and 1821 only 120 vessels were registered with most built in the colony.

From the earliest days of the colony until the 1870s, trade goods from Brisbane Water typically included shells to be burnt for lime mortar. The earliest boats carried already-burnt shells, which had been gathered and processed around the foreshores. However, the carriage of lime was very dangerous as any water which reached the lime would ignite the cargo and destroy the boat. As another example of traded goods, in 1844 James Settred (father of Alf) was Captain of the *Endeavour* (built on the Hawkesbury River in 1836, a cutter of 10 tons), arriving in Sydney from Brisbane Water with 25,000 shingles and 2,000 feet of sawn timber on board.



The Maggie Riley

William Riley, who settled in Riley's Bay in the 1870s had this ship, the *Maggie Riley*, built at Riley's Island. He sailed regularly to Sydney from Brisbane Water, carrying seashells.

It was known colloquially as *The Shell Queen*. It carried building materials from Sydney and stone ballast which was dropped at the head of the Kincumber, Narara and Erina Creeks and at Point Frederick. Photo and information courtesy of William's grandson, Quentin Riley.

During the 1800s, wharves were ubiquitous, and many have been replaced on the same site: Merrett's Wharf (western Empire Bay), Rock Davis's wharf at Blackwall, Palmer's Wharf (eastern Empire Bay, 843 feet long), Yow Yow wharf and others at Davistown, Ettalong, Brick Wharf Road, Woy Woy (built for the importation of materials required for the Woy Woy Railway Tunnel construction), Green Point, Wagstaffe, Pretty Beach, Hardys Bay and at many of the numerous shipyards. The entry to Brisbane Water between Little Box Head and Half Tide Rocks, along with many stretches upstream, are significantly sheltered from some wind directions, which added to the difficulties for sailing craft caused by strong tidal or storm-water currents. When the wind died, sailing boats were at the mercy of currents. At least one shipwreck is reported below in such conditions. Andrews (*pers. comm.*) and others suggest that, on the basis of their geological structure and shape, at least some of the underwater rocks at Half Tide Rocks have been placed there, with a view to forcing the water flow into a narrower but deeper channel around its western end and/or to deter Japanese watercraft from entry into Brisbane Water during World War II.

Terrigal Haven (originally 'Tarrygal' or 'Tarragal') was the only potential shelter for boats at sea between the Hawkesbury River and Cabbage Tree Bay (Norah Head), the latter being equally exposed to the east, north and west and also of small size for ocean-going boats. The Hawkesbury itself, especially the downstream inlets of Pittwater, Flint and Steel Point areas and even Patonga, were regular emergency havens for ocean-going ships in the 1800s, although wrecks still occurred during severe conditions or due to human error.

James Mallen arrived as a convict in the colony in 1817 and was occupying land at Hardys Bay by 1824. Robert 'Harry' Hardy purchased Mallen's land in 1865 from Daniel Joyce who had had a brief relationship with the area. In 1879 Hardy married the former Mrs Edwards whose first husband had drowned. The bay now bears their name. They grew grapes which were all made into wine. Residents and boarding house guests from Murrays Retreat Boarding House at Booker Bay would row over for a picnic. The picnicking with this local wine continued until about 1908.

Hardys had a wharf of about 200 feet in front of their property, with decking made from broken packing cases left by steamers on local wharves. Every Sunday afternoon they would row to Booker Bay to visit Mr and Mrs Bogan, where they stayed for tea.

Among other early settlers close to the entrance to Brisbane Water, William Ward who arrived in the colony in 1817 was working land at Killcare Extension in 1825. In 1836 he was granted 150 acres. By 1825, Ward was running shingles to Sydney in an open boat, gradually building up a large timber business. Eventually, he averaged one trip a week to Sydney, supplying timber for Circular Quay and Pyrmont Bridge.

At 'Ward's Bay', he built a stone house just behind the beach, and later built a larger house on level ground about 50 yards behind the first.

His wife, Catherine, came to the area in 1836, and they lived together at Ward's Bay until about 1854, when they moved to land near the mouth of Kincumber Creek. During that period, Ward owned several vessels, including the cutter *Traveller's Bride* (built in 1840) and he employed 30 pairs of sawyers.

Employed by Ward, Alf Settree became master of the new cutter when he was only 20, carrying on that and other vessels, shells, shingles and laths to Sydney.

Behind Ward's grant, a number of convicts settled on small holdings, cultivating bees. When they saw a vessel at sea, they would take their honey down to Ward's beach and row it in whaleboats out through the estuary to sell it to the seamen.

Further upstream, pioneering timber-getters and others were establishing camps wherever there were tradable resources. Subsistence living predominated. Consider the following descriptive story from the 1830s about Alf Settree, who lived at Woy Woy Bay with the Reece family. As a boy, Alf would swim from the point of the bay across to where Woy Woy Station now stands. He would then cross the channel in a 'native canoe' to Shell (Riley's) Island, then to Bedlam where he would feast on fish and opossum with the Aboriginal boys.

The largest Aboriginal 'settlement' around Brisbane Water then was at Bedlam (aka Yow Yow), which was located at the south-western point of Davistown (today's Mirreen Avenue and Lintern Street, formerly Bedlam Street). As an adult, Settree sailed a ketch he had built in 1869, *Day Dawn*, between Davistown and Sydney with cargoes of timber, cockle and oyster shells for lime burning, 'kangaroo' grass for fodder for garrison horses, and other produce.

When William Pickett took up 60 acres at Kincumber in 1830, supplies would arrive once a month by boat from Sydney. Mr Pickett had a ketch. Equally the family's excess produce was sold, including corn, bananas and vegetables. In the late 1880s, a son, Paul, who was a fine sportsman, rowed a priest from South Kincumber to Pittwater, so the priest could get to Manly by 9.30am in time for Mass.

Several kilometres south at Pretty Beach, William Spears purchased a land grant in 1835 of 50 acres for £12/10/-. He also was granted an additional adjoining 60 acres, behind Pretty Beach, calling this part *Somerset Place*. Spears and his wife Sarah sold the 50 acre portion the following year. The main subdivision to suburban lots was undertaken following the sale of *Somerset Place* in 1910.

On 26 June 1838, Spears received a licence for 12 months to conduct an inn to be called *The Crooked Billet*. The name may have come from a centuries-old licensed house at the mouth of the River Thames. The Pretty Beach inn occupied a shanty just west of the corner of Pretty Beach Road and Oroo Road, opposite Pretty Beach Wharf.

Being the first inn as boats entered Brisbane Water, and the last one heading downstream, trade grew quickly. Sailing ship crews used the excuse of a head wind if sailing north or waiting for the ebb tide if sailing south so they could pass Half Tide Rocks, in order to stop at the inn. By 1845, Spears also owned a cutter, *Currency Lad*, built in 1841 at Brisbane Water (13 tons, 33.3 x 12.2 x 6.0 ft) and lost by 1858.

Later the Inn was kept by James Brown, who owned land adjacent to Spears' *Somerset Place*. The Inn closed in the 1880s, probably due to the trend away from sailing to steam ships through the middle of the century, combined with the operation of the new railway through Woy Woy. The (2009) owner of a shopfront near the site of the inn calls his property, *The Sign of the Crooked Billet*.



School-teacher William Davis, his wife Sarah and their family, Irish immigrants, arrived at Brisbane Water in 1839. They contributed significantly to shipbuilding over several generations, resulting in the naming of the suburb, Davistown, for the area in which some of their boatyards operated.

The original European owner of St Huberts Island was Father Cornelius D. Coghlan (or Coughlan), who ran the Catholic Parish of Kincumber South between January 30, 1843 and 1847. On the island, he grew bananas. He would row from his home to his various congregations for services.

Closer to the entrance to Brisbane Water, Patrick Mulhall settled at Wagstaffe in the late 1820s. He was promised the land in 1821 by Governor Macquarie which was officially granted to him in 1841. Two of his five sons and one stepson included George and Thomas Mulhall. A child, named Thomas George Mulhall was baptized in 1841 by Father Murphy. In 1841, the Census records four males and four females living at 'Gurran Gurran'. In 1852, Patrick's house stood just above the site of Wagstaffe Store, built of whitewashed split logs. Another house was built on the site of the current community hall, on the diagonally opposite corner of Mulhall Street and Wagstaffe Avenue. The Mulhalls owned the 50 acres until 1886, selling to Francis Gerard.

In the 1870s, the Windbound Hotel was established at Mulhall's (Wagstaffe). It was later rebuilt and named Manly House and appears to have competed successfully with *The Crooked Billet*. (Note that different sources conflict over the location of Christine and George Wagstaffe's home, where Windbound Hotel/Manly House was located, and the location of Patrick Mulhall's 1852 house.)

From 1890, the Wagstaffe Point area was owned by George Wagstaffe (with his wife Christina). (The suburb has seen variations on the name and spelling, but an official determination in the 1960s, decreed it be Wagstaff and it was not until the late 1990s that descendants of George Wagstaffe requested the 'e' be reinstated and the people of the community supported this move. The spelling 'Wagstaffe' is now widely accepted.) George Wagstaffe had had a varied career including time on- and off-shore in the shipping industry.

Obtaining his master's ticket for coast trade ships in 1901 while living on the farm, he ran a steamer carrying produce from the Hawkesbury River and Brisbane Water to Sydney. Swancott (1961, p. 145) relates that Wagstaffe grew 'wonderful watermelons' no doubt taking advantage of the passing boat trade for his sales.

Following the departure of the Wagstaffe family, the land was subdivided and sold in 1906, initially to Frederic Wheeler, Edward Dawson and Charles Albert Austen who subdivided and then sold some blocks to Thomas W. Simpson. Following a problem with Murphy's ferry service (recounted below), Simpson started his own launch service to ferry prospective buyers to the land. He also built a boarding house, *Manly House*, on the waterfront site of the Wagstaffe family's former home.

As part of the 1906 subdivision, lots without a direct water-frontage were provided with a small waterfront allotment 'for Wharf and Boating facilities' (Pratt 1978?, p. 52), as access to the peninsula remained principally by water. These small lots have subsequently been used for waterfront housing, and they are particularly visible now in Wagstaffe Avenue, just north of the village square.

When Wagstaffe Point was subdivided in 1906, Mr Simpson bought Wagstaffe House and other land in the immediate area, moving there from Sorrento (Empire Bay). He rebuilt and renamed the house, *Ocean House*, operating it as a boarding house.

A major change occurred on Brisbane Water during the mid-1800s: steam-powered ships came to dominate over sailing boats, with some boats reflecting the transition by having both forms of power.

Following the 1831 arrival of the first steamship in Australia and the launch of the first Australian-built steamship in the same year, steam increasingly replaced sail, with some ships configured as ocean-going paddle-wheelers eg SS Maitland (wrecked 1898), while most were stern-driven boats with propellers ('screws').

Nevertheless, with shortcomings in the iron industry of the young colony, the risk of explosions on board, and the weight and volume of coal for boilers, some boats, built as steamers to carry freight, were converted back to sail (Andrews, *pers. comm.*, 15 June 2009).

The method of propulsion and configuration of the boats affected their manoeuvrability and their handling during heavy seas or during storms with high winds. Steam propulsion released boats from their reliance on favourable winds and tides. After building about twenty sailing ships at Davistown and Blackwall, Rock Davis launched his first steamship in 1867, a 35-ton paddle wheeler *Perseverance*. Thereafter, screw steamships predominated in his production, although four more paddle steamships were built up to 1878, all serving as ferries on Sydney Harbour.

In 1887, an orphanage was established by Cardinal Moran at South Kincumber. Supplies were ferried in from Woy Woy or Merretts Wharf (west Empire Bay). Bricks were brought from Sydney to Brisbane Water by the ketches *Maggie Riley* and *Day Dawn*, off-loaded at Brick Wharf (Woy Woy), then loaded into large punts for the final stage to Humphreys Road (South Kincumber). These two ships carried shells to Sydney for many years.

Inbound food supplies would come up the estuary from Sydney by steamer, with a transfer at Merretts Wharf. Every three weeks, ten bags of flour would arrive, although if the tide prevented the steamer from crossing the sandbar at the Brisbane Water entrance, the orphanage boys would have to wait at Merretts Wharf well into the night. At night the boys would navigate by the shape of the hills. Every six weeks, fifteen sheep would undertake the same trip as the flour, for slaughter upon arrival at South Kincumber. Occasionally, the sheep would be unloaded at Green Point; then a man would have to ride a horse there, accompanied by two boys and a dog who would round up the sheep all the way home. Nuns arriving by train would be rowed over from Woy Woy. There were also occasional trips by boat to collect fruit from all around Brisbane Water from private orchards. Gardens were established, with excess peas and beans being taken by a large or small rowing boat to Woy Woy Wharf for the short transfer to the station and thence to the markets by the newly opened rail line.

In 1904, Mr Simpson owned *Invermay* boarding house on 75 acres up from Palmers Wharf, Empire Bay (then known as Sorrento). He would row his guests over from Woy Woy Station, although the Humphreys Road orphanage soon began a passenger service with the *Maris Stella*. The *Maris Stella* was built at Berrys Bay (Sydney Harbour) and could carry twenty-five people. The orphanage's boat would transfer Sorrento's passengers to or from waiting rowboats in Cockle Bay's channel between Empire Bay and Davistown/South Kincumber). Within six months, an order was put in for a bigger boat. The *San Jose* carried sixty people along with freight to and from Woy Woy. Later the *Rob Roy* (renamed *Killarney*) and *Stella Maris* were also purchased.

A ketch named *Rob Roy* had been built by Rock Davis in 1894. However, Dundon records that the ketch was owned by Rock Davis when it left Sydney on September 24, 1894, for Camden Haven in ballast and may have foundered off Seal Rocks in heavy seas, with the loss of four lives.

The Davis shipyard did not build another boat of the same name in the following years, so Simpson's purchase may have been of a different boat (presumably a steamer rather than a sailing ketch, since it was bought for estuary work with passengers).

On one occasion, two of Simpson's day guests had been left behind by Jack Murphy, who ran a ferry service from Woy Woy. Mr Simpson rowed them from Wagstaffe to Daleys Point, against an ebb tide which prevented him from rowing upstream through the Rip. The guests then had to walk a couple of kilometres around the eastern shore to Sorrento. Jack Murphy lost Simpson's contract as a result.

Simpson also bought the *Bonita* from Billy Strachan to ferry his boarding house guests and other visitors. The boat was painted red, with a sign: *Simpson's Red Ferry to the Bar*. Soon he had a twin-screw boat built at North Sydney which could carry 100 people.

The size may have been over-kill, as Simpson eventually sold his land and boarding house for a good profit, and later moved to South Africa.

Even greater in its impact than the coming of steam ships was the building of a rail line to connect Sydney with Newcastle, via Woy Woy and Gosford. Opening of the railway had a major impact on the regions, following completion of the Hawkesbury River Bridge in March 1889 and its official opening in May 1, 1889. The 'spare set' of pylons for the railway bridge east of the current bridge are the 1889 structures. These replaced an earlier set which were quickly abandoned because they had not been sunk deeply enough onto a firm base in the riverbed.

Woy Woy became increasingly established as a village during the years of construction of the Woy Woy/Wondabyne railway tunnel, which required the importation by boat to Brick Wharf of labour and massive amounts of building materials. The tunnel was completed in 1886, three years before the first regular train services across the Hawkesbury. During that period, southbound train passengers disembarked at Wondabyne for the river crossing on the stern wheel paddle steamer *General Gordon*\*, to Long Island, Brooklyn or Kangaroo Point (according to different accounts). The boat, built in 1886 by Thomas Davis, had a shallow draft of 5.4 ft. suitable for the estuary, yet could carry all the passengers of one train on its two levels.

Despite George Peat's punt service between Kangaroo Point and Mooney Mooney (with a little-used track northwards) from about 1840 until it was overtaken by the rail link, it took until 1930 for two ferries to be commissioned for the same crossing with an improved road later being built by the Main Roads Board north and south. These were replaced by the first road bridge across the Hawkesbury on May 5, 1945.

As a result of this sequence of changes in the Hawkesbury River crossings, Brisbane Water traders moved their transport preference away from the sea route to Sydney. By 1900, produce from the Kincumber and Avoca areas was taken by boats from Kincumber to Woy Woy for transport by train.

In 1921, the Kincumber Growers' Co-operative Company Ltd. was formed with its own produce launch being built by 1924 for transport of local goods several times a day to Woy Woy, with other boats taking passengers and mail along the same route.

With better roads (including Scenic Highway and Avoca Drive on their current alignments, generally), produce and other items were increasingly carried by trucks to Gosford so that by 1939 no produce boats were operating.

To facilitate navigation, dredging occurred in a number of locations around Brisbane Water. Prior to and during the early 1900s (reading between the lines of Swancott), no channels existed between Riley's and St Hubert's Islands, nor between Yow Yow and Veteran Hall (now Lintern Channel), nor from Brick Wharf to Woy Woy Wharf (south of Pelican Island). These areas were simply mud flats, particularly at low tide. Woy Woy Station was only approachable at high or nearly high tide by rowing boat.

Some evidence of the 19<sup>th</sup> century coastal trade remains in piles of ballast, often in the form of worked sandstone rocks, dumped at a destination prior to loading with produce (typically) for Sydney. Local places where ballast can still be found include Empire Bay, Point Frederick, Woy Woy Channel and Cabbage Tree Bay (Norah Head).

Early boat owners adapted the style, size and propulsion of their craft to the estuary, and developed seamanship skills in order to maintain safety for their passengers, crew and freight. The Brisbane Water steamship trade declined through to the early 1930s, although a variety of watercraft continues to use this beautiful, if constrained, estuary.

### **Brisbane Water Boatbuilding**

Brisbane Water's foreshores were an important ship-building area for the new colony from about 1800 to the 1880s, (ships continued to be built until the 1950s) with the slopes around it and along the coast providing suitable hardwoods for the various parts of ships, whose different sizes and methods of propulsion demanded a variety of suitable timbers. Local timbers favoured for shipbuilding included Sydney Blue Gum (especially for planking), turpentine (keels and other maritime uses), Blackbutt, Ironbark, Mahogany and Spotted Gum. A result of the abundant timber supply was that Brisbane Water produced many more boats than the Hawkesbury area.

Between 1829 and 1953, well over 500 boats were launched in the district. Between 1832 and 1849, 34 boats are listed as having been built at Brisbane Water, followed by a peak of over 200 from 1861 to 1880. They were ketches (two masts, with the main (taller) mast being aft), cutters (single mast with two or more headsails plus mainsail aft), brigs (two masted vessel, square rigged on both masts), brigantines (fore mast is square rigged, aft mast has fore and after rigging with square rigged topsails) or schooners (two or more masts with fore and aft sails).

The tonnage ranged upwards from 7 tons (*Traveller*). The largest ship from Rock Davis' Blackwall shipyard was the steamship *Red Pine*, launched in spring 1912: 180.66 tons, 146.6 x 30.1 x 10.0 ft. It was wrecked in New Zealand on March 7, 1913. The logistics of getting such a large vessel safely out of Brisbane Water on an extra high tide required a high level of seamanship.

While the carriage of raw or processed materials predominated, boats were the main form of transport for passengers, as settlement extended slowly up and down the coast from Sydney to Newcastle, Wollongong and Brisbane. The ship-building trade declined to almost nothing through the 1900s, with the result that there is no longer an industry on the foreshore.

The Davis, Beattie and Frost families were the most prolific boat-builders, with the Davis family predominating. A few boats were towed to Sydney for final fit-out, particularly of engines once the steamship era arrived. In order, Blackwall, Davistown, Kincumber (Broadwater and Creek), Daleys Point, Terrigal Haven, Bensville, Point



Frederick and Green Point produced the greatest number of boats. Other than owner-builders, most boats were commissioned by Hawkesbury and Sydney owners for coastal trade. In addition, at least 23 boats were built at Blackwall by Rock Davis for a Brisbane owner between 1893 and 1904 as pearl luggers for northern Australia and beyond, often with registration in Dutch Indonesia irrespective of their work area.

The boats' durability is indicated by their decades of service in peace and wartime, and the wide variety of places (using their old names) in which they were subsequently registered or foundered: all Australian states and Northern Territory (including distant areas such as Bass Strait islands, Norfolk Island, Lord Howe Island and Torres Strait islands), New Zealand, New Guinea, Papua, New Ireland, New Britain, Solomon Islands, Fiji, New Caledonia, New Hebrides, Gilbert Islands, Tahiti, Loyalty Islands, Tonga, Sarawak and Norway. Non-Australian owners included a person in London, as well as American, German and French people or companies.

The local ship-building trade was stimulated by the arrival of the Davis family. In 1839, Irish migrant, William Davis, father of 12 children, settled with his second wife Sarah and children at Kincumber. Among other occupations during his life, he was a teacher there in 1843. Four of William's sons (Benjamin, Thomas, Rock and Edward) became local boat-builders, settling at Cockle Creek (a generic term which included Davistown and Saratoga East, Kincumber Broadwater), Bensville, Terrigal, Blackwall, and Point Frederick, while his fifth son, William Jr, was a shipwright/carpenter and his sixth, George, a carpenter. Many members of the family are buried at St Pauls Anglican Church, corner of Avoca and Empire Bay Drives, Kincumber. Although Davistown is named after the family, its Aboriginal name was 'Burramun'.

Bensville was eventually named after Benjamin Davis, who had moved across the channel from Davistown in about 1876 or 1877, not long before he died in 1883. Between 1848 and 1883 in the two locations, he built 49 boats weighing from 12 to 175 tons, including just one steamship. He and wife Eliza had eleven children. Daughter Elizabeth became boat-builder Edward Beattie's second wife, while son Arthur took over the shipyard after his father's death.

One of Ben's brothers, Tom, launched about 24 boats, ranging from 30 up to 220 tons while building at Cockle Creek. In mid-1869 he launched the first boat from his new Terrigal shipyard. The location's advantages were fresh water from a lagoon below the Skillion (now an oval and recreation area), a small harbour (Terrigal Haven), a supply of suitable trees on land which he progressively purchased throughout Terrigal and North Avoca, and a location on the ocean coast. Timber for his boats and for commercial sale was brought from North Avoca over the steep ridge by a tramway with wooden rails, along a route over which part of Tramway Road now passes.

Twenty-two boats including 5 steamships (one of which was a paddle steamer) were launched from Terrigal Haven, including a barge which was completed at Pyrmont after Thomas' death in 1893.

The individual who produced the greatest number of vessels in NSW during this period was younger brother, Rock, born at sea during the family's migration in 1833. After about 7 years working from Ben's and then his own shipyard on the flat terrain at Davistown, Rock moved his shipyard to hilly Blackwall in 1862, just north of The Rip, because there was excellent underground water.

Blackwall Mountain was known as Signal Hill, because Rock kept a watchman at the top to sight the arrival at the Broken Bay estuary mouth of boats in which he had an interest. Upon the sighting, Rock would send a steam launch to tow the ketches to his yard at Blackwall. That very productive shipyard closed in 1913, following the death of his son, Rock Davis Jr.

Edward Davis built 16 sailing boats at Davistown between 1863 and 1871, with a further 8 vessels, including one steamship, at Point Frederick. He moved to the north coast (especially Nambucca Heads area) in 1879. Following two marriages and after fathering 13 children, he died at Nambucca Heads in 1908.

George Frost (whose home remains at Kincumber, next to the Uniting Church in Avoca Drive) built 23 ships at Kincumber Creek during the twenty-two years from 1884: ketches, schooners, steamers and tugs. The last, launched in 1906, *Rocklily*, was a steamer of 300 tons, 124 ft long with a beam of 28 ft., bigger than Rock Davis' largest vessel. The boats were launched sideways into the narrow creek. Before the creek was dredged, it was difficult getting the larger boats out to the Broadwater, so blocks and tackles and bullock teams were called upon to assist, even at high tide. Despite dredging during the 1900s, the siltation following the development of suburban Kincumber in the second half of the 20<sup>th</sup> century, meant even Dave Warren at Warren Yachts (on the southern side of Kincumber Creek) experienced such problems with launching his super-yachts that he closed his modern factory around 2000, ending the very long-term shipbuilding industry in this location.

### **Brisbane Water Shipwrecks**

The Brisbane Water-built schooner *Matilda* was owned by John Easson. Palings, timber, shingles, posts and oranges had been conveyed to Sydney. Dundon states: she was a new vessel on her third trip and was going to Brisbane Water in ballast. Beating out of Cockle Bay (Darling Harbour) Sydney on 31 July 1843 when she was caught by a puff of wind which capsized and sank her immediately. The crew made their escape by taking to the rigging, several boats coming to their assistance

No record has been found of shipwrecks in Brisbane Water earlier than 1855, although that is likely to be a result of poor record-keeping.

Andrews (*pers. comm.*) also suggests that in the early 1800s, pinnaces (small open boats with a small sail, oars, a shallow draft and hull shape suitable for beaching) were common for short ocean passages such as Sydney to the Hawkesbury as well as for freight work on estuaries.

They were not required to be registered, were relatively quick and cheap to build and their loss is unlikely to have been recorded anywhere. Vessels marked \* below were built around Brisbane Water.

The first local shipwreck recorded establishment of the colony was that of the schooner *Plover*, which in 1855 was sunk on the 'western spit of the bar at Brisbane Water' (Cardno Lawson Treloar 2009, p. 105).

Around this time, two women in the Menton family were unloading furniture from a ketch at an old Killcare wharf, for transfer by punt to their home on the eastern shore of Hardys Bay.

The punt capsized and they drowned. They were buried between their home and the Wards' home, at Killcare Extension.

Closer to Wards' house, a tiny grave in Blythe St can still be seen, bearing a headstone with the words 'Sacred to the memory of John Menton born 1<sup>st</sup> July 1837 departed this life 1<sup>st</sup> October 1837' (Swancott, 1961, p. 142).

The next recorded shipwreck was of the *Midshipman*\*, which had been a coastal trader between Sydney, Brisbane Water and Newcastle from 1851.

On her southbound trips she would typically carry maize. In 1857, having left Sydney on September 8, northbound, she was wrecked on the Brisbane Water Bar (which lies between Little Box Head, Umina and Half Tide Rocks), while carrying ballast or sundries such as flour and hardware items. The ship was a 26 ton ketch, 46.6 feet x 14.1 feet x 5.4 feet, built by Henry Fisk.

In 1864, Rock Davis and his apprentice Ephraim Ward found two very decomposed bodies on Ettalong Beach, along with part of a boat's stern, which Rock identified as having come from the ketch *Southern Light*\* which he had just built. One body was that of the owner-master, David Joseph, who was lost with another five people. The ketch had been seen foundering in a southerly gale in late November.

On January 31 1868, three members of the Hardy family were on a punt overloaded with shells in Hardys Bay, only about twenty yards from the wharf but in about 16 feet of water. On this windy day, the punt capsized and Mr and Mrs Jonathan Hardy were drowned, along with their son, John. The bodies of Mr Hardy and the boy were recovered immediately by other members of the family. Mrs Hardy's body was recovered the following Tuesday on the sand bar at Booker Bay. None of the drowned were related to Robert Hardy. The coroner's report and a newspaper article reveal that Elizabeth Murray, who gave evidence at the hearing, was married to Michael Murray and was a daughter of Jonathan Hardy by Jonathan's first wife. Sarah, who drowned, was Jonathan's second wife and John was their son.

On 22 November 1868, the small ketch *Traveller*\* was carrying a cargo of shells, bound for Sydney from Brisbane Water under the command of her owner, John Mitchell (a well-known master on the Hawkesbury River), with two crew. A heavy swell was running over the bar. She was tossed sideways by the swell into the breakers where she broke up within an hour.

All three crew from the *Traveller* were taken off by Captain Blair of the ketch *G.V.Brooke*, who skilfully manoeuvred his boat so that they could jump aboard. They were landed ashore near the residence of Rock Davis of Orange Grove (Blackwall), where they were 'hospitably received' (Swancott, 1961, p.67). The boat was not insured, so John Mitchell suffered greatly. The fact that there were two boats in the same channel during heavy seas indicates the amount of boat traffic that there was generally at that time.

According to Swancott, the *Traveller* weighed 17 tons and was built on the Williams River (Hunter) in 1855 with dimensions of 43 x 11.1 x 4.7. Dundon records that it was a 7-ton cutter (25 x 8.5 x 4 ft.) built by George Venteman in 1844, then sold in 1846 to James Moon. Another report states that the *Traveller* was a cutter wrecked on 22 November 1868 in the Broadwater (Kincumber).

\**Leisure Hour*, built by Rock Davis and launched in 1860 was a ketch. It was owned by Ephraim Mitchell Ward of Sydney. Foundering on the 'Western spit of bar at Brisbane Water' (Cardno Lawson Treloar 2009) it was totally wrecked on January 25, 1869.

Dundon reports that the *Caroline*\* was built in 1873 by A. Houlsby. It was wrecked while trying to shelter in Charlotte Bay, southern Wallis Lake near Seal Rocks.

In October 1869, one of Thomas Davis's 1868 boats, *Tim Whiffler*\* capsized during a violent gust in The Rip. Workers at Rock Davis' Blackwall shipyard saw the capsize and went to help. Among the passengers were the family of Wamberal farmers, Margaret and Charles Watkins. Margaret and their two children (aged sixteen and two) were trapped in the hull, but the rescuers chopped a hole with an axe, and she escaped with her little son.

Her daughter did not appear. The boat settled and soon sank, taking Henrietta to her death. Her body was recovered by a diver working from Rock's paddle steamer *Alchymist*\* after days of effort.

One of the experienced seamen from the sunk boat said that in his opinion the ketch was 'over masted for her depth of water' (Dundon 1997, p. 133). That is, there was too much sail on the high masts for the depth (and area) of the keel and it was unbalanced.

After its launch in 1871, the Jonathon Piper-built ketch, *Ann*\*, delivered a load of shingles and other produce to Sydney under the captaincy of the son of a Kincumber pioneer, John Woodward, assisted by Manasseh Ward (son of Hardys Bay pioneers) and two other men. During their return, they struck a rock in Sydney Harbour and sprung a leak. John and Manasseh manned the pumps until they reached Lobster Beach where they beached the boat. John, overheated from his exertions and ill with measles, dived overboard to cool off. However, he died as a result of his efforts, aged thirty -nine and the father of twelve. Various of his children either became, or married, local shipbuilders. This story is by Swancott and differs from Dundon's.

However, Dundon reported that the *Ann* was wrecked on 12 March 1886 'some miles north of Newcastle' with 'all hands saved'. She also reported an earlier beaching when the boat was 'wrecked crossing the Cape Hawke bar in Jan 1881 but survived' (1997, p. 81). Cape Hawke itself is immediately south-east of Forster, so it appears that the 1881 crossing was into the Forster/Tuncurry estuary of Wallis Lake. It also appears that the boat survived its beaching at Lobster Beach, even though John Woodward did not.

Dundon also records that John Woodward died on January 30, 1875, from typhus fever (according to his death certificate). He had owned the *Ann* since 1874. She agrees that his death had 'been hastened by the fact that he had been in water up to his waist doing repairs to this vessel while he was ill with suspected measles' (1997, p. 59).

Half Tide Rocks claimed an eight-year-old ketch owned by John Riley, *Brothers*\*, on 11 September 1876 in a wreck of 'such force that nothing is likely to remain of the boat'.

Two years later the Brisbane Water bar nearly claimed another ketch, *Violet*\*, built and owned by Ben Davis. En route to Sydney loaded with timber, she foundered on the spit when the wind failed, but was subsequently floated off. Sold two months later, *Violet* was wrecked in north Queensland on February 23, 1896.

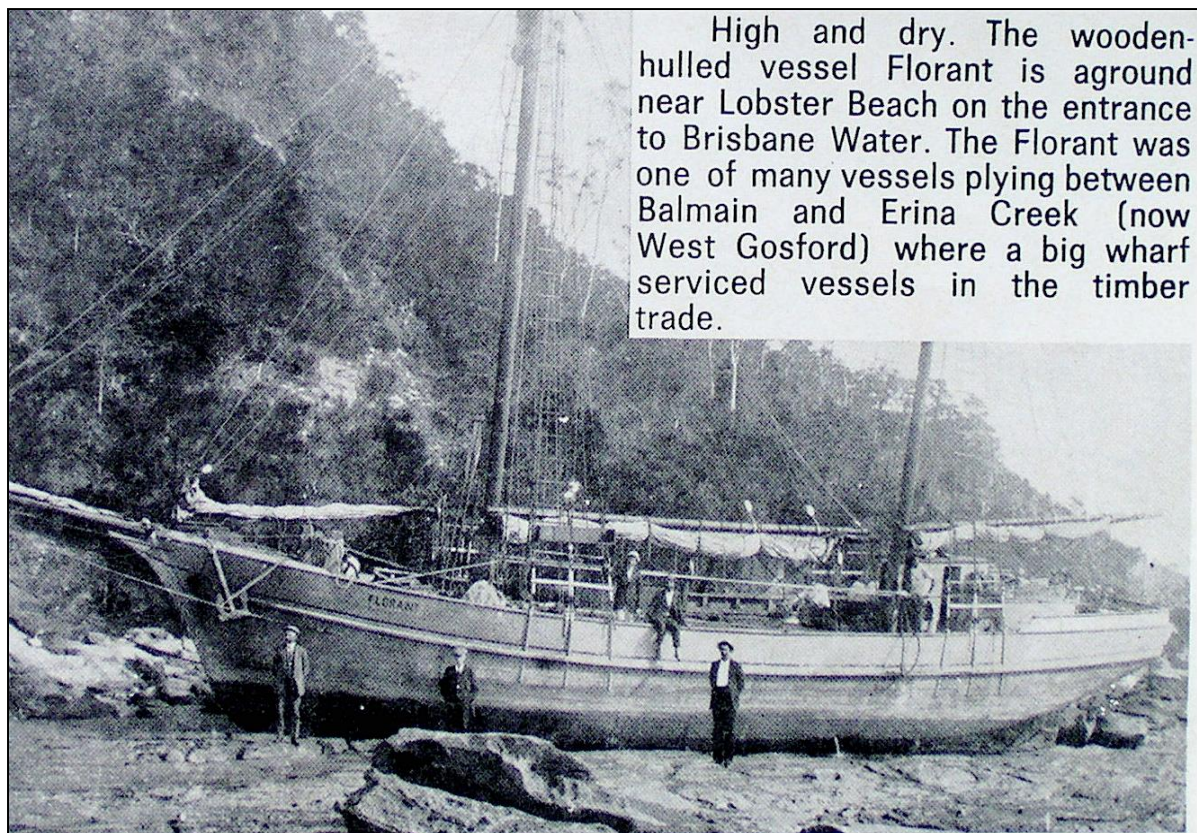
On February 20, 1877, a 10 year old ketch (*Shamrock*\*) built at Kincumber by Jonathan Piper left Gosford loaded with timber. The wind was unsuitable for crossing the Brisbane Water bar, so it anchored off Hardys Bay and the captain, owner and crewman dined at Hardy's residence. On returning, their light skiff was capsized. Captain James Delany, a non-swimmer, hung onto the dinghy and drifted ashore safely. The owner, Joseph Frewin, and seaman, John Moore, could swim but drowned. Frewin was buried in Lisarow cemetery.

In April 1882, 3-year-old SS (*steamship*) *Florrie*\* (built by Rock Davis) was towing a fishing boat across the bar into Brisbane Water, when the towline broke. The boat sank in heavy breakers and one of two men from Pittwater drowned.

In about 1911, the collier *Jim* was wrecked off Killcare Beach. A piano came ashore but was smashed in the surf. A big sheep was also washed ashore alive, eventually wandering over to Hardys Bay where it was captured.



The Sydney-built ketch *Florant* was washed onto the rocks “near” Lobster Beach in about 1913. Dundon’s caption (1997, p.14) and text (p.286) records the area as Half Tide Rocks. However, in the photograph, the ridge behind the boat may be above Lobster Beach.



In about 1920, the schooner *Venus* was smashed ashore at an indeterminate location: ‘Brisbane Water; Broken Bay’ (Cardno Lawson Treloar 2009). This may have been at the sandbar entry to Brisbane Water, and it is presumed that nothing remains of the vessel. Dundon records two vessels with this name, neither a schooner, both built in Brisbane Water (an 1833 sloop and an 1848 ketch).

Lobstermen, Alwin Koletzke and Charles Hesketh, were drowned in the surf of the sandbar west of Lobster Beach in December 1921 after their boat capsized. Swancott claims the accident happened on December 25, but the memorial tablet at the south end of the beach states December 28. A fortnight earlier, Koletzke had saved another man when his motorboat was capsized in the same area.

In 1922 a steamer, the *Queen Bee*\* was lost in the same area on September 22, 1922: ‘Broken Bay 2 miles NE’ (Cardno Lawson Treloar 2009). The ship’s crew rowed the ship’s boat to Palm Beach. The boat had been built by Rock Davis Jr in 1907.

Many other boats were wrecked around Patonga, Lion Island and both sides of the Hawkesbury River in this vicinity, as Broken Bay was a well-known and large shelter in almost all weather, compared with remaining at sea.

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Telephone conversation

Graham Andrews, Koolewong, 15 June 2009, author especially re steamships, ferries and working boats.



## FISHING



*Fishing is an essential part of human occupation of the Bouddi Peninsula from Aboriginal times to the present day. Today there are less fish in the bays, but the mullet still move in their shoals from the Hawkesbury River past Putty Beach and the fishing community still profits by this movement. Professional fishermen still fish in the nearby ocean and prawn in the river mouth. Various people have contributed to this story, including Rod Radford and his fisherman friend, John Perry.*

*David Dufty (Ed)*

### Aborigines

Coastal Aborigines in Sydney and in our own area gathered various forms of marine life from the rock platforms and Mangrove shallows but they were spear and line fishers too as the sketch of Sydney Aborigines reveals. The fishing lines were made from the inner bark of the Kurrajong and native hibiscus trees and the multi-pronged spears were tipped with bone. The many varieties of fish and shellfish – oysters, mussels and cockles - were supplemented with vegetables, grubs, birds, possums, wombats and kangaroos. With fish available all year round, there was no need to leave the coast for food. Coastal Aborigines used bark canoes for fishing and as modes of transportation as depicted in the sketch below entitled ‘Natives of Botany Bay.’ (Dixon Library, State Library of New South Wales)

In *The Voyage of Governor Phillip to Botany Bay* the diarist notes that fishhooks ‘are made of the inside of a shell resembling mother of pearl. When a fish which has taken the bait is supposed to be too strong to be landed with the line, the canoe is paddled to shore, and while one man gently draws the fish along, another stand prepared to strike it with a spear: in this attempt they seldom fail’. The writer notes that in the etching reproduced below the engraver has made the bodies too light in colour.



Other researchers report that the hook was made from 'the turban, *Turbo torquata*, which was broken into a ring two or three centimetres in diameter, then ground with a coarse stone file into a crescent shape, sharpened at one end and frequently notched at the other to attach the line.

The shiny inside of the shell acted as a lure, and this, in addition to a ground-bait of chewed

shellfish which was spat into the water to attract the fish usually resulted in success. According to some accounts, hooks also were made from wood, bone or bird claws and these were probably baited. The fishing lines were made from twisted grasses and fig tree bark which were also the material for nets and bags. In the bags (used by both men and women) they carried the meat from shellfish, ochre, resin, hooks and lines, shells ornaments and points for spears'.

*(These are my people, this is my land, p.18)*

Rock engravings of fish around the coast again emphasise the importance of fish as resource and symbol to Aboriginal people.

### **Early settlers**

Early settlers would have also benefited by the abundant fish in the bays.

### **Recreational Fishing - holiday and residential settlers**

The excellent fishing was a major reason for coming to the Bouddi Peninsula for holidays. Most holiday houses, especially those on or near the bay, would have a timber rowing boat to go fishing in. The wharves were also handy spots for local children and adults seeking a fish meal.

Beach and rock fishing continues right up to to-day.

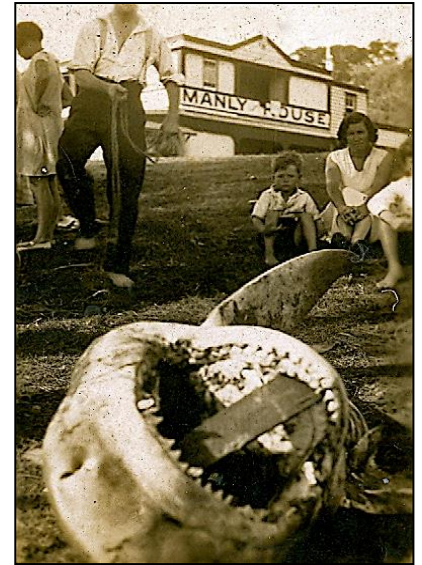




Flathead were a favourite catch, and many were an excellent size. Past triumphs could be nailed to the boatshed door. Bream, whiting and flounder were other fish caught by handlines. Jewfish were the really big fish and there was much pride in bagging a big one caught in the channels or off Box Head. Sharks were more common than at the present day and this bull shark was caught and displayed for all at Manly House to see.

Unfortunately, there were occasions when a shark decided that he would like to share the fish with you and left you only the head, as this Melville family experience reveals.

There were a number of permanent residents as well and these included people with the appropriate lines and nets for commercial fishing. The biography of Alan Cameron includes photographs to illustrate their use. Alan Cameron's father, Alex Cameron, was possibly the first commercial fisherman to work out of Hardys Bay and Putty Beach. The shoals moved north in March and April, moving out from the river after a cold spell or a freshet after rain. A lookout tower was built at Fishermen's End of Putty Beach and when the school of Bull Nosed Mullet was sighted the technique was to 'shoot' the net and catch the fish in the purse in the middle section of the net.



The fish were packed in layers with ice between and were taken to Sydney in various ways, including by launch to Brooklyn and then train to Sydney or by truck to Gosford and then to Sydney. On occasions in hot weather the fish sweated badly and if the truck was delayed, they could be unsalable by the time they got to Sydney.

On other occasions there would be a glut of fish or prawns in Sydney and fishermen would gain nothing from their work. Mullet fishing continues on Putty Beach today with the help of power boats, utilities, better nets and faster transport.

Other fish including bream in January and kingfish in September also move north. Alan Cameron, while still at Putty Beach School in the 1930s, sighted a huge school of kingfish, estimated at 500, moving out of the bay with fish leaving a bow-wave like a submarine. The photo from the Cameron Collection shows the size of these kingfish.

*Rod Radford has many fishing memories and here are some of them.*

My dad, as a boy, would spend family holidays on Winterbottom Houseboats in Jerusalem Bay, Cowan Creek. He found the best spot to catch fish was down the toilet outlet and I daresay such fish would be gutted, scaled and well washed.



He developed into a fisherman, experienced in ocean rock and beach fishing, with the long cane rods of those days. He delighted in fishing from rowboats particularly at night.

He came to Wagstaffe, at some time before his marriage to a shared weekender with railway mates.

He became familiar with the 'blind channel' off Wagstaffe and the interesting Half Tide Rocks. He was a secretive fisherman, under-reporting a good catch, or enlarging on a poor day without showing evidence to the enquirer. I remember one day off Booker Bay over a nice unknown hole, my mate Bob, having little success for some time, suddenly hooked a massive bream. Dad very quickly quietened Bob's excitement, advising him to be very casual. Bring the fish in slowly. Slip the landing net slowly into the water. Net the fish and hold it there. Look around. If all is clear bring the fish quickly into the boat and sit still a few minutes before attending to the catch. On several other occasions we would fish down a cliff face just north of Killcare Beach into an unfished hole. Once on being a bit behind the others and walking towards the selected spot I could see the unusual sight of fish floating higher and higher into the air, whilst the heavier ones would suddenly drop off, back into the water.

Another story is about a catfish. Our bedroom at Wagstaffe Point being so close to the water, a line was often set at night, resulting in disturbed bedding and intrusion of sand, maybe sea grass and odour of bait. One night the line took off and Dad found himself chasing the 'fish' round the yard. Luckily the cat coughed up the complete bait and hook. This happened all because the low tide allowed the cat access to the high and dry bait.

Ocean leatherjackets were a NO NO to seasoned fishermen but to us it was great, and we enjoyed the cooked taste. Three hooks to a line with several spare lines, mean three fish at a time if there was a school. It was most disappointing to look down into the clear water at three fish on the line and see a fourth leatherjacket bite and cut the line. And perhaps it was funny to hear Dad's complaint of a toe bleeding from a savage leatherjacket bite, previously landed.



Mullet fishermen on Putty Beach with Eric Cameron second from left circa 1930.



Rod Radford remembers and reflects on his fishing experiences in this poem:

### **THE MAN AND THE BREAM.**

Cher-plop! Cher-plop!  
The boat, it barely rocks.

Cher-plop! Cher-plop!  
The line it lightly tightens.

A finger, tense with feeling tender,  
Adjusts and eases as the tension lessens.

The night is dark with quiet sound,  
The waves with mystery, lap-lap around.

Expectant man awaits with patience prudent,  
Watching darts and dots of phosphorescent movement.

The extended line, the corky rattle,  
Excludes all vain or idle prattle.

The finger tightens, loosens, lunges.

The hook, it bites, it grips with vital plungers,  
As man and bream conflict with force

The one for life, the other for a sport of choice.

The darting line extends and shortens,  
And man triumphant smiles his portents.

The silver bream, completely thwarted,  
Is netted by the one who sought it.

As man. Prenatal, knew the umbilical cord.

So man, as man, on cord of life depends,  
Where fish would break the attending thread

Man tries to ease his threatened break,  
Or when the threat is much too strong

He, fearful, feels the need of God's eternal song.

Fred Smith, born 1910, recalled that the fishing was very good off the beaches and the headlands. To get to Box Head, one followed the trail to Big Tallow. There was good fishing at Little Tallow too, where very big jewfish were very common.

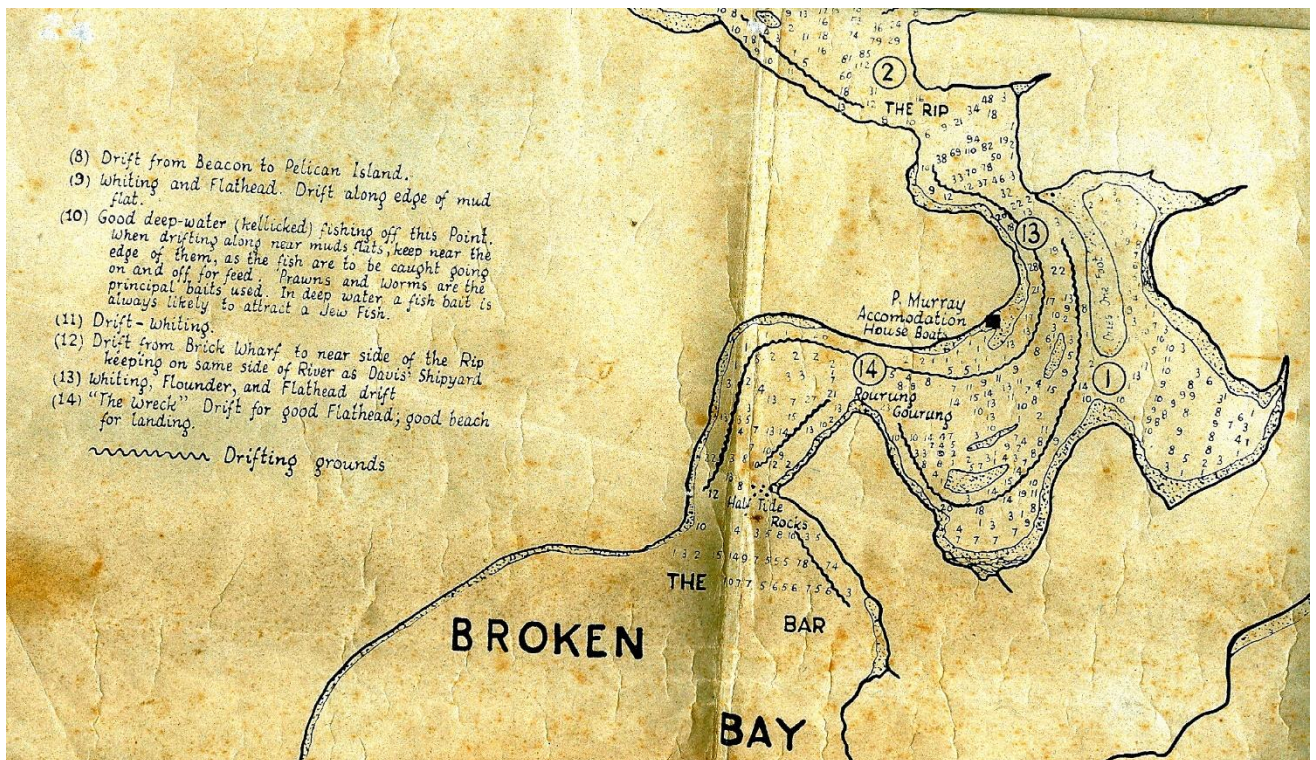
Artie Tindale used to catch big fish and used to raffle them. In the 1920s Fred remembers a twelve- pound lobster was caught and was to be raffled. It died suddenly and Artie wore a black armband to show his sorrow. When it came to fishing, other people Fred remembered were 'Nugget' Hayden and the Annand family.

## The Depression Years

During the depression years life was very hard for many people and fishing was an important source of income or food. Mullet were of particular importance. Living on the peninsula, however, meant that fish could be caught for food. Fred Smith recalled seeing hundreds of row boats all pulling in fish at Half Tide Rocks.

Some fishermen kept their best places a secret, others shared their knowledge as in this

Map: its origin is not known.





## Professional Fishing by Fishing Boat

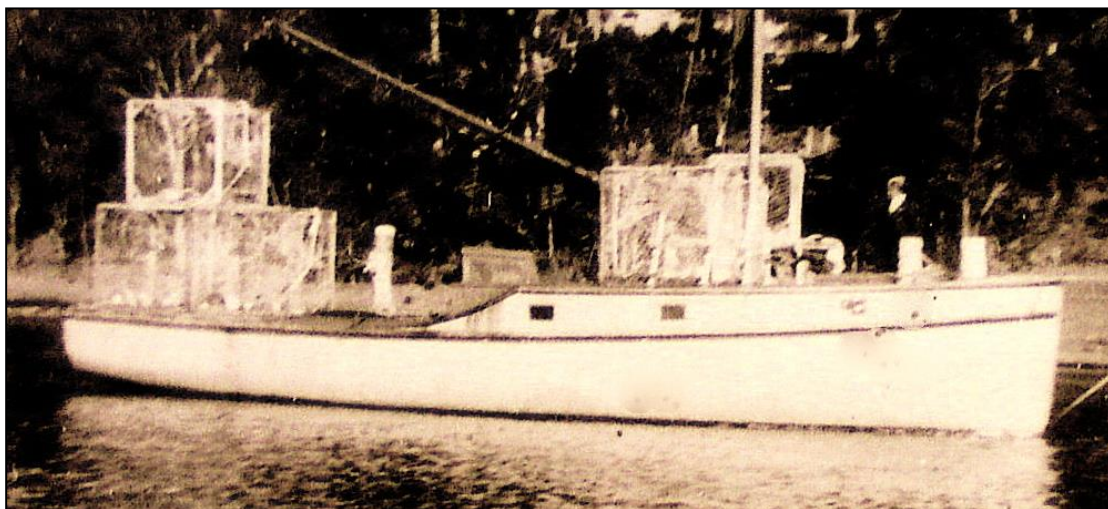


Professional fishermen have worked in boats from our bays for many years. In 1999, Darell Fisher wrote and published a valuable publication on this topic: *The Fishing Industry on the Central Coast of NSW: Its Changing Pattern*, which is available at Central Coast Library.

Fishing boats vary in their methods. Trawl fishing involves using nets to trawl the bottom for fish such as flathead, snapper, calamari and cuttlefish. Prawns in season are also trawled for in the shallower areas of the river mouth such as near Lion Island and Pearl Beach. Trap fishing involves setting traps and collecting the fish the next day.

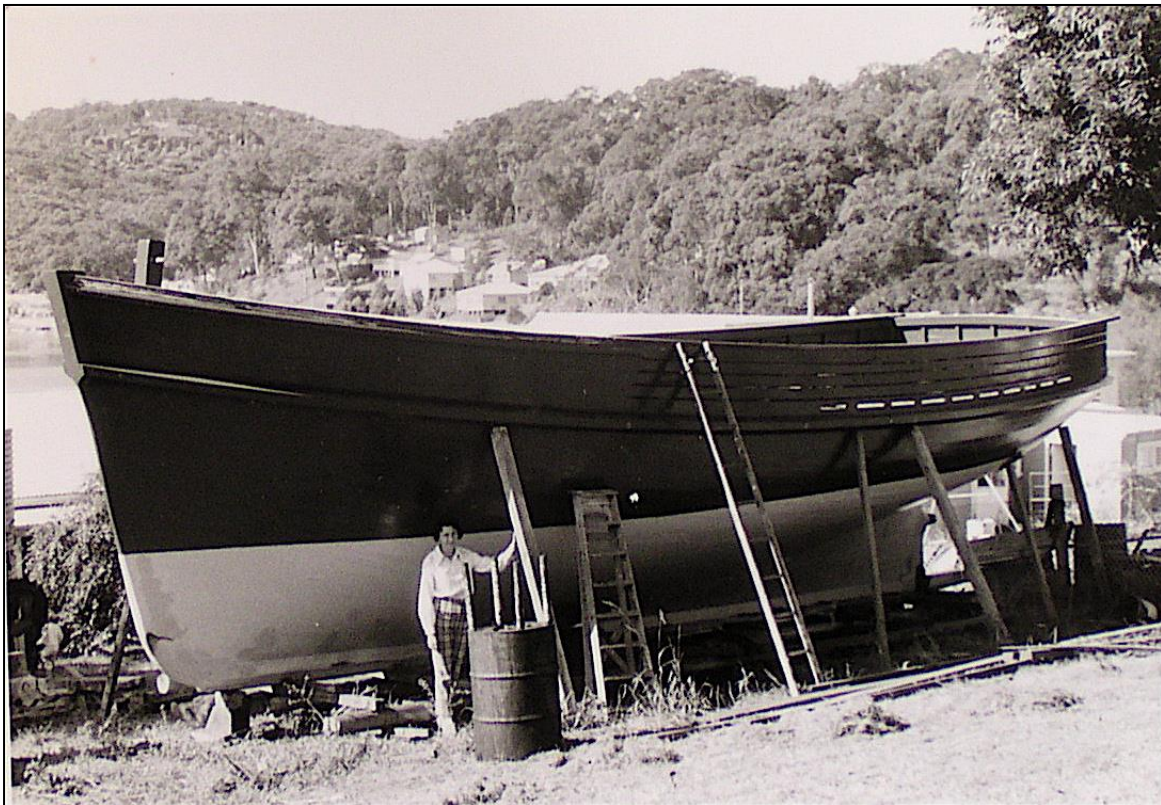
Fish include leatherjackets, snapper and bream. Snapper is of course a form of sea bream. Lobsters are also caught by set traps. Line fishing can be done from boats or from set lines. Specific licences apply to all kinds of fishing.

John Perry of Woy Woy was also a great source of fishing stories as his grandfather, his father, himself and his son were, or are still, fishermen. His grandfather, Athol Perry, lived on Heath Rd. above the dog track and his boat *The Wanderer* is seen anchored below in the following photo from the 1940s. It was used for trap fishing (note traps on the deck) and trawling, catching fish like leatherjackets about three miles out to sea. They also trawled for prawns and fish in Broken Bay. During the Depression years fishermen could not afford a big boat or the petrol needed so Athol had a shack at Maitland Bay, where they hauled for mullet.



John has lived all his life at Booker Bay and Woy Woy but first learnt his big boat skills working with Jack Cameron, who built two boats at Hardys Bay. Jack's two boats still work today.

Many modern fishermen still have boats that look pretty much the same as in former times, (and in some cases are the same boats), but there are major differences in technology. Echo sounders indicate depth and polyethylene nets are much easier to maintain than the old cotton ones. Especially valuable is the Global Positioning System (GPS) which is now inexpensive and continually being improved and which make it possible to go directly to a favoured fishing spot.



One of two boats built by Jack Cameron at Hardys Bay.



*Rose Moore (nee Rosemary Stirton) told the story of the fishing which her family did for a living at Putty Beach, as she remembered it, throughout the years of her childhood and until the 1960s.*

The Stirton family lived at No 9 Killcare Road. The family consisted of her father, Alec Stirton, his brother, Bill (known to everyone as Shaky Bill), her grandmother, Florence, and Rosemary who was an only child.

The net fishing at the northern end of Putty Beach, known as Fishermans End, took place every day during the summer months. Several men, including Alec and Bill Stirton, Jackie Cameron, Bert Myers, Bert Annand and Ray Galvin would be ready to man the boats and trawl the nets. Harry

Fry was a visitor who helped on the weekends. They were waiting for the word from whoever was in the spotting tower.



No 9 Killcare Road in 2009

Photo: Robyn Warburton



Looking towards the Fishermens End of Putty Beach.

The tower looks flimsy, but Rose was reassuring. She said it was very sturdy, although it was sometimes washed away in big seas during winter. It was built with telegraph poles and was child-proof. The first rung was so high that no child could climb up to it. At the ready were rowing boats, pulled up on to the beach. The appointed look-out would climb the tower and shout the proximity and direction of the school fish sighted. A boat with the net attached to the roller in the stern would be rowed out in a great semi-circular arc. The net would roll out and scoop the fish into the bag attached. The men would then drag the net with its catch of fish onto the beach.



The fish-tower, manned by a fisherman, to spot schools of fish at Putty Beach.

The fish were loaded onto a truck (Rose remembers Jackie Cameron's) and transported over the hill to the row boats pulled up on to the sand at Killcare. From there, they were rowed across the water to Bully Bullion's at Ettalong. Bully Bullion would weigh the fish, ice them and pack them into boxes. The fish would then be sent by train from Woy Woy to the markets in Sydney. Occasionally the fish would go to the Hawkesbury Co-op.

During the off-season, the winter, the family would make the nets. Rosemary remembers that the first thing done, was to tie a long rope between trees or houses. Her father then went to work with the special tool he used, and the cotton specially purchased for the purpose. A nail was driven in and the cotton attached. The thickness of the cotton varied, dependent upon the type of fish the net was designed to catch. There was a range of nets designed for garfish, bream, mullet, snapper and the largest was for kingfish. The cotton used for the latter was as thick as your little

finger. The finest cotton was used for prawning nets. The bag was made separate and attached to one end. The nets were stretched and weathered between the trees. Finally, they were taken down to the beach to be tanned in water tanks over fires on the beach.

They were tanned in a solution of bark containing tannic acid and salt water.

Rose remembers the nets very well. They were very warm when used as blankets on the beds. She said that most of the men, including her father, would go to Sydney to work during the winter months.

*Beverley Wyatt adds a bit to the story. Her father, Bert Annand, was one of the fishermen at Putty Beach.*

I recall thinking how ever did they climb up the Tripod Tower which was made from saplings and driftwood. Dad was very skilled at reading the water by the shadows and ripples etc. He would sing out, 'Boats' which then would be launched straight away with the nets. Peak time would be around Easter. They mainly fished for mullet, the big ones (See photo Page 6). Sometimes they got so many that they gave them away on the beach or they would bury them in the sand so they wouldn't spoil. The fish markets would only take so many boxes at a time.

She also recalled some other interesting memories of those times. Jackie Cameron built boats. On Friday nights the shops were open until nine o'clock, waiting for the arrival of the holidaymakers on the ferries that brought them from the train and wharf at Woy Woy. There were shacks built on the beach which people used for weekenders. (See photo on Page 8)

The fishing at Fishermen's End continued until the early 60s when the sand mining of Putty Beach changed the lives of the local people. As a child, Rose can remember the shiny bits, the zircon, in the sand.

Her uncle, Bill Stirton, took samples of the sand to Sydney so he may have initiated the rutile business by making the company aware of its locality. The sand mining was seen as a good thing by many of the locals as it provided employment and other advantages. Many of the fishermen gave away fishing and joined the company. The road to Gosford was sealed and the bus service improved.



Don Radford's fishing boat





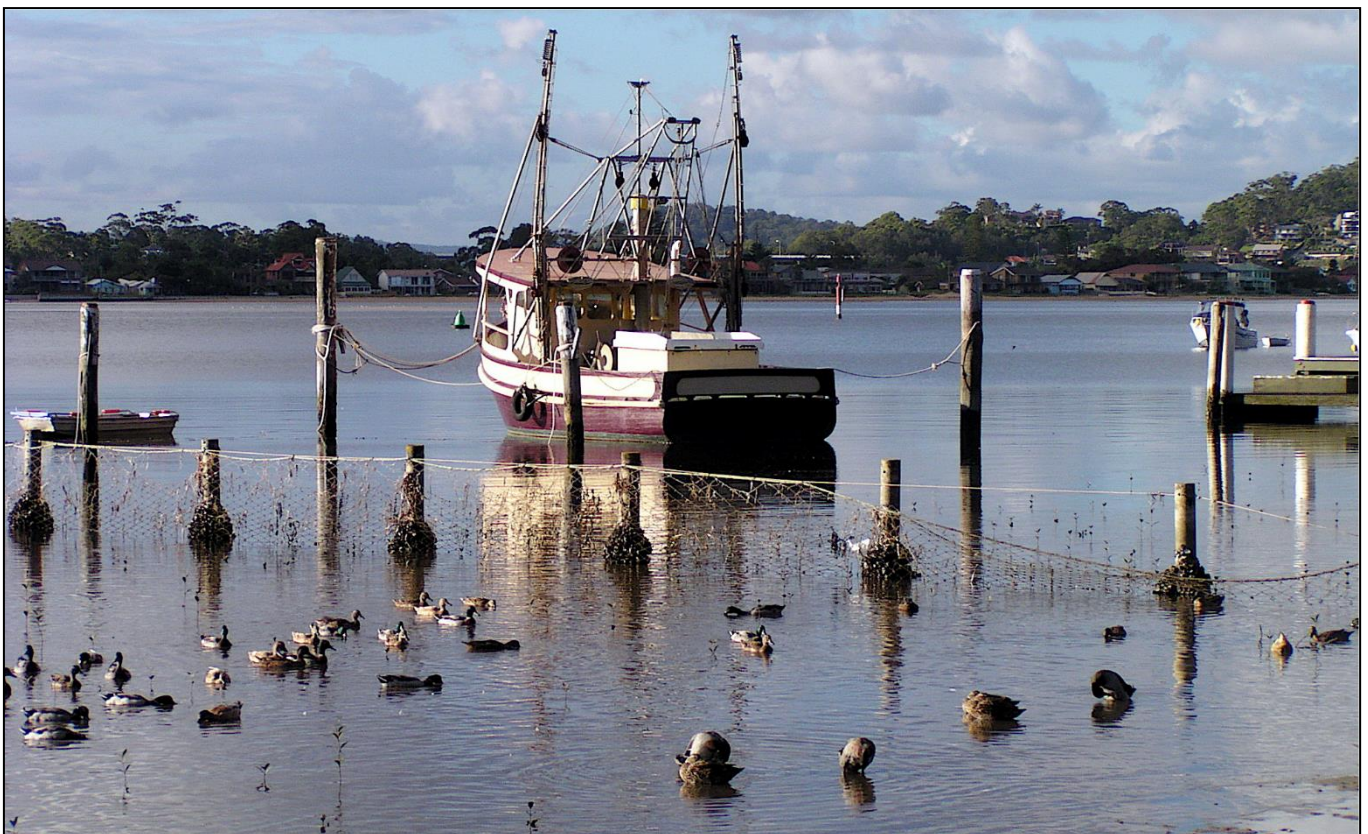
Mullet aboard a fishing boat, 1970s.  
Photo: Arthur House



The catch now boxed and waiting for the truck, 1970s.  
Photo: Arthur House

Fishermen would bring their catch to Wagstaffe Wharf where trucks would turn up to off-load the catch. So, the fish are now picked up by a fish carrier and taken straight to market by road ready for early auction in the Sydney markets, where there is a never-ending demand today for fish. Fish is exported as well to markets such as Japan.

There was a time at Wgataffe when locals could purchase a fish for \$1.00 and an occasion when the fisherman smoked the fish and offered bystanders a taste.



Some fishing boats still work from Pretty Beach Extension today (2010). The boat pictured above rarely leaves its mooring. The old swimming baths still remain but are used more by ducks and pelicans than people these days.



## Professional Fishing Today (2010)

*Greg Daley, a professional fisherman since 1983, sets out just about every day to fish in Broken Bay or the ocean beyond.*

He says he always wanted to fish and a neighbour of his grandparents, who lived at Nelson Bay, became his mentor. His name was 'Bubby Monin'. Greg learnt a lot from the old man, who steered him through a drama or two, while he was acquiring his LFB, his first Licensed Fishing Boat and establishing his business.

He operated from Booker Bay to begin with but after getting married, building a house and moving to Killcare Heights in 1999, he launched at Pretty Beach. (He certainly appreciated the new boat ramp.)

His boat is a 6 metre long 'big tinnie'. He fishes either in the river, the area at the mouth of the Hawkesbury River between Box Head and Barrenjoey Lighthouse or out to sea, possibly up to ten kilometers out in the deep, somewhere between Box Head and Long Reef. He sometimes goes upstream as far as Berowra.

He often sets lines or traps at night and returns next morning to collect the catch. He then trucks them to the Sydney Fish Markets. The wild harvest product is premium and fetches the best prices. But the local fishermen have to contend with the issue of cheap imported fish, with prices under-cut and the quality of the fish often slipping under the radar of Australian standards.

He is very attuned to what's happening out there on a daily basis: the time of year, the weather, the tides and other factors, upon which his success depends. He fishes all year round, weekends too weather permitting, adapting to the conditions afforded by nature.

His catch includes Jewfish, Snapper, Bream, Kingfish and Shark. There are at least twenty breeds of fish which are restricted. The species differ in river and ocean (e.g. Guitar Sharks can be caught in the ocean but not the river). Many shark species are on the list such as the Port Jackson Shark.

However, he says the Horn Shark closely resembles the former and there are plenty of those.

He does not believe that the ocean and the bay have been over-fished and appreciates the Maitland Bay Marine Park, but says one is enough. He thinks the fact that people lost their lives with the sinking of the Maitland influenced the decision to have the bay declared a marine park. He says the original name was Boat Harbour.



Greg with a good catch of Jewfish (Mulloway).

Photo: Greg Daley



He went on to say that fishermen these days face many more rules and regulations than when he started, twenty-seven years ago. In those days the industry was classed as deregulated. Now, some of the restrictions are quite harsh. Overheads are expensive too: diesel costs \$1.00 to \$1.30 litre and licence renewal and fees such as the environmental impact fee make demands on income. Fishermen are a dying race. There were 4,500 fishermen on Brisbane Water in 1983, many operating from the peninsula's wharves; now there are three or four part-time tradesmen-cum-fishermen and Greg, who works full-time. However, there are still a few fishermen working out of Patonga.

Greg, a clean-living man, has made a living from fishing and supports his family well, in a nice home. He believes that taking on fishing as a career meant that he was faced with responsibility at a young age, and he has always needed 'to keep his wits about him'. In 2010 he is a busy man. His wife, Donna, is undergoing treatment for breast cancer and the family is confident that she will make a full recovery. He is also involved with his two sons' wide interest in sport.

He believes fishing as a business will disappear within twenty years: regulation, rules and restrictions make it a dying industry.

Along with the imports, another difficulty is the increased competition from recreational fishers with the growing population and the fact there is a boat parked in nearly every yard.

He remembers some old fishermen such as Jackie Cameron, Jack Dunne, Pat Fraser and Billy Stirton.

### **Recreational Fishing**

*In modern times there are countless recreational fishermen in the Brisbane Water area, many with powerful boats and top-quality gear. Many belong to fishing clubs and the Hardys Bay RSL Club is home to a local fishing club.*



Above: Fishermen at Putty Beach. Below: Fishing in Brisbane Water.  
Photos: David Dufty.



Pelicans wait expectantly while fishermen clean fish at Pretty Beach Boat Ramp.

Photo: Robert Warburton



## Bill and June Murphy



June Murphy shows off the catch.

To say Bill and June Murphy love fishing is an understatement. It is what they do and have been doing for many, many years. And they do it very well. They have the pictures to show for it. The photographs tell it all. June has also kept a record of the fishing trips: the date and time, size of the catch and the weight of the fish - all pretty amazing. Is the location there? They are pretty secretive about where they go. Generally speaking, now it is around Box Head. Two years ago, they sold Bellbird Star, a craft that took them outside, in favour of staying within Broken Bay.



Bill Murphy with 'two beauties'.

If the weather's good, they set out in their putt putt called 'The Putt Putt' whenever they get the urge. They have owned the little boat for thirty-eight years and have photos showing their five children on board. They recall taking their youngest daughter on board in a bouncinette.

They found the boat, sunk off Pretty Beach Extension and arranged for it to be lifted out of the water; they replaced two planks and some decking and have looked after it ever since. It cost them \$200, all they could afford in those days with five children to care for. It would have to be the best \$200 they ever spent. They keep it on a mooring at Pretty Beach.



'The Putt Putt' is the white boat, behind and to the right of June. Photos: June Murphy

The children went along too, as they were growing up, either fishing off the boat or from the rocks. They have taught their grandchildren to fish, and some are very keen.

June said 2009 was a good year for whiting and flathead. The dredging of the channel had caused disturbance so 2010 was not so good. With autumn well underway, the best time has passed for local fishing. They give away most of the catch and eat a bit.

They not only fish around here but often go away in their caravan, always to do some more fishing.



This one didn't get away. Tom Jackson hooks a mullet at Wagstaffe.  
Photo: Robyn Warburton.

Tom Jackson lives on the waterfront at Wagstaffe. He has lived there for twenty-five years and for most of that time has spent (when possible) every Tuesday morning, fishing from his jetty. He met both of his fishing companions while playing golf. Kevin McManus was the first and he enjoyed fishing until he died a few years ago, aged eighty-eight. Now David Crawford turns up every Tuesday to drop a line. Tom concedes David is a much better fisherman than he is: 'He is more energetic; he runs around setting up a big rod and then drops a line in as well. He is likely to get a bite on the rod and follow that up with one on the line.'

The Mullet run from Melbourne Cup Day until May; then there are White Trevalla, Whiting, Bream and bait fish such as Yellowtail and Tailer. They have caught the occasional large Flathead with a rod and a Yellowtail on the line.

Families fishing off the wharves have always been and still are a common sight at the wharves. Fishing has always been seen as a pastime to be enjoyed when families holiday by the water.

School holidays especially bring keen fishermen, young and old to try their luck. The local stores sell bait and fishing lines and licences which are now a 'must-have' part of the activity.





## The Oyster Industry

*The oyster industry has been an important one in our bays, as can be seen from Hardys Bay Extension and Rileys Bay.*



Stones from the Riley property used for oyster-growing. Photo: Quentin Riley

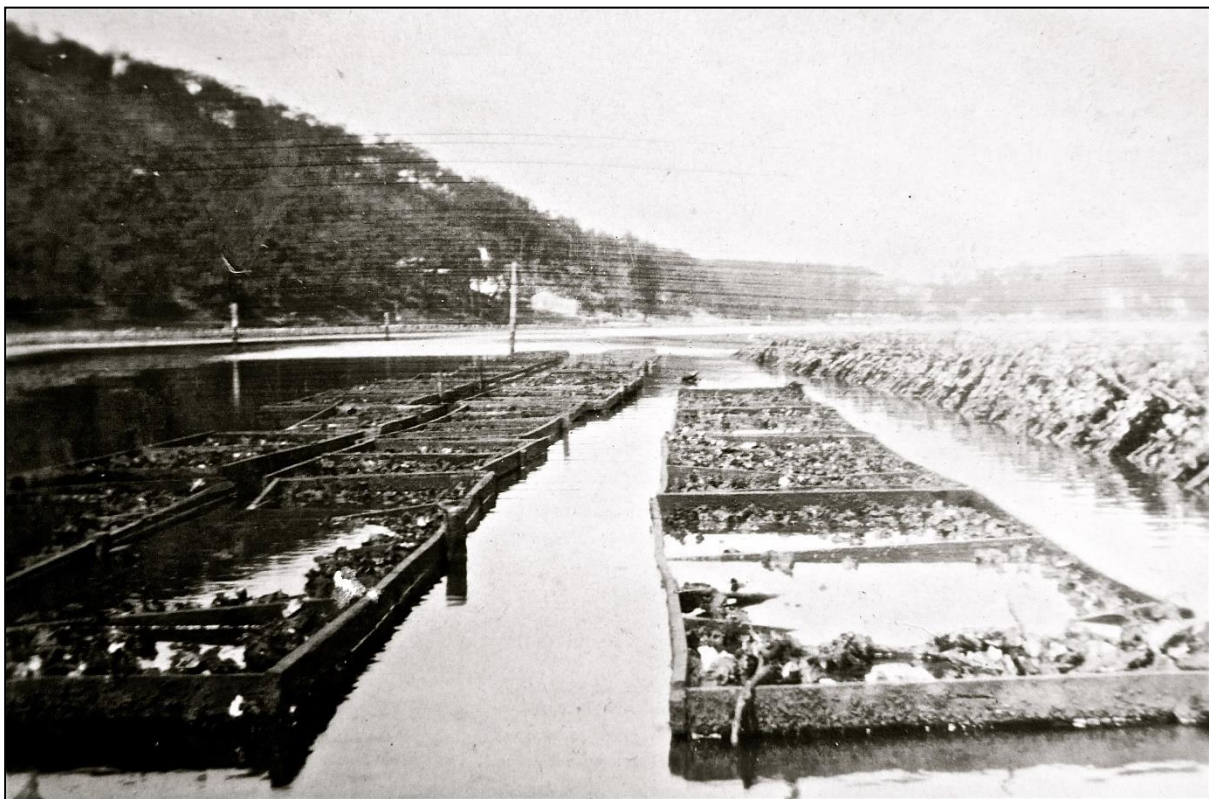


This excerpt from the chapter on ‘Commerce and Industry’ tells us that the first Brisbane Water settler, James Webb, would have found extensive oyster beds and many of the early settlers would have taken advantage of the abundance of oysters. The oysters were gathered, crated and shipped to Sydney for sale.

At the same time, the business of shell burning for lime would have been underway. It is documented that the first Act regulating the oyster industry and prohibiting the burning of live oysters was passed in 1868. It wasn’t until 1884, however, that licenses were issued to people with water frontages. The ‘Length of location foreshore in yds’ was included in each lease. Here is an example of the details of an early entry: No. 8236 E. A. Turtle 400 Pretty Beach Ext. The same listing included leases belonging to Jno Murray and J Murray at Killcare Extension, C. W. Fraser at Hardys Bay and Wlm (William) Riley at Riley’s Bay. Several other members of the Riley family had leases on Riley’s Island. (Source: *Charles Swancott*)

The granting of oyster leases in Hardys Bay goes way back. The archives of the Pretty Beach Wagstaffe Citizens’ Association reveal an application made for an oyster lease in 1958, was refused with a large number of objectors.

Oyster farmers continued to operate in the area until the 1980s. Several members of the Riley family established oyster farms in Rileys Bay and around Rileys Island.



Oyster beds at Rileys Bay. Photo: Quentin Riley

Abandoned oyster rafts were recently cleared from parts of the Hardys Bay by the Hardys Bay Residents Group wishing to remove all trace of the once very productive industry. The pity is the birds, Oyster Catchers, have lost a food source.

### **Fishing Issues and the Future**

World demand for fish and overfishing have closed down the industry in places like Labrador and Newfoundland where cod fishing on the Grand Banks is no more. Huge fishing factory boats from countries like Japan have depleted fish stocks in southern seas. The press regularly reminds us of the problems of global warming in reducing sea life populations.

One local issue is the conflict between recreational and professional fishers. Those fishing with big boats must register and pay for licenses which are limited by type of fish or prawns caught and by areas. Professional fishers are confined to weekdays leaving the weekends to the recreational fishers. There are many recreational fishers and few commercial fishers, and the professionals complain that they are banded into Fishing Associations which place strong influence on government departments.

The loss of the huge shoals of the surface Kingfish mentioned above was blamed on professional fishers using floating traps.

Fish, however, are subject to comings and goings and there are more Kingfish these days, but catches are limited to 60 centimetres. The intermittent flooding of the Hawkesbury River has always brought plenty of fish at the mouth of the river, attracted by the nutriment in the flow. Sizes of all fish caught are also carefully regulated despite many ignoring these regulations until caught by a Fishing Inspector who regularly check the licenses and the catch of fishers. No more Mullet can be caught in Maitland Bay, which is a Marine Extension of Bouddi National Park, but still people fish from the rocks or boats in the area and plead ignorance or get belligerent when challenged by nature lovers.

Names of fish have changed, or officialdom has tried to change them. 'Jewfish' and 'Blackfish' are politically incorrect, so they are now called 'Mulloway' and 'Luderick' respectively.

The big coal ships parked off the local coast are blamed by some professional fishermen for stirring up the bottom with their anchors, disturbing fish populations and making trawling more difficult.

Pollution and siltation problems arise in our Bays from run off from building sites, creeks and roads and drains plus oil and waste from boats. Loss of sea grass occurs with the result that there are few fish in our bays compared with the old days and fishing from wharves does not bring the joys of former days. For example, Garfish, once abundant, are no longer found in our bays. Mangroves remain controversial but essential as breeding grounds for marine life even if they spoil the view of waterfront properties or increase siltation and flooding in local creeks.

Spear fishing makes certain species rather vulnerable at Putty Beach including protected species like the friendly Grouper and exotic fish like the Wobbegong Shark.

Seahorses, once abundant at Putty Beach are now seldom seen and there seems to be less variety of fish and other sea creatures for the snorkeler to observe around them.

Some migrants from cultures, where gathering of shellfish is a tradition, can influence the biodiversity of the rock shelf by over gathering.

The future of the fishing industry is uncertain all over the world.

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**Photos are from the Bouddi Collection, unless acknowledged.**

# REAL ESTATE

by Mary Daviel

*Mary Daviel, formerly Mary McKinney, was a real estate agent in Killcare for many years and so has a wonderful collection of stories to tell about our local community (some not for publication). She has kindly drawn on her wealth of local knowledge to provide the following historical account of real estate on the Peninsula. The history of settlement is told as well as the history of local real estate up until 2010. Aspects of her role in the community in her active days as a real estate agent are delightfully depicted by Susan Kurosawa in her book 'coasting: a year by the bay'. Mary has included some of her collected illustrations of real estate advertisements.*

*D.Dufty, R.Warburton (Eds)*

The history of real estate on the Bouddi Peninsula and the people who made it happen is as rugged, colourful and magnificent as the landscape. One of the people was William Ward who, at a public auction of crown lands, purchased 150 acres in 1836, stretching from what is now Hardys Bay Parade (previously known as The Extension) to approximately Stanley Street. The price of the acreage was thirty-seven pounds and ten shillings.

European settlement began on the Bouddi Peninsula in the 1820s when the Brisbane Water district was opened up for settlement. However, it was not virgin bushland as Indigenous people were the first inhabitants. There are around one hundred Aboriginal sites recorded in the Bouddi Peninsula. Still evident are middens, rock engravings, camp sites and rock shelters with art. The Aborigines had an abundant food source from the bay and ocean, a plentiful supply of fresh water and shelter in caves. Quentin Riley's grandmother remembered the local tribe walking around the bay to catch fish at Putty Beach. The tribe was so large that the first of the tribe was wandering around the southern point toward Killcare while the rest were strung out right around the bay to the north point. Another story is of a very long single file of Aboriginal people walking over the hills of Hardys Bay towards Daleys Point for a corroboree.

The topography of the Bouddi Peninsula appeared unsuitable for agriculture and boat access from Sydney was limited. Early settlers were subsistence farmers only and the population of Killcare/Wagstaffe area was 22 in 1891. (See Land Settlement in this publication.)

## Killcare

Rough terrain did not stop settlers like William Ward from felling timber and creating a home for his Scottish wife and ten children on the foreshores of what is now Hardys Bay. Their timber house was called *Coriberrah*. On a cadastral map of Brisbane Water, dated 1841, a house is shown in the north of Ward's land probably on the creek near the public wharf at Killcare extension. Catherine Ward was as hard working as her husband and together they had a marriage and business partnership, as she worked alongside him in the timber cutting business.

Later William built and captained small trading vessels travelling from Kincumber to as far as Norfolk Island bringing back pine trees to be sold in Sydney and the Central Coast. The Sydney Harbour Bridge and Pyrmont Bridge are said to be built from Kincumber timber felled and sold by William in his time.



Ward's Bay was the original name of Killcare and Ward's name is now commemorated in Wards Hill Road. William Ward and his timber getters opened up the country, supplied passage and provisions to settlers, carried feed for horses, shell for lime burning and conveyed prisoners and escorts to and from Sydney.



William Ward died in 1876 and in 1877, Manasseh, the seventh of ten children (born in Killcare in 1851) married Adelaide Keele. Manasseh's mother, Catherine, conveyed to Manasseh, 'for natural love and affection', the family property at Ward's Bay, Killcare.

In 1912 Manessah Ward sold the 150 acres to N.S.W. Realty Co. Limited of Pitt Street, Sydney, for six hundred and eighty pounds. Arthur Rickard, the owner of N.S.W. Realty Company, subsequently subdivided the land into 130 lots and called it 'Killcare Extension Estate Woy Woy'.

Richard Fitzgerald in 1837, was granted 100 acres of waterfront land at Killcare from Stanley Street to Lot 1/95 Araluen Drive and over the rise towards Putty Beach for a yearly quit-rent of five shillings. Richard Fitzgerald owned large tracks of land at Windsor and on the central tablelands of N.S.W. It is presumed he never lived at Hardys Bay.

By 1916 Richard Fitzgerald's 100 acres had been sold for nine hundred pounds and subdivided into 99 blocks by developer, Arthur Rickard. It was now called 'Killcare Woy Woy Estate' which gave Killcare its name. Lots in 'Killcare Woy Woy Estate' ranged from seven and sixpence per foot to seventy pounds.

Arthur Rickard (1868-1948), in a city preoccupied with real estate, was the outstanding land developer of his era. In 1904 he registered Arthur Rickard and Co. Ltd. and as well as subdividing land in Sydney, the Blue Mountains and other country areas, he created the Bouddi Peninsula subdivisions 'Pretty Beach Estate'; 'Woy Woy Pretty Beach Extension Estate'; 'Killcare Woy Woy Estate' (mentioned above) and 'Killcare Extension Estate Woy Woy'. The Sydney newspaper of the day named him 'Sydney's subdivisional specialist'. Rickard did not foresee the Depression, nor how difficult it would be to sell his landholdings on the urban fringe, and consequently went into voluntary liquidation in 1930.

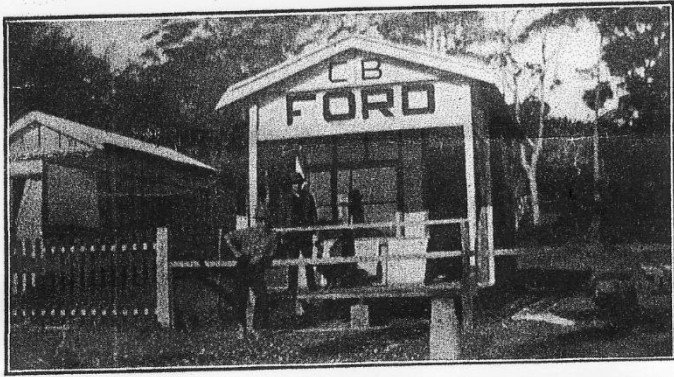
The Ward's 150 acres, now subdivided, 'Killcare Extension Estate Woy Woy' comprised the Extension, Hardys Bay Parade, Noble Road, Fraser Road and Stanley Street. The survey of the land completed in 1918 describes the land as 'very steep sidling sandy soil over clay and stone thickly timbered with oak, gum, apple, ironbark, wattle, blackbutt and stringybark trees'.

The allotments started to sell in about 1920 and ranged in price from ten to forty pounds. Ten pounds could buy a large block in the bush and thirty or forty pounds could buy a reserve waterfront block and, with a bit of luck, an attached acreage at the rear. Over the years the Gosford Council and the National Parks have acquired much of this land for open space.

On the corner of Araluen Drive and Killcare Road, the site of the Killcare store sold for three pounds in the new subdivision of 1916 with the most expensive blocks being in Killcare Road and Blythe Street because they were acreages ranging in size from two to nine acres.

Charles Bentley Ford arrived at Killcare in 1914, with the onset of World War 1. From the description in the advertisement below, it appears Charles was the agent to consult if clients wanted: 'Cottages For Sale or To Let in any part of Brisbane Water. There were 'Also Land, Farms and Orchards for Sale'.

**C. B. FORD**  
**THE PROPERTY SALESMAN**  
Right at Killcare Wharf  
Consult me for Choice Water Frontages, Cottages For Sale or To Let in any part of Brisbane Water. Also Land, Farms and Orchards For Sale.



Local Agent for Killcare Heights Estate and Farms and Building Blocks at Avoca and Little Beach Estates  
*Agent for Victorian Insurance Co.*  
Cottages Erected at Moderate Rates

It says he was the 'Local Agent for Killcare Heights Estate and Farms and Building Blocks at Avoca and Little Beach Estates'. He was also the agent for the Victorian Insurance Co. 'Cottages erected at Modest Prices' is another offer. This was in the days when Hudson Ready-Cut Homes, ready-to erect, pre-constructed houses were transported by steamship, carted to the block and erected, either by the owner on a DIY basis, or using one of the local builders.

C B Ford handled sales for Arthur Rickard and Co. of Sydney and F Wheeler of Gosford.

Close-up of CB Ford's advertisement in publication,  
Erina Shire Tourist Guide. Photo: Gosford City Library

By reading the advertisements, not only information about the area is revealed, but also the strong feeling held by the agents of the vendors, regarding the beauty of the peninsula.

Transport options are offered. The train journey followed by the half-hour launch trip is described. The Scenic Road has been constructed from Gosford to Killcare and we also learn that the northern road, the Sydney to Newcastle Road has recently opened. There is a suggestion of the proposed punt service from Ettalong to Wagstaffe. It did not eventuate but what difference would it have made?

The NRMA has established a camp within half a mile of the Estate.

The advertisements paint a picture of a 'happening place', and it would seem that Charles Bentley Ford and his business were helping to make it happen.

Sid Jenkins lives in Hardys Bay Parade and in 1932 at the age of eight, came up to Lot 83, No. 4 the Killcare extension, now Hardys Bay Parade, to live with his grandmother. As Sid said, 'During the depression money was tight in Sydney and up here with Grandma I got three meals a day.'

Sid's grandmother had bought the steep vacant block for thirty pounds in the early 1900s and any member of the family who was out of work would come and help build the small house made of corrugated iron and timber felled from the site.

The kitchen was made from tree bark. The house, which still stands at the rear of the land, has two bedrooms, one for males and one for females. Sid recalls how he and his grandmother would carry the clothes washing baskets down the track to the bay and row around the corner to the sandy beach at Rileys Bay. (A road access to seven of the properties has only now been completed in 2008). That area became thick with Bitou Bush and Lantana. However, back then cows wandered all over the land from Killcare Beach to Wagstaffe, eating the lantana because of the high salt content. Down on the bay, Grandmother would boil water in a tub and scrub the clothes, rinse them in the water from the spring, which ran down from the mountain and hang them to dry on a makeshift clothesline. While that was happening, the kids would find Poddy Mullet bait for fishing.

Like most people living in the area at the time, they grew their vegetables, had fowls and eggs, caught fish, trapped rabbits and a ration card supplied them with the basics of milk, sugar, flour and butter. Sid said, "There was no money back then 'cos there was no money to get."

In 1974, a small level portion of land in Hardys Bay Parade sold for \$12,000. In the late 1980s two reserve waterfront blocks of land in Hardys Bay Parade sold for \$30,000 (vacant land) and \$35,000 (with an old cottage). Ten years later similar properties sold for \$350,000 and \$550,000 respectively. Currently (2008) in Hardys Bay Parade, vacant blocks are on the market for between \$700,000 and \$800,000.

Vacant blocks of land opposite the marina sold for around forty pounds to seventy pounds in 1921; ninety pounds in 1931; seven hundred pounds in 1951; two thousand five hundred pounds in 1964 and in the 1970s a cottage opposite the marina sold for \$30,000. Currently (2008) a house opposite the marina is for sale at \$1.3 million. Commercial sites in Araluen Drive have sold for \$76,000 in 1983, \$650,000 in 1990, \$850,000 in 2002 and recently (2008) \$1.3 million. The last freehold sale of the old Killcare store was in 1971 for \$35,000.

Martha Jane Munro (Doll) and Tom Fraser (a Scotsman) married in 1894 and operated a green grocery shop in Artarmon until purchasing 32 acres of virgin bushland in the 'Killcare Woy Woy Estate' subdivision, in the early 1900s from Arthur Rickard. Tom felled the trees himself and hand cut the timber into piers for the foundations of their house built at the top of Killcare Road (No. 27). They decided to live there because of a paddock for cattle and vegetable growing. The Fraser motto was 'idle hands make mischief'.

The Frasers had three children, Charles (Charlie) being the eldest, and reared a number of foster children.

When the road to Gosford was formed it divided the Fraser's 32 acres into two portions, the top piece, 22 acres, went up as far as Manly View Road.

Martha Jane decided this land was too costly to keep because of the rates and thought it a worthless piece of land, so bequeathed it to her daughter, Eileen, who continued to pay the rates until she too decided it was too cumbersome. Eileen then sold to N & K Developments, who subdivided it in the 1960s.

An advertisement in the Daily Telegraph of May 1964 states that holiday land at Killcare is just across from Barrenjoey yet 'a million miles from care' and 'view holiday land with surfing beach and calm Brisbane Water half a mile apart'. The land was priced from one hundred-and-forty-five pounds full price.

A block on the high side of Manly View Road sold in 1968 for \$3,800 and a new house, the first on the high side of Manly View Road, was built for \$18,000-00. In 2008 that property sold for just under \$1,000,000.

20 THURSDAY DAILY TELEGRAPH MARCH 12, 1964

**JUST ACROSS FROM BARRENJOEY . . . YET A MILLION MILES FROM CARE!**

**HOLIDAY LAND AT KILCARE**

**THE LAST WATERVIEW HOLIDAY LAND WITH SURFING BEACH AND CALM BRISBANE WATERS HALF MILE APART**



**FROM £145 FULL PRICE**  
AVAILABLE FROM ONLY **£10 DEPOSIT**

Kilcare is a weekend and holiday paradise with fishing, boating, surfing all at your door. You can see as far south as Vaucluse and north to Woy Woy and Gosford. This could be your last chance to buy in this area!

As well, in that subdivision just down from Manly View Road on the Scenic Road a vacant block of land with an easterly aspect, on the view-front, sold for \$16,250 in 1979 and one year later reached \$50,000. The reason for the sudden increase being town water had eventually reached Killcare (1980). In 2001 that property with an older style brick home sold for \$540,000. A spectacular architect designed residence replaced the house and sold in 2006 for \$2,375,000.

## Killcare Heights Subdivision

Portion 320 on Killcare Heights, a wild and windswept piece of land with magnificent views of the ocean and headlands to Sydney, was purchased by Charles Kendall Adrian of Gosford and he took ownership in June 17, 1924. The land, as we know it now as Killcare Heights, comprised Jacqueline Avenue, Macdonald, Smithy, Hats, Stewart and Baden Streets, the top section of Manly View Road, The Scenic and Babs Roads and Pauline Avenue.

The price of the land grant was forty five pounds and was purchased from 'George V, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British dominions beyond the seas, king, defender of the faith, Emperor of India:- to all to whom these presents shall come, greeting'.

The sale was witnessed by 'our trusty and well-beloved Sir Dudley Rawson Stratford de Chair, Admiral in our Royal Navy, Knight Commander of our most honourable Order of the Bath, member of our Royal Victorian Order, Governor of our state of New South Wales and its dependencies in the Commonwealth of Australia at Sydney, in our said state'.



One month later, on July 10, 1924, the land was transferred from Charles Kendall Adrian to Amena Leta Booth, a spinster from Strathfield. A few years later, Amena married Arthur Roy Taylor and in 1927 sold the land, excluding a government road, to Ernest Keith White of Strathfield, a timber merchant.

The land was surveyed in 1927, subdivided into 294 blocks of land ready for sale in 1928 and named 'Killcare Heights Estate, the subdivision which has no equal in N.S.W.'. The lots were to be sold by auction on the ground by F. Wheeler, auctioneers of Gosford and Pitt Street Sydney. The local agent was C.B. Ford.

Access to the land was by launch from Woy Woy to Hardys Bay within 5 minutes of the estate; Palm Beach within 30 minutes run by launch. A car would then take the prospective purchasers to the subdivision. Anyone travelling by car had to come via Kincumber, as there was no vehicular access from Woy Woy.

**A BEAUTIFUL WEEK-ENDER OR A PERMANENT HOME BY THE SEA**

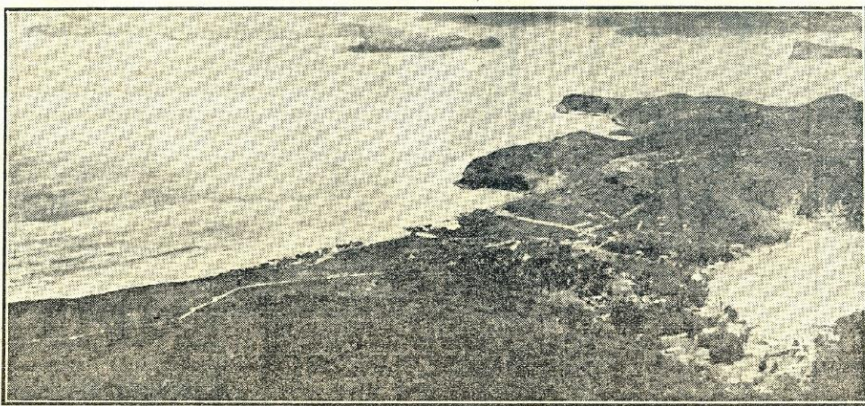
**KILLCARE HEIGHTS ESTATE**

HARDY'S BAY, WOY WOY

*"Daily Telegraph"*  
23/10/1928

**3'6**

**PER WEEK**



**3'6**

**PER WEEK**

View from Killcare Heights Estate, showing Killcare Beach, Killcare, Palm Beach, Barrenjoey, Broken Bay, and Lion Island

**LAND, SEA, AND MOUNTAIN SCENERY**

The Subdivision unrivalled in the whole of the State. Views from the Ground are considered by world travellers as equal to anything they have ever seen.

**294 LOTS**

Come and see the beautiful Broken Bay with its sentinel—Lion Island—Barrenjoey, Palm Beach, Woy Woy and its surroundings, with all their charms. The photo. has been taken especially for the Estate, and is featured on the lithos.

Access.—Regular Train Service to Woy Woy, thence an enjoyable thirty minutes' run by launch to Hardy's Bay, where our representative, Mr. Ford, will supply any information you may require. To visit by car, take road from Gosford to Kincumber, and thence by The Scenic Road.

**294 LOTS**

The N.R.M.A. has established a camp within half a mile of the Estate. Land values are bound to increase in the locality, especially after the completion of the new Northern Road. A punt service will be established from Ettalong to Wagstaffe, giving easy access to the Estate. Compare these prices and see if you are not offered something out of the ordinary in land values.

Blocks may be purchased from £20 to £50. Deposit £3 per block. No interest, and the Balance spread over Five Years in 20 Instalments.

Write for further information, lithos. and price lists, to the Agents:—

**F. WHEELER, ESTATE AGENT,**

When writing, please mention this publication.

**GOSFORD**

Local Agent: C. B. FORD, Hardy's Bay.

City Enquiries to F. ECONOMUS, CATHCART HOUSE, 11C CASTLEREAGH STREET, SYDNEY. 'Phone B1282.

The advertisement from *The Daily Telegraph*, for the Killcare Heights Estate sub-division, is dated October 23, 1928.

The lots were for sale from twenty-five to fifty pounds per block with a three pound deposit and no interest payable because the large advertising flyer stated: *...owing to the land coming almost direct from the Crown the middleman's profit has been eliminated, and the buyer accordingly will be in a very favourable position. In other words, an investment without risk or cost. Values must rise because this land is superior to any other on offer elsewhere at a fifth of the price. When the punt service is completed between Ettalong Beach and Wagstaffe Point the estate will be within twenty minutes run from Woy Woy. A pleasure steamer has been built capable of accommodating about 300 passengers, the 'Gosford' calling at Hardy's Bay within five minutes of the estate. Free of interest buyers should be in a position to re-sell at a handsome profit before the expiration of their term of payment.*



There was a small timber cottage in the bush on the view-front of Manly View Road in 1928/30 called *Seagulls Rest* and later on two cottages in Hats Street. The balance was spread over a period of five years in twenty equal quarterly payments of about two pounds each.

In 1963, two adjoining blocks of land on the edge of the subdivision on the low side (view-front) of Manly View Road sold for one thousand pounds. The smaller of the two blocks sold two years later for \$2,300 and a house was built for \$12,000 on the larger block.

The records show very few houses were built in that inaccessible subdivision until the 1960s. Very little happened in Killcare Heights real estate until 1963/4, when the subdivision was heavily advertised in the Sydney Morning Herald and the Telegraph. The first new house in the subdivision was built in 1968. The roads in the subdivision had been named after the family members of Sir Ernest Keith White in 1928, hence the personal names and inferences i.e. Baden Street.) Prior to the 1960s, no roads were formed and there were no services to the area. There was only a dirt track down Hats and Macdonald Streets coming off the Scenic Road with its infamous red gravel material. In the early 1980s, the house described above, was sold for \$60,000 and in 2000 that block was subdivided into two.



Manly View Road

### Martha Jane Subdivision – Charles (Charlie) Fraser



Martha Jane Avenue, Killcare was subdivided in two stages by Charlie Fraser in 1972 and 1984. Over the years Charlie had acquired enough land to create the subdivision with every block large and bushy. In 1972 the average price was \$10,000. A half-acre block sold for \$69,000 in 1984 and again in 1987 for \$80,000. After the 1987 stock market crash, which sent Sydney and locally, the Bouddi Peninsula, real estate prices sky high, the Martha Jane land jumped up to around \$200,000.

Work on the 1972 sub-division of Martha Jane Avenue.



These blocks, even though generous in size and having some magnificent views, were slow to sell as the subdivision came with a brick and tile covenant. The peninsula real estate buyers of the day wanted to evoke the architecture of holiday houses at the seaside, or a bush retreat so timber and corrugated iron were the more preferred building materials.

Tom and Doll Fraser's house at No. 27 Killcare Road

The house where Tom and Doll lived at the top of Killcare Road, famous for its hospitality, was demolished in 1973. That portion of land was sold for \$30,000 and a private road was formed, also called Killcare Road.

The land was subdivided with each block selling for \$13,000. Currently (2010) one of those blocks with a substantial home on the land sells for around \$700,000.

### **Hardys Bay – Near Hardys Bay Church to The Point**

The first European resident of the Bouddi Peninsula was James Mallen. Mallen settled in the southern corner of Hardys Bay on land enclosing a small watercourse. In 1824 James Mallen requested and received permission for the temporary occupation of 50 acres for grazing and in 1839 was granted ownership of the fifty acres. However, by 1828, he had already cleared and cultivated ten of his fifty acres and was running 26 head of cattle. The grant described as being near Kourung-gourung (Wagstaffe) and extended from the southern end of what is now called Hardys Bay. This land includes the site of the present RSL Club and Araluen Drive on the western side and Heath Road as far as the point.

In 1859 Mallen sold his acreage to Captain Daniel Joyce, who in 1861 was the licensee of the *Hero of Waterloo* hotel in the Rocks, Sydney. In 1860 Joyce mortgaged his Brisbane Water land for four hundred pounds. In 1865 mortgagees sold Joyce's land to Robert Hardy. In 1904 Robert Hardy sold his land to John McIntyre for two hundred and fifty pounds and then leased part back. In the same year Hardy purchased his land back from John McIntyre ('part of 50 acres more or less') for fifty pounds. It was Robert Hardy who gave his name to Hardys Bay. Robert Hardy (gentleman) sold his 50 acres, originally granted to James Mallen, on the southern shore of Ward's Bay, Brisbane Water for fifty pounds in 1904.

Around the same time, 1835, William Spears acquired two portions of land at Pretty Beach: Portion 32, 60 acres, facing the centre of the bay; Portion 33 adjoining was 50 acres on the east of the bay and cost twelve pounds and 10 shillings. Portion 33 was sold to Arthur Rickard and Company for three hundred and seventy-five pounds in 1910. Arthur Rickard also owned McIntyre's and Hardy's land and subsequently subdivided these acreages from the southern end of Hardys Bay to what is now Pretty Beach School.

This subdivision was named 'Pretty Beach Extension Estate' Woy Woy; the top road was named Heath Road and Arthur Road with a 100' wide reserve on the low side, which we now call Araluen Drive, Hardys Bay.

Back in the 1960s Keith McDougall found a 1912 real estate advertisement in an old newspaper stuck in a hole in the wall to keep out the wind. The advertisement was for a block of land for sale at 10/- with threepence a week interest. The block of land was behind the site of the present RSL Club. Keith said ten pounds would have bought the whole acreage. The agent would bring the buyers over on a barge from Woy Woy and point to the bush up on the hill and say, "It's up there somewhere."

### **Hardys Bay - Along from Hardys Bay Community Church and in Heath Road above**

The land on the foreshore of Hardys Bay with its easterly aspect has always been a desirable place to live and as one of the locals said, "We even have the council mow the lawn for us." They are referring to the grassy reserve across the road from their houses. Originally, the reserve was 100' wide. However, it is much narrower now, as it has eroded away over time.

The Montgomerys, Dunlops, Camerons, Callenders, Reeves, Murrays, Collins and Taylors lived in Araluen Drive along from the Community Hall which was built in the early 1920s. This hall became the RSL club and subsequently the Hardys Bay Community Church.

The Montgomerys built four houses in the early 1920s: *Solongletty* named after a popular song of 1916 and built of weatherboard and *Monterey*, *Youandi* and *Sally* built of fibro.

There were only two cottages in Hardys Bay when *Solongletty* was built. Other holiday cottages were named *Tres bon* or *Bonnie*, *Bayview*, *Sunny*, *St Clair*, *The Taxi*, *Maisie*, *Homesdale* and *Ferndale*.

There were always rowing boats available for the holiday cottages. (See section on *Houses of The Twenties*.)

Around the same time, the Dunlops (relatives of the Montgomerys) built *Merris* on Araluen Drive and *Goodenuf* behind at 79 Heath Road. *Goodenuf* sold in 1980 for \$39,000 and in February 1987 for \$95,000. That was eight months before the real estate boom of 1987 where that particular property would have sold for around \$330,000 - proof that timing is as important as position when it comes to real estate. Currently the old *Goodenuf* would be worth over one million dollars.

Bruce Dunlop's parents were married from Hardys Bay in 1920 and Bruce has spent most of life living or holidaying on the Bouddi Peninsula. Bruce's uncles had served in France in World War 1 and they used their army pension to build *Merris* which was named after the 10<sup>th</sup> Australian Infantry Battalion's place of action in Merris, France. All the building materials came up on the *Erina* or the *Gosford* docking at the Hardys Bay wharf (the government wharf) and then hauled on the men's shoulders to the job site. Nock's general store ('Nockys') in Araluen Drive had their own wharf where supplies were delivered.

The Montgomerys lived in Belmore and the family would come up on holidays, outside of Christmas and school holiday time, usually in June, when the holiday houses were freely available. The holiday lettings were mainly let to railway workers as they had a free railway travel pass as part of their salary package and also many of the peninsula houses were owned by men who worked on the railways. The holiday cottages were very basic, and the holidaymakers came from such places as Balmain, Belmore, Campsie, Glebe and Leichardt.

Bruce remembers men living in humpies at Lobster Beach and in huts at Bullimah Beach; the men who lived there were returned soldiers or ones who had decided to leave the city during the depression. They caught fish, grew their own food and had the dole in the form of ration cards.

Barney Reeve's mother bought a block of land in Araluen Drive, Hardys Bay in 1919 for thirty-nine pounds. Barney and Thelma Reeves bought their land in Araluen Drive, Hardys Bay for ninety pounds in 1947 and a current real estate valuation is over \$1,000,000. Friends told Barney at the time he paid too much; it should have been more like seventy-five pounds. Barney said there was great community spirit years ago. He added, "There appears to be more people now, but they are quieter. When we came up on weekends there was always a party with one of the locals, a launch driver, selling us the sly grog. One could walk anywhere in the district years ago and freely pick Christmas Bells, Flannel Flowers, Waratahs and Rock Lilies. There was a plentiful supply of fruit from the fruit trees grown in Araluen Drive then."



*Segenhoe* was another old home reminiscent of the early 1900s, which still exists in Araluen Drive, Hardys Bay. The owners of that property, the Jennings, came down from a property at Scone during World War 1 because of the drought and also, because men had gone to war and farm workers could not be found. *Segenhoe* was purchased in 1988 for \$110,000. In 2008 the land value would be approximately \$1,000,000.

Bryce (Alec) Cameron, who had been repatriated from WW1, with gun-shot wounds to his foot, met Ann Jennings at Nocks store in Araluen Drive, Hardys Bay. They married at Hardys Bay and had six children and when it was time to give birth, Ann would get on the ferry and go to the hospital at Summer Hill. Gosford Hospital opened in 1945 so home births were common before that.

Ann's father, Mr Jennings, bought the property next door to *Segenhoe* for the newly married Camerons and that is where the Camerons grew up. Alec and his son, Jack, a master boat builder, were professional fishermen and one of the locals who is now in his 90s remembers them. The Camerons would be hard at work with their boats hauling the nets onto Putty Beach when the Mullet was travelling. One haul saw 1200 boxes of Mullet over a 3-day period with 70 lbs of Mullet in a box. Also caught on Putty Beach was a Yellowtail Kingfish 100 lb in weight and transported to Wagstaffe wharf for Woy Woy or Gosford and beyond.

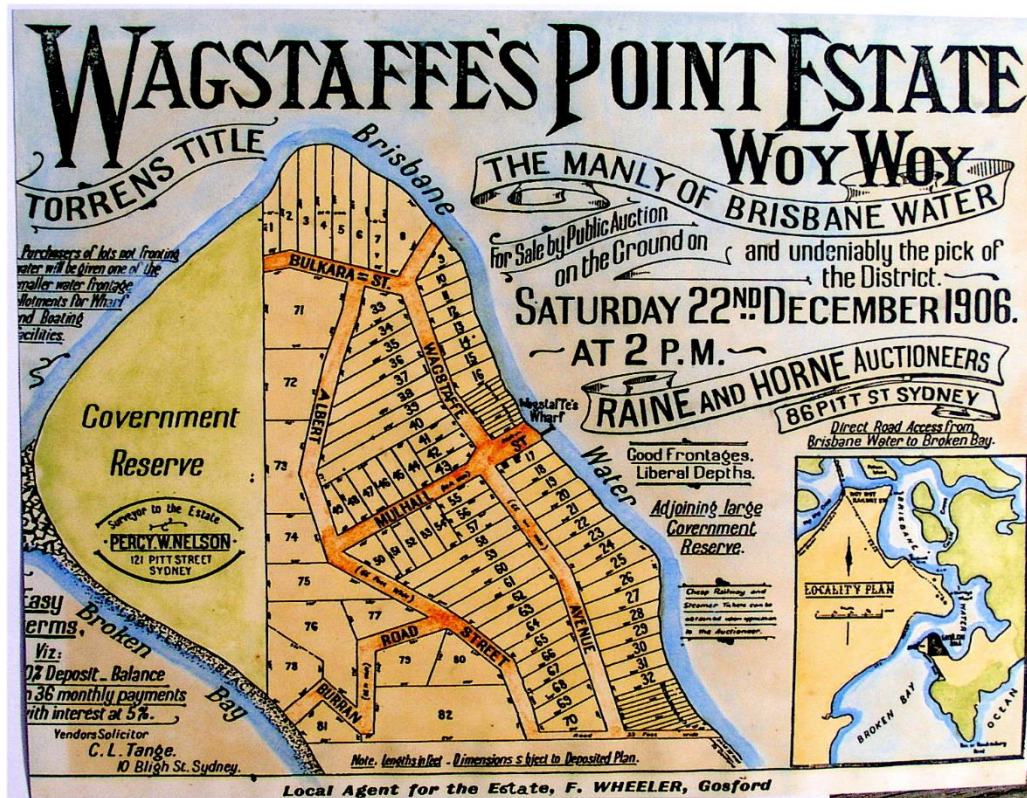
In 1943, there were several blocks of land for sale at two hundred pounds on the low side of Heath Road above the Hardys Bay wharf. In the early 1950s, a house on the high side of Heath Road on half an acre sold for two thousand five hundred pounds. In 1998, this land with a neat cottage sold for \$198,000. In the mid-1970s, a block on the low side of Heath Road with extensive views of Hardys Bay sold for \$9,000 and one on the high side with an older cottage sold for \$13,000. In 2008, that cottage is for sale and the price is \$700,000. In the late 1970s, blocks on the low side of Heath Road on the Pretty Beach end sold for \$21,000 per block and, with a holiday cottage, \$25,000.

## **Wagstaffe**

*Kourung Gourung* ('fast running sea') was the Aboriginal and original name of Wagstaffe, the 50 acres granted to and settled by an Irish convict, Patrick Mulhall, in 1841 for a quit rent of one shilling annually. Mulhall, who named his property *Mount Pleasant*, worked the land from the 1820s and by the 1840s had a large head of cattle and cultivated land, rowing the produce in whale boats from Wagstaffe to Sydney.

Patrick Mulhall died in 1846 leaving the 50 acres to his wife and children, who sold the property to George Wagstaffe in 1890. George Wagstaffe was an agent for the shipping company Burns Philp and eventually moved to Wagstaffe, shipping produce to Sydney and the Hawkesbury from Brisbane Water. By 1904 the 50 acres was subdivided into 11 portions (of between one and seven acreages each), rich agricultural land suitable for orchards, maize growing etc. Also included was George Wagstaffe's two-bedroom cottage and two roomed kitchen on 4 acres plus a jetty. This property was presumably built in the 1820s.

In 1906 this subdivision of 82 lots was put on the market and named 'Wagstaffe's Point Estate' Woy Woy 'the Manly of the Brisbane Water'. The lots were sold by public auction on site whereby 'cheap railway and steamer tickets can be obtained upon application to the auctioneer'. Also mentioned on the real estate advertisement was 'purchasers of lots not fronting water will be given one of the smaller water frontage allotments for wharf and boating facilities'. The high side of Wagstaffe Avenue was for housing and the low side for boathouse and ferry access.



Cec Molony's grandparents came to Wagstaffe in 1913 for the fishing and the beaches. His parents honeymooned at *San Toy* (Wagstaffe Point) in 1916, one of many holiday cottages in the area at the time and Cec came to Wagstaffe for his first holiday in 1920 at the age of 3. Because fishing was the passion, holiday houses with deep-water frontages, a jetty and a rowboat were sought after. Two cottages which met these requirements and where the Molony's often stayed were *Warri* and *Sunshine Cottage*, both on 20' wide blocks and opposite the Wagstaffe general store which was built in 1921.

People came up regularly in those days for a break from the toil of the city. Two local men seemed to be in charge of renting out the cottages and collecting the rents and they were a Mr. Gayleard and a Mr. Deleverer who lived on houses on the waterfront.

In the early 1900s old cottages (dismantled) from Balmain would come up on the *Erina* for mounting on the vacant blocks at Wagstaffe. In 1938, a waterfront house was for sale at six hundred pounds and vacant blocks at the top of Mulhall Street were available for thirty pounds. In 1952, *Sunshine Cottage* was on the market for two hundred pounds. In the mid-1970s, a large sub-divisible block, with cottage, overlooking Lobster Beach sold for \$29,000. A waterfront block, subdivided into two with a cottage on each block in the mid-1980s, was for sale at \$160,000. In 1976, a waterfront block with cottage sold for \$25,000.

In 1967, Allan and Shirley Hood bought *Langley* a waterfront property where Shirley fished for mullet and 'could do it all day long, to my heart's content'. The property cost two and a half thousand pounds and that property was later subdivided into 11/13 Wagstaffe Avenue.

The property had been owned by the McIntyres, who owned flour mills on the central coast. Shirley, who now lives in W.A., says her heart is still at Wagstaffe and she cannot bring herself to go back to Pretty Beach or Wagstaffe. Shirley says she regrets selling *Langley*.

Next door to the Wagstaffe corner store lived Miss Kennedy who ran six cows on two blocks of land and sold the milk to the locals. Also, diagonally opposite the store and going up Mulhall Street was a dairy owned by Hanscombes. Further up the hill, from about No. 25 to No. 33 the Osbornes had a vineyard, selling grapes and honey. At the centre of the turning circle at Wagstaffe was a coral tree and a brass plaque commemorating the work done by Mrs Irvine whose efforts raised money for the Australian soldiers in World War 1.

Cec holidayed with his grandparents and parents until the age of 16 when he would then come up to Wagstaffe with his mates and cousins, fishing and using the caves at Lobster Beach for shelter. In those days it was a coal and government reserve and one paid five shillings a year to camp. There are many stories of men living on the hill, in the bush above Lobster Beach, their homes built of corrugated iron and sugar bags. Often these men had come back from the WW1 and were T.P.I.s or they had decided living in Sydney during the depression was too tough. Here they could have peace and fish for food or go rabbiting and exchange the catch for other food they needed so a bartering system existed between the locals. Dairy cattle roamed the waterfront at Lobster Beach and Box Head as they did from Killcare Beach up to the top of Killcare Heights to MacMasters Beach and all along the foreshores of the bay.

Cec and his mates would catch a steam train to Woy Woy and Murphy's launch from Fisherman's Wharf to Wagstaffe or Pretty Beach. The ferries would stop at all public wharves or any private wharf after passing through the rip. Jack Murphy's fleet of ferries included *Victorious*, *Doreen*, *Hero* and *Conqueror*. The *Victorious* carried 125 passengers. Mr. Murphy was also the proprietor of *Waratah*, a boarding house in Woy Woy, and was an agent for Arthur Rickard and Co. Ltd, Land Developers.

A treat, when disembarking from the ferry, was buying an apple pie or meat pie for threepence or a loaf of bread for fourpence at Holwells bakery on the corner of Pretty Beach Road and Oroo Street. They would then head for Lobster Beach with fishing rods and little else as 'we were proud fishermen and ate and cooked, over hot coals or ash, what we caught'. Cec said, "We went home skinny only once." They would catch Yellow Tail and Slimy Mackerel at Iron Ladder and crabs on the rocks plus beach worms at Tallow. They often walked over the rocks from Lobster Beach to Putty Beach via Little Tallow. The beaches and bays were teeming with fish back then.

## San Toy Estate

*San Toy* was the name of one of the houses on the waterfront at Wagstaffe Point, owned by the Hornes, a musical family from Tamworth, who had retired to live permanently in Wagstaffe by 1919. Two of their other houses on that block were named *Boomerang* and *Lotus*. *San Toy* or *The Emperor's Own* was a 'Chinese' musical comedy in two acts first performed at Daly's Theatre London on October 21, 1899 running for 768 performances. During the severe storms of 1920, *San Toy* survived but most of the adjacent Lots 1, 2 and 3 were washed away to be reclaimed years later.

Rod and Pat Radford live at *San Toy* estate at the point in Wagstaffe. Rod holidayed in Woy Woy from 1924 and then Wagstaffe from 1931 with parents and grandparents. Rod's father worked on the railways as a timekeeper and as he loved fishing. His wife, Isobel, a hardworking and thrifty Scottish lady, bought for her husband two blocks of land at Wagstaffe Point in 1939 for thirty pounds.



Much of the land on these properties had been washed away so in 1940 the Radfords started to build a house and rebuild the seawall from stone cut out of the hillside at the back of the property - all by hand. The stone from the old house is now the entrance gate of the *San Toy Estate* in Bulkara Street.

For water, a concrete tank was built, measuring 20' high by 30' long, half in the ground and half out. The water was then pumped up the hill into three more water tanks so when it came down to the house there was better water pressure.

As the years went by, Rod's parents acquired the adjoining properties (six in total) as they came on the market for sale. Friends came for holidays and over time the Radfords leased the cottages they had bought, and the name of the property became *San Toy Resort*. Wagstaffe, like many other areas of the Central Coast, was a popular holiday destination as it was close to Sydney and had train and ferry access. Not many people had motor cars.

The holidaymakers included all the family from grandparents to grandchildren and even great grandparents. Families came up as often as they could for weekends or monthly and school holidays. The Radford cottages were for rent at a much lower cost than other holiday houses on the peninsula so were sought after because of their position and affordability. Over the Christmas holidays the rent was three to five pounds per week compared to fifteen and twenty pounds elsewhere, at the time. Today, waterfront holiday cottages rent for around \$3,000 to \$4,000 per week. At the Radford's *San Toy Resort*, holidaymakers had everything they needed for a great holiday by the sea including bedding and rowboat.

Over time Rod Radford's parents owned 6 blocks of land with 12 cottages, some with duplexes amounting to 18 dwellings in total. The holiday destination became *San Toy Estate* at some point in time.

The holidaymakers came from all over N SW including Wagga Wagga and *The Manse* at Mandurama, Dubbo, Arncliffe, Burwood, Summer Hill, Strathfield, Blacktown and Kogarah.

In the 1960s, people became more affluent and started to travel further, by motor car and aeroplane. The younger holidaymaker was looking for more up-to-date accommodation such as motels, which were becoming fashionable.

So, from the 1960s onwards, the *San Toy* tenants became more permanent with the occasional holidaymaker 'reviving wonderful memories'. The permanent tenants also had very affordable housing as the Radford's rents were lower than other properties in the area. People, in need, found homes there and were helped by Mrs Radford. Eventually the land tax became higher than the income achieved from the rents so *San Toy*, as we all knew it, was sold in the early 2000s, achieving prices from \$700,000 to just under \$1,000,000 per block. Rod Radford explains that 'these prices were achieved only after several years of effort and cost. The initial desire to sell in total to developers was non-productive even with subdivisions approved. This forced the rebuilding of wharves, updating of boat sheds, the demolition of all cottages with their fibro content, the planning and building of an access road with underground power, phone lines and water, security entrance gates with temporary boundary fences to show extent of each block. The potential became so apparent that single sales of double blocks were made. Even with current downturn asking prices close to twice as much.'

Currently there is an architect designed house on a double block for sale at *San Toy Estate* for approximately \$6,000,000. Deep waterfront properties at Wagstaffe are few in number and much sought after, preferably with a jetty, even though there does not appear to be as many passionate fishermen trying their luck as there used to be.

## Pretty Beach

**PRETTY BEACH ESTATE**  
**RIGHT AT THE BAR**  
**OPPOSITE FAMOUS ETTALONG BEACH**  
**WOY WOY**

**Auction Sale On the Ground SATURDAY 26<sup>TH</sup> MARCH 1910 AT 3 p.m.**  
**ARTHUR RICKARD & CO. LTD.**  
*Auctioneers & Realty Specialists 84 Pitt Street Sydney.*

*Regular daily ferry service.*  
*Steamers from Sydney call twice weekly.*

**TERMS**  
*£1 per lot deposit, 10/- per Month for every £2.50 of purchase money, interest 5% per annum on Quarterly instalments.*

**TITLE will be TORRENS**  
*Solicitors to the Estate MARINSON & PLUNKETT Elizabeth St. Sydney*

**LOCAL SKETCH**  
*COWDERY & COWDERY 104 Surfers & 4 Pitt Road Exchange Pitt St.*

**BRISBANE WATER**  
**VENICE HIGH**  
**SECTION**  
**COMO PARADE**  
**ROAD**

Spears' land facing the Bay at Pretty Beach was purchased by N.S.W. Realty Company along with James Brown's 31 acres which now we know as Highview Road down to Wagstaffe Avenue and the base running along the ridge behind Lobster Beach. Brown had purchased his land for thirty-one pounds in 1858. These combined acreages were bought for one thousand pounds in February 1910. The acreages were subdivided and named 'Pretty Beach Estate' right at the bar opposite famous Ettalong Beach Woy Woy'. Auction of the blocks was on the ground in March 1910.

The subdivision included land from Pretty Beach School to the junction of Wagstaffe Avenue and Highview Road including Venice Road and Como Parade. The blocks on the high side of Como Parade and Highview Road were all acreages ranging in size from one and a quarter acre to 7 and a half acres. Average sized blocks of land sold for twenty-five pounds each.

Pretty Beach was a very lively community with a bakery and plenty of shops. (See section on Commerce and Industry). On the corner of Pretty Beach Road and Oroo Street, where the tennis courts and cricket pitch are situated now, was a two-storey house and corner store. On Sundays, Catholic Mass would be held in the upstairs rooms.

William Spears set up the first inn or public house in the area in order to sell liquor. It became a stopping place for ships coming into and leaving Brisbane Water, especially when the weather was bad or the tide at the Rip was against them. Spears was granted a licence in 1838 'for the house known by the *Sign of the Crooked Billet* at Brisbane Water', for which he paid twelve pounds and ten shillings. Shirley Hood's father, William, had been going to Woy Woy since 1923, staying at Blackwall and later at the Bayview Hotel. Fisherman's Wharf had been his fishing spot until he discovered Pretty Beach and he and the family fell in love with the area. Shirley's parents, Dr and Mrs Love, rented *Wig-Wam* in Highview Road, owned by Harry Barham and his wife, Ada, who also owned two adjoining properties. Harry Barham had the Gosford bus service and lived at Tuggerah. Within the year the Loves had bought *Wig-Wam*. *Wig-Wam* sold in 2007 for \$530,000.

## **Putty Beach**

Alexander Allan Martin's grant totalling 85 acres was finalised in 1930 and cost one hundred and ninety- one pounds and eight pence. The land included the beachfront at the south end of Putty Beach near the surf shed. Martin ran a dairy and later a tea-room.

In 1940 Martin had 61 choice building sites for sale at Killcare Ocean Beach for private sale. A local remembers looking at one of the blocks for sale at two hundred pounds but it was uninviting and windswept, covered in lantana and the dirt road was full of potholes.

A block sold in Beach Drive in 1976 for \$12,000. In the early 1970s blocks in Grandview Crescent were for sale at between \$15,000 and \$20,000; in the late 1970s blocks were for sale at \$35,000; in the early 1980s around \$100,000.

The stock market crash of October 1987 saw the real estate prices soar to an astronomical level and the 'greedy 80s' ensued. An old cottage on the low side of Grandview Crescent rose to \$415,000 at auction. That property would have sold for around \$180,000 a few months before. The frenzy to acquire real estate, for investment, on the Bouddi Peninsula, went on for some years and many local people who sold regretted the move, as once their property was sold, they could not afford to buy back into the market, as the prices were racing upwards daily beyond affordability for most.

Buyers from Sydney were everywhere, looking to pick up a bargain as the Sydney real estate boom crept up the Coast toward the Bouddi Peninsula. The real estate situation on the Bouddi Peninsula went from sleepy hollow to boom town in an instant and buyers were thick on the ground.

Because there was a limited amount of property in the area to be bought and the buyers were in a frenzy; gazumping became an accepted form of negotiation but definitely not a healthy practice to be involved with, as no one came out a winner - bad feelings, for all concerned, were the end result. The elderly locals were vulnerable at this time as they could not keep up with the rising prices of their property and outside agents came into the area looking to make a killing.



They would list the property for a high price and sell quickly for much lower than listed, after conditioning the vendor of the possibility that the market could change dramatically therefore ending up with less money. A similar practice also occurs during recession time when outside agents are looking for listings. More often than not, these agents only want a sale and are not interested in achieving the highest price for their vendor for whom they are working.

Following, is an example of old-time standards and a situation, this particular agent had not seen before or since. An elderly gentleman in Manly View Road listed his house for sale at a modest price at the start of the boom. Within a few hours the asking price had been achieved, therefore a sale agreed upon. Two hours later, another buyer entered the scene and offered \$50,000 more.

The agent, required by law to submit all offers before exchange of contracts did so. However, the vendor was insulted that the agent would allow another buyer to submit an offer and told the agent that his handshake, with the young couple that morning, had sealed the deal. Within a few hours another buyer was on the scene and offered an extra \$20,000. The vendor was told of the higher offer and once again stuck to his original agreement thereby saying goodbye to an extra \$70,000.

Another story, reflective of the boom time after the 1987 stock market crash, concerned an elderly couple who were in their early 90s and had their house in Grandview Crescent on the market for \$360,000. A cool looking dude in a Ferrari came into McCall Real Estate and asked to see the best investment property on the books. The agent recognised him as one of the captains of industry as his face appeared regularly in the business sections of the national newspapers. The agent asked which area he preferred, the beach or the bay, and was bluntly told that he had asked to see the best investment property and didn't need to have a long chat about the area. It turned out he did not know anything about the Bouddi Peninsula but had been advised by a financial guru to buy up here.

He was driven to the house in Grandview and was told the price was \$360,000. "Offer them \$300,000," he said. He stayed in the car while the agent conveyed the price to the couple, who were stone deaf and could only lip read. The agent moved her lips accordingly telling them the buyer was out in the car and had offered three for their house, instead of specifying \$300,000. They looked at each other in disbelief and screamed with delight saying, "Fancy that, Three Hundred Pounds for our old house." The agent said "No, \$300,000 but it's worth more than that; it's worth what you are asking." So, the agent went back to the prospective purchaser and told him the vendors want the full price of \$360,000 and he agreed. That property was rarely used and sold for a similar price three years later in recession time.

In 1992 the prices dropped back considerably as the recession was in full swing with the \$400,000 properties now worth around \$300,000 to \$350,000 but there were no buyers. Interestingly, it would appear no Bouddi Peninsula property owners had to sell because they were over committed financially or facing hardship while holding onto their holiday houses/investment properties.

## **The Purchasers**

The humble timber or fibro shack of the 1920s to 1960s was minimalist in the true sense, being basic housing to accommodate lots of family and friends up so most of the time was spent outdoors except for mealtimes. As cars were limited, people walked and talked to each other.

Thelma Fraser remembers walking from Wagstaffe Hall, after a Red Cross meeting to her home opposite the Marina, the trip taking hours as she had to say hello to the people who lived along the way and, more often than not, partake in tea and cake.

The needs and desires of the purchasers of real estate on the Bouddi Peninsula changed over the years. By the 1980s purchasers of real estate on the Bouddi Peninsula were not the blue-collar workers from the inner city areas and Western Sydney but professionals from the North Shore, looking for the beach house or the bush retreat. Teachers, lawyers and doctors, merchant bankers and IT professionals were and still are the main purchasers. The beach and the sound of the surf was what they came for but more often than not with the help of a good real estate agent, who took them on a Cook's Tour of the area, they could be swayed to look deeper and beyond what they had first envisioned. When they caught sight of Hardys Bay, Pretty Beach or Wagstaffe they realized the incredible natural beauty at every turn and bend in the road.

Every spot on the Bouddi Peninsula is magnificent and there are very few areas that do not have a view of water.

These buyers wanted to evoke the architecture of the holiday house at the seaside or the bush retreat and now had the money and knowledge to do it in style. It was then and is now common practice to hire an architect and an interior designer and purchase the latest fixtures and fittings. The houses now include many bedrooms and en-suites, guest accommodation and maybe a powder room, deep decks, large glassed areas, spacious open plan living areas, TV rooms, double garages and an inclinor for a steep block. Years ago, it was unpretentious wealth and now it is obvious wealth.

There was a holiday house at Wagstaffe on the waterfront owned by an elderly gentleman who had the idea of holiday renting his cottage over the Christmas holidays. I told him it would cost a fair amount of money to refurbish the place and he could not understand this. "What's wrong with it? Everyone would love to spend a week or two in this house like we did back in the 1950s." As I explained to him, the holiday tenant now demands at least what they have at home and maybe more. I pointed out that the blankets had more holes in them than fabric. "There's nothing wrong with them. They were used in Europe during the War and they did us; you just put lots of blankets on top of each other and cover up the holes and it's nice and snug."

One woman in her 90s whom I took to look at the new MacMansion, where her humble home had been, couldn't believe what she saw. She wanted to know why people needed such large houses and enormous decks when there did not appear to be anyone living there. "No one seems to be having fun anymore; there is no noise, no activity and all the blinds are down." Then she asked about the enormous stainless steel B.B.Q. on the deck. "It's big enough to cook a roast in that machine, Ida," I said. She shook her head, "In my day we ate inside and shit outside and now they eat outside and shit inside." However, there is another side of the coin, as one man told me, "One needs an escape, a retreat from the urban madness and I can afford to buy and build whatever gives me pleasure and so I will."

## **The Agents**

There have been many agents in the area since the first subdivisions. One didn't need a licence back then. Agents could set up a tent and sell land on behalf of the developers or on behalf of themselves. A lot of land passed hands this way. Jack Stewart had a taxi and serviced Killcare, Pretty Beach, Hardys Bay and Wastaffe. He had a house opposite the Marina and one on the Wagstaffe waterfront.

Jack became a very successful real estate agent and sold his agency to Neville Hazzard. In the 1950s and 1960s one just needed a police check and could go into business (according to Paddy Walsh) who worked on the bay in the 1960s. He was a retired policeman from Sydney who had worked tirelessly for the Police Boys Club in Sydney. Paddy operated for many years and his wife, Neeta, was the secretary and property manager. Keith McDougall worked with Paddy Walsh in the early 1970s before opening his own business from home on Wards Hill Road in the early 1980s. John Howard Goldfinch operated from the Killcare store before 1970. Neville Hazzard who was also a jazz musician, had his office on the bay to the right of the Killcare Store.

Nev Hazzard sold to George Brand in 1989/90 and Nev's passing words were, "The new owners should put a mirror on the wall so they can watch themselves go broke." (The recessions came shortly after, and Brands left the area to establish real estate agencies elsewhere).

Malcolm and Laurence McCall opened for business in 1974 at the rear of the Killcare store until moving over the road to Paddy Walsh's site which was originally the garage to Paddy's house above. The following photo was taken in 1983.



The McCalls sold to Peter Nelson and Harry and Jo Hill in the early 1990s after changing their business name from McCall Real Estate to Raine and Horne. Mary McKinney worked with Malcolm and Laurence for 10 years before opening her own business and subsequently selling to Kerrie Ryan and Wendy Best who are now franchisees of Ray White. Joan Dalland, Peter Nelson and Barrie Johnston were all principals of Raine and Horne. Ingrid Souter is the current principal of Raine and Horne, Killcare in 2008.





Mary McKinney's Real Estate. Photo: Hazel Ford

## Concluding Comments

The people who live on the Bouddi Peninsula, Killcare, Hardys Bay, Pretty Beach and Wagstaffe are a microcosm of society and a great cross-section of that society, living peacefully and, it would appear, contentedly. I see it as a classless society and the area allows people to be who they are. We have had, and still do, people living here who are famous painters, authors, architects, actors, businessmen, sports legends, perpetrators and victims of crime, men of the cloth, musicians, crack pots, war criminals, those recouping from injuries, the drug addicts (name your poison), the con man and people seeking solitude and peace for a short or long period of time. The area has always been a hideaway for people because of its seclusion and lack of public transport. Often people found the area because they had taken the wrong turn on the road; some were looking for an escape and ended up here.

The buyers of real estate still mainly come from the North Shore of Sydney, as they can be in on their holiday house doorstep in just over an hour. Eighty percent of the houses sold in the area are for holidays or investment or both, others because they dream of living by the seaside when they retire or want to live in a small community – the village atmosphere surrounded by beaches, bays and thousands of acres of bushland.

The long-term capital growth is excellent if one can afford to buy a property and wait. The monetary return is low, in the short term, as rentals do not reflect the cost of the purchase price of the property. Young locals move away for the excitement of the city or for work reasons and are spread all over the world. Often, they cannot afford to buy into the area and live elsewhere but they have wonderful memories of growing up here. Recently, there was an article, in a national newspaper, about Dr. Timothy Hawkes, an author and the Headmaster of The King's School in Sydney. Quoting from the article, he says, "My favourite place in the world is our holiday home at Pretty Beach, north of Sydney. The majority of my book-writing was done up there but, somehow, when you're writing with a sandy rump and a jetty nearby, it doesn't classify as work. I'm also the Pretty Beach bombing champion. It's a close-run thing between me and Taylor, who lives two doors up. He's 14."

A local who now works in Alaska said he had his bedroom ceiling covered in enlarged aerial photographs of the area so that at any time in the day or night he could lay on the bed and dream. Another, who grew up in Killcare and now lives up the coast on a farm, was asked if he ever thinks of Killcare. "Like every day," was his reply. There is a story of a local resident who commuted to L.A. (Los Angeles) every Monday morning and was back in Killcare on Friday for afternoon tea.

Another story is of a local lad surfing his way around South America, who was in Peru for a short spell. When asked where he came from, he mentioned the country, then the state, then the coast and eventually said Killcare. Someone in the group of international travellers sang out, "Been there and the best hamburger I ever tasted came from that corner shop." (Pat and Gordon Hamilton were the owners at the time.) A teenager who grew up in Killcare and has been traveling Australia for 18 months was asked if he was glad to be back.

"I'm home, I'm content, I feel I belong and I'm happy."

This story has not covered all that needs to be written and there are still people who were vital to the growth of the area whose stories need to be told. There are subdivisions and subdivisions of subdivisions of land which have not been mentioned and must be recorded at a later date but for now that will have to do.

**Photos: Courtesy of Gosford City Library unless otherwise acknowledged.**

# HOUSES OF THE TWENTIES

## In Killcare, Hardys Bay, Pretty Beach and Wagstaffe

by Bruce Lay

*This document should be read in conjunction with the following biographies written by Bruce Lay: Ruth Dunlop, Denise & Laurel Harper, Margaret Harper and Bruce Dunlop, found in 'Bouddi Bios'. Bruce Lay is an architect, planner and heritage consultant. Robyn Warburton Ed.*

### INTRODUCTION

Settlement along Brisbane Waters started in the early twentieth century, with access from the water and ferry services, principally from the Woy Woy railhead. Many boats plied the Hawkesbury/ Brisbane Waters areas, servicing water-accessed properties. This study looks at the settlement of the bays of the Bouddi Peninsula.

The Wagstaffe Subdivision into rural lots dates from 1904; Wagstaffe Point into town lots from 1906; the Pretty Beach Estate from 1910; the Pretty Beach Extension Estate, 1913. Subdivision in Hardys Bay/Killcare followed a similar pattern, with Killcare Heights somewhat later. Clusters of cottages were built close to the wharves as ferry and boat access preceded the roads, and car ownership was restricted to the rich. The First World War (1914 - 1918) influenced the situation. The update was slow due to wartime conditions, hence most of the first houses date from the late teens and the boom which occurred in the twenties.

This essay uses the Pretty Beach Extension Subdivision with land sales from 1903/4 as a case study, as well as looking at particular houses, that have survived, to examine this history. The character that remains evokes particularly this period, overlayed by much development since then. While 'fibro beach shack' is often used to describe the character, this does not reflect the rationality and skill shown in these buildings, their fitness for the purpose, principally for holiday use and how they evoke a lifestyle of leisure and informality after the strictures of the Victorian period, and then the tough war years. This seems a prelude to the beach culture that was such a strong feature of Australia in the twentieth century.

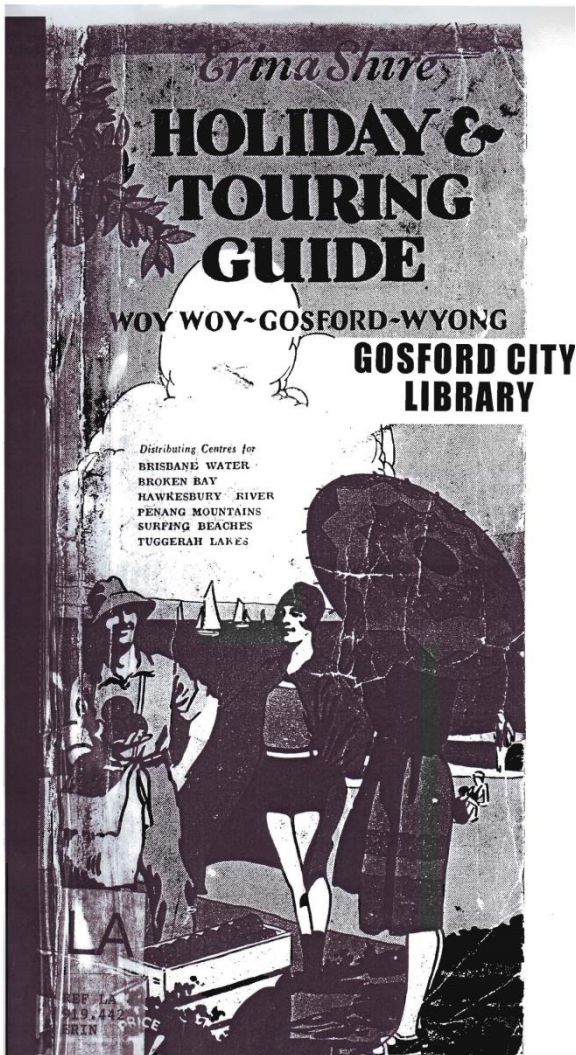




The photograph shows the western side of Hardys Bay in 1930 – most of the houses are external frame – lined on the inside only. Photo Mitchell Library, State Library of NSW.

One of the key findings is the prevalence of external frame buildings in this period. This is where the stud frame is expressed on the outside with linings on the inside only. This style is mainly associated with Queensland, but evidently it was also common in New South Wales and has been largely forgotten as most such buildings were over-clad, principally by the cheap and low maintenance fibro in the forties and fifties.

In writing this piece, the subdivision history, and the extant buildings have been examined, but it has also drawn on the recollections and insights of the many people who grew up in this period. Sources are acknowledged at the end.



The Erina Guide evokes the twenties as a variation of the Manly mantra '*a thousand miles from care*'. As with Pittwater, the Brisbane Water settlements were mainly a summer holiday and retreat destination, across the social spectrum. While the well-to-do could motor up to Newport or Bayview to their retreats, the train service to Woy Woy and ferries plying Brisbane Water gave ready access to the middle and lower class, before mass car ownership. Many families from the inner suburbs such as Petersham and Balmain bought land in the new subdivisions and built modest timber framed houses, using materials that could be readily transported by water, and then hauled up the slopes. These houses often perched on footings comprising a pile of rough stone, retrieved from the sites. The house at 118 Heath Road illustrates this. The south-eastern corner sits on a rock floater and a tree stump remains under the middle of the house. Most of the piers are bush concrete, with some later replacement with stock brick.

The houses were modest (fishing shacks is one appellation) and deliberately served a simpler lifestyle of leisure. While the houses were mostly used in the summer and holiday breaks, some families lived up there and commuted. Colleen Smith's father had a flat in Petersham for use during the week. He worked as a supervisor at the Eveleigh Carriageworks.

Some of the first people to settle bought blocks, camped on them and built a line of houses, and lived in one. Most were rented out to holiday makers, with linen supplied when not used by the family. This often included a wooden rowing boat tied up at one of the jetties. Bert Myer describes the lifestyle of the permanent people as 'subsistence living, growing fruit and vegetables, keeping chooks and pigs, and a couple of cows and selling the surpluses to holiday makers.' They built up custom by meeting the ferries.

The Erina Guide shows that this was a well-developed market, with distinct building types, often pre-cut by builders both on the Central Coast and in Sydney. Two major Sydney timber merchants, Hudson & Son, and Goodlet and Smith show some of these types of houses in their catalogues.

Most of the houses are evidently the work of tradesmen, not handymen; most are variations on a theme, with similar plans, but variations of detail, roof form, cladding and decorative woodwork, such as balustrading. However, Ruth Hawkshaw says there was local scorn for the *Hudson Readycut* at 118 Araluen Drive. Her father Ernie Clucas and Joe Booth were local builders, erecting the Hardys Bay Hall (later the RSL Club and now the Church) as well as houses such as at 26 and 30 Heath Road. Most houses were built by local tradesmen, for others or for themselves, who then sold and moved on. Families like the Montgomerys purchased several lots and built a cluster of cottages. In discussing the prevalence of the external frame, Ruth Dunlop commented that 'they were built in a hurry; it was a business; most of them were let to holidaymakers'. This is apparent from the advertisements for cottages in the Erina Guide. The permanents such as Colleen Smith's family, the Beasleys, who built *Bonnie View* at No.30 Araluen Drive in 1927, and Bert Myer at No.18 Blythe Street, had more substantial houses. However, both Bert's father's house at No. 8 Blythe Street and his own at No.18 were external frame. Bert's has an ironbark frame, but most were oregon and therefore susceptible to termites.

The remoteness encouraged self-sufficiency in terms of productive gardens, citrus trees, chicken runs, and fishing, particularly during the Depression. Produce was traded. Laurel Castle calls it 'swapsie'. Permanency, consolidated during the Depression period, sometimes with additional dwellings being constructed for other family members. Colleen Smith notes that the main activities were fishing and dairy farming, but these would only provide jobs for a small number of people. There were many more shops then, than now, as people shopped for daily needs, before refrigeration. They made weekly shopping trips by ferry to Woy Woy or to Gosford for the Thursday market. The only water was collected in tanks from roof run-off. Power came first to the Bays in the twenties but much later to Killcare Heights. The first road access was via Gosford and The Scenic Road, a full day trip from Sydney.

Colleen Smith lived in Killcare and went to school at Pretty Beach in the 1930s. There were then two classes and about 30 pupils at the school. This was a small number given the number of houses then around the bays and illustrates the large holiday population, particularly during the summer. The prevalence of modest, light framed houses, with few rooms but large verandahs also suggest summer use. Most living occurred on the verandahs and outdoors, but they also put stretchers on the verandahs for 'spill overs'. The Harper and Brandstater families shared a caravan for the children to sleep in. There were seven children in Bert Myer's family, and to accommodate them, they enclosed the verandah with hessian.

The road and subdivision patterns followed the contour and the waterline, providing a water prospect from the front of the lots. Given the rugged terrain, the houses on the high side such as in Heath Road are close to the road, given the steep rise to the escarpments and ridgelines. Most of the land remained rocky bushland. The bulk of land above the escarpment has now been added to Bouddi National Park.

The area was a working man's paradise, where a block could be bought cheaply and houses constructed out of cheap milled timber and the new wonder material, 'fibro'. Travel by train was cheap to Woy Woy and then by ferry and many of the early holiday makers were railway or tram-workers' families using concession passes.

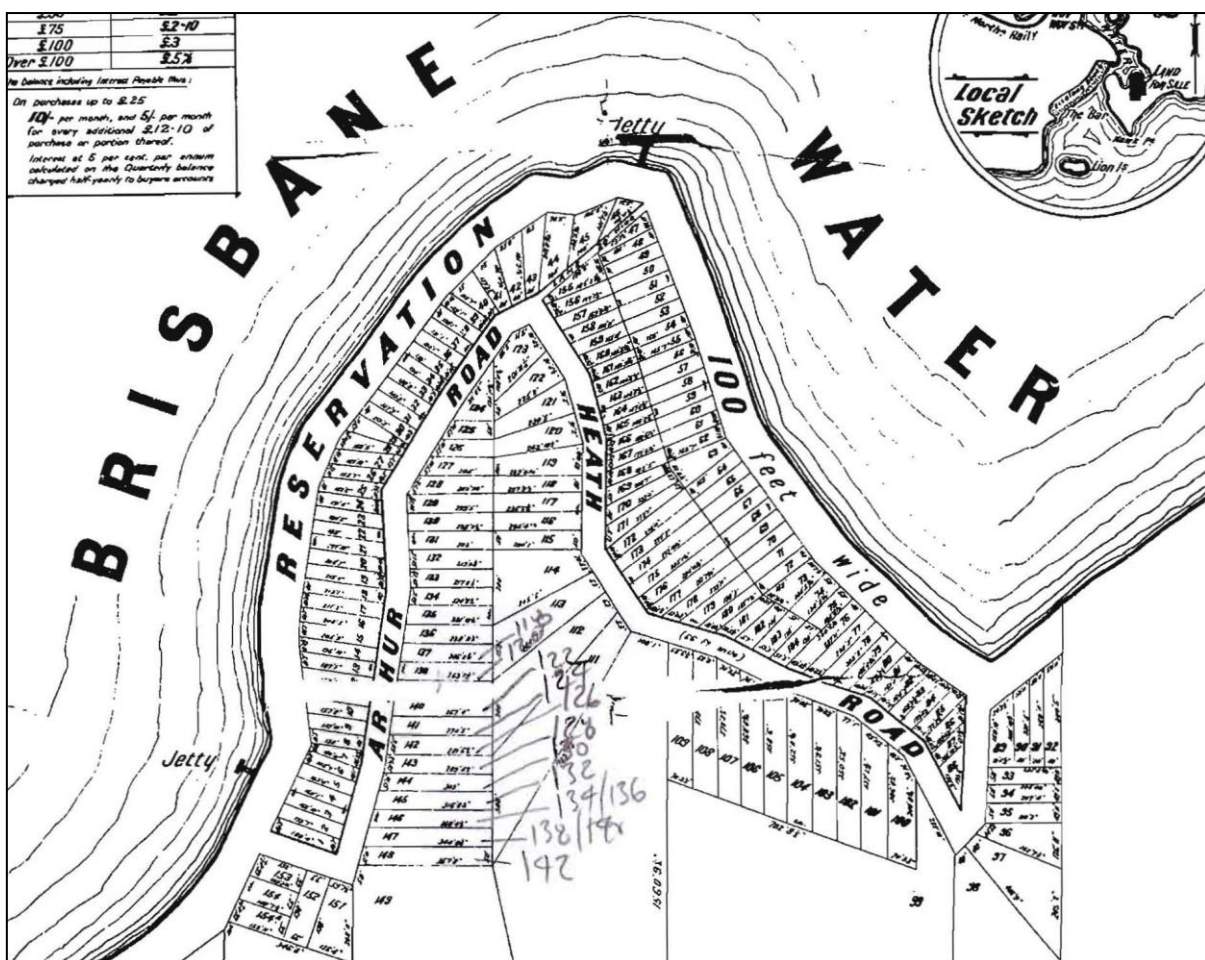
Compare some of the holiday makers on the Palm Beach Peninsula and Bayview, who tended to be the Sydney elite, who needed carriages and boats to get there until the roads were upgraded.

This demograph included the Andersons at Bayview, who built a stone house in 1901 and their neighbours, the Wilsons, who built *Sheokes*, which would appear to be seminal to the 'houses of the twenties' story. They were both professors at Sydney University.

## DEVELOPMENT HISTORY OF PRETTY BEACH EXTENSION SUBDIVISION

*This history illustrates as a case study, a development history similar to the other estates.*

The Pretty Beach Extension Subdivision includes both sides of Arthur Road (now Heath Road) No. 118 Heath Road is Lot 141. Arthur Road (current numbers between 118 & 142 have been drawn in). The north/south boundary to the rear of the Arthur Road lots is roughly the ridge line.



Pretty Beach/Hardys Bay - SUBDIVISION MAP



## THE 1928 GUIDE DESCRIBES PRETTY BEACH AS FOLLOWS

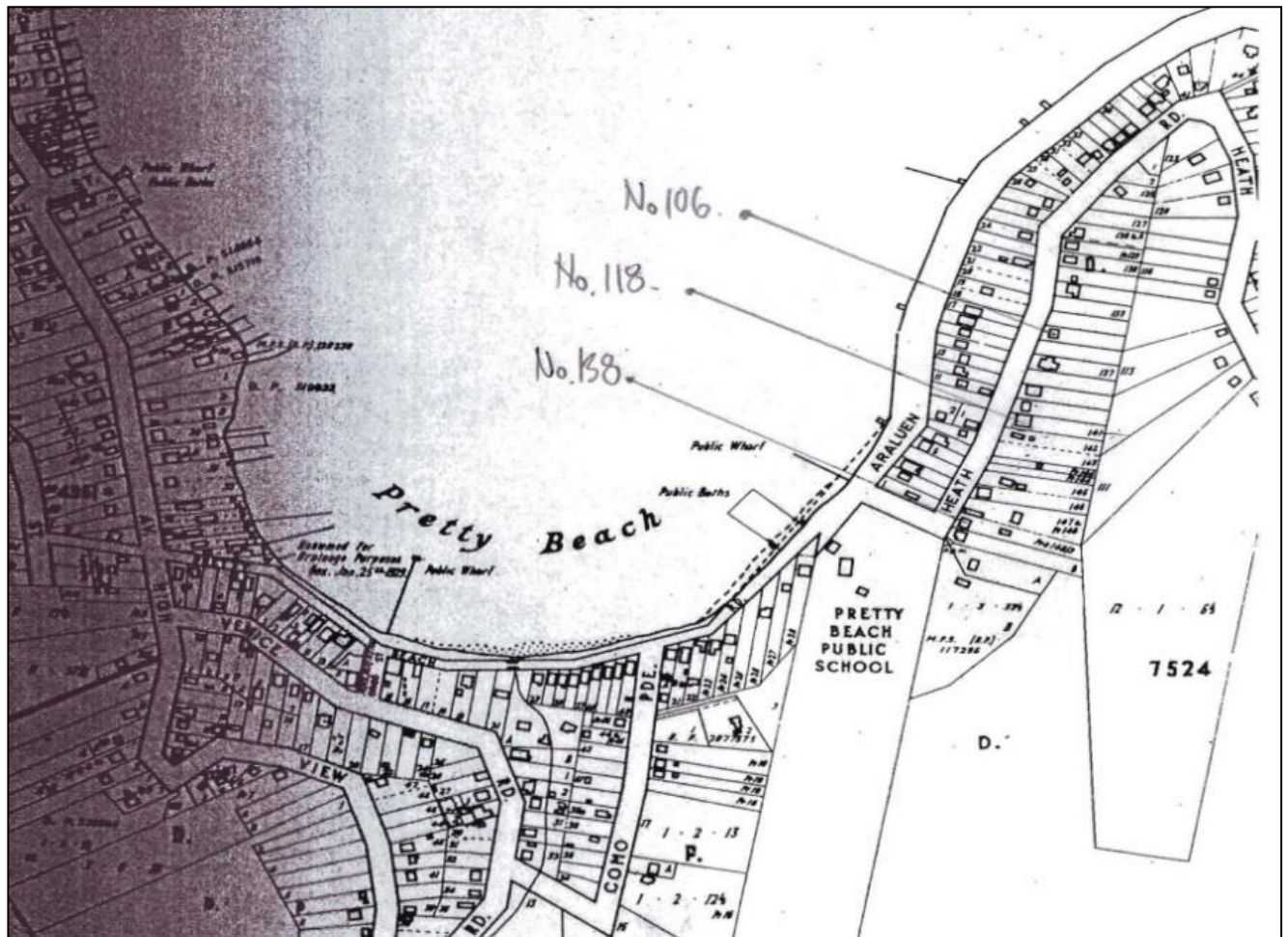
*'Pretty Beach is at the south-eastern end of Brisbane Water, opposite Booker Bay, and is reached by convenient ferry service from Woy Woy. The Public School for the district is situated here, and is an up-to-date structure, recently opened. There are stores, a public jetty, and baths. Bathing and boating in ideal surroundings have made this a very popular resort, and the scenic beauties of the coastal range are within easy walk. The fishing is particularly good. Many furnished cottages are available, and to these, as in other localities hereabout, holiday makers come back year after year, testifying to the lasting charm of the surroundings. Pretty Beach is a central position from which to enjoy many of the beauties of the surrounding resorts; and Woy Woy mainland may be reached by a short trip in pulling boat to Booker Bay or Ettalong'.*

In 1913 Arthur Rickard of the NSW Realty Co. purchased a 50-acre triangular lot bounded by Brisbane Water to the north and west, and a north south boundary (roughly the ridgeline to the east encompassing what is now the western arm of Heath Road and Araluen Drive). This was formerly an 1835 Crown Grant. The Company proceeded to subdivide, with land sales recorded from 1914 to 1919. The western arm of Heath Road was then called Arthur Road possibly after Arthur Rickard. This road follows an easy alignment, close to the contour in servicing and maximising narrow frontage lots of around 50-foot frontages. This facilitated houses on all lots having an aspect to the water. Marketing for holiday use was evident.

The lots on the high side (east) are very deep, but as the land rises steeply up and over the escarpment, the most practical house sites are close to the road. This 1950 aerial photo shows that most of the waterfront side has been developed with cottages, with sparser development on the high side, except at the southern end close to the jetty. No.106 is just above centre on the high (east) side, with No.118 just below centre, the roof a larger white square. There is a cluster of houses to the south that remain, including Nos.130, 134, 138, 140 & 144. Two lots have two houses, with the second houses set high. These are Nos. 134/136 and 138/140 (No. 140 is the author's dwelling). This pattern occurs elsewhere in Pretty Beach, evidently for holiday use by shared family members. It is likely that during the Depression permanent occupancy became more common. The steep slopes were terraced with dry stone walls to provide grassed areas as well as gardens for flowers and vegetables. Permanents had chooks, and sometimes a cow. Citrus and fruit trees were common.



## THE HARDYS BAY SUBDIVISION CAME A BIT LATER WITH THE FIRST LOTS SOLD AND BUILT ON FROM 1917



Extract from 1964 Lands Department Plan showing the then building footprints to both the Pretty Beach Subdivision and the Extension Estate along Heath Road (top right). Some of the key properties Nos.106, 118 and 138 are annotated. This particularly shows the gaps being filled in on the high side of Heath Road. This is close to the status quo, except that many of the houses have either been replaced by much larger modern houses, or the existing houses have been substantially renovated and extended. Given the modesty of the original housing and their limited exploitation of the views and aspect, most have been changed particularly in terms of fenestration with decks and verandahs added on the view side.

### HEATH ROAD PRETTY BEACH HOUSES

The earliest houses appear to cluster close to the wharf and probably pre-date the construction of Arthur Road/Heath Road. A circa 1920 photo of the return leg of the road down to the water with the view to Wagstaffe shows it as a rough bush track, with post and wire fencing alongside. Beryl Strom's research in the 1980s identified No.177 Heath Road as being built in 1918. It was the last property in Heath Road on the low side fronting the return of Heath Road to the water and the wharf, and Araluen Drive. The house was demolished about ten years ago and replaced by a pole house.



No.177 was a simple small weatherboard house cottage type with a gabled roof. It had a central stair up to the verandah and front door on the waterfront side. However, the sales from 1914 on the title to the Estate transfers, suggest there may be earlier houses than this.

Stylistically, No.138 is Victorian in style, materials and form, except for the Federation fretwork to the verandah decoration. No.136 has a battened fibro gable, a bungalow feature that suggests a 1920s date. However, the fibro cladding appeared later, post WW2, suggesting it may have been external frame. No.140 on the same lot as No.138 is distinctively different and more twenties style with half-waisted weatherboard and battened fibro above. It is typical of the twenties' cottages illustrated in the Erina Guide. It had small casement windows, now replaced with larger windows/doors. It seems closer to Nos.106 and 118 in terms of style, materials, and form.

This suggests that most of the development is either from the twenties, or after World War 2, with suburban house types arriving in the '50s.

Few of the original houses remain on the low side, but those that remain are mainly a simple cottage type with either hipped or gabled roofs, with verandahs across their western side, facing the water. They are a mix of weatherboard, half and half weatherboard and fibro or all fibro.

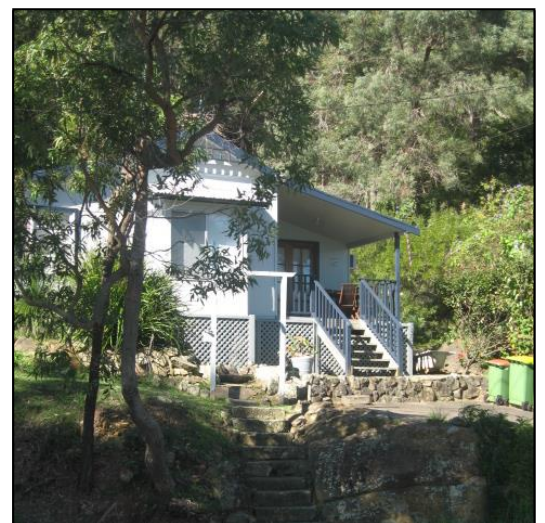
However, most of the fibro houses are likely to have been over-clad post WW2 and from the photographic evidence, likely to have been originally external frame. The houses on the low side of Heath Road mainly back onto the Road and front the water.

On the high side there is a cluster of early houses, probably 1920s – starting from No. 106 which has a homestead wrap around form like 118, but smaller. The verandahs are enclosed with small casement windows, as is common with both Hawkesbury and Queensland cottages. It has lapped vertical timber linings, to the internal rooms, like a paling fence. This house is well renovated as a weekender, but otherwise very intact. It would seem to have fine representative value as an early house, but without the rare features of No.118.

No. 112 is a modest and simple post WW2 brick suburban styled house. No. 114 was a modest post WW2 fibro suburban house; substantially renovated and re-styled recently. No.116 is a post WW2 fibro suburban house, modernised in minor ways. An upper floor has recently been added.

Nos.122 & 124 have similar simple and casual weekend house forms opening to the aspect with verandahs and decks. While late twentieth century houses, they have also been extended and modernised. There is a rough stone building behind this house, and the ruins of an earlier house cut into the steep rocky slope behind that. The 1950s aerial photo shows a cluster of small buildings in this location. No.126 was a modest fibro house set higher on the block than the norm. It has recently been substantially re-built and extended; it now has two storeys.

No.130 has a frontal gable form but is likely to be of similar vintage, 1920-30. Its form is original, with modern fenestration. Colleen Smith remembers it being there when she went to school in the 1930s. Its spare fibro cladding suggests it may have been external frame. Colleen Smith noted that over-cladding with the cheap fibro was common in the '40s and '50s.





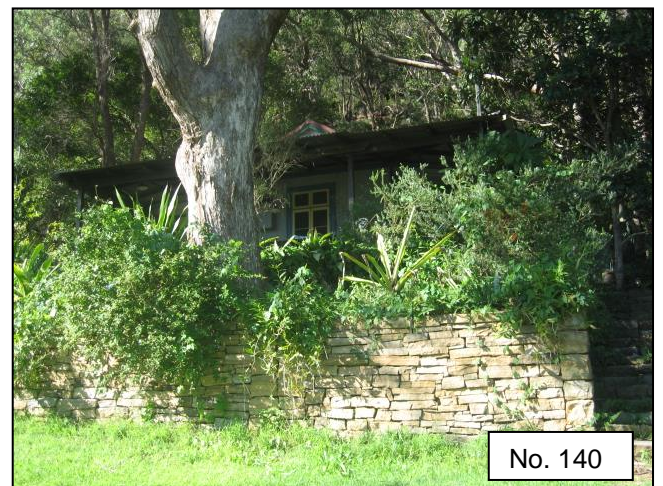


No. 136 is a single and gable fronted house, renovated about 20 years ago; it retains its original form with an overlay of Federation features as a modern re-styling.

It has a return verandah to the north side. Its original piers, of which some remain, are stacks of roughly squared sandstone.

Some have been replaced by Koppers logs. Laura Castle (Harper) whose family-owned Nos.134 to 144 from 1939 and used the cottages known as 138 and 140, says the adjoining sites were vacant. However, the 1950 aerial photo shows the current houses.

No. 138/140 – This lot also has two houses in a similar configuration to 134/136. (This property is owned in partnership by the author of this report and his partner, with another couple. The Lay family occupy the top house known as No.140).



From its style and materials, the front house, No.138, is likely to date from the beginning of this subdivision and may be the oldest surviving house in the subdivision. It has a Victorian, Georgian cottage 'picturesque' character, weatherboard to the outside, but with Federation period decorative features.

It was pine lined inside with ceilings (now Gyproc) cambered with the roofline. The remaining original doors are Victorian style with four panels. The six-pane sash double hung windows also suggest an earlier date.

No. 138 is now symmetrical in form; the gable to the north side is a modern addition. No. 140 is set higher up the slope with pedestrian access on the south side of the front house. From its style and materials it would appear to be 1920s. It is half-waisted weatherboard with fibro above and battened ply inside, with Cyprus pine flooring.

It originally had small casement windows. Originally it had three rooms with a north-west corner verandah, which had been enclosed with louvres.





A rear lean-to accommodated the laundry and bathroom.

It was renovated on purchase by the Lays some 20 years ago to include a verandah to the front west side facing the water with a similar enclosure on the south side for additional bedrooms. The casements were replaced by larger windows and doors.

No.144 is similar in form to 138 but is fibro clad and otherwise modern. It is shown on the 1950 aerial photo but is likely to be post WW2 as the Harpers who owned 134 to 144 from 1939 say that the only houses there then were Nos.138 and 140.

No. 146 had a modest single storey fibro house of similar ilk to the others until replaced by a modern house about five years ago.

No. 148 is a post WW2 Moderne styled fibro house typical of beach houses of the 1950s

No. 110 is a fibro post WW2 suburban styled fibro house, with tiled roof and curved corners to the entry, hence it has a late Art Deco streamlined look in style, but is likely to be 1950s. It is similar to No. 46 Araluen Drive. It is very intact and has fine representative value as an example of the modest cottages built just after WW2, compatible with the earlier cottages.



No. 118 (Lot 141) has a similar form to No 106, but the house is larger and more imposing, with unusual features and intactness that warrants detailed evaluation, in terms of the history and heritage. It is the only external frame type house that has not been over-clad. Hence it is of particular interest to this history.

This house is examined in detail as it is a very intact and representative house of the twenties and the only external frame house remaining that has not been over-clad.



It is likely that the building on No.118 sat on a larger lot originally or with vacant land adjoining. The lot to the west is vacant (the 1950 aerial shows a small building on this site). The sporadic nature of development is characteristic, particularly until recently with buildings sited casually in a cleared grassland setting, with no (or token) fencing.

The building is a symmetrical 'homestead' form house, high set on the rocky slope on masonry piers, with cut stone stairs leading up a formal front garden; even though the access to the house is via a path and steps to the north side onto the verandah. A deep verandah, 3.6m wide wraps three sides but not the back.

It is partly enclosed for the kitchen on the north side, and bedrooms on the south. The plan reflects a module of 3.6m units – 12-foot square rooms, which was very standard in houses until well into the twentieth century.

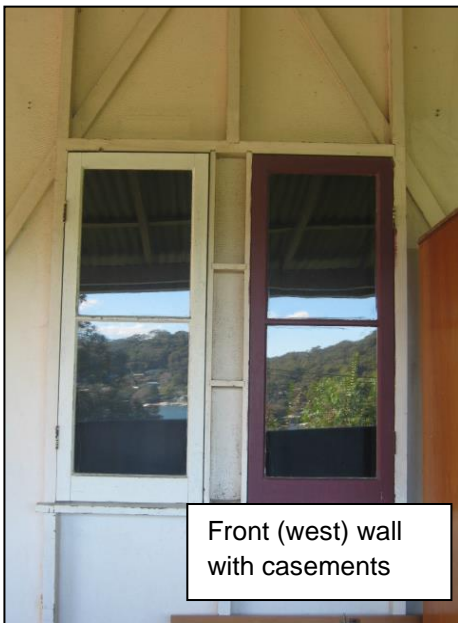
The house is roughly 3 x 3.6m widths wide, hence 10.8m, but the veranda posts are 2.7 centres, and the piers to the substructure, are 1.8m centres. This reflects the structural norms of the time and the hand of an able carpenter. The stud frames could well have been pre-cut. All timber above the sub-floor is dressed. It is all painted.

The veranda posts are turned above the balustrading, usually a Federation period feature. The central square core of the house is under a low gable, running from the front to the back. This is a double square in plan 3.6 x 7.2m.

The front core room has stud framed walls, externally expressed, a style normally associated with Queensland, particularly far north Queensland. The 45 x 70mm studs are dressed and painted. The 20 x 70mm bracings are let into the inside face. The timber is likely to be Oregon, as that was most commonly used at that time. The veranda floor is Cyprus pine.

The internal walls are fibro with the stipple pattern on the outside. Smooth internal finishes was evidently the priority. The front (west) elevation contains a pair of casement sash windows. The north face has pair of French doors. The glazing has an obscure pattern suggesting the core rooms were for sleeping, as was the case for such Queensland houses. Living occurred on the verandah whether or not it was enclosed. As with No.106, most such Queensland houses captured the verandah space by enclosure with runs of casement windows, fibro lined below. The use of the external frame is mostly known as a feature of Queensland houses, particularly tropical houses of the far north. The frame is fibro lined on the inside. There is another pair of French doors of a slightly different pattern, under the house, evidently removed. There was probably another pair removed from the front west side, opening onto the verandah. The patterns of the joinery and doors tend to confirm a 1920s date.

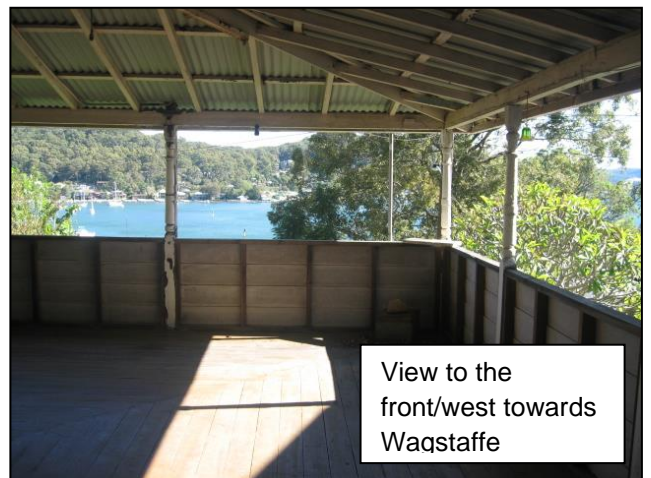
The front southwest corner of the verandah had been enclosed, but the enclosure has been removed. The modern claddings, including the balustrading, is Hardiplank. It is hard to discern the original form of the balustrading.



Front (west) wall  
with casements

A simple vertical timber balustrading would be typical of this 'Queensland' styled house. However, the bulk of photos of Brisbane Waters houses from the '20s show they have been beaded-in usually with quad with solid fibro panels between the posts. This is the most likely original detail. The verandah posts are turned above the balustrading, usually a 'Federation' period feature.

It is likely, in fact probable, that the external frame detail was used only for the internal rooms, where it is protected from water. The Queensland experience from



View to the  
front/west towards  
Waqstaffe

buildings built earlier than this, lead to the use of the external frame only where the house is protected from moisture by overhangs or verandahs.

While a more generous house than most in this group, the large verandah area makes it a small house in terms of enclosed floor-space.



It now equates to a 1 – 2-bedroom dwelling. Removal of the north - west enclosure of the verandah has reduced this.

The original sub-structure appears to have been tapered in situ with cast bush concrete piers (boarding marks are evident). They have been mainly rendered, perhaps for a better look, or perhaps because the concrete was crumbling. As the render is cracking, the core concrete is visible in places. Many have been replaced with conventional brick piers. It seems likely some failures occurred. The mass concrete probably did not have reinforcing.

Bush concrete was often used for outbuildings and tank stands. (One of the tank stands demolished at No.140 Heath Road had concrete footings cast into 4-gallon drums.)

A tree stump remains under the centre of the house.

Part of the back sits on a rock floater that has been shaved to fit. The front southwest corner has been enclosed as a workshop space. The Hardiplank balustrading is late twentieth century – the original balustrading was probably fibro held in by quad mouldings.



Right: Side north face, junction with verandah roof structure – note the wedges to deal with the transition between pitches

The floor structure appears to be sawn hardwood with planed softwood, probably Oregon above. The floors including the veranda are 6-inch Cyprus Pine (similar details to No.140). The turned verandah posts suggest the Federation style, but otherwise the details suggest a 1920s date. The entry steps to the verandah and dwelling are concrete, and a later change probably from timber steps. A large awning has been added to the rear.

It is likely that the sub-floor space between the piers was originally lattice enclosed. A panel of broad square lattice remains as a plant trellis in the back garden. The garden has been terraced with a rectilinear structure with concrete beddings and edges to grass, framed with frangipanis.

Evidence of traditional garden plants remains, including geranium/pelargonium, rosemary etc. There is evidence of a productive garden above the back lawn, including raised beds with angle iron frames and chicken wire over. This may have been to keep chooks and birds, including brush turkeys, at bay. A pawpaw remains.

The footings remain to a tank stand. However, more than one stand is likely, given the roof area and the water needs for self-sufficiency.



Rear garden view west to kitchen – rear awning is a later addition.

Colleen Smith confirms that when Lola Burdon (Lewis), the grandmother of the current owner, Anthony Lewis, lived there she was very proud of her garden with pig face in the front beds and vegetables, including spinach, in the beds behind the back lawn.

A mystery is the location of the fireplace, as none remains. However, it is probable that the glazed bay to the north end of the kitchen was the original chimney and stove position.

With itinerant and summer use, a chimney was considered necessary only for the kitchen range, rather than heating the other rooms. An external chimney kept the heat out of the house, in summer.

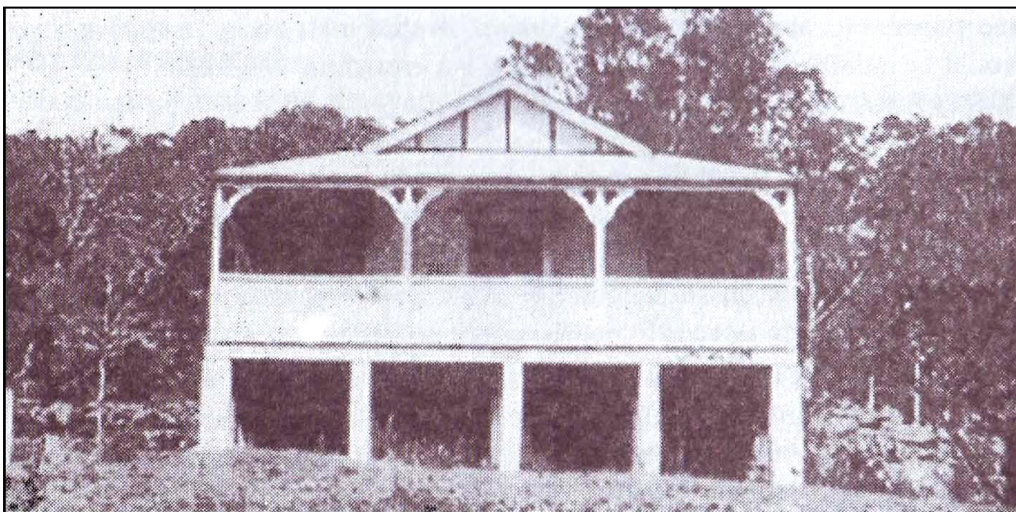
## HISTORICAL CONTEXT

*The immediate purpose of this investigation is to establish the rarity and significance of No.118 Heath Road particularly looking at the Queensland research on the use of the external frame.*

## HOUSING TYPES

A common Hawkesbury region house type in the early twentieth century and at Pretty Beach was a 'homestead' form, with the main room(s) under a low gable or sometimes a hip with lean-tos, verandah spaces to one or more sides, sometimes enclosed as a *sleep out*.

The example shown is in Hardys Bay and was the most common type around the Bays. These houses took advantage of the new lightweight, durable and transportable fibro usually battened and stained for the fashionable half-timbered look, but often with weatherboard to the lower wall. Weatherboards could take the knocks; fibro was brittle.



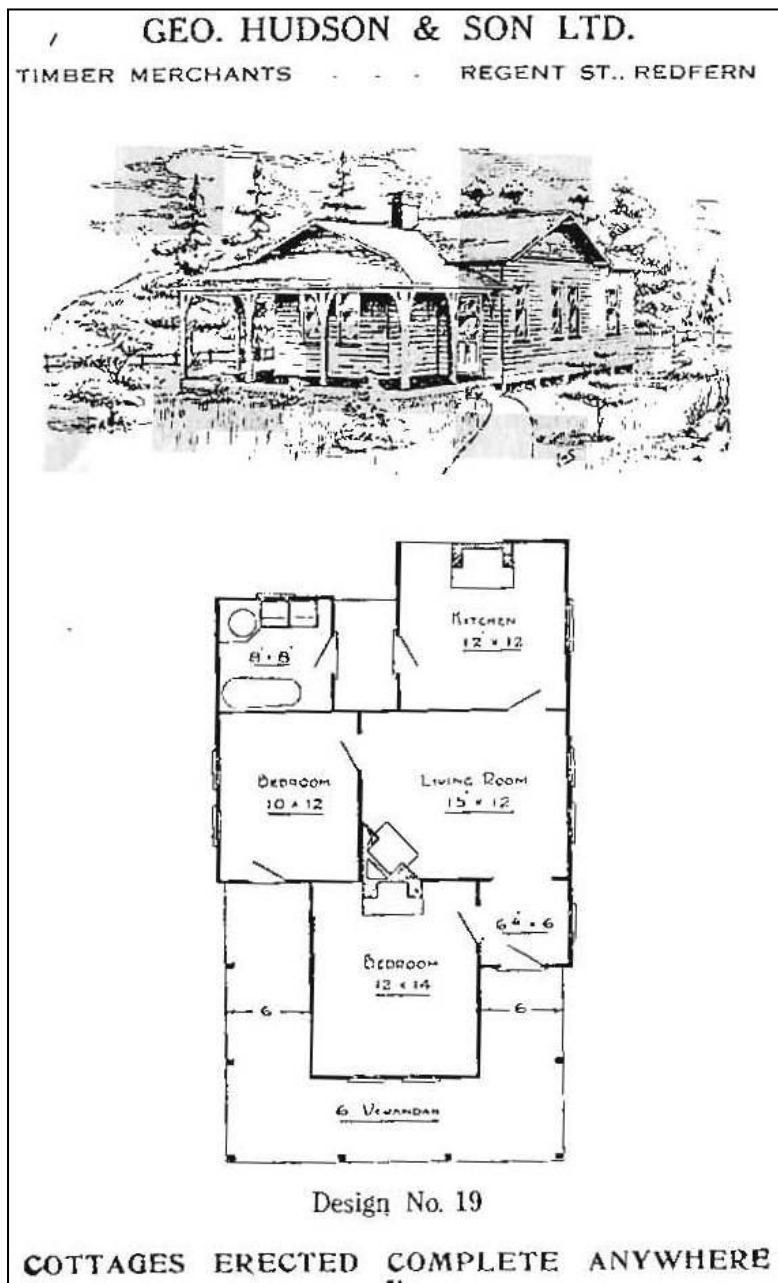
Segenhoe – Araluen Drive, Hardys Bay Photo: Shirley Yates

The balustrading was also, commonly, fibro panels held with quad mouldings or the like. The 1928 Erina Touring Guide illustrates many such houses and buildings along Brisbane Waters as well as to the beach suburbs.

External claddings include full weatherboard, half-waisted weatherboard with battened fibro above, full battened fibro, and external frame with internal linings only.

However, it appears likely that most of the full fibro clad houses were built as external frame and over-clad with the cheap durable and low maintenance fibro after WW2. It was initially unpainted on the outside. Lining on the inside provided a smooth finish for decorating and ease of furnishing.

But if the linings were external, as in some San Toy Estate cottages, the inside remained unlined with the frame exposed. With a single skin, practicalities favoured internal lining only.



Over-cladding later, particularly with permanent occupation, improved insulation and reduced maintenance and painting, and probably reflected an aesthetic shift in taste also. In the twenties, whether to line inside or out appeared to be optional and the photos indicate the popularity of external frame around Hardys Bay then. As the expression of the frame is now extremely rare in the southern states this warrants particular attention to establish the rarity of No.118.

The houses are mainly high set either on rough stone or brick piers, topped with ant caps. However, the sub-floor space was rarely high enough to be utilised. For this reason, the elevation was probably (and mainly) a way of establishing a level platform for building rather than the other commonly proffered reasons such as: protection and accessibility for inspection for termites; ventilation for summer occupation; improved elevation for views; storage in the sub-floor area.

The storage use is mostly opportunistic and similar houses on flat sites such as No. 140 Heath Road are built much closer to the ground. No. 140 was evidently benched to create a flat site, with a retaining wall behind the house. This is also a common detail in the local settlements.

It is evident that from the advent of steam sawmills in the major Australian cities and towns from the late 1850s that particularly for highly transportable timber building components, the industry was highly integrated and standardised. Hence major timber merchants produced standardised frames and marketed kit homes with a limited range of types but dressed up in a variety of styles.



The Australian pattern of buying a block in their preferred location and shopping around for a suitable house was established. This is particularly evident when settlement in earnest began along Brisbane Waters in the early twentieth century and particularly in the twenties.

The Erina Guide contains a number of advertisements for standard cottages produced by local builders. These competed with a similar product made in Sydney made by timber merchants such as George Hudson and Son as well as Goodlet and Smith. These companies produced mail-order catalogues in the early twentieth century illustrating a range of cottage types in plan and elevation, with a variety of options for finish and elevation. This includes external frame options.

While some retro Victorian types remained, with bullnose verandahs and full weatherboard etc, the bulk would be considered Federation in style with half waisted weatherboard houses with battened fibro above, side by side with external framed models, and some with frontal gables as a concession to the new bungalow style from California. Some were symmetrical with a veranda front, or with a central gable and side verandahs. Others were asymmetrical with the front room projecting under a gable.

Many cottages in the Bays, including Nos.40 & 42 Araluen Drive, Killcare echo this common pattern (both are Heritage Items). No.40 is half-waisted weatherboard and fibro, No.42 is fibro, which suggests it may have been external frame, later over-clad

However, the houses built in this period in Pretty Beach and Hardys Bay perhaps in response to the benign coastal edge and mainly for holiday use were generally smaller, with larger verandahs, and lower pitched roofs than their suburban cousins. There were more similarities with houses at other north coast NSW towns, as well as rural Queensland, than suburban houses in the major centres.

A major fire took out many timber houses in Umina in 1928.

A photo search of the other settlements around the southern end of Brisbane Water has not picked up other examples of external frame, although many were taken after WW2, by which time over-sheeting had occurred.

A 1976 photo of the Dark Corner Cottages Group in Patonga taken in 1976, shows a group of very plain fibro houses. If they were built in the early twentieth century, they would have been more expressive, either as external frame, or battened fibro, possibly with some weatherboarding. The general pattern seems to be that weatherboarding was replaced gradually by fibro, from the start of manufacture in Sydney in 1916. Charles Swancott, an important local historian of this period, was also a building supply merchant. In his autobiography, he mentions many times transporting fibro sheet across Brisbane Waters during this period.

Cottages on Sydney's northern beaches were often described as having 'battens on the outside' which probably means external frame. It is likely the example of *Sheokes* was widely emulated by more modest houses. There are also Depression era photos of external frame houses. Marie Byles's hut in Bouddi also appears to be external frame, as was the Martin's farmhouse at Killcare.

It is also apparent that there are continuities between coastal housing in NSW and Queensland that have been diminished by change over time and particularly by over-cladding and the enclosure of verandahs; although this has been widespread in Queensland as well. As external frame houses are now prized in Queensland, the over-claddings are being progressively removed.

## THE EXTERNAL FRAME

The external frame is now largely associated with Queensland. However, it is evident from the history and from the photographic record, that external frame was once common in NSW, and along Brisbane Waters in the inter-war period, it was ubiquitous.

The two principal sources identified are architect, Donald Watson's 1981 book, *The Queensland House*, which examines the complete range of the Queensland timber houses in terms of the building history and historian, Peter Bell's book of 1984, *Timber & Iron in North Queensland Mining Settlements: 1861 -1920*.

The origins of the external frame have been debated in most of the texts on Queensland timber houses, but they are summarised in the chapter authored by Ray Sumner in the 1985, *The History & Design of the Australian House*. The earliest text on the Queensland house is Balwant Saini's *The Australian House – Homes of the Tropical North*. While dealing comprehensively with Queenslanders, he does not examine the specifics of the exposed frame. His examples illustrate particularly the simple stud frame expression in simpler rural and northern dwellings, including miner's cottages from the 1880s. Dr Miles Lewis, a Melbourne academic acknowledges all these sources as well as the antecedents, as part of his comprehensive work in building technologies on his website.

Ian Evans' book *The Queensland House* provides the historic context for the well-known association of the external frame with Queensland, particularly Far North Queensland, in its chapter on *The Inside-out House*. This draws also on Dr Miles Lewis's research on the origins, the building techniques, and the style characteristics of the external frame. It proved useful in colonial settlement, being light, transportable, suited to hot climates, using local timber etc. Early examples in Australia include prefabricated timber buildings such as a house in Geelong, and a number of nineteenth century churches, where the expressed frame is both economical and suits the picturesque Carpenter Gothic style. It also was promoted as one of the cottage styles from pattern books such as J. C. Loudon's very influential encyclopaedia. The pattern books were very influential on Australian house design in the colonial period, particularly cottages. The cottages of Brisbane Water reflect these antecedents.

However, these high architectural models are very unlikely to be the source in this case. Examples, such as the Bathurst ballroom building, are rare and remote from this location. Much more likely and contemporary to this building was the more utilitarian and economical use of the external stud frame in Queensland as well as its use for utilitarian farm buildings. The framing became much lighter in the late nineteenth century, reflecting the norms of the balloon frame associated with North America, but more likely to have an origin in rural England (Donald Watson's research). With reference to No. 118 Heath Road, the careful carpentry, the planed finish and the simple symmetry all indicate a deliberate aesthetic was intended.

In the inter-war period, holiday makers largely used a fairly standard stud frame and chose the options, for aesthetic or cost reasons, between cladding inside or out, as well as between fibro or a mix of fibro and weatherboard. Full weatherboard houses became less common. The popularity of the external frame type with fibro inside, as with No.118, may have been cost or having smooth internal linings may have been the preference.

Permanently occupied housing was more likely to have been lined inside and out. The San Toy Estate housing built in Wagstaffe in the 1930s as holiday accommodation was mainly unlined on the inside with weatherboarding on the outside.

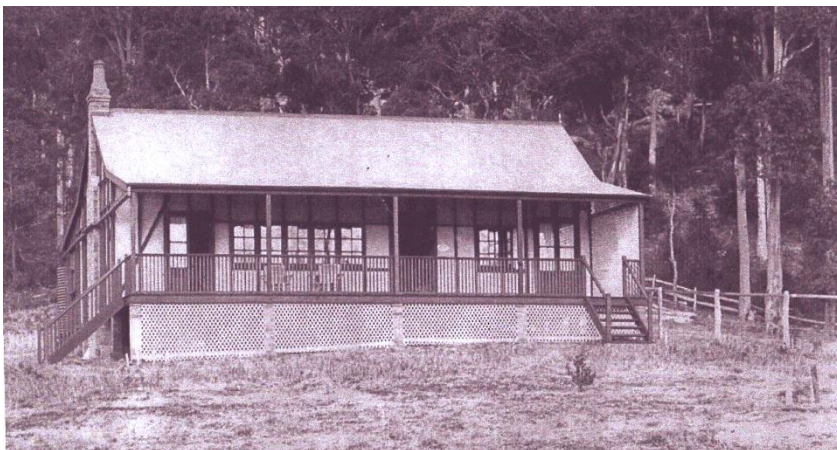
With No.118 Heath, the exceptionally deep verandahs and the favouring of external space over internal, all point to a benign climate, particularly in the summer and principally holiday use. However, on much of the east coast of Australia this type of house would be liveable year-round in sheltered locations such as this. The layout for summer living is similar to No.106 and as with many Hawkesbury cottages, even though many have enclosed their verandahs with louvres or casements. Many Queensland houses were built with their verandahs enclosed with casements or louvres.

It is therefore very likely that the builder, or a person associated with this building, was either acquainted with the Queensland model or was familiar with other local examples. The central coast was well integrated in terms of water access to the Hawkesbury and Pittwater and their early buildings have much in common.

However, the simplest and likeliest explanation of it becoming common was that both local and Sydney timber merchants were marketing pre-cut frames for cottages with various finish options, inside and out; weatherboard, fibro and so on. External frame was probably the cheapest and easiest to erect. *Sheokes* at Bayview, marketed by *James Hardie*, was probably highly influential. Fibro was manufactured in Sydney from 1916. It was cheap, transportable, durable and required less maintenance than timber.

### CENTRAL COAST HOUSE TYPES IN THE 1920s

While *Sheokes* may have been highly influential, the external frame had many advantages particularly in buildings for leisure and summer use on the coastal waterways. Its use is likely to have flourished in any event. There are many such buildings in the Erina Guide. They are as common as battened fibro, which has a similar look, and more common than weatherboard. Masonry buildings were rare.



Light and portable building materials were important, given the predominantly water access.

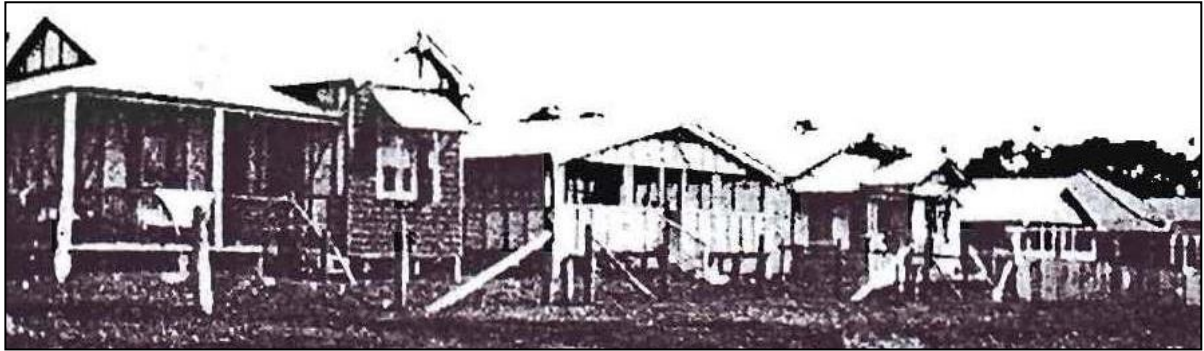
*Sheokes* was extended in 1917, in a matching style. It was destroyed by fire in 2003

Construction in timber and sheet materials on steep sites, by creating a platform on high piers of stone or brick was much easier than conventional construction.

The Erina Shire Guide provides probably the best pictorial guided to cottage building types in this period.

A typical cottage of battened fibro above weatherboarding, probably for permanent housing, competed with external frame buildings, with a similar look, of expressing the framed structure with the dark and light contrasts. Like many popular, early twentieth styles it is a fusion of both English and North American *Arts and Crafts* influences, but these in turn pick up on oriental and colonial influences, but particularly the Japanese timber/paper screen aesthetic. There is clearly no competition to the external frame for cheap holiday housing.





1950's postcard view of Araluen Drive – by then most of the houses were overclad.

From an advertisement for P. Swadling, builder of furnished cottages to let at Long Jetty in the *Erina Shire Guide* – a mixture of Federation and Bungalow features are evident, as well as exposed frame, battened fibro, and weatherboard.

This mix is also typical of surviving houses in Hardys Bay and Pretty Beach, but only one house remains with the external frame exposed, No.118 Heath Road. It is evident from looking at photos taken in the twenties that many surviving houses, were originally external frame. Colleen Smith has confirmed that many houses that she describes as 'having their rafters on the outside' were over-clad in fibro principally after WW 2. Local examples of the external frame are also likely to have vanished due to demolitions, although most twentieth century houses have survived.



Left: The western side of Hardys Bay (Araluen Drive) in the 1920s showing the prevalence of external frame. About half of these buildings remain – none with the frame exposed. Mitchell Library, State Library of NSW.

Ian Evans was only aware of one surviving north coast example of external frame, in Mullumbimby, and that has been over-clad. External frame houses have been reported along Erina Creek and in Wamberal but none have survived.

As in Queensland, it would seem the principal reason for over-cladding was to improve insulation and weather protection and there may have also been a distaste for the expression of the frame. Certainly, all-over sheeting of the exterior, was easier to paint and maintain.

In the inter-war period, external frame farmhouses were also common in newly opened up areas such as the Murrumbidgee Irrigation Area near Griffith, and probably many soldier settlement areas. In colder and inland areas most would have been over-clad to improve insulation.



At left: Nos.176, 182, 182A (behind) & 186 Araluen Drive in the '20s. Only No. 182 has external cladding. Right: Post card view 1950s. All remain, but substantially changed, including over-cladding of the external frame, and enclosure of the veranda



2008 view of Araluen Drive – most of the original houses remain with changed cladding and fenestration

## IN CONCLUSION - THE EXTERNAL FRAME

This would seem to be an evolutionary history with many strands. However, the northern European and English half-timber framed construction would seem part of the story. The Australian stud frame appears to have a direct lineage to timber building practice in Southeast England. The shortage of oak led to light frame construction using Scandinavian softwoods. British colonisation in the tropics, industrialisation, as well as the Gothic taste seem to have played a part in making expression of the structure acceptable and decorative, as well as favouring timber. The revival of vernacular styles in the *Arts and Crafts* movement, as well as a taste for the oriental, particularly things Japanese, would also seem to play a part.

A shift from cladding stud framing on both sides usually with weatherboarding on the outside, to a single skin for utilitarian or tropical buildings, where economy and low thermal mass were desired, was a small shift.

The machining of timber from the early nineteenth century permitted industrialised housing for export, and their panellised knock-down form became part of the aesthetic, with some of the early Colonial Period houses in Australasia including churches.

Where thermal insulation is unimportant, the external stud frame is a very economical form of construction, and it evidently became an attractive look in the early twentieth century. It is really just an optional way to clad standard stud framing, as similarly used in North Queensland, and quite different from the more decorative braced and panellised walling used in southern Queensland, particularly Brisbane.

## **GENERAL CONCLUSION**

For purposes of my research at this point, No.118 Heath Road remains the most important surviving house using the external frame from the 'twenties' boom period. It is evident that many external frame houses survive, but have been over-clad, mostly in fibro, and are otherwise renovated. Surviving external frame buildings are also rare in NSW, as well as on the Lower Hawkesbury and adjoining waterways, including Brisbane Water and Pittwater.

## **THE RARITY, HERITAGE AND HISTORICAL SIGNIFICANCE**

### **OF NO. 118 HEATH ROAD.**

Rare and intact example of an early twentieth house and site that demonstrates a lifestyle associated with coastal edge living, summer holidays and water access by principally manual workers and skilled tradesmen and their families, particularly prior to World War 2 and suburban expansion on the Central Coast.

Rare and intact in state terms of use of an external stud frame. Rare also for the use of cast bush concrete for the piers.

Important evidence of gardening practice both decorative and for production in the inter-war and Depression period.

A finely crafted and elegant piece of vernacular architecture, in the Hawkesbury genre.

## **CONCLUSION ON BROADER CONSERVATION ISSUES**

Given the suburban expansion on the Central Coast and the widespread replacement of the older smaller houses with larger buildings, the character of the early twentieth settlements clustered around the wharfs has been rapidly eroded. While it is important to protect the substantially intact examples as heritage items, it would be much more useful to ensure that the special character of these areas be protected within Conservation Area, or Character Areas controls within the LEP. While the current 'Character Areas DCP' seeks to do this it is clearly not a strong enough control to halt the incremental losses occurring in recent times.



Bruce Lay August 2008



## **ORAL HISTORIES**

In parallel with evaluating the remaining buildings and examining the paper records many people agreed to talk and give me conducted tours of the Bays, in discussing particular houses. This work, which is ongoing, is being written up to include on the Bouddi History Project site, and includes the following people: Colleen Smith, Bruce Dunlop, Ruth Dunlop, Ruth Hawkshaw, Bert Myer, Laurel Castle (Harper), Pamela Abbott.

## **PHOTO SOURCES**

Principally Gosford Library's Collection (online), including the Gwen Dundon Collection.

Bouddi Society Collection gathered through the History Days from locals, including collections/discs by Lee Casey in 2007 and others collected by David Dufty and the author.

Picman – Broadhurst Postcards in particular. These have been collected by the Mitchell Library, State Library of NSW

## STORIES of DEPRESSION and WAR

### THE GREAT DEPRESSION AND THE BOUDDI PENINSULA

by Geri Levett

*Geri Levett spoke to several 'old-timers' to get their memories of the difficult times experienced by residents of the peninsula during the depression. See also the sections on Lobster Beach, the Bio of Sid Jenkins and the book 'Reflections from the Beach and the Bays', by Jill Baxter, with its section on 1930-1950.*

The 1920s saw an increase of land for sale in the area and many cheap houses were built on the Central Coast. It remained a popular holiday area with few permanent residents. There was some farming in the area. Fishing was a popular pastime. There was a rough road entrance via what we know as The Scenic Road, but the peninsula was mainly accessible by ferry or boat.

Holidaymakers took the train to Woy Woy (a lengthy but scenic trip) and then a ferry to one of the wharves in the area.

Families saw the area with its spectacular waterways, bushland and beaches as an escape from the hustle and bustle of the city. It was a holiday retreat for the working class of Sydney. Housing was cheap and it was possible to rent holiday houses cheaply too.

Resident, Bruce Dunlop, recalls that after World War 1 there was already a tent settlement at Lobster Beach of ex-service men; 'loners' who occupied themselves in fishing and seasonal work. These men were said to keep to themselves and cause little trouble to others.

This settlement increased during The Great Depression of the 1930s. Many men lost their employment in the city and left their families to search for work in the country. Many of these people lived 'rough' or built crude houses to wait out the impossible times!

During the 1930s an interesting phenomenon was reported by some long-time residents of the area. Young, single and unemployed men were sent by their parents to live in their weekenders. The area seemed ideal for these young men to stay out of trouble and 'wait out' the bad times. They could survive by fishing or other labouring that came their way.

Residents also recalled a sense of community and caring in those bad times.

Of interest is that early 1930s editions of *The Gosford Times* revealed little of the financial difficulties of its residents. This is in keeping with a great sense of shame families felt at the deprivations they endured during these difficult times.

However, in small print in the newspapers were frequent references to notices of vagrants and reports of riots from disgruntled workers.



Sid Jenkins came up from Sydney to live with his uncle and aunt in this dwelling made from galvanised iron and local timber.

The mid-1930s saw an increase in infrastructure. Wards Hill Road opened in 1936, although it was only a rough track at first. Colleen Smith recalled the ‘boom, boom’ of the charges which dislodged the rocks. She said the workers were paid with vouchers, which could only buy food at the local shops. Shops had been present since the 1920s. Pretty Beach and Wagstaffe were the centre of the Peninsula. As unemployment increased the State Government set up centres to help the unemployed. The ‘dole’ or ‘sustenance’ or ‘food relief’ became available to those most in need.

Don Whiting interviewed for Jill Baxter’s book, *Reflections from the Beach and the Bays* said: ‘The Depression years brought unemployment to many people. Government assistance, the ‘dole’, was given to unemployed people in the form of tickets for food. Bread was supplied once a week. Single men could not collect their dole from the same place more than twice, so were forced to move, usually on foot, from place to place. This was the government’s way of encouraging them to seek work.



Although, the Central Coast was a major supplier of produce, there was little or no work except picking fruit and vegetables when in season’.

Don went on to say: ‘The beginning of the war in 1939 offered many unemployed men payment of six pounds per day. This was at a time when most men were lucky if they got six pounds a week. Many men enlisted’.

Such handouts were necessary but were received reluctantly by the ‘Aussie Battlers’ which typified the area. The area, during The Great Depression, was characterised by a sense of ‘togetherness’ as reported by long-term resident, Colleen Smith. Most homes had vegetable gardens and chickens for their eggs. Of course, there was also the abundance of fish.

The Great Depression was a time of hardships throughout Australia and the world in general. It was a time of struggle but the general feeling throughout the Bay was that people could survive well through being resourceful and caring. Those interviewed, who were children during this era, remember the happy times as well as the hardships.

Kel Gulliver interviewed Fred Smith for ‘Reflections’ in 1999. Here is part of the interview relating to the depression.

the Depression, losing their jobs and unable to find others. Everyone shared with everyone else. Despite this community spirit, children could still die from malnutrition and Fred remembers one child of three who died in this way. After his death, his father had to inform the police officer who provided the “dole” relief that his son had died and the officer had to remove the child’s allowance from the family’s “dole.” The officer told the father that he didn’t like what he had to do. Rules for the allowance were strict, with people being obliged to report any income, by selling goods or earning money through work. Many who had been unemployed subsequently enlisted when World War 2 began, going off to defend their country, proving, Fred says, what good people they were.

End of interview

## WORLD WAR 11 and the PARTICIPATION of LOCAL MEN

*The outbreak of World War 11 impacted on the Bouddi Peninsula as it did everywhere in the country. The population may have been small, but many if not all of the available resident men responded to the call-up and went willingly to fight for the Allied forces. It was a great misfortune that four of the young men were killed and did not return. Kel Gulliver tells their stories here.*

### LANCE CORPORAL DAVID ANNAND



David was the son of John and Emma Jane Annand of Hardys Bay and the husband of Stella Mary (Molly) Annand. He enlisted in the AIF on 27 June 1940 and was allocated to the 2/18 Infantry Battalion and trained at Wallgrove and Ingleburn

As part of the 22nd Brigade of the 8th Australian Division, the 2/18th he sailed from Sydney bound for Singapore on 4 February 1941 in *RMS Queen Mary* because of the impending Japanese threat in SE Asia. Immediately upon its arrival in Singapore on 18 February, the 2/18th moved north to Port Dickson in Malaya, where it trained for service under tropical conditions. Their first encounter with the Japanese was on 3 January 1942 at Mersin on the east coast.

Japanese successes on the west coast threatened to outflank the 2/18 and they had to withdraw south. On 27 January heavy casualties were inflicted on the Japanese in an ambush after which a premature withdrawal to Singapore was ordered by Brigade HQ, although the battalion held key strategic positions behind the Japanese force.

In Singapore, the 2/18, together with other Australian units, defended the island's northwest coast along a wide frontage against the Japanese attack on 8 Feb across the narrow Johore Strait between Malaya and Singapore Island. It was a futile task as the Japanese had uncontested air support and superior numbers on the ground. Both sides suffered heavy casualties, but the Australians were forced to retreat and ordered to surrender by the British High Command on 15 Feb 1942.

David was imprisoned in the sprawling Changi prisoner of war camp and was one of over 2000 transferred to Sandakan in North Borneo. He left Changi on 28 March 1943, on board the *S.S. DeKlerk* arriving at Sandakan on 15 April 1943. They were forced at gunpoint to construct a POW camp and a military airfield under atrocious working conditions. There were no medical facilities, and many died from the dreadful suffering from the brutality, starvation, dysentery, and disease at Sandakan and on the three death marches to Ranau, a mountain town 260 km to the west. Lance Corporal David Annand, aged 35, died as a prisoner of the Japanese on 14 April 1945 at Sandakan.

### **PRIVATE ARTHUR NOEL (MICKEY) CALLCOTT**



Arthur (known as Mickey) Callcott, who was born on 8 February 1922, was the son of Arthur and Marjorie Callcott of Hardys Bay, where they had a general store. Mickey enlisted for the second time on 20 June 1941. He had enlisted beforehand, when he had advanced his age, but was forced to withdraw. He was allocated to the 2/20 Australian Infantry Battalion, which was part of the 8<sup>th</sup> Division. Basic training was done at Wallgrove in western Sydney and later at Ingleburn.

The original members of the Battalion, which had been formed in July 1940, left Sydney by sea in Feb 1941 for Singapore. They were transported to Malaya to the West Coast for jungle training and then in August 1941 to Mersing on the East Coast where they constructed defensive positions against a possible Japanese seaborne attack. After completing his initial training in Australia, Mickey joined the unit at this stage.

Japanese landings were made further north in early December 1941. By mid-January 1942 it was clear that the Japanese attack would be land based and several encounters had taken place.



By late January the strength of the Japanese forces was such that Australian forces were being outflanked and the 2/20 participated in fierce rear-guard operations devised to slow the Japanese advance. Despite achieving some success, the unit was ordered by Brigade HQ to withdraw south to Singapore Island.

Following the complete withdrawal of Allied forces onto Singapore Island, the 2/20<sup>th</sup> was then positioned defensively with other units of the 8<sup>th</sup> Division in the north-western sector adjacent to Johore Strait. The Division was severely depleted in numbers and equipment and battle weary after the intensive fighting on the mainland. With manning levels at almost half strength, it was expected to hold a 15 km frontage, comprised of mangrove swamp, creeks and tidal inlets.

The 2/20 battalion took the major assault on Singapore Island on the night of 8<sup>th</sup> February 1942 with more than four hundred casualties in close quarter fighting. Mickey was killed in this encounter on 9 February 1942, the day after his 20<sup>th</sup> birthday.

In reality, Singapore was lost on 8 December 1941, when the Japanese invaded northern Malaya. Poor and hesitant command, muddled strategic thinking, ill equipped troops and inadequate air and naval support ensured the Japanese would experience little difficulty in advancing down the Peninsula and invading the Island.



Australian positions in Singapore 8-15 February 1942

## **FLIGHT SERGEANT DONALD EDWIN HANSCOMBE RAAF**



Donald was born on 14 November 1922 and was the son of Charles Edwin and Victoria Doris Hanscombe who had a small dairy farm at Wagstaffe. He qualified as a schoolteacher, which was a protected industry at the beginning of WWII, and this precluded him when he first tried to enlist. Rules were later relaxed, and he was enlisted in the RAAF on 25 April 1942. Basic training was at Bradfield Park in NSW, then in Canada under the Empire Training Scheme where he qualified as an Observer (title changed later to Navigator). He remained in the RAAF but was allocated to the British (RAF) 106 Squadron and based in England flying in Lancaster bombers.

Flight Sergeant Hanscombe was killed at the age of 22 when his aircraft was shot down during a bombing mission over Heilbronn, Germany on 4 December 1944. Heilbronn is a city 53 km north of Stuttgart and was a major link on the north-south railway. 282 Lancaster bombers and 10 Mosquito bombers dropped 1,254 tons of bombs in the raid and 62% of the city was destroyed. 12 Lancasters were lost

Don's plane came down in the Black Forest 96 km south-west of Heilbronn near the town of Bad Wildbad, a picturesque spa town in a pine-clad gorge below a small mountain. The crew was buried in the local cemetery and, after the war; the bodies were re-interred in the Bad Toelz (Durnbach) British War Cemetery 45 km south of Munich.

## **PRIVATE RAYMOND BARSLEY MARTIN**



Ray was born Raymond Barsley in Nottingham, England on 28 February 1910 and came to Australia as a “Barnardos Boy” in the early 1920s and was adopted by Alec and Bertha Martin who had a dairy near the site of the current Killcare Surf Lifesaving Club. He worked on the dairy farm and later, before joining the Army on 12 March 1941, set up his own small dairy farm with his wife, Phyllis (nee Battishall), on the site of the current Hardys Bay RSL Club. He also introduced the first public transport service in the area with an old truck fitted with seats and charged one shilling for the ride from Wagstaffe to the beach. His driving experience must have been taken into consideration on enlistment as he was allocated as a driver in the 2/3 Motor Ambulance Convoy.

After basic training in Australia, he joined his unit in Johore Baru, Malaya. The convoy had 75 ambulances split into 3 sections and when the Japanese invaded Malaya on 8 December 1941 they were scattered around Malaya and Thailand. The 2/3 MAC transported wounded soldiers over long and hazardous roads, contending with bombing and aerial machine-gunning, before delivering them to hospitals and other medical facilities. Many times, the ambulances would make a last-minute dash to rescue the wounded in close proximity to the advancing Japanese. They were usually the last to retreat and the drivers and medical personnel did outstanding work. The last allied vehicle to cross the Causeway between Malaya and Singapore Island was an ambulance driven by members of 2/3MAC.

After the Japanese crossed to Singapore Island 8 February 1942, the 2/3 MAC tried valiantly to attend to the many wounded under impossible circumstances. Following the surrender on 15 February they carried sick and wounded to Changi and, contrary to Japanese orders, they concealed medical stores, instruments and drugs in their ambulances. These desperately needed stores subsequently proved to be invaluable.

Ray was one of the 13,000 Australians sent to work on the Thai Burma Railway. They were transported in steel rail freight cars, packed in with only enough room to crouch down in the stinking heat and humidity with one opening only for ventilation. After this ordeal they were forced to march 250km to the site where they would work.



Conditions working on the railway were horrendous. POWs were given even less food than they had been getting in Changi and they were forced to work in two 12 hour shifts each night when they were expected to cover about 40 km. Dysentery, cholera, beriberi, pellagra, tropical ulcers and injuries suffered from brutal beatings were common.

Private Raymond Martin died on 20 May 1943 from the privations he suffered at the hands of the Japanese.

**Off to war...**

**...and home again.**



Mick Reynolds



Reg Wright and son, Arthur Wright.



John Murphy



Jimmy Nelson (on right), with his grandson (on left), his daughter, and his son-in-law, who had just arrived home after being released from POW Camp in Germany, in 1943.

Photos: courtesy of Alan Stewart

## WAR STORIES



*Not a lot has been written about the war. Some older residents provided information for Jill Baxter's book, **Reflections from the Beach and the Bay** and Robyn Warburton brought together other stories in the book. **Bouddi Bites.** Robyn Warburton*

Here are some interesting facts about life on the peninsula in wartime.

The photo tells us a battalion of soldiers were camped at Putty Beach to lay barb wire.

No doubt the young ladies of the area took an interest. Colleen Beasley looks happy here with Toby Ingless.

The soldiers were taken under the wing of many a local older lady too, who were happy to mother them, do their washing and provide the odd baked dinner.

The community hall was the site of many dances at this time.

The hall and the surf club provided the social life.

The hall was also the site for much knitting and the packing of hampers for the war effort.

Another woman told us that mothers of men serving in the forces were given a medal to wear.

Mr Allen, the headmaster of Pretty Beach Public School had the boys digging an air raid trench across the playground. The boys hated the job. It is believed if one looked hard enough they would find many tools buried in the schoolyard.

The boats were collected and taken to Gosford racecourse – all except Jack Battishall's. They missed his and he had the use throughout the war years and beyond.

The Wy Wurrie Boys worked in protected industries so did not go to war. They often escaped Sydney to visit Putty Beach. One of them, Alf Cardi, married local beauty, Pam Callcott, and took over the SP business that was Cyril Heydon's.

## HARDYS BAY RSL SUB-BRANCH

*The story of the Returned Services League (RSL) at Hardys Bay begins with the Honour Roll of the men who went away to war to serve in the forces in World War 2. The stories of the four men who did not return have been told. Post-war, the men gathered in the shed attached to the community hall at Hardys Bay and it is there that the Sub-Branch began. A fire burnt the old shed to the ground in 1970 and that is when the RSL was established in the hall. It remained there until a new building was constructed across the road and the RSL moved, in 1983.*

*David Dufty, Kel Gulliver, Robyn Warburton*

## KILLCARE, HARDYS BAY, PRETTY BEACH, WAGSTAFFE ROLL OF HONOUR

The board has the title, PRETTY BEACH WAGSTAFF (sic) MEMORIAL because it was erected at Wagstaffe Hall by the Pretty Beach/Wagstaff Citizens Association in 1958, but it does include the names of all peninsula men who served. However, there are two names missing, that of David Annand and Ray Martin. Colleen Smith who can be regarded as our most illustrious historian was aware of the missing names and constantly reminded Robyn Warburton of the omission until Robyn was able to engage local sign-writer, John Lee, and the situation was rectified. The missing names are now on the board at Wagstaffe Hall.



D. ANNAND  
D. ANGUS  
N. A CALCOTT  
S. GREENHALGH  
D. E. HANSCOMBE  
F.J. HARPER  
R. G. HARPER  
E. J. HOLWELL  
V. LAWRY  
H. L. McSHANE

R. MARTIN  
J. F. MURPHY  
P. PARKES  
W. P. PARKES  
C. PEAKER  
A. PICK  
E. W. RANSLEY  
H. REYNOLDS  
G. RIX  
E. ROSSITER

J. N. SMITH  
R. TINDALL  
K. S. WEBB  
D. WHITING  
S. WHITING  
R. C. WINTER  
A. WRIGHT  
G. R. WRIGHT  
K. WRIGHT



Following war's end, the returned servicemen of the peninsula decided to follow the path taken by other communities and open a sub-branch of the Returned Services League. The Hardys Bay Public Hall had a big and very important part to play in the lives of the residents throughout the history of the area. It brought the community together and was the hub, the meeting place, for people with a variety of purposes. Many events were held there and post-war, it was the meeting place for the returned servicemen.

The returned servicemen gathered in a shed attached to the Community Hall, which was on the site of the current Community Church in Araluen Drive, Hardys Bay. This early photograph of Hardys Bay Public Hall shows the shed attached to the side. It was unlicensed but alcohol was sold.

Bill Heydon is said to be the principal founding member of the RSL. Bill had been a World War 1 digger and served in France. Jim Hulme is also believed to be a strong supporter of the establishment of a Sub-Branch. In his retirement, Jim was very active in the community.



On December 11, 1946 Bill Adams (Secretary Pro temp) applied to the State Returned Services League (RSL) Head Quarters for permission to open a Sub Branch named South Erina Shire Sub Branch and it was approved on January 22, 1947. This approval formalised the meetings of ex-servicemen. March 18, 1947 was the occasion of the opening night and first meeting of the South Erina Shire Sub-Branch of the Returned Services League.

The Office Bearers were:

President: J.F. Murphy

Hon. Secretary: J.E Turner

Hon. Treasurer: R.G.Wright

Photographs of John Murphy and Reg Wright can be found on the Page 88.

April 15 1950, was a significant date. The name changed to Hardys Bay RSL Sub-Branch. Jim Burns Fraser, of Fraser Road fame, also made an important contribution. Jim retired to Killcare and became involved in community issues.

The club needed a liquor licence and this is where Jim Fraser was able to help. Through his contacts in Sydney, he was able to expedite the matter and the club became licensed and was able to sell liquor.

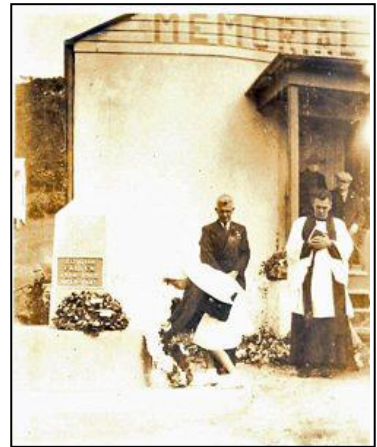
The photographs here show an Anzac Day wreath-laying ceremony at Hardys Bay circa 1950.



Mr Ingram, Principal of Pretty Beach Public School, was given the honour of unveiling the new war memorial. Some local men and a clergyman, who would be a visitor, are looking on. Clarrie Peaker can be seen on the right, with bugle in hand. This event would have occurred around 1950.

A member of the Red Cross lays a wreath on the newly dedicated War Memorial. The girl, most probably representing Pretty Beach School, is wearing the Red Cross uniform of the day which consisted of a white dress, white veil and a red jacket or cape.

Many wreaths have been placed on the memorial. The memorial would have been of great significance; the war not long ended, looming large in the lives of the people at the time. The monument was moved to the new site when the RSL relocated in 1983.



A plaque on the wall behind remembers Ray Martin.

R. B. Martin

1939 – 1945



Jim Hulme is the tall man, marching in the foreground, taking part in the Anzac Day march from Killcare to the R.S.L. The march was held each year for many years.

The Pretty Beach Wagstaffe Citizens' Association invited the President of the R. S. L. to unveil a war memorial at Wagstaffe Hall in June 1958.

The Secretary of the R.S.L., W. Steedman, accepted the invitation.

R.S.L. President Jim Hulme would be available to perform the honour.

Mr. Wm. Steedman,  
Secretary,  
R. S. L. Branch,  
Hardys Bay.

81 Arthur Rd.  
Hardys Bay, P.O.  
19.5.58

Dear Sir,

The Pretty Beach Wagstaffe Citizens Association are hanging an Honour Roll in their Hall at Wagstaffe in memory of the men who enlisted from the surrounding districts. The unveiling ceremony is to take place on the Sunday prior to the Queen's Birthday at 2.30 P.M. The members of your Branch are cordially invited to attend & we would consider it a great favour if your President would unveil the Plaque. An early reply to the above will be appreciated.

Yours respectfully  
J. Hill  
President

**The Returned Sailors**  
**Imperial League**

**Soldiers and Airmen's**  
**of Australia**

(N.S.W. BRANCH) - INCORPORATED

Hardys Bay  
SUB-BRANCH

President: Mr J. Hulme  
Hon. Treasurer: Mr J. V. Stewart  
Hon. Secretary: Mr W. Steedman

Secretary  
Progress Ass

22nd May

Dear Sir,

Your letter has been received by me and it was dealt with at our last meeting. It was decided that our President Mr J. Hulme would be available to unveil the Honour Roll at Wagstaffe Hall on the day your letter mentioned.

Trusting that you have a most successful day.

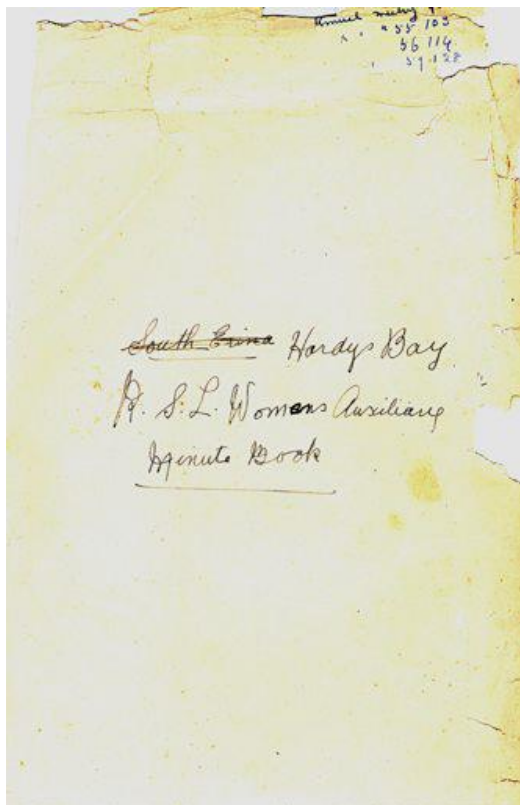
I remain,

Yours faithfully  
W. Steedman  
(Hon. Sec.)

Free Press

"Reveille" Serves, Stimulates and Advances Important League Activities





The Minutes Book of the Hardys Bay RSL Women's Auxiliary is a record of the meetings of the auxiliary which met for the first time on December 13, 1949. Miss Hulme (Lucy) and Mrs Hulme (Florrie) were present at the first meeting. The minutes for the first meeting show 'a roster was drawn up for the five dances to be held during the Xmas holidays by the RSL League'. The dances were held on Dec 24th, 25th, 30th, 31st and Jan 1st. In 1950/1 there were **seven** dances at Christmas time!

At monthly meetings, events were planned and included social evenings, housie, balls, juvenile balls and dances. Donations were made to causes such as The Iron Lung Fun but mostly the Hardys Bay Sub-Branch benefited.

The Hulmes, Jim, his wife Florrie and his sisters, Lucy and Lottie, had a large role to play during the years that the RSL Auxiliary operated in support of the RSL.



People at a ball, a dressy affair, at the Community Hall at Hardys Bay. Back: Phyllis and Stan Woods, Ray (family name not known), Keith Battishall, Jim Hulme Jnr. Front: Lucy Hulme, Lucy Hulme Jnr, Mollie Battishall (Keith's wife) Gwen Hulme and daughter, Valmai  
Photo: Dorothy Jenkins

The original building that housed the R.S.L. was built in 1922. When it became the R.S.L. Club, it continued to be the centre of the social life on the bay side of the peninsula. No doubt it was quieter during the week, but Pam Mainsbridge remembers that it was a wonderful place to gather, to have a drink at the bar and meet up with friends when the families arrived for weekend visits.



If Bert Hallinan was there, he would start to play the piano and people would begin to dance and, on the tables too. At some point, it became possible to buy a meal there. In the story of the Red Cross, we are told that the women organised meals at the club as a way of raising money for their cause. Colleen Smith was the caterer there for a time.

The original building became Hardys Bay Community Church in 1983.

In 1982 the RSL Licensed Club moved to a new building in Heath Road and the Sub-Branch commenced meeting there in early 1983 and provided representative(s) on the Board of Directors. The old building was now empty and looking to be utilised. Prior to 1983, a member of the Ettalong Uniting Church had approached the RSL regarding a lease of the RSL premises for a Community Church. The RSL appreciated their work amongst the youth and encouraged the formation of a Community Church.

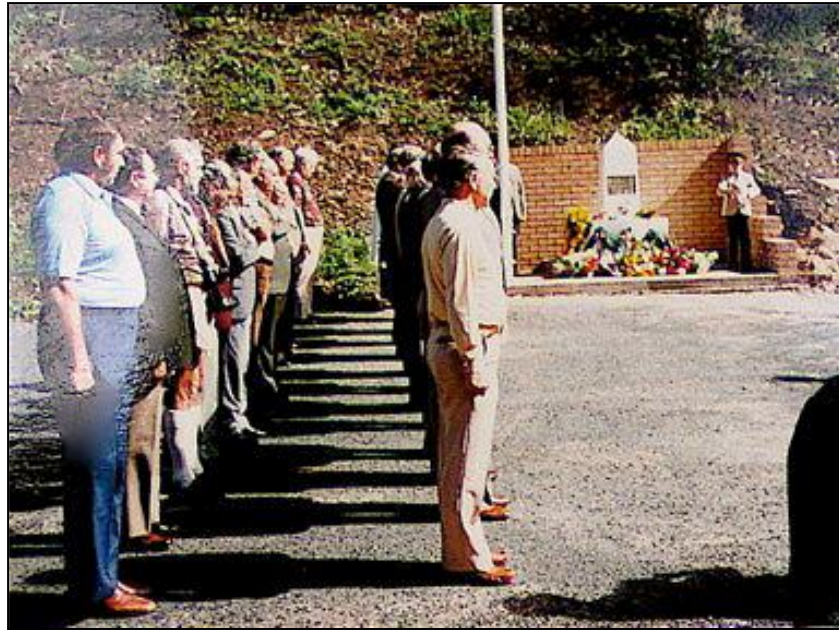
In October 1983, the building in Araluen Drive was leased to the Uniting Church and was later to become the Hardys Bay Community Church; the inaugural service of the Hardys Bay Community Church was held on Sunday 31st July 1983, in what had been the RSL Hall.



Photo: Pam Mainsbridge



On 15 October, 1990 the last meeting was held and the Sub Branch closed on 31 October, 1990 and amalgamated with the Woy Woy/Ettalong Sub Branch which was renamed Woy Woy/Ettalong/ Hardys Bay RSL Sub Branch. Hardys Bay Club continued to operate and is still there in 2010. An Anzac Day Service is held at the club each year.



Anzac Day 1985 at the new club. Photo: Ruth Hawkshaw.



Phil Drummond, Kathy Pile, Thelma Fraser, Margaret Keogh and Frankie Oates at Hardys Bay RSL, Anzac Day 2004.



# THE WAR YEARS: CASE STUDY 19 RADAR RAAF

by Jill Vidler

*Jill Vidler lives on the northern border of our study area in a place, which was a hive of activity (and non-activity) during the World War 2 years. Jill's study of the secret Bombi Radar Station reveals a unique and little-known example of what happened in our area in the war years. The references are included in the text. Various people assisted Jill with the research, with special thanks going to Robert Piper mentioned below. D.Dufty (Ed.)*

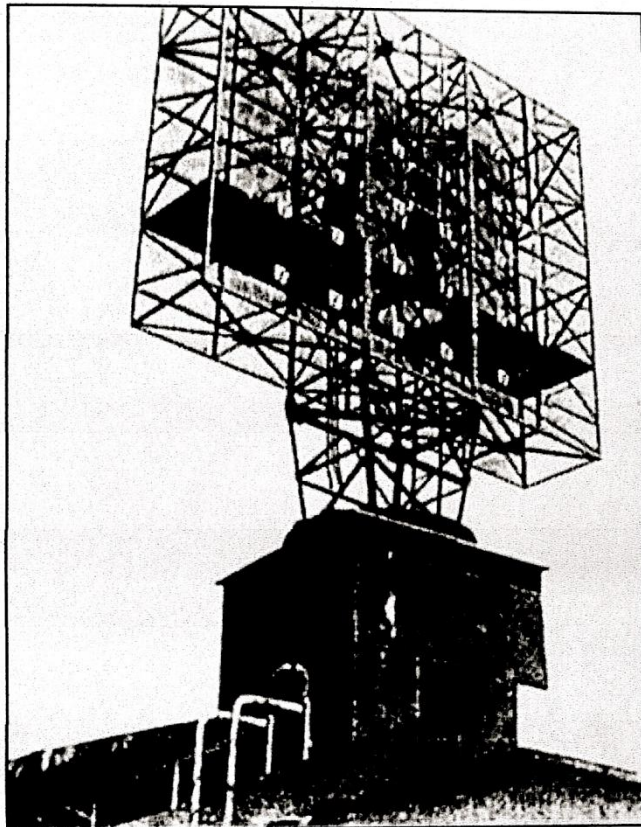


Photo:- via Cameron Alexander

RAAF radar on roof of complex at Shepherd's Hill

As the highest point on the coast between Newcastle and Sydney, it is perhaps not surprising that our land was chosen to be the site of the radar unit known as 19 Radar RAAF during World War II

The radar unit at Shepherd's Hill, Newcastle was the first radar station installed and operated by the RAAF in Australia. It was active from 31 December 1941 until it was moved to Bombi, MacMasters Beach on 1 April 1942, becoming operational at 6.00 pm on 27 April 1942.

The role of 19 Radar RAAF was to monitor enemy air and sea movements and threats to the Australian coast and northern approaches to Sydney during the duration of World War II.

National Archives in Sydney hold various documents relating to the purchase of the land and the erection of the RAAF buildings. Because of the property's altitude the land was surveyed for its defence and monetary value in February 1942. The land required by the RAAF was on three different titles and was described as *poor ridgy sandstone country with some good pockets of soil ... It is not considered that the residue will be adversely affected by the acquisition as the land to be acquired is poorer than the average of their holdings and of little value to them* (REG.NO.M.24c/183 – Divisional Valuer's Report 11/02/1942).

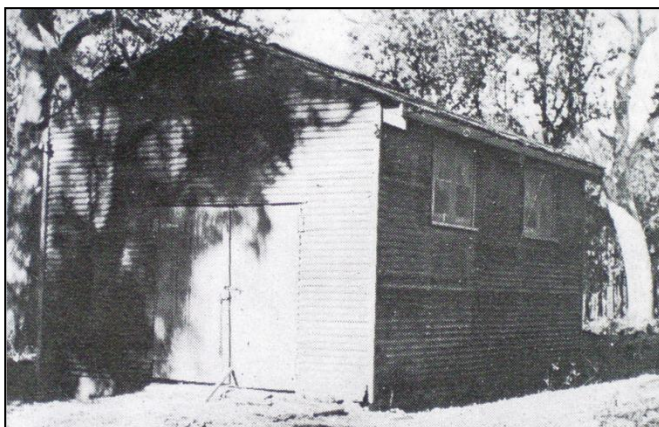
This opinion of the Divisional Valuer in 1942 was not shared by at least two of the owners. *For purposes of farming, they (of the O'Neill block) were left with the least viable portion of the property.* (Duell, John *Somethin Fishy!* 2006:12). Mr Dunlop, the owner of the largest lot, from which 20 acres were required, carried on a long and ultimately fruitless correspondence with the RAAF over compensation to be paid to him.

There was disruption to his farming activities – both logging and cattle raising – until finally *for patriotic reasons* he was persuaded not to pursue his case any longer. (Letter from Mr Dunlop to Major Turnbull (AD Hirings), NSW dated 7 January, 1944). Some months earlier, in November 1943, Mr Dunlop had objected very strongly to the cheque for 5/- which he had received in compensation for his land being taken over by the RAAF in October 1941. He describes this amount as being *somewhat less than one penny per week* and states that *apart from the land occupied, a pipeline 2000 feet long and laid on the surface of the ground practically cuts my farm in half, the south-eastern moiety is used for Timber. The only available Bullock Team Owner refuses to cross this pipeline with a team. Fences are broken, and a pedigreed Bull has got away many times, and at present is away ...* (Letter from Mr E Dunlop to the A.D of Hirings, Victory House, 23 November 1943).

Despite problems with compensation, the necessary land was acquired by the RAAF and with the *Official Secrets Act* in force; the plans for the observation post/radar station were kept as secret as possible from the public.

In early 1942 a SCHEDULE OF WORK REQUIRED TO BE DONE AND MATERIAL TO BE USED IN THE ERECTION AND COMPLETION OF A GROUP OF TIMBER-FRAMED BUILDINGS, AND SUNDRY OTHER WORKS, WITHIN SEVENTY (70) MILES OF SYDNEY was prepared and sent to the Department of the Interior (Works & Services Branch), Sydney.

At the present time, the accompanying drawings cannot be located in the National Archives. However, the description of the building works is very detailed, even down to the specification for a boot-scraper to be placed at the entrance to every building: *Each scraper is to be constructed with two 4" x 3" x 27" long hardwood posts spaced 15" apart and sunk in ground 20"; the top edge of each post splay cut all round and deep slotted for and including a 1-1/4" x 1/4" W.I scraper forged to a dull edge on top, one end drilled for and 3/8" bolted through the head of one post, and the other end left free in the slot of the other post.* (Schedule of work Required 1942:12).



The Powerhouse as it was in 1982 when photographed by Robert Piper.

The buildings of the camp, which replaced the original tents, included the Administration Building (No1), the Powerhouse (No 10), the Store (No 3), the Tower (No 4), the Transmitting Room (No 6), the Mess Hall and sleeping quarters and the Chemical Closet. We have found little photographic evidence of these buildings although a photograph of the 50-foot tower exists and the Mess Hall and Generator shed survived into the eighties.

In 1947, the same Mr Dunlop, whose land had been resumed, wrote to the Department of the Interior, requesting that the galvanised buildings, which *are showing neglect and are deteriorating* be either sold or leased to him. In conclusion, he wrote: *I would mention that during the erection of these premises, workmens' huts etc were built in my Cow Yards. My milking sheds were rendered useless for months and for which I received no compensation.*

(Letter from Mr E Dunlop to the Dept of Interior, June 1947).

There were nine commanding officers during *19 Radar* station's time in operation, each RAAF officer being in charge for approximately four months. The first commander was R S Choate (later a Sqn Ldr) who came with the equipment and personnel from the Shepherd's Hill site. By Christmas 1942 there was one officer, 23 airmen and 18 W.A.A.F (Women's Auxiliary Australian Air Force) in residence.

The best description of life at Bombi Radar Station comes from Robert Piper who worked as Historical Officer for the RAAF, Department of Defence in Canberra, and with his parents living locally at MacMasters Beach, he contributed an article in January 1982, for the *Central Coast Express*. He tells us that along with the buildings came Major Neil (Army) who was responsible for the laying out of perimeter machine gun posts to protect the top-secret equipment and camp.

Below is an example of daily *Summaries of Events* which were kept by those stationed at the post and they tell us that along the winding dirt track to Gosford came a procession of visitors. These included in 1943, the Minister for Air and the Secretary of the Air Board, along with a *camoufleur*, checking that the buildings were not visible from the air, and a doctor treating the RAAF personnel for rashes.

Three months after the Minister's visit, the Japanese midget submarines entered Sydney Harbour, so the role of the station was no doubt taken very seriously. Ships and planes could be plotted on the screen, with aircraft being detected up to 155 miles away. There were courses held at the site on aircraft recognition and the air flash system of reporting and on 24 February 1943, *new array and turning gear* arrived whilst on 1 March 1943, *the mast and aerial were changed to standard COL*.

As was reported in Mr Piper's article, life according to the daily documentation was not all spotting planes and ships. There was swimming down near Little Beach and the YMCA brought up films for the RAAF and WAAF. There were concerts, talks, quiz sessions and sports competitions. Maybe the men and women at Bombi felt they were slightly marginalised from the main war effort. We are yet to talk to anyone who was stationed here.



In October 1944 the camp was threatened by bushfires with descriptions of the men digging breaks and the women *carrying steaming tea and sandwiches down to the tired firefighters*. (Quoted from Summary of Events 27 October 1944).

An interesting event is described by John Duell whose family had to relinquish land to the RAAF. As a seven-year-old, his knowledge of the land was useful to the RAAF who made him a 'runner' between the Bombi station and lookouts at Bullimah Point and Copacabana Headland. One day whilst playing he found 'strange looking sawdust' spread in rows on a rock. He put some in his pocket and later at night found it was glowing in the dark. Telling Tom, his stepfather, he was asked to show him where he had found it and Tom was eventually taken to the rock where they found lines arranged in a huge arrow pointing up to the Radar Station. Two similar rocks were found with other arrows and Tom and the young boy covered the rocks with bushes. This story is recounted in *Somethin Fishy (A Small Boy's Role in World War II 1942 pp.12-14)* by John Duell.

Bob Piper (op cit) wrote that as the war scaled down so did the work and the staff at No 19. By the end of February 1945, the majority of personnel had been posted from Bombi and it became a Care and Maintenance Unit with a Section Officer and four airmen and three airwomen. The unit continued through to January 1947 when it was finally disbanded.



A sandbagged machine post, now in the Bouddi National Park, is slowly reverting back to sandstone (See photo above taken in 1991 by Beryl Strom) and only the concrete foundation for the tank stand reminds us of the old powerhouse. Pieces of crockery occasionally appear, and an old brick barbecue has been uncovered on the edge of a clearing. Bombi is a spectacular piece of land and the RAAF, WAAF and Army men and women who lived here hopefully appreciated how lucky they were to stay in such a special place.

Jill Vidler  
October 2008

Date	Summary of Events												
OCTOBER													
27	supper and the girls of the unit carried the steaming tea and sandwiches down to the tired firefighters. Needless to say, this was a welcome break and we worked on with renewed vigour. After the fire had been satisfactorily controlled, a watch was left on the fire and after midnight the camp retired. POR 13/44 published												
28	The shift went on as usual between 0800 and 1200 hours. During the day three aeroplanes and four vessels were plotted. A stiff breeze sprang up and drove sparks across the main road and started a blaze not far from the camp. This was controlled and then the wind changed. Fortunately, all the dangerous fire area has now been burnt out, so the unit should be relatively safe from the menace this summer.												
29	Seven aeroplanes and two vessels were plotted this day, which was fair operationally. During the day, most of the undergrowth was burnt in the unit area and during the night it rained. This was most unfortunate, as it prevented all the burning up operations which had been planned. This method of fire prevention is an excellent idea as it does not interfere with the camouflage.												
30	Shifts again change to 1500 hours to 1730 hours. Seven aeroplanes and two vessels were located.												
31	A very quiet day in all respects. Only four aeroplanes were plotted. The following table shows the strength of the unit at the end of the month.												
	<table><tr><td>Officers: RAAF</td><td>EST</td><td>STR</td></tr><tr><td>WAAF</td><td>1</td><td>1</td></tr><tr><td>Airmen</td><td>8</td><td>12</td></tr><tr><td>Airwomen</td><td>11</td><td>9</td></tr></table>	Officers: RAAF	EST	STR	WAAF	1	1	Airmen	8	12	Airwomen	11	9
Officers: RAAF	EST	STR											
WAAF	1	1											
Airmen	8	12											
Airwomen	11	9											

A page from the daily Summary of Events from October 1944 located by Robert Piper. The original is in the National War Memorial, Canberra.

# A HISTORY OF PRETTY BEACH SCHOOL

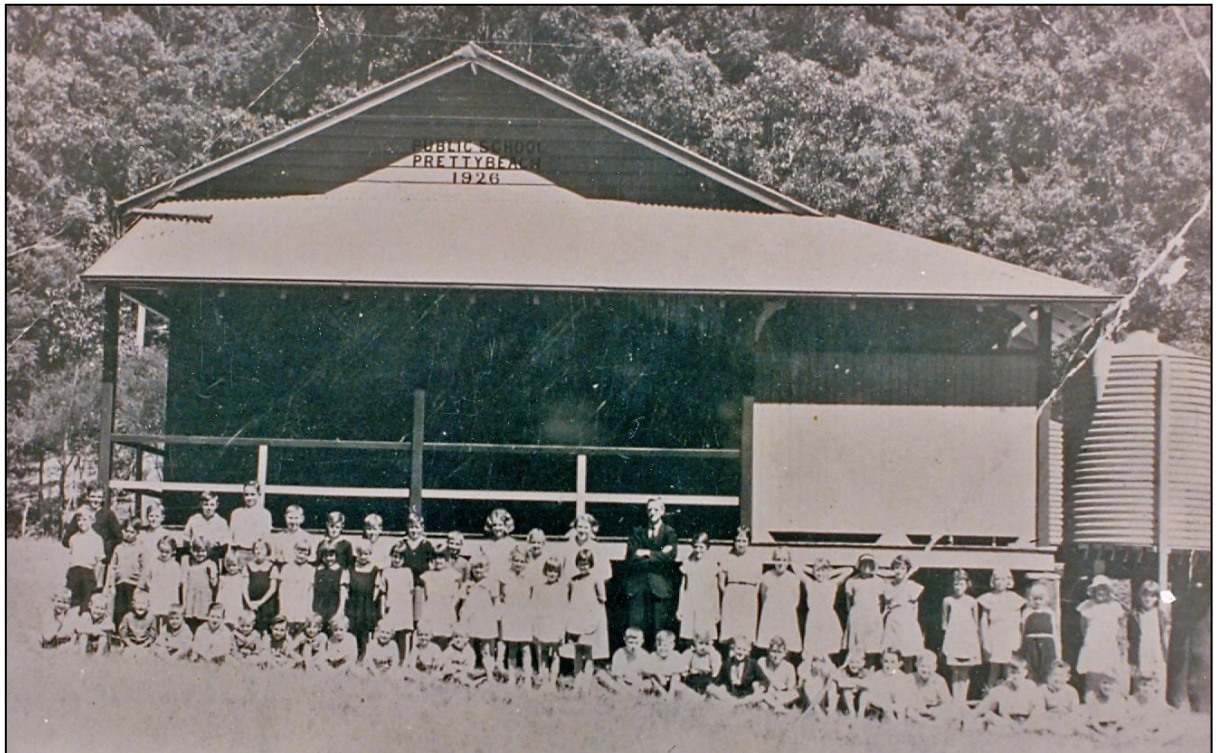
OLD AND THE NEW 1927 – 2008

by Chris Barber

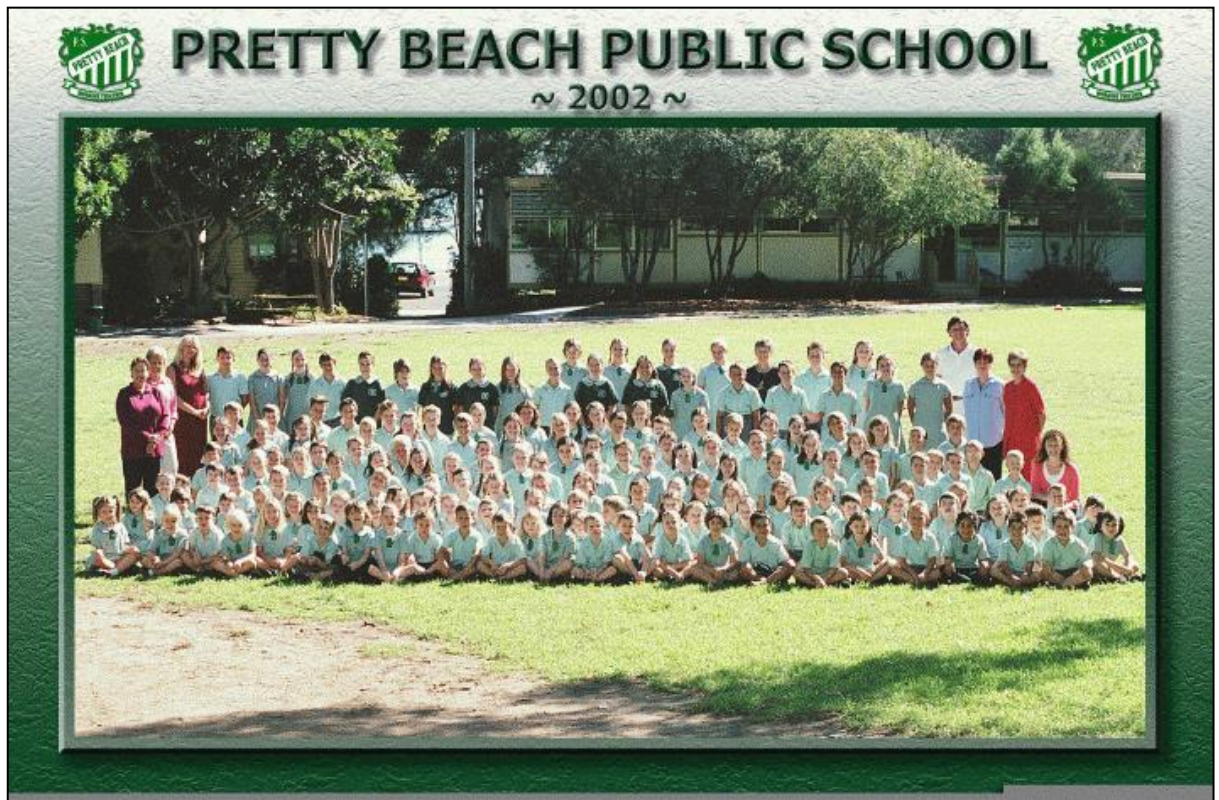




**THEN...**



**and NOW**





## PRETTY BEACH SCHOOL'S LONGEST SERVING STAFF MEMBER

*Charles Allen, the school's first teacher and principal worked at the school for almost 23 years, Lawrie Jones, a teacher, has just retired after nearly 21 years and Karlene Long is still teaching at the school, having started in 1987, but the record for being the longest serving staff member goes to Beryl Hughes, who worked as the school cleaner for 37 years.*

Beryl (Beasley) Hughes started school at Pretty Beach in 1931 at 7 years of age. Her sister Dawn Peaker was one of the original students in 1927. Her younger sister Colleen Smith started school in 1932.

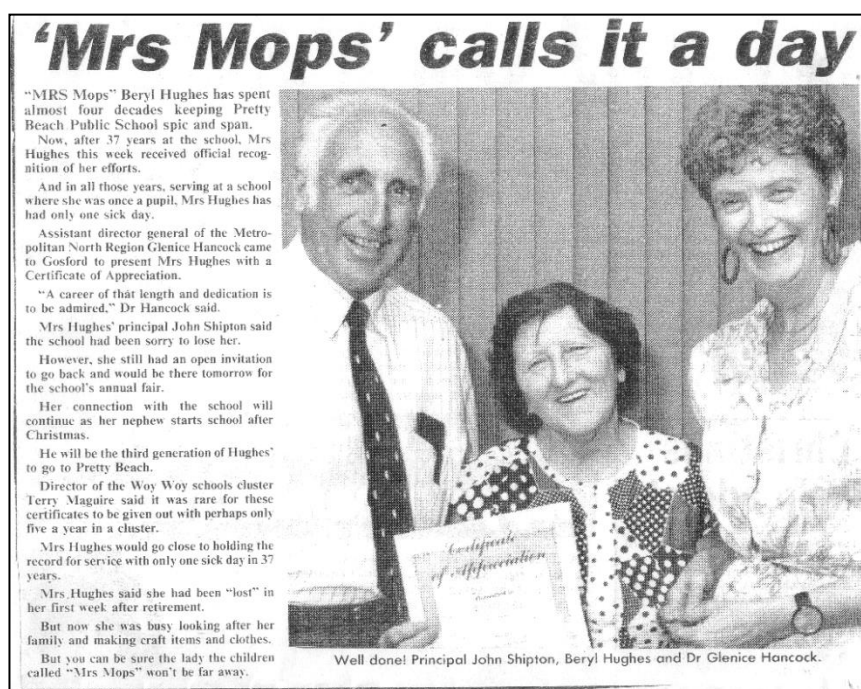
After working in the land army and then as an usherette at Woy Woy Picture Theatre, Beryl began work as a cleaner at Pretty Beach in 1953. Her sons attended the school. Michael started in 1968, Gwyn in 1970 and stepson David attended from 1960.



Beryl loved her job and was highly respected by children, staff and parents. She was always a conscientious and willing worker for whom no task was too onerous ... but pan oil for the toilets in the olden days was on the border line! Beryl was a very caring and hardworking member of staff. When she retired in 1989 it was not only the end of her 37 years of working life at the school, but also the end of a close association which had begun so long ago.

At a special ceremony at the school for her retirement, Beryl was presented with her 25 years' service certificate and retirement medallion.

Beryl still lives in Killcare. (2002)





### **THREE GENERATIONS OF THE FORD FAMILY RECALL THEIR TIME AT PRETTY BEACH PUBLIC SCHOOL**

*There are many examples of two generations of students at the school. There are also a few families with three generations of children who have attended the school over the years. The Camerons, the Beasleys, the Hogans and the Fords are such families. In 2002 the Ford family wrote down their thoughts about their time as students of Pretty Beach School.*



Stephen, Wally, Ian, Sarah, Melissa and Sean Ford - 2002



### **Walter (Wally) Ford 1939-1945**

Things were different when I was going to school at Pretty Beach in the early 1940s. I remember when a group of boys got hold of a sulky someone had abandoned. Arthur Beasley, Ted Stirton, Ted Parker and I were among them. We would meet up at Killcare, throw our bags in the sulky and pull it along the flat and up the hill, some kids got a ride. When we got to the top of the hill above the school we would drop the shafts, hop in and ride the sulky down into the school yard, near where a house is built now; the only thing to stop us was a patch of lantana.

Unfortunately, some of the boys decided to do the same thing down Killcare Road one weekend and crashed through the shop window, owned by Jim Moore at the time, and landed in the bedroom. Needless to say, we had the sulky taken from us and had to walk to school after that. I daresay it was dangerous but certainly a lot of fun.

Our teacher, Mr Allen, didn't believe in sport but he certainly believed in scripture and if you didn't attend the bible classes you had to do hard labour. If it wasn't in the garden, it was the air raid trench, which zig-zagged across the playground, near where the fixed equipment is today.

I'm sure if the school yard was dug up, in places you would probably find relics of garden tools, because when we got tired of digging, we would bury the tools.

### **Stephen Ford 1967-1974**

I find it hard to choose one good memory of the school. If I did it would be 7 years long. The environment at Pretty Beach PS helped build friendships that have lasted 35 years, and a lot of these friends still live locally.

I can remember being taught to swim in the baths across the road by the older kids. This was done in summer when the tide and weather were right. It was always a great break in the days when Mr Gibbons (Gibbo) would announce swimming time.

The bush classroom was always there, and we were allowed to venture up through the bush to the rock platforms during lunch. Some of the boys would try new routes and see how far we could get during lunchtime. I can remember standing on the rock platform at the top with Ross Holloway, Greg McCall, Brett Beasley and Pommie (Andrew McDonald) and hearing the bell ring faintly. We would then run all the way back down to school. I am sure Gibbo rang the bell early to allow us time to get back.

When I started Kindergarten, they had just finished removing some camphor laurel trees to make way for the oval. Improvements to the grounds were an ongoing job, sometimes involving the students in planting trees along the bank on the eastern side of the oval. We nurtured the trees but because they were planted in clay only a few survived. I am not sure if it was Greg McCall or me who planted the conifer that is growing there today.

Another job was burning out the large tree stumps. This seemed to take a very long time. We would collect firewood from up in the bush, dig around the roots and spend time before school, at play lunch and lunch time stoking the fire. One fringe benefit of this job was toasted sandwiches and sausages, barbequed on a shovel. I can also remember smoking a bit of cane left over from basket weaving, which in hindsight was pretty silly.

I recently helped at a working bee at the school. Then, and almost every time I walk into the school grounds the memories come flooding back. Things like learning to ride my bike, bike races, billy cart races, being projector boy, lunch boy and school captain with Julie McCall, and spin the bottle behind the weather shed.

Once when Brett Beasley and I had a dispute in the playground, Gibbo made us both put on boxing gloves, and he put us in the library to 'sort it out'. It would have been funny to watch as we were probably best friends again by that time.

I loved Pretty Beach PS then and I'm sure my two girls, Melissa and Sarah, love it now. The location makes you appreciate the environment. The school has always benefited from great community involvement which helps develop an appreciation of the community in which we live. (2002)

### **Melissa Ford 1997 – 2003**

I love going to Pretty Beach School because everyone is so friendly. We have great school surroundings, the bush on one side and the bay on the other. We have nice teachers (well most of the time). My favourite part of the school is the bush classroom. Down the bottom is a great place to sit and up the top has a great view. Even though our school is very small, it is still a great school. (2002)

### **Sarah Ford 1998 – 2004**

I love Pretty Beach PS because of many reasons. One of them is the bush. I love the bush surrounding the school because it adds a natural touch to the area. Also, most other school just have buildings around them instead of bush. The bush also provides us with a bush classroom that is great for learning about nature. I also like the bay. Once when I was in Kindergarten, classes actually stopped to watch a pod of dolphins go past. There are great friendships at Pretty Beach PS and almost everyone knows everybody's name.



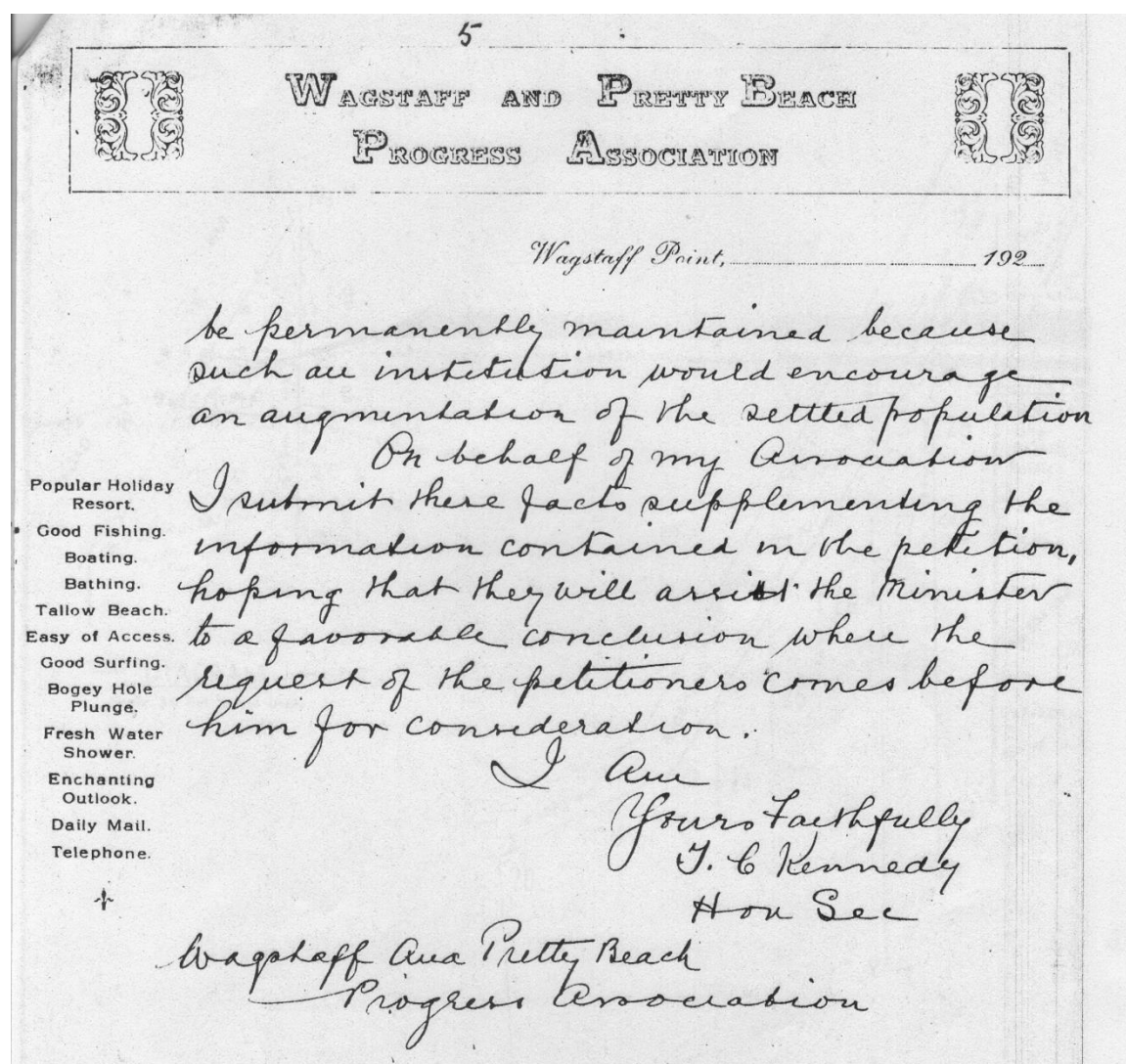
The bay and baths at high tide, lessons in the lower bush classroom and the bush track leading to the upper bush classroom – 2006.





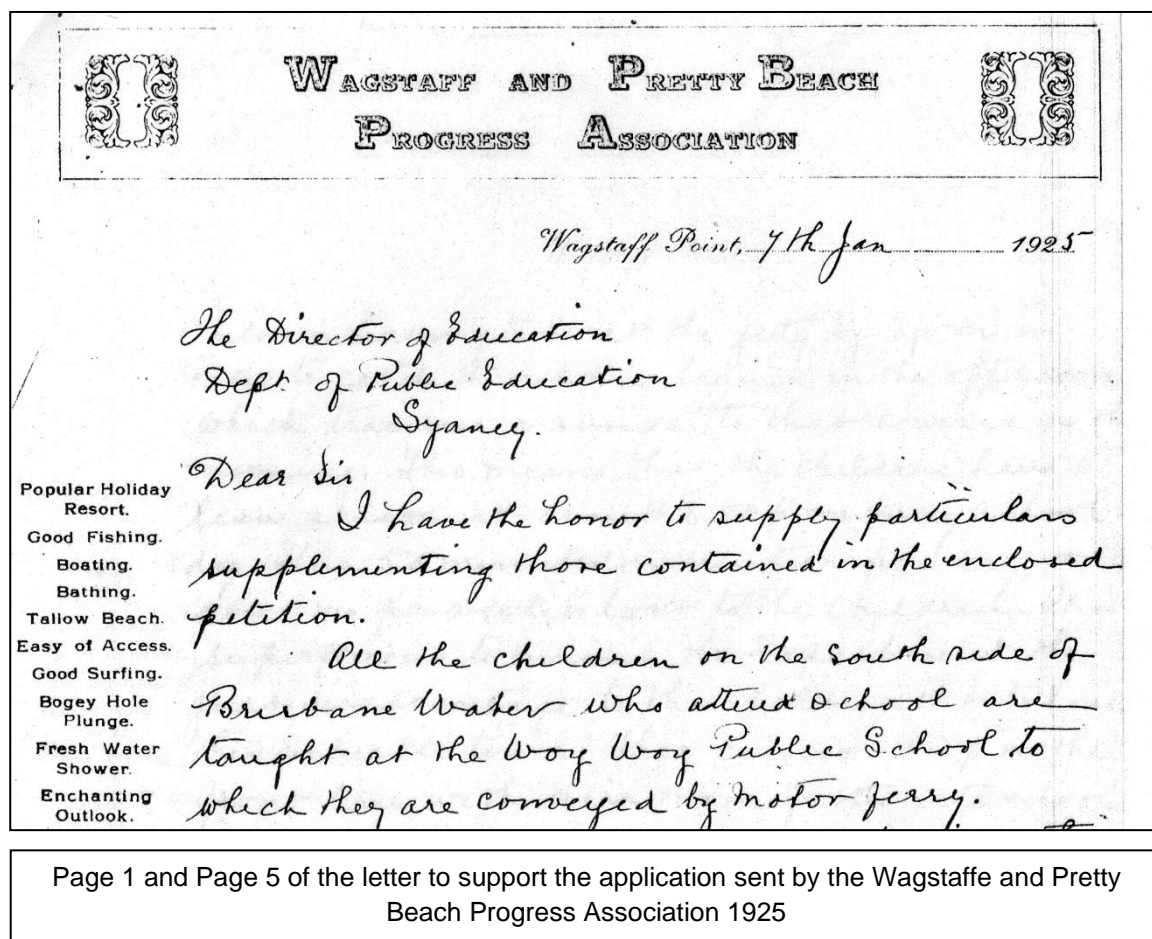
## THE EARLY DAYS

An application for the establishment of a Public School at Pretty Beach Extension (or Hardys Bay), together with a strongly worded letter from the Wagstaff (sic) and Pretty Beach Progress Association outlining the reasons for the proposal was made on the 7<sup>th</sup> January 1925. The application was signed by 25 parents on behalf of 52 children aged between three and thirteen years of age. The application was the culmination of a veritable barrage of correspondence between three Progress Associations: Wagstaff and Pretty Beach, New Bar and Hardys Bay, and the Department of Education. Previous requests for a school dating from 1921 had been declined on two occasions.



Accompanying the application was a letter from the Secretary, Wagstaff and Pretty Beach Association which stated that at the time of the application children from Pretty Beach, Hardys Bay and Killcare were picked up by launch which left Wagstaff Point at 8:00am daily and reached Woy Woy at 9:10 am. Then the children were required to walk for ½ a mile to reach the school. The return journey was made by motor bus from Woy Woy to Ettalong Jetty. The launch left at 3:00 pm so students had to leave school early to be in time.

School hours were thus cut by at least 50 minutes per day, and the parents complained that their children were disadvantaged by this. The early rising hours for the children and the loss of tuition time were a sore enough point, but the parents' main concern was for the health and safety of the youngsters. In winter, trips were made in bitterly cold conditions on open expanses of water, and the exposure of the children to accidents along this waterway route was a source of great concern to parents. After a few minor accidents which could easily have proved fatal, the parents banded together to form a determined front for the acquisition of a school in their own area. The Department finally recognised the need and a large site of nearly twelve acres was purchased at Pretty Beach for the sum of £614 in the latter half of 1925.

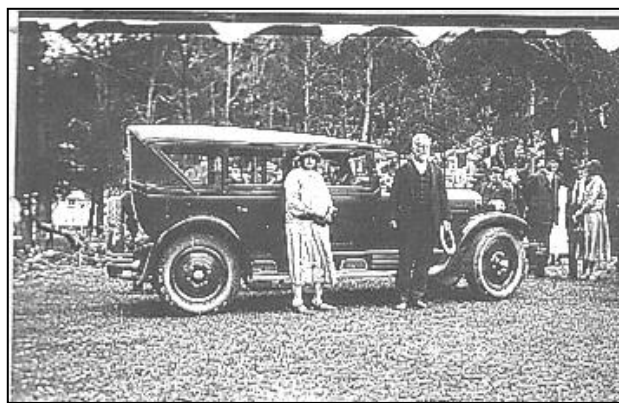


In June 1925 the Progress Association of Hardys Bay wrote to the appropriate members of parliament asking each to push the matter of the proposed school. The Secretary, Wagstaff and Pretty Beach Association, wrote letters couched in similar terms to not only the Members of the Legislative Assembly but also to the Director and the Minister of Education in September 1926. However, by then the Department had already accepted a tender in July for the school building. The builder was Mr H E Mulligan of Taree, and the school was completed on 13<sup>th</sup> December 1926, at a cost of approximately £600. Originally plans had been drawn up to provide cesspits at the school but the Secretary, Wagstaff and Pretty Beach Association, wrote to the Department in September 1926.

In view of the fact that the Erina Shire Council has provided a regular sanitary service for the locality my Association is of the opinion that the specification should be amended in the direction of substituting the pan for the pit system. A letter from Mr M C Ogden, the Shire Clerk, reinforced the suggestion, which was approved.

DEPARTMENT OF EDUCATION.		20656*23 FEB 1927	
<b>FINAL COMPLETION REPORT.</b>			
<p><b>IMPORTANT.</b>—This Form should be furnished on the completion of every Contract or Day Labour work of £20 and upwards, and should accompany the Final Certificate.</p> <p>Completion Reports are not required in cases under £20, where the papers are forwarded to the local office as authority to have work carried out.</p>			
<p align="right">District Works Office, <i>Architect Branch</i></p>			
Public School.....	<i>Geelong Beach</i>		
Nature of Work.....	<i>New School Building</i>		
Contractor.....	<i>H. S. Milligan</i>		
Amount of Contract, £.....	Stores and Services, £.....	Total Cost, £.....	
<i>589.0.0</i>	<i>20.0.0</i>	<i>609.0.0</i>	
Date of Expiration of Builders Risk.....	<i>18. 12. 26.</i>		
Date of Furnishing Insurance Proposal.....	<i>15. 12. 26.</i>		
Date of Expiration of Workmen's Compensation Insurance.....	<i>18. 12. 26.</i>		
Date of Completion of Contract.....	<i>13. 12. 26.</i>		
Floor Area Report Furnished.....	<i>10. 1. 27.</i>		
Are any buildings superseded?.....	If so, are they vested or rented?.....		
Pit or Pan Closets.....	<i>Pan</i>		
Has Furniture been received and fixed?.....	<i>Yes</i>		
Where are keys of Building?.....	<i>With Mr. Shackleton, Storekeeper</i>		
(Rule out these spaces that do not apply)			
<p>THE ARCHITECT, DEPARTMENT OF EDUCATION.</p> <p><i>10/1/27</i></p>		<p>FILED 4 APR 1927 <i>H. S. Milligan</i> Supervising Engineer.</p>	
<p>Teacher instructed to occupy.....</p> <p>Sanitary Service.....</p> <p>Rental Assessment.....</p> <p>1st Supply Requisition.....</p>		<p>Occupied.....</p> <p>FILED 15 JUL 1927</p>	
<p>THE ACCOUNTANT.....</p> <p>THE REGISTRAR.....</p> <p>THE SITE CLERK.....</p> <p>TRAVELLING EXPENSES BRANCH.....</p>			





Official Opening Celebrations in the school grounds

The school opened with the appointment of Mr Charles Allen on 18<sup>th</sup> January 1927. There is little likelihood that on that day Charles Allen foresaw that he would spend the next twenty-three years at Pretty Beach School, and that even then, that termination would only be caused by his death, on 11<sup>th</sup> December 1949, at the age of 63.

During Charles Allen's time as Principal, he appears to have been highly efficient, diligent, keenly interested in the affairs and the upkeep of the school, and on excellent terms with the local Parents' Association.

As a result of an Association meeting on 12<sup>th</sup> March 1927, it was proposed to fence about two acres of the school grounds. There were many delays in completing the work and in spite of numerous requests from the Department of Education, the date of completion of the fence could not be notified until 10<sup>th</sup> January 1928.

In April 1928, Mr Allen reported that white ants had begun to establish themselves in the boys' and girls' WCs. The Department decided to remove six tree stumps from the school grounds to reduce further infestations and James Mitchell of Pretty Beach was awarded the contract for £4.10. The white ant problem was attended to by the Department of Public Works.

In May that year the Parents and Citizens Association made a request to the Department, asking for a weather shed. This was written by Mrs E Gayleard, who continued as secretary for many years. The claim was reinforced by a letter from the teacher who explained that part of the verandah was occupied by a wash basin and a work bench. The exit steps were over three feet from the ground and the verandah was constantly unsafe when so many children (the enrolment was then 57) played there during inclement weather. Although the verandah was exposed to squally southerlies and cold westerlies, the request for the weather shed was declined. June of this year saw an exceptionally heavy gale which blew all day on Thursday 14<sup>th</sup>. Mr Allen was unable to reach the school by launch, and the ferries could not get to the wharf. Boats and launches were sunk and stranded, trees were uprooted and houses unroofed.

During March 1930 Mr Allen received a subpoena to act as a witness in a child neglect case. He was requested by the Department to refund any witness expenses he received in connection with his absence to attend the court case. Mr Allen promptly replied that the only expenses he was eligible to claim were 3 shillings travelling expenses and 2 shillings and 6 pence for a meal. He indicated, nevertheless, that he would forward the amount 'as soon as it came to hand'.

An incident concerning the illegal removal of trees from the school property occurred during the Christmas Vacation in 1929. Although evidence from two youngsters, one who saw a man felling the trees and one who saw the man removing the timber, pointed out the guilty person, and although both the teacher and the local police believed their testimony, the Parents and Citizens' Association did not want to press charges because the man was a locally known 'waster' and they considered his wife would suffer should they do so. The matter was allowed to lapse.

Growing enrolment at the school had prompted Mr Allen to write, in March 1932, 'The total enrolment at this school is now 70, (effective enrolment 65) as follows: Class 1 – 10, Class 2 – 14, Class 3 – 8, Class 4 – 12, Class 5 – 14, Class 6 – 12.' The P & C Association strongly urged the Department in March 1933 to appoint an assistant teacher, stating that the current situation was unfair both to the pupils and the conscientious Mr Allen, whom they thought would reach breakdown level from the pressure on him. Approval for the application was given in April and Miss Florence Roach was appointed assistant.

Problems were created by this appointment because it became apparent that more space was needed. The P & C Association offered to pay half the cost of enclosure of the verandah to provide another room. Mr Allen's foresight in enclosing tenders with the request and the Association's offer expedited the matter and work, which cost a total of £6.12, was swiftly completed.



(Type of School) <i>Public</i> (Name of School) <i>Petty Beach</i> (Post Town) <i>Wray, Wyo.</i> (Class of School) <i>6th</i> (Date) <i>14th June 1928</i>	DEPARTMENT OF <b>64116</b> * 21 JUN 1928 <b>EDUCATION</b>
From (Name and office of writer) <i>Charles E. Allen, 2B, Teacher in Charge</i> To <i>J. Pullard Esq.</i> Inspector of Schools <i>Newcastle South</i>	
SUBJECT (Brief statement of subject matter, written in red ink) <i>Inability to reach Petty Beach School on 14th June on account of heavy gale.</i>	
REFERENCE (Date and Head Office registered number of previous correspondence on this matter)	
NOTE.—Communications respecting different subjects must be made in <u>separate</u> letters. Sign your name at end of your letter.	
22 JUN 1928 22 EP 1928 3-OCT-1928 LEAVE APPROVED PAY 14 June <i>Charles Allen</i>	<p>Owing to an exceptionally heavy gale which blew all day on Thursday, 14th June, I was unable to get across to Petty Beach School in my own launch, and, moreover, the ferries could not get to the wharf.</p> <p>Boats and launches were sunk and stranded. Boats were uprooted, and houses unroofed. One man who had occasion to go across the water made an attempt to do so but the boat was sunk and a number of men were called to effect the man's rescue.</p> <p>Knowing that the Petty Beach teacher was in need of assistance I reported for duty at that school for the day.</p>

Charles Allen's application for leave for 14/6/1928 which was approved



This work was only a temporary measure, however, and by June 1933 it was recognised that the accommodation problem was acute owing to the growth of enrolment to 80 pupils, with only one classroom and the use of the verandah.

Plans were drawn up for the additions recommended for the school and the tender of Messrs C L Meakin and Son of Auburn was accepted, at a total cost of £320. Work was not commenced, however, and the Department felt obliged to warn the contractor that steps would be taken to cancel the contract unless work was begun immediately. Work did in fact commence immediately, was carried out expeditiously and was completed about two weeks outside the contract time, in December 1933.

With the completion of the new classroom, the cleaning area increased from 1 313 sq. feet to 2 208 sq. feet, thus warranting the employment of a cleaner for six hours per week. Payment for this work was £11.2.3 per annum. Prior to the employment of a cleaner, Mr Allen had undertaken the cleaning of the school himself.

Both the P & C Association and Mr Allen made requests in the latter part of 1933 for: 1) the provision of a fireplace or stove for drying clothes during wet weather; 2) the enclosure of the verandah (built on the new classroom); 3) the provision of a separate WC for the lady teacher.

Although the 'Inspector of Schools' recommended favourable consideration of the requests, the P & C Association was informed that Pretty Beach Public School: 1) was outside the area within which means of heating classrooms was provided; 2) funds were not available at that time for the enclosure of the verandah; 3) arrangements would be made for the closet accommodation for the lady teacher to the cost of £33, which sum was to include an amount to be used for the treatment of the white ant problem which had recurred.

In October 1934 Mrs Gayleard wrote complaining that the lighting and ventilation of the original classroom had been materially affected by the erection of the additional classroom, and that on a number of occasions, children at the opposite end of the existing window had been unable to see the work on the blackboard even during the early afternoon. The Inspector wrote confirming the claim after his annual inspection in October. The provision of an additional full-sized window was subsequently approved at a cost of £12.10. After the P & C Association had twice paid for repairs and Mr Allen had patched and soldered over 50 rust holes in one of the three 8000-gallon water tanks at the school, approval was given to replace it at a cost of £4.5.0.

With most of the teething troubles behind them, the P & C Association resolved to beautify the school grounds. Consequently, an approach was made to the Department for assistance in completing the work of renovating the fence which would keep out cattle which were forcing their way into the school grounds, ruining shrubs and plants and leaving a mess behind. The P & C Association was prepared to provide all the materials, including the necessary droppers, to prevent the cattle coming through. The plan was adopted, and Alfred Naylor of Pretty Beach undertook the work on behalf of the Department for the charge of £12. Mr Allen

had thought to use the old tank for storage but an offer of 10 shillings was received for it and was accepted by the Department.

An abashed Mr Allen reported in November 1936 that he had failed to secure a 60% pass at the 1934 Primary Final Examination but thought this was due to the fact that he was absent on three months leave prior to the examination. The new Chief Inspector noted

that this was one of the contributing causes because in 1935 an 80% pass rate had been attained.



Charles Allen's house in Booker Bay

November 1936 saw the inclusion of swimming classes which were held at the locally erected swimming baths. Classes were to be conducted by Mr Fred Cartwright, the assistant teacher, who was also a member of the Austinmer Surf Club.

At a time between November 1936 and June 1938 when Mr Cartwright left the school, Mr Allen complained, in making an application for three days sick leave ‘... Dr stated the attack was most probably induced through overstrain on account of having no assistant at the school.’

Unfortunately for Mr Allen, his next assistant, who did not enjoy the best of health, stayed only one day. After making a few local inquiries which were not very fruitful, he was informed by the Department that the assistant had applied for a month's sick leave on advice from her doctor, but during this time her resignation was tendered.

During his twenty-three years as Teacher-in-Charge, Mr Allen showed himself to be an efficient and capable teacher, keenly interested in the welfare of the pupils passing through the school. Backed by an active P & C Association the school continued to thrive.

The school celebrated its 20<sup>th</sup> Birthday in 1947 with a school reunion. Students, parents and teachers dressed up for the occasion.

Charles Allen died on 11<sup>th</sup> December 1949, still at the helm of Pretty Beach School.

Public School at <u>Pretty Beach</u>					
Age.	Nature of offence.	Amount of punishment.	By whom sent.	Date of punishment.	By whom inflicted.
13	Disobedience in leaving school ground.	6 strokes	*	21 <sup>st</sup> Feb. 1927	Charles E. Allen
11	Chasing & roping cattle & riding same	6 "		"	" "
9	Disobedience in leaving	2 "		"	" "
9	ground without permission	2 "		"	" "
6	bitting and scratching on desks, after being round	3 slaps on leg (thigh)	*	21 <sup>st</sup> Feb.	Chas. E. Allen
7	Disorder while Rev. Grenville was giving religious instruction	2 strokes		13 <sup>th</sup> April	Charles E. Allen
6		2 "		"	" "
9		2 "		"	" "
7		2 "		"	" "
13	Repeated disobedience	14 "		9 <sup>th</sup> May	Chas. E. Allen
13	Disobedience & insolence	8 "		11 <sup>th</sup> May	Chas. E. Allen
6:3	Scratching desks	4 "		9 <sup>th</sup> June	Chas. E. Allen
9	Swearing & fighting	2 "		21 <sup>st</sup> Sept	Charles E. Allen
13	Disobedience	2 "		1927.	Charles E. Allen
7	Throwing stones.	4 "		23/11/27	Chas. E. Allen
13	Disobedience	4 "		25/11/27	" "
13	Larricism	4 "	*	1/12/27	Chas. E. Allen
10½	Urging little	4 "		28/3/28	Charles E. Allen
12.	boys to fight	4 "		"	" "
14	after having been	4 "		"	" "
12	told not to do so.	4 "		"	" "
12½	(second offence)	4 "		"	" "
8	Fighting on the way to school & biting late thereby	2 light slaps.	*	"	" "
7		2 "		"	" "
14	Impertinence	4 strokes		2/4/28	Chas. E. Allen
8	Impudence	2 "		2/4/28	" "

A page from the punishment book from 1927, into which Charles Allen was required to list any actions taken





Charles Allen and former students and parents dressed up to celebrate the school's 20<sup>th</sup> anniversary in 1947

## PRINCIPALS AND TEACHERS IN CHARGE OF PRETTY BEACH PUBLIC SCHOOL

Mr Charles Allen - appointed 18/1/27 - 11/12/1949

Mr Arthur Makuschka - relieving 14/9/1934 - 3/1/1935

Mr Herbert Walsh - relieving 25/7/1940 - 18/11/1940

Mr Eric Rossiter – relieving 31/1/1941 – date unknown

Mr Walter K Ingram – appointed 31/1/1950

Mr Arthur Cains – appointed 1/2/1955

Mr John James – appointed 30/1/1962

Mr William Gibbons – appointed 14/6/1966

Mr John A Kerr – appointed 1976

Mr Frank Flanagan – appointed 1977



Charles Allen



Arthur Cains  
1955

Mr R Owens – appointed 1981

Mr Colin Tarbox – appointed 1982

Mr Fred Bridgement – appointed 1986

Mr John Shipton – appointed 1989

Mr Bob Pegg – appointed 1991

Mrs Jill Godwin – appointed 1999

Mrs Vicki Redrup – appointed 2005



Walter Ingram

1950

Information and  
original  
documents and  
photos supplied  
in 1977 by the  
research section  
of the NSW  
Department of  
Education



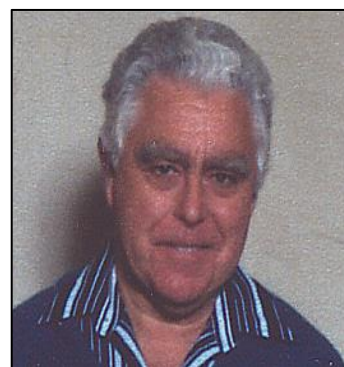
John James  
1962



William Gibbons  
1966



Frank Flanagan  
1977



Mr R Owens  
1982



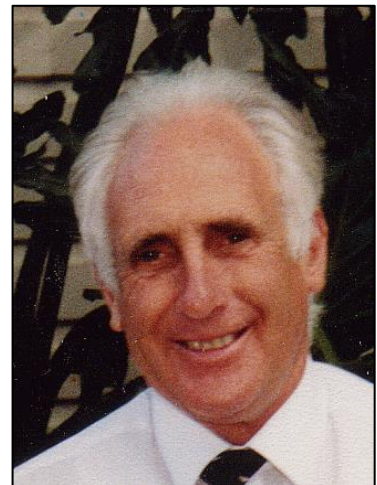
Colin Tarbox

1982



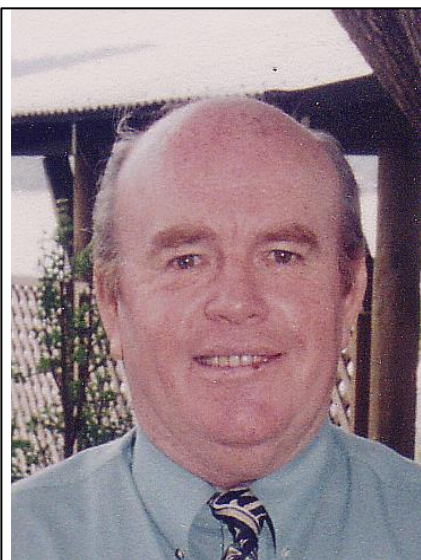
Fred Bridgement

1986



John Shipton

1989



Bob Pegg

1991



Jill Godwin

1999



Vicki Redrup

2005



## THE 1920s

### *Bert Myer attended the school from 1927 – 1932*

Bert Myer was one of the first students to attend Pretty Beach PS. His father, Nicholas Myer, was one of the parents to request a school at Pretty Beach. Before the opening Bert and his brothers and sisters walked over the hill or around the bay, to Empire Bay, a distance of about 3 miles.

His father had a dairy farm, one of several in the Killcare area. There were six children in his family. He remembers Charles Allen with great admiration and says he was treated with respect by his pupils. Bert's favourite subject was Geography. He also remembers a vegetable garden that was located between the school building and the front fence, which was well tended. Cricket, tennis and the occasional swim in the pool were his sports. Bert left school when he was 14 to work on his father's farm. He delivered milk to the local residents, so he knew many people who always made him feel welcome for a meal.

One resident he remembers fondly was Turo Downes to whom Bert delivered milk at his cave shelter in Hardys Bay. He says he was the first Aboriginal to get an old age pension. Turo was considered to be a real gentleman, loved by all, especially the children



Bert and Jean Myer at the school in 2002

Bert met Jean at a dance at the Hardys Bay Hall, where great dances were held regularly. They married in 1940. Jean remembers her uncle, Bert Annand, was also a pupil when the school first opened. He attended school for a little while, missing many days. Bert and Jean rented their present house, at 18 Blythe Street, for 10 shillings a week for a year, then bought it for £250 and the block next door for £50.

According to Bert, Putty Beach was named after a big yellow dog called Putty owned by the first professional fisherman, Alex Cameron. Alex and Putty went fishing on the beach every day and so everyone referred to it as Putty's Beach.

Other locals Bert remembers were Peter Schenk who had a shell grit factory on the waterfront, the remains of which can still be seen. He had a steam engine which ground the shell grit which was taken to Sydney for lime. This would have been the first steam engine in the area. Also,

Fred Holwell had the first bakery.

The Hardys Bay area had several large middens, evidence of which can still be seen in the school grounds and other local sites. Bert believes that the naming of the local landmark, Oxley Rock, is evidence of the explorer John Oxley's visit in 1821.

Bert spent every spare minute fishing and thinks he had the best place to grow up and live in. (2002)

## THE 1930s

*Colleen (Beasley) Smith was a student at the school from 1932 – 1937 and a parent of students in the late 1950s*

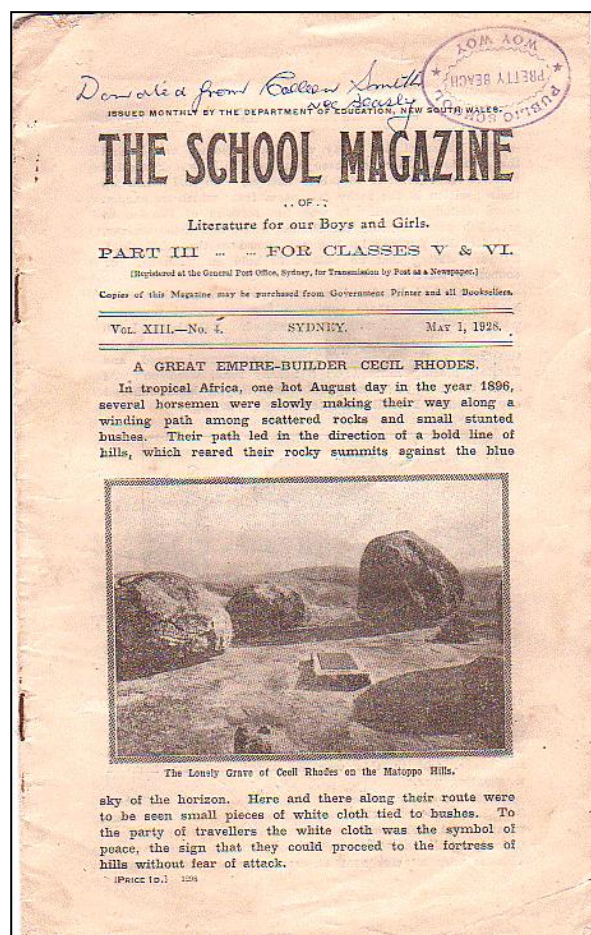
The week started with a Monday morning assembly for the raising of the Australian flag and the singing of 'God Save the King'. It ended on Friday afternoon with one and a half hours of sport. In the hot weather Mr Allen would announce early in the week that there would be 'swimming on Friday, but if I have to speak to any of you for misconduct, between now and Friday, swimming is off!' The students used the baths across the road from the school. There was also a tennis court in the school playground.

Mr Allen's wife (a very stately lady) conducted sewing classes for the girls. Entries were sent to a competition in Sydney and displayed in the Town Hall. Colleen and her classmate, Norma Taylor, won first prize for their sewing efforts and were presented with a book prize. Mr Allen said, 'You have brought us a page in history.' Mrs Allen also taught the little ones on her days at the school. She liked to teach them Art. Mr Allen's daughter spent a short while at the school as a teacher also.

Children in the younger classes used a slate and chalk to write up their lessons and cleaned their slate with a piece of wet towel. The older children had books.

Mr Allen believed in the students knowing about the other side of the world and Colleen remembers him talking about the Baltic Sea and one student asking if the Baltic Sea was near the 'bogey hole'.

Mr Allen was seen as a strict but caring religious man who thought girls should behave in a prim and proper manner.



A copy of the NSW Department of Education  
School Magazine dated

He insisted on ‘ladies first up the stairs’ and was known to tell the loud and boisterous among them saying, “I won’t tolerate young ladies raising their voices in the school yard.”

Dramatic Arts was Colleen’s favourite subject, and she fondly recalled the concerts and fancy-dress balls held at *Manly House* which was where Wagstaffe Hall is now. Miss Roach, a lovely person, who was the second teacher at Pretty Beach, would make costumes for the children who were unable to supply their own.

The children played tunnel ball, marbles and chasings in the playground during lunchtime. They had lots of homework and their school subjects were English, Arithmetic, History, Geography and Nature Study.



Colleen’s Gould League Membership Card 1934

Isolation and distance meant that Pretty Beach students didn’t mix with the children from other schools, but Colleen does remember one special day when she was in sixth class and the children went to Grahame Park in Gosford for a Sports Day. They were transported free by Amalgamated Ferries and had a great time.

Colleen went to Gosford High School after leaving Pretty Beach School. She married and lived in Newcastle for several years but returned in the late 1950s when her two boys were students at Pretty Beach. She continued to take a keen interest in the school as Treasurer of the P & C and she also took children from the school to the St John’s Ambulance Centre for their First Aid classes, where they performed well. (2002)

### ***Cedric Carle and his brother Walter were students during 1936 – 1937***

Their father was a cooper (maker and repairer of barrels), who worked at a winery near Gosford, before moving with his family to Sydney to work for the navy during the war years. Cedric remembers the students praying for rain as this delayed Mr Allen’s arrival at school because he rowed over from Ettalong. There were two classes at this time with Mr Allen taking Years 3-6.

Cedric also recalls the delivery of milk being by horse and cart, as was the means of transport for the bread man who sold custard tarts to the children for 3 pence.

When not at school the brothers spent most of their time swimming (walking from their home in Pretty Beach to Killcare over a bush track) and fishing from a boat in the bay.

To visit relatives in Sydney the family rowed to Ettalong, took a bus to Woy Woy, a steam train to Sydney and then a tram to Bondi.



Cedric has lasting memories of his time spent in the beautiful bushland setting of the school at that time.

***Alan Stewart attended Pretty Beach School during 1938 - 1939***

He wrote, 'I do not have many recollections of Pretty Beach School as I was only there for a short period in 1938 and 1939, up until Mr Charles Allen became sick and was unable to continue working for a time.

However, I do recall the work we did in manual arts classes, which Mr Allen called 'chip carving'. Most of the timber we used was beech which we could obtain as off cuts from the boat builder who had premises in Araluen Drive, Killcare. The patterns were copied on to the timber and a chisel was used to carve out the intricate patterns. On completion, Mr Allen used to take the panels home to Booker Bay and using his woodworking skills, make them up into the finished article. I recall articles such as teapot stands and bread boards in various sizes and shapes being very popular.

My jewellery box had been started by someone who had then left the school and I completed it in 5th class, 1939. I gave the box to my mother who later gave it to my wife, Aileen, and it is still in use today.' (2008)




Pretty Beach Public School Football Team 1944-1945

## THE 1940s

### *Lex Cameron was a student from 1945 – 1951*

Lex's family has had three generations attend Pretty Beach School. His eldest brother enrolled in the first class in 1927, his children attended the school, and his grandsons and granddaughter also attended the school.

One of his earliest memories is of hearing the bells ringing from Wagstaffe to celebrate the end of World War 2. In later years a few migrant families came and settled in the area. Helmet Kunce, a Latvian boy, was one of Lex's classmates and a friend. He remembers him wearing leather pants to school. When Lex was in K – 2 he was taught by Mrs Allen and in Years 3 & 4 his teacher was Mr Allen. Lex recalls the time just before the Christmas holidays in 1949 when Charles Allen became ill and the students were given an early holiday.

PRETTY BEACH PRIMARY		SCHOOL		
Report on		LEXIE CAMERON.		
Term Ending		December, 1947.	Class 11	
No. in Class	ten	Place in Class	second	
General Proficiency*		Very Good.		
Class Teacher		Mrs Allen		
ENGLISH		MARKS		REMARKS
		Obtained	Possible	
READING (Oral)		79	100	
" (Silent Test)				
" (Home)				
WRITING		84		
SPELLING		98		
COMPOSITION (Oral, Lectures, etc.)				
" (Written)		80		
SPEECH (Standard Tests, Recit'n)				
TOTAL		341	400	Percentage 85%
MATHEMATICS				
TABLES				
MENTAL TESTS		100	100	
WRITTEN WORK		100	100	
GEOMETRY		85	"	
MENSURATION				
TOTAL		285	300	Percentage 95%
OTHER SUBJECTS				
GEOGRAPHY		REMARKS. Lexie has done well during the year.		
HISTORY		He is outstanding in arithmetic. He reads with expression. He is artistic and tidy in his bookwork. His conduct is excellent.		
TOTAL				Percentage
GRAND TOTALS		626	700	Percentage* (from Grand Totals) 89.4%
		Headmaster.		

Lex's Year 2 report dated December 1947, written by Charles Allen's wife, Mrs Allen, and signed by Mr Allen

Another memory is of pupils who could recite their 2x – 12x tables having a test with Mr Allen at lunchtime, and if they were successful, they were rewarded with a threepence which was quickly spent at the local store.

On the rare occasions when Mr Allen had to catch the ferry home, which meant closing the school at about 2:45 pm, Lex would also be able to take the ferry home to Hardys Bay where he lived. Usually, he had to walk or ride a push bike to and from school.

Charles Allen, being a religious man, conducted sermons for the students and they would sing hymns. He also read *Pilgrims Progress* to the children, normally from 9:30 until 10:00.

After Charles Allen's death, Mr Walter Ingram, a returned serviceman, came to the school as Principal when Lex was in Year 5. He possibly taught at Stewart House at Curl Curl when he returned from the war, as well as at Inverell, before coming to Pretty Beach. He was a former Randwick Rugby player and a member of Coogee Surf Life Saving Club. He was also a strong patriot and so morning assemblies were observed with the raising of the flag, the recitation of the pledge and the singing of the National Anthem, when boys were encouraged to place their thumbs along the seam of their pants to be standing properly at attention. Mr Ingram was seen as a fair and outgoing man who liked to reward students for their individual achievements.

Lex has a great respect for the influence Mr Ingram had on him. Miss Choras was the Infants' teacher at this time.

Sports houses were called Allen and Gayleard and their colours were light green and dark green. In Year 6 Lex captained the school's cricket team which competed against many other Central Coast schools. The Pretty Beach team was transported to venues by truck, driven by Mr Tuckwell whose son Norton was also a member of the team. The girls' vigaro team also travelled in this way. Lex was selected in the district cricket team and a few girls were in the district vigaro team. They travelled great distances to compete. One memorable occasion for Lex was playing at Cooks Hill on a real turf wicket, for the first time.

Lex says it was a delight to be a student at Pretty Beach and feels that, even though they were quite isolated, they were well in front of the kids who went to other schools. (2002)



***Pam (Murphy) Langsford and her brother, Bill Murphy, attended Pretty Beach Public School in the 40s, Pam from 1940 - 1945 and Bill from 1946 – 1951***

Pam recalls the names of some teachers from the time: Miss Gibbs, Mr Rossiter, Mrs Hudson, Miss Bennett (who boarded with the Murphy family for some time) and Mr Allen.

Charles Allen was remembered for his daily reading of 'Pilgrims Progress' and also for lighting an open fire in the fireplace at the front of the classroom to dry the children's clothes and shoes, which got very wet on rainy days. Charles Allen rowed to school from his house in Booker Bay.

When children arrived at school each day their teacher had all of their lessons written up on the blackboard and the students just used to get on with their work while the teacher supervised. Sometimes the School Inspector would arrive and check the children's work in their books.

Father Donovan came to give religious instruction. He would arrive on his motor bike wearing a leather, airman's type helmet, having travelled from the orphanage at Kincumber.

Other memories are of head checks for nits; being bitten by bull ants which was extremely painful; children playing underneath the classroom verandah and one boy splitting his head open when he stood up too soon; boys putting blow flies and girls' plaits in the ink wells; skipping, hopscotch and ball games in the playground and a special game of playing under the many trees where small areas were divided with lines of leaves to make rooms.

Pam loved it when the School Magazines arrived each month. as these were the only reading materials students had at school. Her father used to bring home comics for her to read every week.

Pam rode her bike to school and usually had to go home for lunch each day, but Thursdays were special, as her parents went to the markets in Gosford and Pam could stay at school at lunchtime and buy a pie from Holwell's bakery.



A class photo, probably taken in 1951

Back row l - r: Brian Smith, Norton Tuckwell, Laurie Dick, Bill Murphy, Helmet Kunce,  
Lex Cameron, Harold Walters, Garry Symonds

Next row l - r: Jan Robertson, Dorothy Martin, Margaret Brady, Gwen Bloomfield,  
Yvonne Babajeva, Maureen Carter, Carol Lock

During the war years many children and adults from Sydney came to live in the area. The children attended the school, greatly increasing its numbers for a time. One lady who came at this time taught the kids dancing and others made crepe paper costumes for a concert which was performed at the Masonic Hall in Woy Woy.

Bill has vivid memories of the dentist who used to arrive to check and fix the students' teeth. He set up in an area around the side of the classroom, probably on a verandah, and he used a pedal drill for his treatment.

There was a tennis court near where the original school residence is now, and it was always a haven for mosquitoes.

Pam went to Gosford High School after leaving Pretty Beach School and Bill spent one year there before changing to St Edwards in its first year of operation. (2008)



**Combined Sports Day at  
Grahame Park Gosford,  
probably in 1951**

Travelling by ferry for the big day  
out

A running race - lining up

Pretty Beach students  
assembled



Photos for this article come from Pam and Bill.



## THE 1950s

### *Keith Dick was a student at the school from 1951 – 1957*

Keith's two brothers and two sisters also attended Pretty Beach. They lived at Rocky Point which is about two and a half miles from the school. By the 1950s most children who had a fair distance to travel rode bikes or walked. There were no cars around until one person who did own a car set up a taxi service to take children to school, sometime in the middle 50s. The present Kindergarten room was built in 1951 and in use in 1952. There was no school uniform and shoes were optional. A sports uniform was designed for a parade in Grahame Park, Gosford, which might have been in celebration of the 50<sup>th</sup> year of Federation. Left-handed children were forced to write with their right hand, which Keith believes possibly accounted for children developing a stutter.

Playground games were often 'cowboys and Indians', cocky laura (a bit like bull rush) played on the tennis court and sliding down the hill on galvanised guttering. Students enjoyed going up the hill at lunchtime and getting 'lost', thereby arriving late for class.

There was a swampy area near the present bus gate stretching halfway up the playground. It was covered with paper bark, oak and banksia and there were lots of mosquitoes. It was decided to do something about the mosquito problem and to create a larger playing area. Keith remembers when dynamiting the stumps was common practice to remove the stumps of lopped trees. He also remembers when this created bedlam for the students trying to concentrate on their lessons because bits and pieces of debris would land with a thud on the classroom roof.

There was no canteen, but students were allowed to go to the bakery to order sandwiches or pies (nine-pence, no additional charge for sauce!). This practice was especially popular on Mondays. Transport was limited to ferries which travelled to Ettalong, Woy Woy and Gosford and excursions were to local places like Half Tide Rocks or Killcare Beach. Sport involved cricket and vigaro and swimming in the baths, when the tide was right.

Arthur Cains, the Principal, cared a lot about the environment and introduced a 'bird roll' where students were encouraged to mark off species of birds seen in the district. He also introduced 'flag drill'.

School magazines were bound together after students had used the marbling technique to decorate the cover. 'Grippit' was boiled to liquefy it and then used as glue for the binding tape and magazines were then sewn into the cover.

Other memorable incidents at the time were the frequent sightings of dolphins in the bay chasing mullet; the Department of Works using a horse team to dig drains in the school grounds; Maypole Day; Monday morning assembly to raise the flag; celebrations for Empire Day; pen and ink used from Year 3; refugee families arriving in the area and the children Homework was rare, if given at all. Keith has very happy memories of his time at Pretty Beach School and was happy to submit photos. (2002)



Marching into school, the Infants class and two girls at the front fence facing Heath Road in the early 1950s







Arthur Cains, Principal, with his class 1956



Pretty Beach students at the Combined Schools Sports Day in Gosford held in the 1950s



Two articles concerning the school were published in the Woy Woy Herald on Wednesday 18<sup>th</sup> April 1951

PUBLISHED WEDNESDAY.

Office: Mann Street, Gosford. Phone: Gosford 22.

# Woy Woy Herald

INCORPORATING THE "WOY WOY WEEKLY"

Circulating in Woy Woy, Blackwall, Ettalong, Ocean Beach, Pearl Beach, Booker Bay, Woy Woy Bay, South Woy Woy, Phegan's Bay, Patonga, Pretty Beach, Kincumber, Saratoga and Wagstaff Point.

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Registered at the G.P.O., Sydney, for transmission by post, as a newspaper.

No. 2134.

WEDNESDAY, APRIL 18, 1951

PRICE: 3d.

## Pretty Beach Parents Threaten to Boycott School

### Protest Against Bad Condition of Playground

Pretty Beach Parents and Citizens' Association has decided to withdraw children from the Pretty Beach Public School unless the playground is drained and other improvements are made.

This decision was made at a meeting of the association last Tuesday. Speakers said that the playground was a swamp, which smelt foully and was mosquito-infested.

After inspecting the playground, Mr H. E. Jackson, MLA, made representations to the Minister for Education, Mr Heffron, to have the swamp drained, remove the lantana and other bushes from the area, and put the tennis courts in playable order for the children.

## Headmaster's 11 Homes In 13 Months

Pretty Beach Public School headmaster, Mr W. K. Ingram, and his family have had to move 11 times in the 13 months because they cannot get a home.

The Pretty Beach P. and C. Association has asked Mr H. E. Jackson, MLA, to approach the Minister for Education, Mr Heffron, for a permanent residence for Mr Ingram.

Mr Jackson will ask Mr Heffron to receive a deputation from the association.

The deputation will comprise: Mrs W. Murphy, association president, Mr W. M. Carter, secretary; Mrs Turner and Mr W. Murphy.

A permanent school residence was not built until  
1967

### ***Arthur Lockley taught at Pretty Beach from 1952 – 1954***

He wrote: ‘When I was 18 years old, life seemed very simple. I lived in Petersham with my parents, played cricket or tennis every weekend and attended church activities throughout the week. I had just finished Teachers’ College training when a paragraph in the Telegraph jumped out at me, advising me that I had to register for National Service Training. I was to be a soldier for the first 3 months of 1952 instead of taking up my first teaching duties at Pretty Beach Public School. I learned how to fire rifles, avoid blowing up my mates when I threw a hand grenade, play ‘lazy-bones’ out in the bush when the corporal in charge didn’t feel like ‘playing soldiers’ and, above all, to eat any kind of food placed in front of me.

After three long months, I was able to report on duty to the school Headmaster, Walter Ingram, and to inquire about ‘lodgings’. He had arranged for me to stay with Mrs Flo Jarrett, her house only about 200 yards from the school gate. Mrs Jarrett was to become my second mother for the next 3 years.

Did the Department of Education realise they were sending me to one of the most beautiful spots in NSW? Brisbane Water, then as now, is absolutely full of wonderful scenery with its combination of beaches and mountains, a haven for retirees, a holiday delight for all ages and a perfect place to start my teaching career.

Most of the homes in 1952 were fibro dwellings with galvanised iron roofs. Some brick cottages dotted the landscape, the biggest one belonging to Reverend Moore, a retired Anglican rector, whose two children, John and Ann, were enrolled at the school. I was told he had bought many homes during the war years.

Life was comparatively simple for the inhabitants of the area. Pretty Beach had a Post Office, General Store and a Bakery. Today’s modern Killcare could never have been expected at that time.

Each of the villages in the northern end of Broken Bay were quiet spots where one could meet, dream and enjoy the beauty of the mountains, ocean and lakes. Mangrove roots, soldier crabs, the occasional fish and about 80 children and their parents enjoyed the solitude. Blocks of land could be bought for less than £1000!



Arthur Lockley, Walter Ingram and Lorraine Choras - Staff in 1952

The community hall at Wagstaffe provided movies or card games on alternate Wednesdays. The surfers enjoyed Killcare Beach; the children swam in the pool opposite the school (when the tide was in!)

The Holwell family ran the Bakery, whilst the Post Office lady collected all callers to and from outside lines. It was often said that she knew many people very well!

Some great athletes attended the little school in those years. Alan Cardy went on to play Rugby League for NSW, the Foody family were brilliant runners with fine ball skills, whilst Kevin Annand, John Dale and Matthew White showed great promise. A Kindergarten tot, Marie, was the daughter of Ernie Toshack, a left-hand bowler who was a proud member of Bradman's Invincibles in 1946 and 1948. I often shared the ferry with him on Sunday evenings as we returned from Sydney after busy weekends.

There was no Rip Bridge at the time, so travel arrangements needed some planning! On Friday afternoons a small boat from Bullion's Boatshed at Booker Bay would call for me at the Wharf, take me across the water where a taxi waited for my trip to Woy Woy and the 4:10pm train to Sydney! Return journey was by an early ferry trip from Woy Woy or a late bus ride from Gosford along a dusty, pot-holed road.

Travel to school in the early months necessitated a sturdy pair of gum boots to keep one 'unmuddied' in that very wet autumn!

People are so important in recollections of that era:

Mrs Ingram, the Headmaster's wife, was the granddaughter of Jenny Lind, the 'Swedish Nightingale', one of the world's greatest sopranos. Mrs Ingram taught sewing to the girls. The Ingrams lived in Wagstaffe.

The Gunther family from Hungary, whose experiences in war torn Europe and their settling in Australia in the early days of immigration, opened the eyes of one young teacher.

Wolfgang Kielaszouk, from Czechoslovakia, eventually taught me how to pronounce his name (kill-a-chook).

Nancy Turner, the P and C Secretary, seemed to know every VIP in the Parliament and the

Department of Education.



Lorraine Choras with Mrs Ingram & Mr Ingram





Florence Jarrett outside her home

Florence Jarrett, my landlady, helped many young teachers by offering her home and hospitality and served faithfully in the tiny church on the Wagstaffe hillside, walking miles every day to help the citizens of the area, whatever their needs.

I am still a permanent teacher at age 75. I have been blessed with good health to 'serve them all my days', the children of this state. I love teaching and see no reason to retire. I hope the next 25 years will be as fruitful and as interesting as the first part of my life, which included my 3 years at Pretty Beach Public School.' (2008) Photos for this article come from Arthur Lockley.



Mrs Jarrett's house in 1952, Mr & Mrs Pale's home on the opposite corner



Walter Ingram with his class in 1952



1952 Rugby League Team with coach  
Arthur Lockley

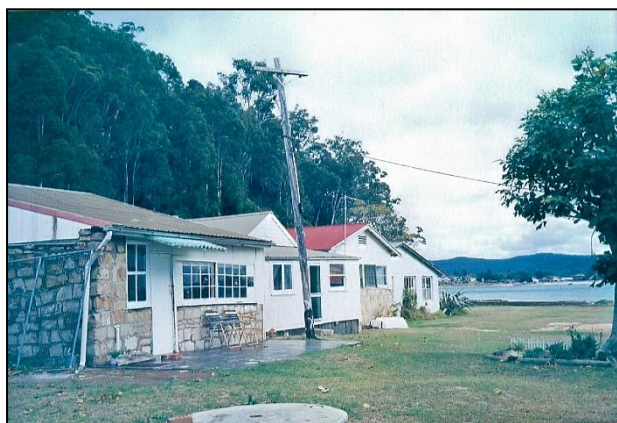


Practising the scrum in the playground with the  
new classroom built in 1952 on the right



## THE 1950s and 1960s

*Gail Harper, her brother Gary, and her sister Sandra attended Pretty Beach School during the late 1950s and early 1960s.*



The Stone Cottage at Wagstaffe Point



'Bourneville'

Gail wrote: Our family lived within the Bouddi Peninsula from about 1958 – 1965.

Our first home at Wagstaffe Point was a stone cottage rented from 'Granny Radford', as she was known by all the locals, and later in another cottage on the point named *Bourneville*.

Living conditions were very basic in those days and money was very hard to come by. As a single parent with three kiddies to support it was very tough going for my mother, Margaret Harper, but we always seemed to get by. Families who lived at the point were very close, physically and emotionally.

As can be seen by the photos there were no fences around the homes in those days, and as kids, we were free to roam safely anywhere on the point or explore the span of rock shelf along to Half Tide Rocks, a favourite place to hang out.



Jan Barnett (or Bennett) and Class K/1 1954



Arthur Lockley with his 2/3 class in 1952 or '53



One of the social highlights for local residents of Wagstaffe was the regular dances held at the Wagstaffe Hall. My Mum would use fabric she sourced from St Vinnies to sew up a new skirt for my sister and myself to wear to the dance, and we always enjoyed ourselves at these special events.

Families on the point would spend days preparing a massive bonfire to celebrate Bonfire Night; the fire site was located on a large span of grass adjacent to the last house on the point. Everyone would gather at the fire to 'let off' their crackers, and at the end of the night we would place whole potatoes into the base of the fire ashes which would cook slowly overnight; then the early risers would race down to the ashes to dig out the hot spuds which were eaten on the spot for breakfast. Delicious!

After the break wall was built, this then became a favourite swimming hole for all the locals.



Side view of the school from Pretty Beach Road



The schoolchildren marching at the district carnival



Gail Harper conducts the class band

My older brother, Gary Harper, trotted off to Pretty Beach School from Wagstaffe Point from about 6 years of age to join the junior classes.

He walked to school with other kids from the point (in those days no road ran down to the point; it was just a dirt track) and they walked the mile or so around to the school. At that time the school consisted of two buildings and a very small weather shed, but there was plenty of ground to run around on and always a game of marbles on the go in the dirt and dust within the school yard.

Following my 5<sup>th</sup> birthday in January 1960, I joined my brother on the walk to school and a couple of years later my younger sister, Sandra Harper, also tagged along. We remained students of the school until our family moved to Booker Bay in about 1965, where we enrolled at another school at Ettalong Beach.

My memories of school days at Pretty Beach are a little hazy (after 40 or so years) but I do recall some special events from that time. Amazingly, some highlights still stand out in my memory.

Travelling by bus to annual sports carnivals held at Gosford Leagues Club field;

school dances – we were very big on square dancing; a bike accident – where I was run over by a push bike on my way home from school; purchasing fresh bread or broken biscuits for threepence a bag from the general store at Pretty Beach on the way home from school; the introduction of bottled milk and flavoured straws distributed at recess and conducting the class band in Miss Manning's class.



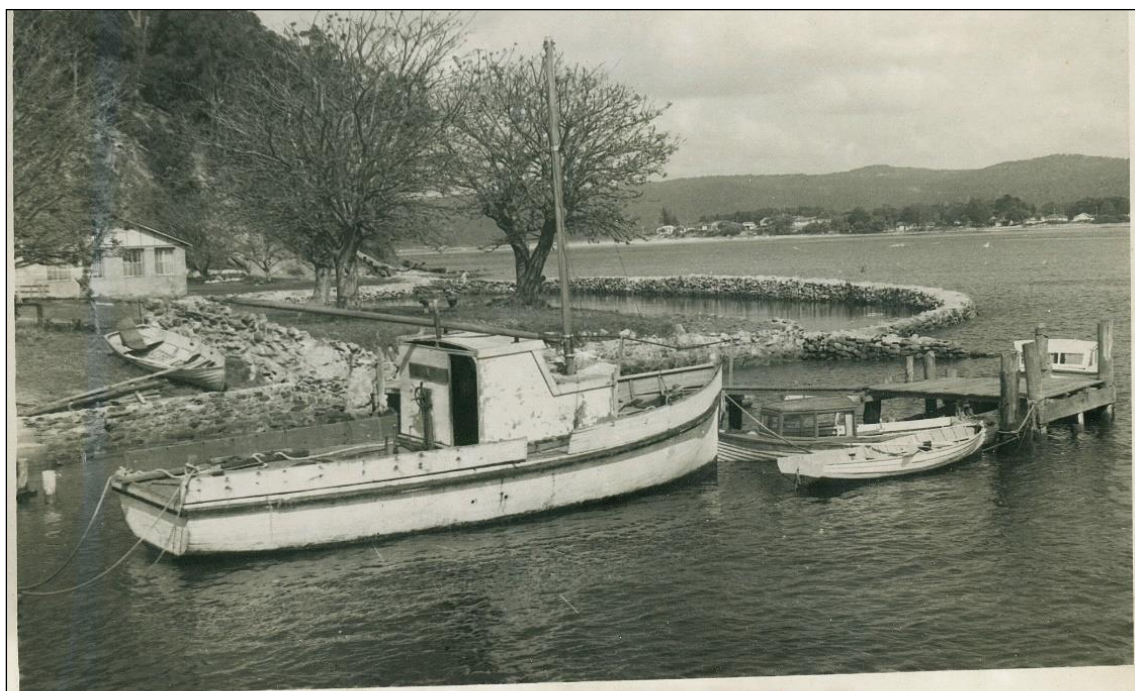
Square dancing at Pretty Beach School







Overlooking Wagstaff Point & Booker Bay. N.S.W. Arthur Young View No. 235.



Wagstaff Point. N.S.W.

Arthur Young View No. 231.



The families we knew well – the Quiggs from the point, the Annand family from Killcare, Jeffery Dick and his Mum who rowed him to school every morning, the Radford, Glew and Murray families, who lived in Pretty Beach and the Longmores who at one time, I think, ran the general store at Wagstaffe (the store is still in operation today).

Back to my previous recollections: in particular the accident involving a push bike. I remember walking out of the school grounds and then feeling a ‘thud’ in the back! Next thing I knew I was on the ground, face in the dirt. I felt the bike wheel hit me, and then of course came the pain and tears. I let out a yelp I guess, because next thing Mr Cains, the Principal, was beside me, picking me up off the ground. I had some serious grazes to both knees and elbows – I don’t remember what happened to the bike or the rider for that matter, but Mr Cains decided I was definitely not up for the walk home and he loaded me into his car to *drive* me home – probably my first car ride (as cars were pretty scarce in those days). Little did he know that there was no road to our front door at the ‘Point’. So, my newfound hero parked his car at the top of the hill and carried me (and I was a big lump of a kid) down the

dirt pathway and handed me safely to my Mum at the front door. Can’t imagine what OH&S issues that would invoke these days? I recovered after a couple of days and of course went back to school, but I have never forgotten the kindness shown to me by my school principal on that fateful day.



School Concert held on the verandah

Our school was very small, just two buildings in those days. In one room (my teacher was Miss Manning) we had Kinders, 1<sup>st</sup> and 2<sup>nd</sup> classes and then in the other building there was 3<sup>rd</sup> class through to 6<sup>th</sup> class. The different years were separated by the row in which you sat.

I don’t know how our teachers managed, working on three or four grades all in the same room at the same time.

The three of us walked from Wagstaffe Point to our school for a few years and then surprisingly, moved to Pretty Beach in about 1963/4 and lived in a cottage located just above the school at 138 Heath Rd. We kids thought we were in heaven, no more walking for a long way to school every day!



Gail Harper at PBPS sports carnival holds the school pennant

We lived in that house for a couple of years before a short stay of some months with our Aunty Flo who lived at 101 Heath Rd, and then we moved across the channel to Booker Bay.



The house at 138 Heath Rd which still stands today



Margaret Harper at Wagstaffe Hall

School days were blessed with a calmness and sense of permanent holiday and above all one of community. Families were always there for each other. It was a wonderful environment in which to live.

Leaving Pretty Beach for the journey across to Ettalong Beach and a new school brought great anxiety to us all. We were sad to leave the area after forming such strong friendships with the families we had come to know during our time at Pretty Beach. Surprisingly, many of the students of PBS still reside around the Central Coast area and from time to time we have met up at school reunions and thoroughly enjoyed talking about the old days.

Margaret Harper donated the brass door handles to the original Hall at Wagstaffe in 1961 or 1962. Margaret, her daughters Gail and Sandra, along with their families and many other relatives returned to Wagstaffe Hall in May 2008 to celebrate Margaret's 80<sup>th</sup> birthday. It was a wonderful chance for all of them to reunite and celebrate such a happy occasion.

(Photos for this article come from Gail (Harper) Clarkson.)

***Pam (Hobson) Broderick taught at the school from 1966 – 1967***

Pam wrote: I was appointed to Pretty Beach School in 1966 and spent two years there teaching the Kindergarten to Year 3 classes in the timber classroom near the front gate. The school had an enrolment of about 55 children with two permanent teachers, one part time sewing teacher (untrained) and no clerical staff. We had a Gestetner copying machine which we had to operate manually – a single copy at a time with the turn of the handle.

John James was the Principal when I arrived and we travelled together from Gosford, a trip of about 45 minutes through McMasters Beach, as the Rip Bridge had not yet been built. He was a gentle, kind man whose wife taught sewing at the school.

Bill Gibbons arrived at the school from Gunnedah after John James transferred to Kincumber Public School, also a two-teacher school at that time. One day a week Bill's wife Esme came to school to teach the primary girls sewing while the boys had craft with Bill.

The Gibbons lived in the Pretty Beach area and moved into the school residence when it was completed, probably early in 1967.



Pam with her K, 1, 2 & 3 class in 1967 – Pam Broderick





Christmas Concert on the Kindergarten verandah



Performances on the Kindergarten verandah

I was in charge of the school choir, and we used to perform on important occasions with me playing the piano (very badly) – mostly hitting the right notes with my right hand and anything with my left – however no one was critical (within earshot anyway). The performances were on the verandah outside the present Kindergarten room – it extended all the way along, back then. Parents always supported us by their attendance at these performances.

One special memory of my time at Pretty Beach is of Bill Gibbons and his fondness for his social visits to the Ettalong Memorial Club, always by boat as it meant a trip via Gosford if going by car. On one occasion he was a little late home and it was quite dark and his wife Esme wasn't pleased with him.



On arrival at school the next morning he looked at the daffodils my class had been growing for Nature Study and thought they might be just the thing to get him back in 'the good books' at home. So, we cut the flowers and wrapped them in school supply tissue paper for him to take home.

We had K-6 sport on Friday which was always good fun with plenty of playground space – the two timber classrooms and the weather shed were the only buildings. Sport consisted of vigaro and cricket and races. One of Bill's favourite races for the children to practise was a walking race which the children performed with much enthusiasm; great amusement for Bill and me to watch.

I don't recall that there was any compulsory uniform although when we attended the Annual District Sports Carnival in Gosford, I do remember the children wearing a green uniform.

The whole school attended this carnival which included a march down Mann Street and then to Grahame Park.

We participated in the small schools' section (two teachers) which included Somersby, Ourimbah, Lisarow, Empire Bay, Kincumber, Erina Heights and Erina West (Woodport)

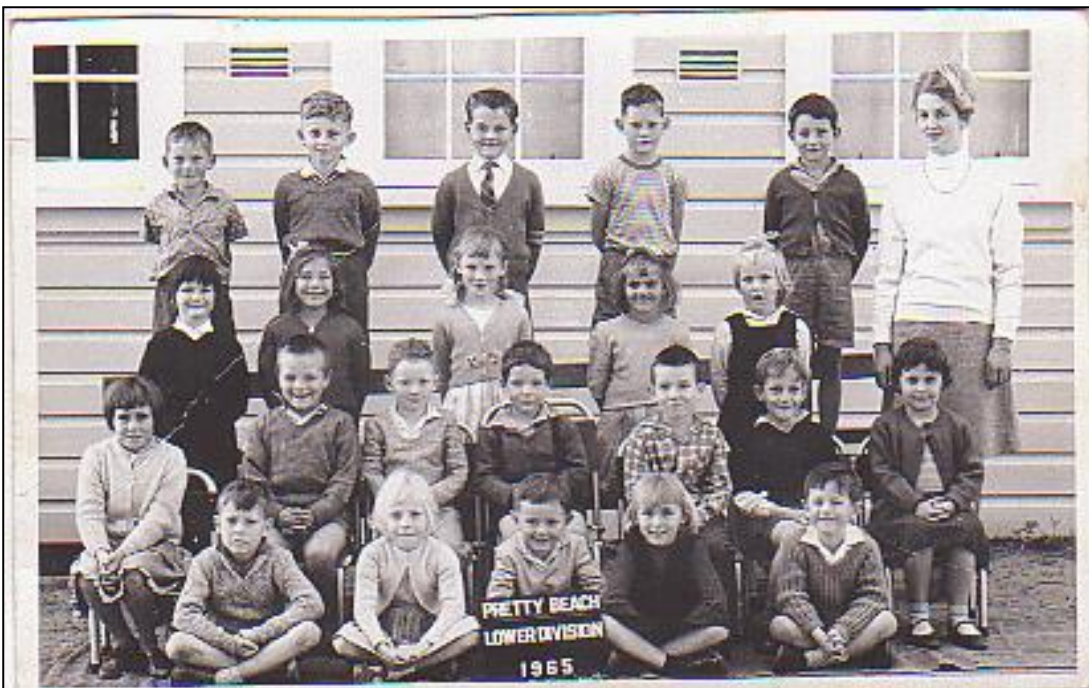


District Sports Day in Gosford - 1968





Upper Division – 1965 with John James



Lower Division with Pam Broderick, 1965

I found the children to be friendly, respectful and well behaved and their parents always interested and helpful. (2002)



## THE 1970s

*Jackie (Leo) McCall, her husband Greg McCall, her sister Sandra (Leo) Evans and her brother David Leo attended the school during the late 60s and early 70s. Mrs Leo designed the school uniform.*

Jackie wrote: One of my fondest memories of being at Pretty Beach was in summertime. On really hot days we were allowed to bring our togs to school and go swimming in the baths across the road, at lunchtime. Of course, it was always much better when it was high tide. Around Christmas time it was great, especially when the water was lapping at the road. We'd be sitting in the classroom (now the library), but with a partition through the centre, a row of desks for each grade. We were supposed to be doing our work but instead we were waiting anxiously for the bell to ring. You could smell the salt water. At last, the bell would ring, and we'd race outside, down the stairs and straight across the road to the change sheds. Nobody wanted to be the last one ready. The little kids would walk into the water, but the bigger ones used to walk out on top of the fence to the deep corners where there wasn't so much weed and mud. We'd have so much fun screaming and bombing each other. I can't remember being supervised by a teacher at this time as the teacher had to have his lunch break too. When it was time to get out, we'd slowly make our way back to the change shed. Some of us didn't bring towels and there were always clothes or undies left behind which one of the older kids would bring out on the end of a stick to see whom they belonged to. After that it was much cooler back in the classroom. I remember my wet hair dripping onto my schoolwork, but it didn't matter.

Mum would get cross at the three of us because my sister Sandra and my brother David and I would throw our wet togs into our bags, and they would really stink with mud and seaweed by the next day when she went to put our lunches in.

We had a lot of freedom and space and I think that compared with all the other schools on the coast, Pretty Beach still has the loveliest outlook, with lots of trees and the pool just across the road. (2002)

Other special memories of the Leo and McCall families are of the Combined Sports Athletics Carnival at Grahame Park for the seniors of the school. Students would practise the 'march past' at school before the big day. Mr Gibbons would call out the instructions, 'right wheel, left wheel', as everyone tried to march in step. Success in the 'march past' meant a lot of points to the school's total at these events. Sewing classes for girls were taught by Mrs Gibbons. The Gibbons lived in the school residence which is the house above the eastern bank of the present playground.

Students had to practise their times tables every afternoon. The tuck shop was not in operation but there were occasional cake and toffee days. Children were allowed to go to the local bakery at lunch time to buy sandwiches and pies. Students tuned in to the ABC radio for singing lessons. Folk dancing was held once a week, as was viewing of films from the huge, reeled film projector. There were only two class buildings at the time.

The present library held two classes with the Upper Division in the big room (the back of the present library), and the Junior Division in the smaller section. Dividing concertina doors separated the two areas. The present Kindergarten room was used for many purposes including a library, combined singing and film sessions. Milk deliveries were made each morning and students drank their milk at play lunch time. During hot days this was a rather unpleasant experience. Each Year 6 had a happy farewell party at Lobster Beach and there was also a Christmas party day for the whole school. Excursions were often shared with Empire Bay PS to make up the numbers on the bus. Year 6 flew to Canberra for a long one day excursion and visited the sights including Parliament House. Another time students went to the Jenolan Caves.









Children were allowed a lot of freedom. The mountain behind the buildings was a very special place where kids would go as far as they could and then tumble down the hill when the bell for class rang. It was a place for building cubby houses in the caves and for making traps. Many children looked forward to the lunch time bell ringing so they could race back up the mountain to complete an adventure or fantasy they had started earlier. (2002)

## PRETTY BEACH SCHOOL CELEBRATED ITS 50<sup>th</sup> ANNIVERSARY IN 1977

# SCHOOL'S FIFTIETH YEAR AT PRETTY BEACH

Pretty Beach public school will celebrate its fiftieth birthday this year.

Its history is fascinating in the sense of its people, rather than of time or geographic importance.

The story of the character and vitality of the Wagstaff Peninsula is a story of public

jetties named Pretty Beach, Hardy's Bay, Killcare, Wagstaff, the Extension.

It was via these jetties that the pioneers and the later generations came and went to work, to shop, to socialise and to go to school.

The children of early day families would hike daily from

Wagstaff, across a mountain and down through Ford's Gully to attend the then only peninsula school at Empire Bay. The more fortunate came by boat or by pony.

While the 1920's saw the introduction of the Charleston, it also saw the introduction of a petition presented by dairyfarmers, Mr. and Mrs. Mick Myers, which saw the construction of a single room and porch at Pretty Beach School.

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**Teacher was responsible**

The school's first headmaster, Charles Allen, made the boat crossing from Hooker Bay each week-day irrespective of the weather.

The peninsula jetties, most of which still stand, took the bumps and jolts of not only local boats and ferries, but of coastal steamships which trudged from Sydney. The ferries carried passenger lists with names like Cameron, Myer, Ford, Beasley, Dick, Stirrings, Fraser, Bateman, Martin and many more.

Early photographs bear testimony to change. In the days when the steamers came in on full tide to disgorge their cargoes many a lad shovelled coal to earn a hitch to Sydney.

Having a baby in those days meant it was necessary to visit the nearest doctor at Woy Woy by boat, with hubby at the oars. One well-known district nurse named Prizeman thought nothing of making the boat trip to administer care and enjoy cups of

**Dentist was a luxury**

One luxury Killcare did boast in those pioneer days was a dentist, Dr. Martin. He was a former

tea with mum and her new baby. And, of course people collected mail, meat and most everything from the general stores dotted about the peninsula.

Well, that was yesterday and times have changed, but many locals can still luxuriate in the wonderful memories of the bay's villages when so much of the excitement, joys and dramas came on the high tides.

And it's refreshing to know that pupils can still come to Pretty Beach School by boat, so maybe things haven't changed all that much.

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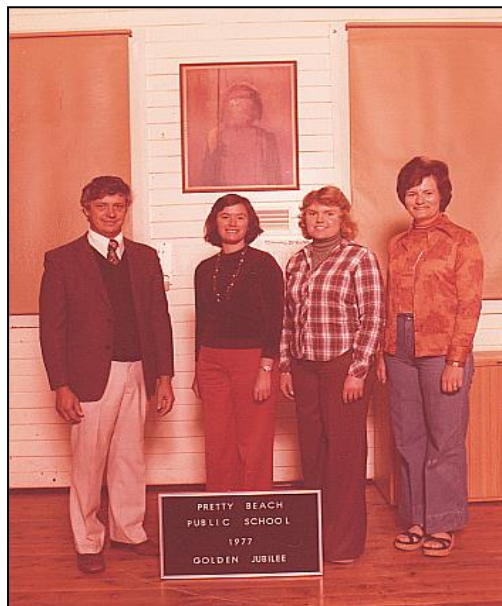
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PAGE 80—CENTRAL COAST EXPRESS ANNUAL, 1977





## THE 1980s

*Kathryn (Jones) McCallum was a student at the school from 1979-1983*

Kath has many memories of her time at the school. The swimming carnival was held at the baths across the road from the school and Kath was disqualified for walking instead of swimming. She was caught out because of the excessive amount of mud between her toes. Fishing from the wharf was a sport activity. Presentation Day was held on the school oval, as were evening concerts at the end of the year, which mostly included students performing skits and songs. Assemblies took place on the asphalt area.

The school bus service started in the late 1970s saving a lot of students a long walk. Tank water was in use until the mid-1980s and there were quite a few tanks in the school grounds. When Empire Bay School students visited, they refused to drink the disgusting tank water and thought that Pretty Beach kids were mere country folk.

Student membership in the Junior Red Cross was popular as was their involvement in the MS Read-a-thon. In 1982 Pretty Beach School pupils read 373 books and raised \$326.59. Senior Citizens Day was started during this time with local seniors coming to the school to be entertained by the students with a concert and to have morning tea.

Principal, Colin Tarbox, initiated debating at Pretty Beach and in the school district. He also introduced circuit training for years 5/6 students where, after recess each day, they had to run between pieces of wooden equipment and perform challenging activities to increase their fitness and skills. These activities included climbing poles, swinging across ladders and running up the hill through the bush.

In 1982 students planted trees in the school grounds to mark the International Year of the Tree. Senior students went on an annual excursion to the Basin, catching the ferry from Wagstaffe. Bush walking to Tallow Beach was a popular and sometimes impromptu activity, if it was a fine day.



Staff in 1982



For a while instead of a bell to call students to class, music was played through the PA system.

Mr Tarbox was greatly admired, especially when he allowed himself to be dunked in the tank at the annual fete! (2002)



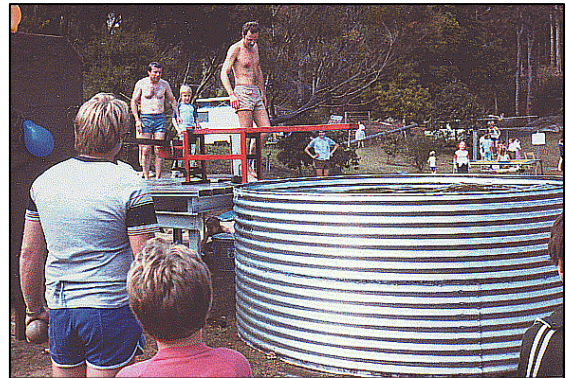
Tree planting in 1982



The playground with playing equipment



The school fete from above the school and the tank dumping attraction



### ***Lawrie Jones taught at Pretty Beach from 1988 – 2008***

I arrived at Pretty Beach in March 1988. It was the year of the Bicentenary, and the school was involved in a combined schools celebration in Gosford.

Mr Fred Bridgmont was principal, and I actually took over his Year 4/5 class because the number of children at the school had increased enough to allow Fred to become a non-teaching Principal. He spent a lot of time coming into the classrooms and helping children who had learning difficulties. He wasn't used to having this extra time on his hands and preferred to spend it with the children. This proved to be very helpful for the students.

John Shipton was appointed Principal in 1989. He was a keen sailor and had his yacht, *Priority One* (picture below), moored off Pretty Beach Wharf. Sadly, John died soon after his retirement, but he did realise a dream and sailed *Priority One* to the Solomon Islands. Senior students were lucky to sail on his yacht to The Basin for their end of year activities.





The school playground in 1990



Bob Pegg was the next Principal, appointed in 1991. Bob was a keen sportsman and became President of the Metropolitan North Primary Schools Sports Association.

He can still be seen playing touch football here on the Central Coast. I have seen many changes at Pretty Beach. The number of students has fluctuated around 165. Six or seven new children meant a new teacher arriving and conversely the loss of a few students meant a teacher leaving. This has happened on numerous occasions during my time at Pretty Beach.

Resources have dramatically improved during the last 14 years. Reading material, mathematics resources, computers and sporting equipment were once scarce but are now far more plentiful. Computers were being introduced and most classrooms had one computer in the late 80s but now there are more, at least three in every room, as well as the library and resource room.

I have been very supportive of sport at Pretty Beach. In 1988 we were involved in the Small Schools section of Brisbane Waters PSSA. This meant competing against small schools such as Central Mangrove, Somersby, Peats Ridge and Erina (now Woodport). From the Small Schools Carnival many Pretty Beach children progressed to District Carnivals and competed against other Brisbane Waters area schools.

Pretty Beach held the 1988 athletics carnival on the school oval. Races went diagonally from the fixed equipment area towards the present Year 6 classroom which was approximately 70 metres. In earlier days children would set up tents around the playground for their house areas. Athletics Carnivals are now held at Ettalong Oval which has a properly marked out track and Zone Athletics Carnivals are held at McEvoy Oval, Umina. Children compete in 100m, 200m and 800m races as well as shotput, discus, high jump and long jump.

Pretty Beach has a fine history in cross country and long distance running. Our school's name appears many times on the Woy Woy District Cross Country Percentage Shield during the past 12 years.

I have thoroughly enjoyed my time at Pretty Beach, and I have made many good friends among the parents, staff and children of the area. (2002)

## **THE 1990s**

### ***Bob Pegg was Principal from 1991 – 1998***

Here is what Bob has to say: Pretty Beach was, and always will be, a special part of my life. I spent almost 8 memorable years in these pleasant surroundings, made all the more enjoyable by the happy nature of students and the friendship of parents and staff. I started my tenure as Principal in June 1991 and my first P & C meeting revolved around: 'When can we hold the postponed Bonfire Night?' and school numbers. These two themes recurred over the next eight years. Numbers were always vital because keeping a teacher often meant avoiding composite classes and losing a demountable classroom.

However, there were several constants. The wonderful band of dedicated parents who put in many hours of voluntary work was a great support to me and the staff. Many were often called in at short notice. They helped what might have been awkward situations run effectively and smoothly.

Another constant was the children. Yes, we had a few rogues, but the majority were enthusiastic and motivated, and some were very talented. Their talents extended to all fields,



academic, the arts and sport. Of course, there were lovable personalities. Working for Pretty Beach children was a challenge and a pleasure.

It would be remiss of me not to mention a third constant, my secretary for all those years, Mrs Sainsbury. The school was fortunate to have Rhonda in that position and I know you appreciated her efforts for Pretty Beach as much as I did.

Retirement at the end of 1998 came with some regrets but I was looking forward to a new stage in my life. I still keep in contact with a number of parents and staff and maintain an interest in what happens at Pretty Beach. Thank you for being a part of my life. (2002)

## THE 2000s

### *Jill Godwin was Principal from 1998 - 2004*

I was fortunate in holding the role of Principal at Pretty Beach Public School for just over six years, during which time I was supported by a dedicated band of teachers, highly committed parents and of course, a fantastic group of students.

Before I came to the school, I was warned about the fluctuating numbers which may threaten my tenure. When I was first appointed to the school, there were 172 students, rising to 189 in my first year. This number included a family who were sailing along the east coast of Australia and decided to moor at Pretty Beach so that their children could attend the school for a term. The school numbers declined again at the end of 2000, when San Toy estate at Wagstaffe was subdivided and several families who rented houses there moved on. This meant that for the first time in several years it was necessary to create composite classes. Numbers continued to fluctuate over the years, with the lowest during my time being 156, rising to 166 in 2004.

Pretty Beach students have always had the reputation of being high academic achievers and during my six years there, students were successful in many district, and state wide competitions, including creative writing, public speaking and debating. The community is also well-known for the creativity of many of its members, so when we introduced a biennial school musical performance in 2001, the involvement of the community was outstanding, with skills provided by parents including musical direction, choreography, costume design and sound engineering, to name just a few. Special mention must be made to acknowledge the huge influence of Narelle Jones in these productions. Being such a small school, it was possible to include every student, particularly showcasing those with outstanding talent in drama, music and dance. Such a success was this event that we decided to follow the musical in alternate years with a student art show to allow the artists among our students to shine. The introduction of these two events, which required huge efforts from the staff, is among my proudest achievements as Principal.



The school musical 'Australians All' with Kindergarten and Senior students - 2001





Students using computers in the library during lunchtime

I was lucky enough to be at Pretty Beach when the introduction of computer technology ensured a revolution in teaching and learning. Students across all grades were able to access computers for the first time, not only in their classrooms but in a laboratory set up in the library.

By the time students reached Year 6 they had the opportunity to be highly competent in the use of software applications and in using the internet across all subject areas.

The saddest time for Pretty Beach during my stay was when we lost one of our students, Ashleigh Thornhill, to cancer. Ashleigh's brave fight had a huge impact on the whole of the community. A birdbath and plaque in the school garden was dedicated to her memory.

While the picturesque setting for Pretty Beach School was unrivalled, the age and condition of the buildings created problems. One of my first memories was calling in school maintenance to correct the level of the administration block which had been slowly sinking into the ground. I discovered this when chairs on castors that were left against my desk each evening made their way halfway across the room by morning. The building was consequently jacked up, but as a result, bookshelves that had been built to comply with the lean no longer supported books and one long serving teacher tripped up the front step on the first day after the repairs took place, injuring her shoulder.



Ashleigh's memorial  
'Forever Our Friend'

During 1999, following a meeting with the local member, P&C members and Department of Education officials, we were assured that Pretty Beach was finally put onto a list for new buildings, as the demountables had been on site since the early seventies. In each ensuing year, however, we were overlooked as schools in communities with expanding numbers received the funding. With P&C support, we consequently decided to put in place a grounds improvement program which included creating gardens, installing extra seating, building up the area under the play equipment and filling with soft fall material and cementing the area under the shade shelter. This provided students with a hard surface for games such as handball, but also provided us with a makeshift stage for rehearsing our school productions. In 2000, we made the first of several attempts during my tenure to plant grass on the oval. Each time we were defeated by drought or army grub and the playground returned to its dusty (or muddy) state.

It was also necessary to conduct regular tree audits to ensure the safety of students, with the annual bill for lopping branches and cutting down dangerous trees running into many thousands of dollars.

Even in the last weeks before my retirement I was called in from holidays after a wild storm, to approve the lopping of the 'V' tree, which had been a favourite of many generations of students, but unfortunately was weakened in the storm.



The shade shelter, the remains of the V tree and newly planted grass on the playground

The school's dedicated environment committee was very successful in obtaining grants to maintain and improve the school's bush classrooms.

A grant to preserve the environment of an endangered frog, the Red Crowned Toadlet, discovered in the bush behind the classrooms, funded bush regeneration and related educational programs, while another funded the restoration of the creek behind the buildings to its original state, with numerous trees planted along its banks. Parents also donated time and materials to build new seating in the lower bush classroom and a bridge to allow access to the bush tracks, ensuring a continued focus on environmental education.

Pretty Beach School has always been deeply involved with the local community. We celebrated the turn of the century by participating in a street parade and a community concert, *Bouddi 2000, The Place Where the World Turns Around*, at the Wagstaffe Hall. The annual fundraising fireworks continued to draw huge crowds each June long weekend. In 2002, the school celebrated 75 years of public education at Pretty Beach by hosting a picnic day for past and present students.





We also held a day of reminiscing for students where they were able to play games and experience lessons that might have taken place in the early days of the school.

I was privileged to have been able to end my career at Pretty Beach School, which is unique for its size, setting and sense of community. (2008)

## 75<sup>TH</sup> BIRTHDAY CELEBRATIONS IN 2002

*Celebrating 75 years  
of Public Education at Pretty Beach*

**BACK TO  
PRETTY BEACH  
PICNIC**

**SATURDAY 14th SEPTEMBER  
11.30AM – 3.30PM**

 **PAST AND CURRENT STUDENTS,  
TEACHERS & FAMILIES WELCOME**

BBQ – STEAK & SAUSAGE SANDWICHES / DEVONSHIRE TEAS / STUDENT ART EXHIBITION / CHOIR ITEMS /  
CRAFT STALLS / BUSKERS / FUN ACTIVITIES FOR CHILDREN / OFFICIAL WELCOME 1.00PM





Former students, Bert Myer (1920s) and Colleen Smith (1930s) at the 75<sup>th</sup> Birthday Celebrations and past students and visitors viewing the memorabilia on display







Students' artworks on display in the library (the original school building) for the 75<sup>th</sup> Birthday Celebrations







Enjoying the BBQ, picnic and the craft stalls in the playground  
for the 75<sup>th</sup> Birthday Celebrations





***Vicki Redrup is the current Principal of Pretty Beach Public School. She started at the school in 2005.***

Vicki writes: Over the last three years we have seen the welcomed introduction of reduced class sizes. It is now expected that the average class size for Kindergarten is 20 students, Year 1 is 22 students, Year 2 is 24 students and Years 3 – 6 is 30 students. We have been able to maintain a P4 classification (Non-Teaching Principal and 7 classes) with an enrolment of approximately 160 children from 2005 - 2008.

Parents now have the option to select Kincumber High School or Brisbane Water Secondary College (Umina Campus) as their designated local high school when their children finish at our school. The majority of our children are now going to Kincumber High School and there has been a big reduction in students travelling across the water to Barrenjoey High School, which was a popular option for some students over the last 5 or 6 years.

We have also developed a new website, newsletter, brochure and signage promoting our school within the community and beyond. If you log on to the website [www.prettybeachschool.com.au](http://www.prettybeachschool.com.au) and follow the links, you can view images of our many interesting activities and also read current and past newsletters from the school.

After years of dedication, determination and countless hours of meetings and writing submissions from the school community we finally made the dream of new buildings for our school a reality. Four new amazing classrooms will be on site by the end of 2008 and a new library and administration block will be completed by the end of 2009. This is a fantastic achievement for our school.

Also, after long negotiations with the Department of Education and Training (and once again a huge effort by the staff, parents and community members), Walsingham Community Preschool has leased the land where the old school residence existed on land above the school in Heath Road. They are in the process of building a new preschool ready to start in late 2009 or early 2010. We have applied for and received over \$100 000 worth of grants over the last four years which have made a huge impact on the school.

This has resulted in many improvements. The school has been able to plan for the construction of a COLA (Covered Outdoor Learning Area).



The first of the new school buildings, a double classroom now occupied by Years 6 and 4/5

We have purchased musical equipment which included a stereo system, percussion instruments, djembes and marimbas.

The students' toilets have been refurbished and nine water tanks have been installed to capture rainwater from buildings for flushing toilets and watering school gardens.

A water smart meter has been installed to detect water leaks and to monitor water usage.



One of the rainwater tanks outside the present administration block



The canteen has introduced reusable containers and a new menu to help reduce waste.

We introduced No Waste Tuesday, where students are encouraged to bring their recess and lunch food and drinks in reusable containers. No rubbish bins are used on Tuesdays.

Each year for the last three years, murals, reflecting the school's commitment to sustainability have been painted. The environmental themes are Water, Recycling and Energy. The murals have been erected on a building at the school.

Other exciting things have happened over the last four years. Pretty Beach School has had a finalist at the Premier's Spelling Bee for three years in a row. Tuition in French, Yoga, Drumming and Music was offered to students before, during and after school. Kid's Club, where children participate in games and art and craft activities, operates at lunch time.



The three murals were painted by Sue Richardson, the mother of past and present students

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Creative Arts Groups have been organised for Yr 3-6 students, covering the areas of Art, Drama, Music and Dance; In partnership with the P&C, music teacher, Narelle Jones, was hired to teach specific music lessons to Year 3-6 students once a week, utilising the music equipment purchased.

A 'Kindy Start' transition program operates in Term 4 for a few weeks, focusing on getting preschool children ready for school.

I have really loved being principal of Pretty Beach Public School over the last four years. The school's motto 'Working Together' sums up the ethos of the school community - there is such a strong family and caring atmosphere within a small school environment.



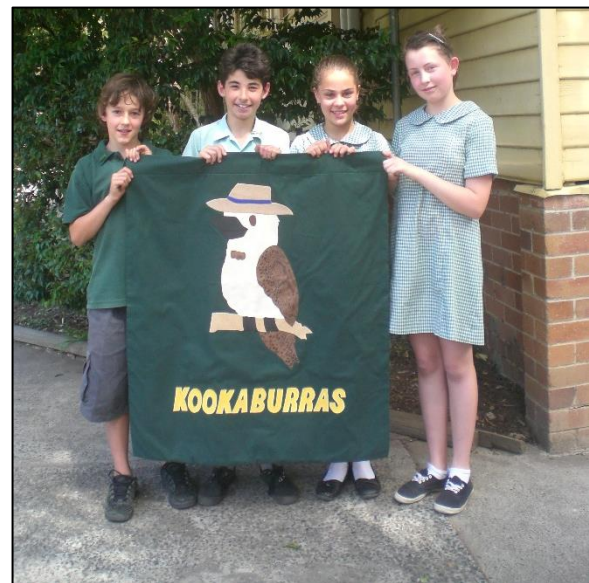


2008

Pretty Beach Public School's Captains and Vice Captains, Joss, Oliver, Jessica & Ashley,

and below the Sport House Captains and Vice Captains of The Kookas, Luke, Tom, Tarni & Sunniva, and

The Pellies, Dannika, Reece, Madilyn and Alex.



Pretty Beach School is truly unique in the education and experiences it provides for its students. It's an absolute pleasure to work in a school knowing that I have fabulous students, dedicated teachers and committed parents all working together for our school. (2008)



Students involved in Kid's Club activities organised by Jan Tochowicz



Pretty Beach Public School 's School Song sung to the tune of  
 'It's A Small World After All'

## Notes

In 2002 when Pretty Beach Public School was due to celebrate its 75<sup>th</sup> Birthday, Dee Finlay (teacher/librarian), and I (classroom teacher), decided to put together a booklet on the history of Pretty Beach Public School to be on sale at the Birthday Celebrations. To start with, we had written reports, documents and photographs supplied by the NSW Department of Education, as well as some newspaper clippings and many other school photographs from over the years. These were stored in a few boxes called 'Archives' in the school library.

We sent out a request via the school's newsletters for information about the earlier years and also a request to hear from past staff, students and their families and for any accompanying photographs.

We received some wonderful information and photographs from those times. It was decided to look at the history of the school in decades, starting from the 1920s and ending with the 2000s. We interviewed, or received the written reports, from many wonderful past students, teachers and principals from the 1920s through to 2002. The booklet we produced in 2002 was well received.

When the Bouddi Society History Project was beginning in 2007 I said that I would be happy to be involved on behalf of Pretty Beach Public School because I was on long service leave prior to my eventual retirement in Jan 2008 and I thought I would have plenty of time to complete the project. At the time, I didn't realise how much I would miss so many aspects of Pretty Beach Public School and how passionate I would become about reporting accurately about the history of the school.

I continued in 2008 to interview many past students, teachers, principals and interested persons, and asked permission from the people who had submitted information and photographs for the 2002 booklet to be included in the Bouddi Society's History Project. They were all very happy to be involved. This compilation is a record of their involvement at Pretty Beach Public School through the 1920s to 2008.

The title 'The Old and The New' reflects the major physical changes which are taking place to the buildings and grounds of the school this year and next, but the things which make Pretty Beach Public School so very special have hardly changed in over 80 years: a small school where everyone knows everyone's name, an amazing caring atmosphere, great parental and community support, hardworking and dedicated staff, the beauty of the surrounding bushland and waterways, a truly unique place.

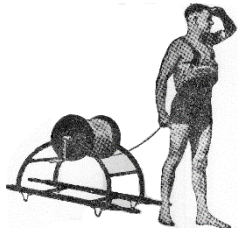
Chris Barber (September 2008)

**Photos: courtesy of NSW Department of Education and Training, Pretty Beach Public School Collection (archival and courtesy of past students); individuals where indicated.**



# THE KILLCARE SURF CLUB

by Jim Tubby et al



*The Killcare Surf Club has a colourful history, which has been well documented in printed digital form. I am sure they will continue to keep good records and provide full details of their history as they move into a new era, with a new clubhouse opened in May 2009. Having talked with some of their members past and present and having looked through their files of photos and stories, we have been granted permission to select some of the highlights from the resources so that some essential stories of the Surf Club are included in this general history of the Bouddi Peninsula. The Club is particularly grateful to their historian, Jim Tubby, who wrote much of the following text and has collated and digitalised their wonderful collection of photos. Jim's personal contribution to our history-making is included in our Bouddi Bios. The following material is selected from "Killcare Surf Club. Keepers of the Surf, Our Story", a book and USB Drive prepared by the Surf Club. David Dufty, editor.*

## **The Beginning – Putty Beach 1929.**

*A Sunday morning early in November; three local young men, Bob Brading, Fred Annand and Alec Callender, took part in a rescue in the surf in an area commonly used by bathers. Later, back at Alick Martin's tearooms a lengthy discussion took place with a number of locals and holiday makers as how to ensure the safety of swimmers. A surf club seemed the only way to go.*

A further meeting of locals was called and in attendance was a member of Ocean Beach Surf Club, Jack Brooker, formally of Bronte S.C. with local dentist, Dr Eric Martin, and a number of keen local lads.

Alick Martin offered the tearooms (Photo below) as a meeting venue and a storage area beneath the shop was designated to hold any lifesaving gear needed.

Jack Brooker offered to train a squad to gain their Bronze Medallions, and at the same time obtain his Instructors Certificate. Time was of no great importance.

More meetings took place. Some young volunteers dropped out, others took their place, and it was not until December 1930 that serious training started with the loan of a reel from Ocean Beach S.C.

The first recorded meeting (minutes available) was on Sunday, 26<sup>th</sup> January 1931. The first election for club officials took place with J. Brooker as Club Captain. A social committee was also formed and club colours, of maroon and gold, were registered.



It was not until March of that year that a club president, Dr. Eric Martin (pictured), was elected. He was also the first Branch President in 1938.

The Branch, previously known as District 8, extended from Catherine Hill Bay in the north to the Hawkesbury River in the south and comprised of only 5 clubs. The good Doc. had been affiliated with surf lifesaving since 1910; he was also to become the first branch Life Member, another first in the history of Killcare.

April 5<sup>th</sup> 1931 saw the inaugural squad of eleven young lifesavers obtain their medallions and Jack Brooker, his Instructors Certificate.

Jack and Doc Martin went on to become our first life members. The tearooms were to remain the unofficial clubhouse of the now established Killcare Surf Club, until in 1934 the first clubhouse was built.



### **The First Club House**

*Gosford Shire Council built the first clubhouse for the grand sum of 150 pounds. Later additions to this very basic building included a boat shed, gear room, roofing, a new floor, plus repairs and maintenance costing an additional 1200 pounds; a cost that was not met by the Council but by the Club itself.*

For the opening, a gala day was held and in attendance were Ocean Beach, Palm Beach and Avoca Beach Surf Clubs. The clubhouse was officially opened by Mr R Doyle, Deputy President of the S.L.S.A of Australia. A newly acquired surf rescue boat, *The Rose M*, was also christened on the day. This boat was formally a ship's boat, which was converted for surf rescue purposes.

### **Nature versus Building.**



*Since the first clubhouse was erected in 1931, the elements have sought to move us from our current site.*



In 1948, two weeks of torrential rain soaked the surrounding hills causing a slip of the mountain behind the clubhouse. This landslide moved the clubhouse off its foundations, pushing it bodily fifteen feet forward to overhang the front verge by three feet. The club stayed in this position, propped-up for two weeks, until the slide was cleared, and sufficient manpower could be found to right the situation. Little could be done to restore the ladies change room and the summer shed.

In 1958, a fierce storm with high northeast winds whipped up a huge sea, which devastated the south end of our beach. With heavy rains the creek run-off, which passed the front off the clubhouse, was three feet deep. The combination of runoff and wave action eroded the gentle grass slope to an eight-foot drop immediately in front of the club, exposing rocks never previously seen.

By 1962, nature seemed to have settled and a boat shed was built behind the clubhouse. However, in 1963 a rain-soaked hill decided to drop in and destroy the back wall.

Thoughts now turned to a new clubhouse adjacent to what is now the public car park. The foundations, 70 cubic metres of concrete, were laid before the council changed its mind. So back to the old site.

*At the Annual General Meeting in September 1969, two Gosford Council Members were invited to inspect the surf clubhouse. They agreed that something had to be done as the general condition was appalling.*

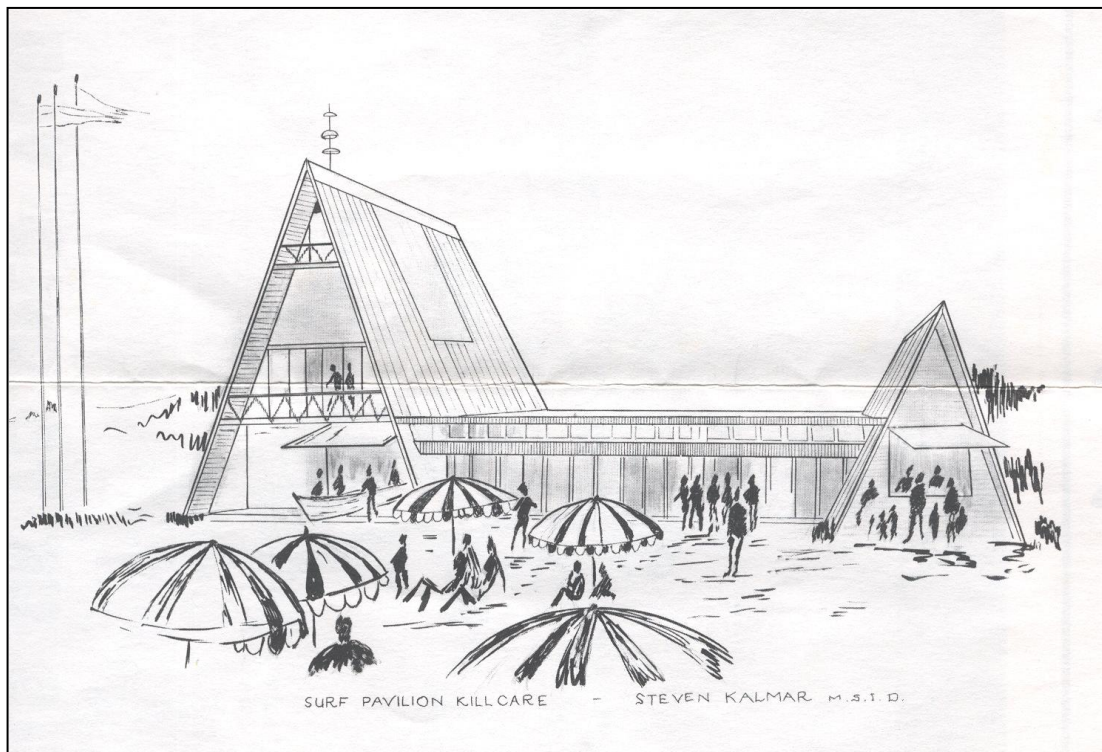
*After much discussion, and possibly a few ambers, it was suggested that a new clubhouse was needed. The hypothetical was put, that if Council supplied sand and concrete, the club members would construct the building blocks, from which the council would commence construction.*

In an act of optimistic faith, the club purchased building moulds and proceeded to construct a number of blocks, which were stored adjacent to Darky Nathaniel's home on Beach Drive.

After much correspondence, and repeated requests for further advice and plans for the clubhouse, secretary, Alan Buck, took the time to personally approach Gosford Council. The obvious answer was quickly forthcoming:

NO FIRM COMMITMENT HAS BEEN GIVEN... Council did not have the funds.

The modest outlay had to be recouped; Council was not interested, and it was left to one of our associate members, Mr. Joe Board, to purchase the blocks to build a retaining wall for his home in Araluen Drive.



*In 1966, due to the dilapidated condition of the clubhouse, club officials Jim Macfadyen, Jim Tubby and Neville Hazzard, were requested to inquire into the cost of a new building. One of Sydney's outstanding architects, Mr Steven Kalmar, designed a modernistic 'A' frame building (See photo above.). The plans were approved by Gosford Shire Council and funds were raised, mainly at the Erskineville Hotel, owned then by surf club patron, Max Gornik.*

First stage foundations were laid in 1968, but due to a change in council, and the influence of 'green' residents, it was decided that this building was not in harmony with the surroundings and permission was rescinded by the council. The cost of foundations and Brian Green's gumboots was in excess of \$3000; an amount never compensated by the council.

### **The Second Club House**

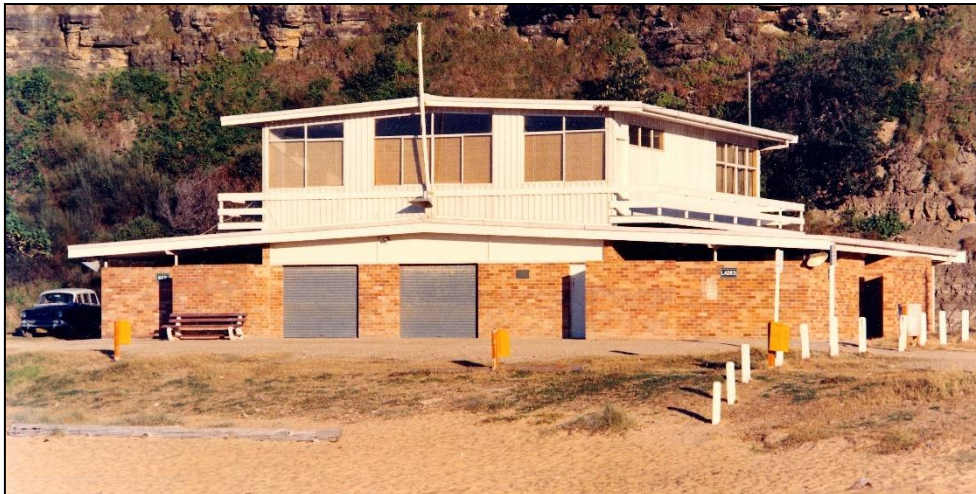
In 1970, under the leadership of Life Member and President, Mr. Bob Brading, the first section of the replacement clubhouse was commenced.



Bob Brading makes a speech at the 1971 opening of the clubhouse.

The wife of our first President, Mrs. Rose Martin, officially opened it on 27th March 1971. Three of the original members attended the opening.

This building is a true product of club effort. The Jarrah wood floor was destined for a dance hall at Terrigal but was exchanged by a Council Works Officer. The electric fittings never reached their work site in Sydney. The hot water system arrived from Rheem, shop damaged and at less than cost. The kitchen equipment was won in a card game at City Tattersalls Club, and other items were personally supplied by members at their own cost.



The clubhouse opened in 1972



The clubhouse with additions completed in 1982



In 1972, when the new clubhouse was finished and firmly established, nature again intervened. A storm of similar magnitude to the one in 1958 threatened the very doors; it was the work of Ian McCall and our local members who poured tons of rock fill and old car bodies into the encroaching ocean, which stopped the erosion. It was later claimed that the falling tide was the saving factor, but we prefer to think it was the hard work of our volunteers that saved the day. Regeneration work on the dunes has helped to make the building safer now. The second section was opened ten years later (see photo above).

### ***Welcome to the New Building - The Third Surf Club***

*Yet another era is beginning for the Surf Club as its new building takes shape. The contrast with the first building is stark and old members will wonder if the intimacy and fellowship of the old days can ever be replaced but certainly the building will be well equipped and will provide facilities, such as a restaurant, which the whole community can enjoy.*



*The Bay News* (newsletter of the Hardys Bay Residents Group) reports as follows:

*Ground floor features of the new construction will be a gymnasium, first aid room, a vastly upgraded gear and storage area (three times larger than the original), kiosk, cool room, showers and toilets and a training room, while the upper level will house a restaurant, bar area, kitchen, members' meeting room and an auditorium, catering for 150 to 200 people, with a dance floor, and a generous 5-metre outside deck.*

*A special lift will provide access for the disabled to all clubhouse precincts. Solar power and solar hot water will be incorporated. Gosford Council will install 100,000-litre rainwater storage tanks for various purposes including boat and equipment washing, and these will be located behind the building.*

*The club will be responsible for ongoing maintenance costs and pay an annual leasing fee. Consequently, due to the self-funding process, the club will be reliant on income from restaurant patronage, kiosk rental, weddings and other functions.*

*Credit for what has been freely described as an 'exciting concept in surf clubhouse design' is attributed to the award-winning Killcare architect and club member, Karen Burke, who worked in close co-operation with council officers, ensuring, at the same time, that the plan fulfilled the vital requirements of the surf club.*



Jim Macfadyen, Mayor Chris Holstein, and Colleen Smith, (who attended the opening of all three Surf Club buildings) on opening day.  
Photo: David Dufty

The building of the clubhouse was the result of a joint partnership, between the Gosford City Council, Killcare Surf Life Saving Club, and NSW Department of the Arts, Sport and Recreation and an Australian Government Water Fund grant. It was the eighth new surf club building recently constructed on the Central Coast

Gosford City Council is justifiably proud of the new club house. The imposing and very well-designed new building was officially opened by Club President, Jim Macfadyen and Cr Chris Holstein on 8<sup>th</sup> May 2009. Chris Holstein, Mayor of Gosford, only had praise for those involved in the building of the surf club, claiming it was the last and best of the clubs, replaced in a program initiated by council, which saw the new clubs replacing the old ones on the coast. Cr Holstein honoured Killcare SLSC President, Cr Jim Macfadyen's long involvement with the club, by inviting him to unveil the plaque and declare the club open.

Proudly looking on, Colleen Smith was very happy to be there. Remarkably, it was the third opening of a club house at Killcare that she attended. (Barney Reeves and Bert Meyer may also lay claim to this fame.) Colleen remembers walking over the hill with her father when she was eight years old, to be at the opening of the first club house in 1934. She described it as being a fibro shack with no electricity. The new and improved clubhouse was opened in 1971 and Colleen was there too.

Following the opening ceremony and refreshments served on the deck, Karen Burke took visitors on guided tours of the building. Karen was elected President of the Surf Club when Jim McFadyen relinquished the position in 2009. Steve and Helena will be back in business after they fit out the kiosk and the restaurant will be leased also. John Singleton has always been interested in Killcare and the Surf Club and his brand of beer, Blue Tongue, will be served at the bar. The Wagstaffe to Killcare Community Association donated \$5000 towards equipment for the gymnasium.

Members of Killcare SLSC extended an invitation to the community to come to the 'unofficial' opening on Saturday June 6, when the members will have taken possession and the memorabilia will be back on display.

For further information on the club's current activities refer to their website:

[www.killcaresurfclub.com.au](http://www.killcaresurfclub.com.au)

## **Rescues**

*True to the motto of the Association, 'Vigilance and Service', Killcare is justifiably proud of its patrol record, which states that NO lives have been lost whilst the area was under the surveillance of a patrol. As with most clubs, Killcare has had its epic rescues.*

*On a Saturday morning in 1941, two members on leave from the Army were woken by cries of distress from the surf. Minus their costumes they rescued three early morning swimmers who had been swept two hundred yards out to sea in a rip. Their lack of apparel caused quite a controversy at the time.*

*On another early December morning in 1958, the surfboat crew, after two hours of hard rowing, towed to safety a valuable yacht, which was in danger of being pounded to pieces in heavy surf. The promised reward was never to eventuate.*

*Boxing Day 1976, saw a young lady paddling outside the flags being swept past the 'Bogey Hole' by a strong rip and heavy surf. Patrolman Noel Annand attempted a board rescue, but on reaching the victim was dislodged from the board. Although being swept further out, Noel secured his patient. Terry Westwood donned the belt; by the time he reached Noel and patient they were past the point. The retrieve signal was given but the line was caught in the rocks. Pulling the pin saw the three disappearing round the point in the general direction of Tallow. Trying to calm and support a slightly hysterical and partially inebriated patient whilst not thinking about yesterday's shark sighting was not the way to spend a Christmas holiday morning. The jet rescue boat at Ocean Beach had been alerted. By arrival time the three had spent over 45 minutes in the sea, an event not soon forgotten.*

*In October 1982, it was reported that a boat had overturned in huge seas approximately 1.5 kilometres off the beach and just two hundred metres off the bombora.*

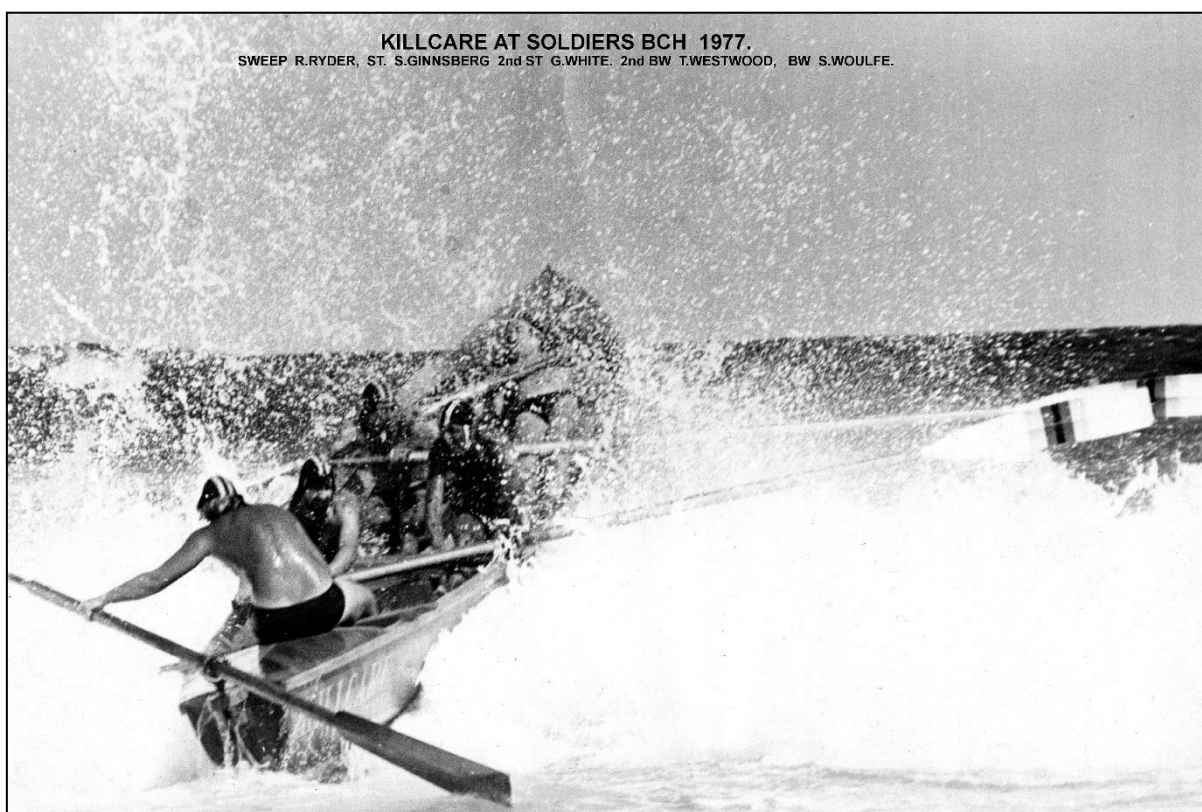
*Due to the treacherous seas the I.R.B. crew of Phillip and Colin Tubby were unable to get close enough to the boat to rescue the two shocked victims.*



*Colin had to swim both men over to the I.R.B. Water Police and Central Coast Power Rescue highly commended both members.*

*Not all rescues are grim affairs; some have their lighter moments as seen in 1957 when our champion beltman, Brian Green, was called upon to save a boat drifting onto the rocks at Maitland Bay. After a perilous trip in Roy Frost's truck and a hazardous trek down 1.5 miles of bush track, Brian donned the belt, swum to and secured the boat. Ongoing below, the scenario was revealed... four comatose drunks surrounded by bottles and cards. When awoken they assumed they were still in the Hawkesbury River and proceeded to abuse Brian for waking them. Brian still thinks of the sharks in Maitland Bay.*

*These are but a few of the hundreds of rescues carried out by members of our club, which have been forgotten by the public.*



### ***Competitions***

*Killcare has always been a very competitive club with many notable swimmers. For example, in the early years there were the Dodd brothers, George an Australian Belt Finalist and brother Ken, who represented in State Titles.*

*Later came swimmers, Colin Gow and Don Holwell, both of whom were outstanding belt men, and were to become Branch champions for the club.*

During the 1950s Killcare came to the fore with what can only be described as our most competitive R & R team.

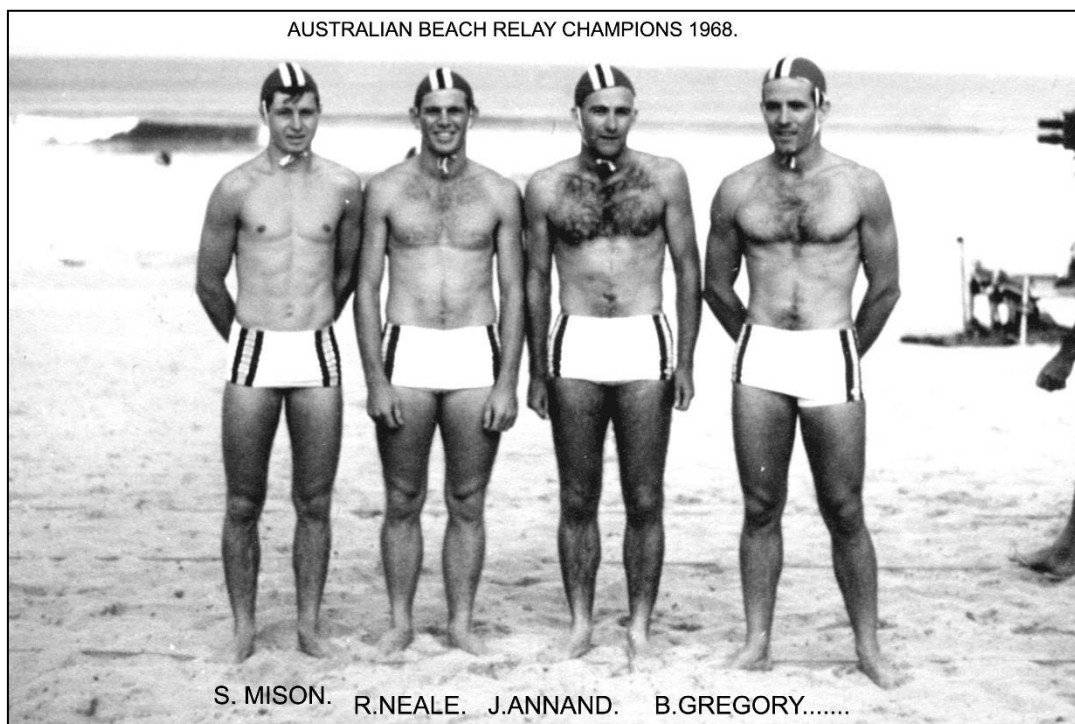
The team of Jim Saunders, Ken Nowland, cousins Adrian and Bill Murphy, Brian Green and Alex Cameron, competed successfully at Branch and State carnivals for a number of years. Brian Green, during this period of strong beltmen on the coast, became another of Killcare's renowned belt swimmers.

The young Lex Cameron continued to be a competitive force for the club over a period of possibly 20 years and can only be described as a swimming icon. He was still swimming with our Winter Swimmers in 2002. His brothers, Jack and Allan, were keen boatmen, Allan being a sweep for a number of years

*Killcare boat crews over the years have been hampered by old and heavy boats but were renowned for their big sea challenges.*

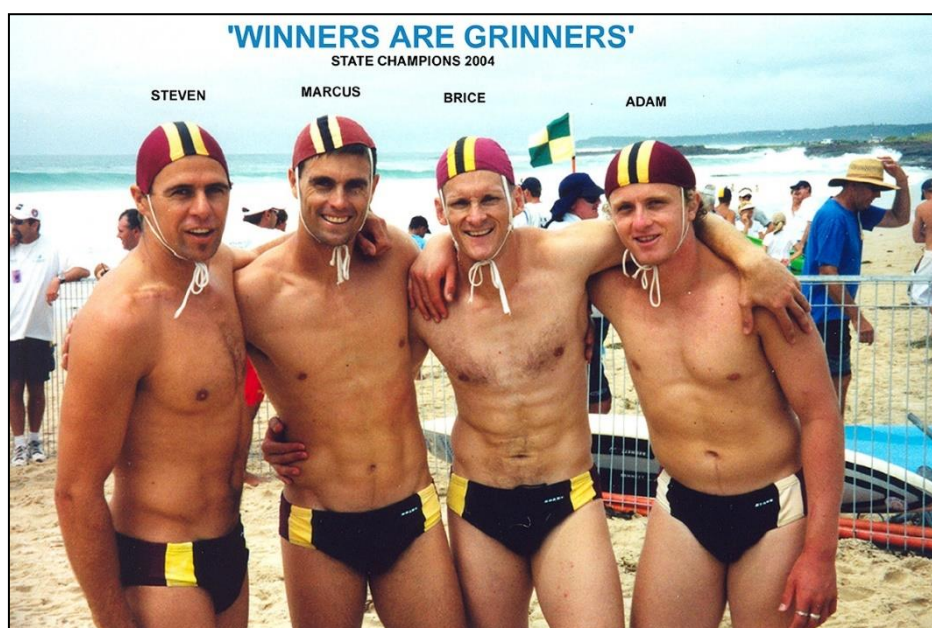
Possibly our best years for boats were in the late '40s when a Junior and Senior branch title were won. 1953, with Ron Walters sweeping, saw us make the semi-final at Manly, only to crack a big one and land at the next beach.

*Beach Teams since the Steward brothers, 1934-39 have always been in the Branch and State top ten, with Ken Steward our first state sprint champion. Later came top runners: Hanscombe, Ginns, Beck and Vaux. From the '60s on there were Mison, Gregory and Neal, with a special mention of the Annand Brothers, John and Noel. These two won Australian Titles, lifting the club to new highs.*



*John Annand, after two years as Branch sprint and flags champion, left the club to successfully compete for Tamarama S.C. He returned in 1967 to form a beach relay team which gave us our first Australian title. This was followed up by a barely recognised international title.*

Killcare entered the doldrums as a competitive force from 1970 enjoying only mediocre success at Branch level.





The year of 2000 saw the resurgence of Killcare as a beach force with both an Australian and World title in the beach relay. This has since been followed by two consecutive State and Australian relay wins by an outstanding team led by Steven Munnery, who also took out two State and Australian Beach sprint titles.

*Our Chariot team was unbeatable over five years, with Branch, State and Australian Titles.*

*Few clubs on pro rata membership can claim, as we do, to be one of the 'most competitive clubs in Australia', with most members setting their vision on the winner's dais.*

### **March Past Costumes**



*Who among the 'Oldies' will ever forget those hot, red, itchy, woollen costumes?*

*It was Dave and Sarah McIlwraith, who lived on the bay side at Killcare, who conducted cake stalls and ran raffles to purchase these, our first march past costumes. The costumes were bright red, with gold lightning and a black 'K'. Without the support of many of these older people in the '40s our club would have seen harder times.*

*The second M.P. cossie was a full black nylon 'Speedo' which doubled for R & R and competition wear. With a few more dollars in the bank, and a lot of help from the Ladies Auxiliary, our current gold (yellow) costumes were purchased in 1974 and are well past their use by date... but then so is the March Past.*

## **KILLCARE 1946-48**

**For a young city slicker from Lakemba, those weekends with Killy Surf Club were close to 'Utopia'. We would leave Central on the electric train and change to the steamer at Hornsby. The next one and a half hours, spent with other members for company, was always something different. A game of cards, a bottle of 'Dirty Annie' (beer) and the coal cinders with every tunnel. What a way to start the weekend.**

Woy Woy station was always a relief; then on to the ferry for another much cleaner forty-five minutes. If we went via The Creek, it was another 10 minutes. Killcare Wharf at last; we'd pick up a few provisions at Moore's store; then hike up that pebbly hill and down the other side to the clubhouse. A dark night, no footpaths, poor streetlights; civilisation was yet to reach Killcare.

The clubhouse door was never locked, and by now the hurricane lamp was lit and the bunks (three double) looked inviting; the sound of the surf and a few sleeping potions soon lulled us off to sleep. Saturday morning, bright (some were) and early and it was over to the Beach Shop for breakfast.

About 9-30 or 10.00, Don Whiting was there for boat training. This was seriously hard work in that clinker-built tub called BLUEBOTTLE. The crew of Allan, Syd, Don, Ken and myself would sometimes row round to the bay for training in the RIP; no half measures with Don

The afternoon, if there was no carnival, could be taken up with R. & R. training. Here Georgie Dodd starred in the belt. Healthy? Why, these boys could hold their own with any club on the coast, and often did. Saturday night, with female distractions (these days called Groupies), a trip to Woy Woy or a concert night on the ferry, was most enjoyable.

Sunday was club events: swims, beach events, cracking the occasional boomer in the boat. It was all part of that wonderful time of youth at Killcare, a time of growing up, of friendship, competition and the making of a better man.

I'm sure that many things have changed but for those of us that are left, these were times to be treasured.

Many met their wives at Killcare, and some family members still tread our golden sands. Unfortunately, the sands of time are running out, so stop and listen to those proud echoes of the past, for they will always be there, a reminder of the better things in life.

Don Ginns added to the history with this story of Surf Carnivals written on 22<sup>nd</sup> August 2003.

## Carnivals



*The surf carnivals from the 40s to the late 60s were always irrepressible, boisterous affairs, where every member took part in at least three events as well as duty boat. Branch President, John ('Blubber') Rosewell and carnival referee, Bryce Norman, always seemed to hold back events so that the Killy Boat crew could become R & R, help on the line for belt races, or become sand crabs.*

*Events never went smoothly due to this overlap and the duty boat, always with a sugarbag of amber refreshment over the side, didn't help. Till the mid-50s we had our own band for the March Past, the pipe band of 'Arncliffe Scots', who enjoyed the Killcare atmosphere and the after-carny refreshments, as did most of the competing clubs, who stayed well into the evening. The Scots, two of whom were Killcare members, stayed with us for about eight years. Who could ever forget the March Past?*

*The white-hot sand, the red itchy costumes and the sounds of Colonel Bogey. Possibly, the only thing that stopped rebellion was club pride and that first coldy. It must be remembered that this was before the dreaded breathalyser.*





*Our swimmers were good, our sand crabs great, and the chariot team unbeatable.*

*Away carnivals were similar with transport always a problem. Local identity, Roy Frost, towed the boat and gear and most of the crew all over the coast. The outward trip was great, but on return, the ute seemed to get a wobble up, possibly Roy's payment was not appropriate for a driver.*

### **On Carnival Safari**

*Torquay '56 saw eight intrepid heroes set out, six in a battered ford and two on motorcycle and sidecar combo. The carnival was a washout with high seas, rain and sleet. However, the return trip got worse. Four flat tyres; we run out of petrol twice and big Ted Harrington described the sidecar as trying to get a size 14 shoe into a size 6 shoebox. Arriving at Hornsby for the last refuel, the crew could only raise two quid between them... thank heavens petrol was only 3/- a gallon.*

*Stanwell Park '57 was a comfortable bus affair. The carnival was a mixed success but no placing. On the return we stopped at Engadine for liquid refreshments. Ten miles further down the highway, a head count revealed a missing body. On return he was found still holding up the bar, oblivious of our departure.*

*Outside the Sylvania Hotel three buses had broken down so we stopped to render assistance. The hotel pool saw reruns of every surf race of the day and one rather distraught publican was happy to wave us goodbye.*

*Tathra '60 (Boaty's Revenge) saw our boat crew finish their carnival early on Friday; nothing new and they were still commiserating at 11 p.m. John Bourne ordered them to bed, but he soon found himself clad only in a costume and tied to a tree outside the tent with swarms of mosquitoes for company. He had plenty of time to ponder his mistake.*

*Newport '66 (Elitist) Our Patron, Ron Walters, put on a BBQ at his Newport home for the club executive and the relay team. For some reason he ignored our club captain, "Capt. Rats". John took umbrage at this action, so he invited all at the Newport Arms hotel to Ron's party. Ron and Pat soon ran out of food and amber gold - empty freezer, empty bar, but a full head of steam for John... revenge one day would be sweet.*

*Nth Cronulla (Wanda) '68 There was a mass exodus from Killcare to watch our beach relay team win the Australian Title. The celebration in the car park took place with the 2<sup>nd</sup> and 3<sup>rd</sup> team, Ocean Beach. and Tamarama; one of note also to join us was Sir Roden Cutler, the Governor General and his chauffeur. Sir Roden likened the official tent to the 'Sahara' and stayed for the odd couple.*

*Evans Head '80 was one of our first mixed away trips. Three parents of the young departed the previous day to erect the tents and prepare the site. Leaving late at night due to an Irish foul-up, thanks Steve, drivers Jim Tubby and Noel Stalling drove all night to arrive early in the morning; Jim parked in the Bowling Club carpark to seek directions, our club Captain, Steven Woulfe, decided to repark the minibus, straight in an underground water tank. It took a lot of grunt and 14 healthy backs to right the situation. Meals were left to Noel who was soon relegated to washing up. President Mac. described this as the best trip ever, with our young taking part in every possible event.*

## **Surf Boats / Rescue Craft**

*The first BLUEBOTTLE came from North Steyne Surf Club. At the end of its surfing career it was given to the Woy Woy Sea Scouts.*

*BLUEBOTTLE II (pictured) was a local product. It was a 'two-ender' plank boat, built by local boat builder, Jack Chivers, of Wagstaffe. After many years of service, this very heavy beast was donated to Port Moresby Sea Scouts, with cost of renovation met by Mona Vale Surf Club and freight by Bondi Surf Club.*



*BLUEBOTTLE III was purchased for the princely sum of 200 pounds from Dee Why Surf Club.*

*It is remarkable that only five boats have been in service since the inception of the club. Today our boat is a mystery vessel, which resides in an area in the gear room waiting to die of dry rot.*

*Compared to today's aerodynamically designed and super lightweight, kevlar-type fibreglass craft, our first skis and boards built by Chivers of Wagstaffe, were heavy wide monsters. These in their day were first class, a design taken straight from the Lifesavers Bible, the 'blue book'.*





*Today with the advent of the I.R.B. (rubber ducky), swim, ski, or board methods carry out very few rescues. Our first I.R.B. was purchased in 1978, with instructor Jim Tubby learning the hard way at Nth. Cronulla, one of the first Australian clubs to introduce the duck. I.R.B. crews have carried out numerous fine rescues with this craft, but again modern technology may even pass the DUCK into obsolescence with the new jet rescue ski coming into its own. With a one-man crew, blistering speed and manoeuvrability, this could be the future.*



### **Ladies Auxiliary**

So far, the stories have been about men, and it would be fair to say that the dominant culture in the surf club was a male one. However, women have played a vital role in the past and at the present time the culture is more evenly balanced between men and women. Here is what the obviously male writer of this paragraph in *Keepers of the Surf, Our Story* has to say on the subject:



*Yes, MEN ARE MEN!! But that shadow in the background is the women we cannot do without. It was the likes of shopkeepers' wives, Mrs Moore, Mrs. Myers and Mrs. Eason and also dear old Mrs. Mac, of costume fame who cooked their scones, baked cakes, crocheted doilies and sold penny raffle tickets to help purchase the many items that keep a club running. Much, much later the younger women formed an active body (we loved those active bodies), with bronze training, a March Past team and their own reel, they took on patrols and became an integrated part of the club.*

*It was during the early 50s that the local girls really shone as a march past team. At the head as standard-bearer was the very statuesque Rose (Lloyd) Nowland, followed by local girls (sorry ladies), Bev Annand, Pam McCarthy, sisters Shirley and Jan Bourke, Heather Tubby, Dot Martin and a bevy of local beauties who were the pride of our club. We can't forget the girls of Empty Bay, Ruth (Garrett) Dunlop, Shirley O'Leary, May Jones, Helen (Blackall) Sheargold, and the ladies' secretary, the delectable Delores Raymond.*

*These young women also took part in patrols and performed a number of rescues. The summer of '52 saw a mass rescue on our beach of an entire family, one of whom was tragically lost at sea; another owes his life to the resuscitation prowess of ladies' member, Rose Nowland.*

*As before mentioned, Killcare had it all, the sand and sea, and yes those Sydney lads tried with much success to marry these local beauties.*



Ruth Garrett (now Dunlop)



## Killcare Nippers 1969-75.

by Ian McCall, First Patron,



*Around the years of 1969-70 it became evident to quite a few young parents that a need existed for a group to be formed to help mould the character of their children: an organization from which these young people, the adults of the future, could be trained and in time become part of the Senior Surf Life Saving Club.*

*A start was made late in '69. The venue for the first official meeting of the Killcare Nippers was the boat house of the unfinished surf club building on the 18<sup>th</sup> October 1970.*

*The enrolment each year was in the vicinity of 45-50 boys and girls, and this made up the start of our Nippers and Nipperettes. Young children could now be trained by local parents, senior lifesavers and interested citizens.*

*Each intake of these future lifesavers received a sound training in the basic skills of rescue and resuscitation, boat drill and most importantly self-discipline; all this while enjoying the surf.*

*The training of the Nippers and Nipperettes was done by, or under the supervision of, highly experienced senior club members. It must be remembered that all work and time spent was undertaken in a voluntary capacity.*

*An active fund-raising committee worked hard to raise money, in order that these young boys and girls could be outfitted with caps, costumes and T-shirts.*

*In due course, a Junior Surf Reel and March Past Flag were purchased in 1971 or 1972. Later on, in 1972, all of the members received their March Past Costumes. This achievement now made it possible for them to participate in the March Past at Branch Carnivals.*



*The Nippers and Nipperettes had the old Senior Surf Boat to use, and it received much use, after it had been restored by Ian McCall and the young members of the day. Training for surfboat knowledge and prowess took place on Hardys Bay on Saturday mornings.*

*Success of the Killcare Junior Surf Club was due to the hard work of the dedicated elected committees together with the interest of our young people and also the support of parents and residents of Killcare.*

*Through Jim Tubby, a senior committee member, a strong and lasting relationship with the South Maroubra nippers was formed in later years; this provided many home-and-away mini-carnivals. Ian Rutherford, president of Maroubra, donated an inter-club trophy which was competed for on a yearly basis*

*From the ranks of the nippers to the main body came some of our strongest competitors. Colin Tubby went on to win International, World and Australian championships.*

*Other well- recognised name: Woulfe, McCall and Ford, eventually became senior officers; some have recorded outstanding rescues. Steven Woulfe, as club captain and chief instructor, showed remarkable leadership and returned to help guide the Nippers*

*During the 80s a conflict of interest led to a falloff in the nipper administration. However, the call of the kids has again put the adults into parental perspective and once again we have a wonderful foundation for the future.*

*The term Nippers was replaced officially in 1980 by Junior Surf Life Savers, a more dignified calling, although Nippers continues to describe the children and their activity.*

### ***Killcare Junior Surf Club, 1981***

*By Kevin Moore, 2003*

*The Killcare Junior Surf Club was formed on the 18<sup>th</sup> January 1981, with the following aims.*

- *To involve children in Junior Surf Club activities such as –  
Beach Sprints, Beach Relays, Beach Flags and Surf and Wade Races.*
- *To teach children water safety and basic surf lifesaving skills.*
- *To prepare each age group for their Achievement Certificates.*

*Our Junior Surf Club was the only organised sport within the Killcare/Wagstaffe area for school aged children. In the first year of operation there were ninety-three children registered. At the time it was about the same number of children that were attending the Pretty Beach School, so the response from the community supported the concept. Parents became involved as team managers, coaches, trainers and fund raisers. Killcare was the only club on the Central Coast that had regular weekly training sessions for the children.*

*Parents used this resource as a medium of communication and to become involved within the community, as most of the parents involved in the establishing of the club were new to the area.*

*Initially assistance came from the senior body; outstanding assistance from club captain, Steven Woulfe, and President Jim Macfadyen providing advice and expertise with the Tubby family assisting the children with training.*

*The club decided to not have the children specialise in individual events but encourage them to be proficient in all aspects of Junior Surf Life Saving. The executive was aware that this action might have affected some of the children who were outstanding in beach events, but all were encouraged to take part in other events including water activities. It was the idea behind the reformation of the club.*



*The camaraderie within the club and in particular among the young participants was excellent. When the club competed at carnivals, those not competing in an event at the time were encouraged to attend any event a fellow team member was participating in and to support that fellow competitor in his or her endeavour. Killcare was the first club on the coast to encourage this type of activity for its competitors and develop the 'esprit de corps' within the children.*

*The social activities of the club became somewhat different. You saw people from within the community supporting the club at various social events organised and run by the club. These functions included Walkathons, Fashion Parades, Arts and Craft events over the Easter period, Change of Sex nights, Bad Taste discos and similar functions. These activities involved ordinary, sane people doing things that were not ordinary, (actually 'insane' in relation to their dress sense), enjoying themselves and having a good time. It not only fostered good relationships within the community but raised much needed funds for the purchase of equipment for the club.*

*Supporters from the business community came from McCall's Store, Hazzard's Real Estate, Killcare Cellars, Green Point Tank works, Peter Dale Excavation, Sharpes Asphalt, Killcare Marina and the members' parents. People within the local community that had a vision for the area, although not having children in the club, gave their wholehearted support for the concept, even to the point of making surf caps and assisting with training.*

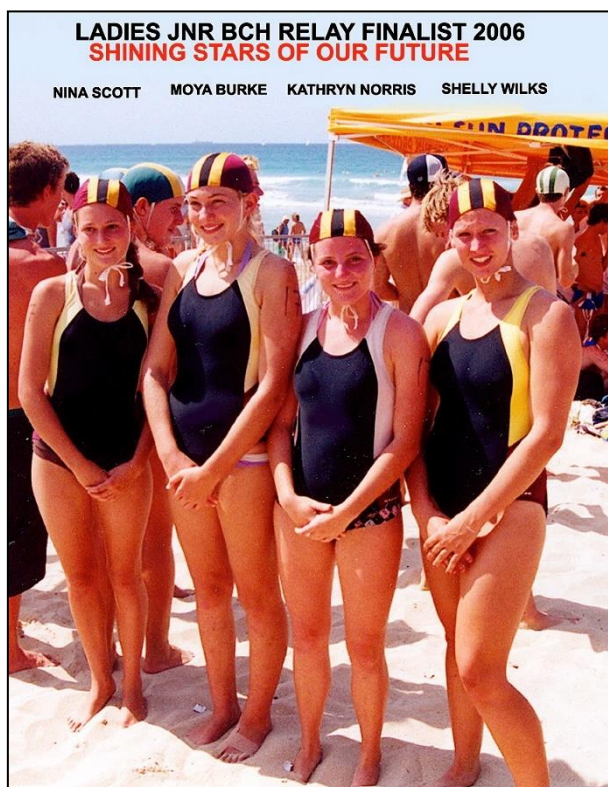
*From early 1982 the club commenced to compete at local inter-club carnivals on the Central Coast and at State Titles.*

*Success came to our entrants in water events as well as beach events including Board Rescue, Beach Flags, Sprints and Relays. The Two Person R & R Team looked splendid, as did the March Past Team, who always represented the club with pride.*

*With the outstanding talent that had developed within the club, it was not long before we saw in our first year of competition, two of the girls selected in the Girls Team to represent on the Branch Team. The two girls, Kellie Hughes and Genevieve Murphy, became finalists at the intra-branch carnival conducted at Fingal Beach on the 14<sup>th</sup> March 1982.*

*On the 11<sup>th</sup> November, '84 the club held its first carnival on our local beach. It was obvious from the onset that the 'esprit de corps' within the club was excellent and the competitive spirit also alive and well. It was a great day for our junior body and a show piece to demonstrate that Killcare was here and competing.*

*In 1984, at the Junior Surf Championships conducted at Wollongong, success came to Killcare with Alicia Sharpe winning the 8 years sprint, Kate Jordan the 7 years flags and Genevieve Murphy third in the 10-year sprint.*



*In December 1985, Killcare, the smallest junior body on the Central Coast in relation to membership, achieved a first, based on a handicap point score. In December of that year, Copacabana was the venue for the second carnival of the season. In what can only be described as miserable conditions our club was active in all events. The surf was suited for 'A' grade swimmers only. Media reports at the time indicated that the Central Coast fared well against stiff opposition from visiting Sydney and Newcastle clubs. Killcare again won the handicap point score trophy at the carnival from a strong Lakes team with MacMasters third.*

*At all times our youngsters have maintained 100% success with their age awards, which commence at age 7, with a Basic Achievement Certificate. At age 10 applicants must undergo a 50-metre run, 160 metre swim and 50-metre run to qualify for the Resuscitation Certificate. At age 13 the run-swim-run and Qualifying Certificate is in line with Senior Club standards and is the final steppingstone in order to play with the big kids.*

*The boys and girls involved have gained life and surf skills and we hope they will continue to be involved with the Surf Life Saving Movement. Most have in their own way gone on to bigger and better things with careers, lifestyle and families.*

*For further information on the club's current activities refer to their website"*

[www.killcaresurfclub.com.au](http://www.killcaresurfclub.com.au)