

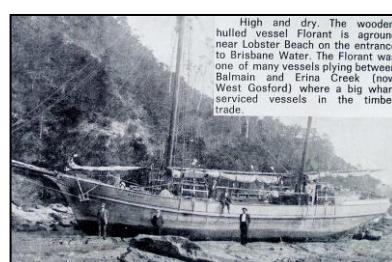
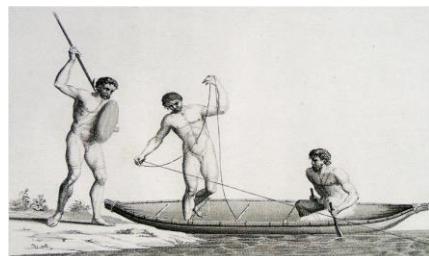


BOUDDI HISTORY PROJECT 2007 – 2010

BOUDDI STORIES – EARLY TIMES



Robyn Warburton (Ed.)



INTRODUCTION

Bouddi Stories, Bouddi Bios, Bouddi Artists, was a collection of stories produced on a CD-Rom as an outcome of the Bouddi History Project, initiated by David Dufty and overseen by the Bouddi Society. The launch of the project occurred in May 2007. On that day many people came to Wagstaffe Hall with photographs to be scanned on the day and stories to share. The word spread and interest in the project became widespread.

There were learned people happy to research and write about the earliest of times, that of the natural history, the First People and the first settlers. There were elderly residents whose knowledge of the area was great and extremely important. History is very valuable to older people as they reflect on their own life experience and realise the role they have played in our collected story. Their memories were recorded. There were many other people who were willing to write their own stories and stories of their families.

In 2009, short biographies of local artists came together as *Bouddi Artists* on the CD-Rom: stories written and collated by Helen Robinson and David Dufty. In 2021, more stories were added and *Bouddi Artists – A History* became the first e-book to be placed on the Bouddi Society's website.

And *Bouddi Stories*? Now an e-book. This first volume of fifteen stories includes topics such as *Natural History, First People, European Settlers and Their Land and Commerce and Industry*; there are also histories of Pretty Beach School and Killcare Surf Club. The aim is to honour our past, pay homage to the pioneers, those who came before us so we can develop a sense of heritage, reflect on human values and be able to appreciate what life was like in earlier times.

The collection reflects the interest, the research and the knowledge gained and imparted by the historians amongst us - important stories and the area's most comprehensive history. It is mandatory that they be preserved. The stories have been written by local people after serious research in many cases. Other stories are based on oral history: information gathered from people with knowledge of the past or who were there to experience it.

A second collection: *Bouddi Stories – Places and People* will soon be added to the Bouddi Society's website for present and future generations. *Bouddi Bios*, the stories of individuals and families, will follow. The stories are about this place and its inhabitants and why it is so worthy of study?

The Bouddi Society hopes by presenting history as a series of e-books it can make what came before lively and informative to many people so that when we recreate and bring to life the past it can be meaningful in our busy modern lives. We want to honour our pioneers, so that we can appreciate their contributions to the area we hold so dear. We believe it to be authentic, interesting and meaningful.

Robyn Warburton - Editor

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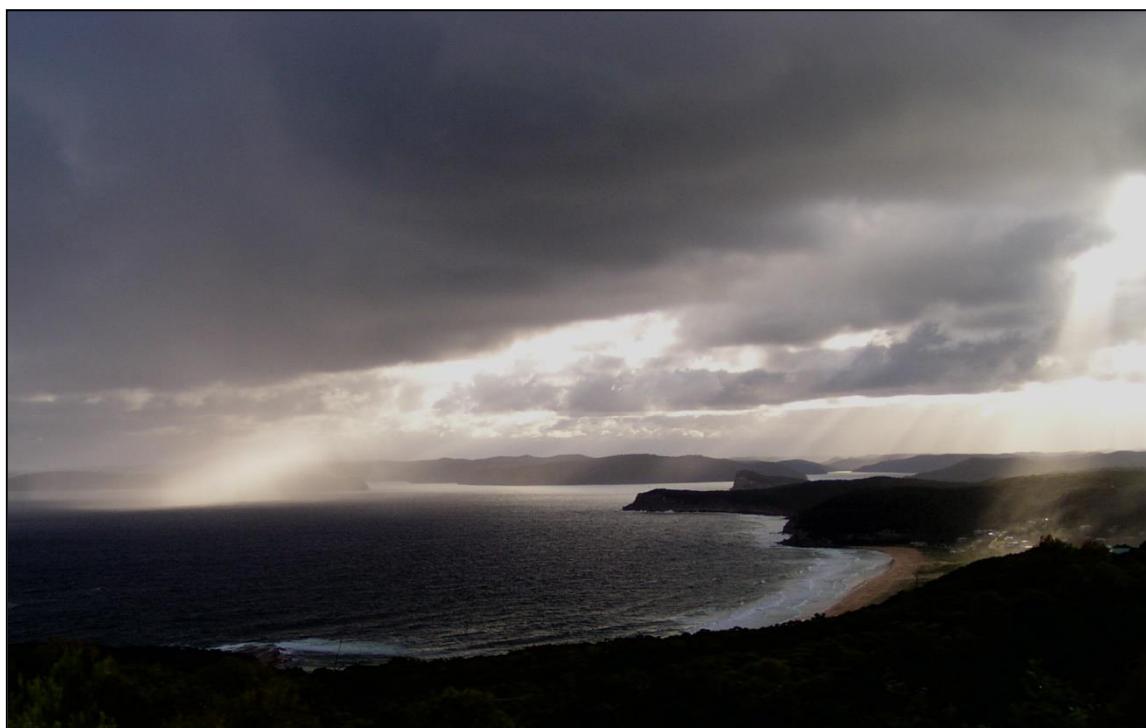
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NATURAL HISTORY

by Helen Dufty and Deb Holloman

The Bouddi Peninsula is characterised by breathtaking natural features, which have been coloured and changed by human occupation, because 'People' are also part of nature. Published in 1986, The Bouddi Peninsula Study led by Alan and Beryl Strom, and assisted by other keen volunteers, did a fine job in studying the natural history of the area and interested readers should refer to the book, especially to the excellent maps done by Alan Strom. What is written here is not a definitive history, but a tribute to the interesting nature and the beauty of the area and a reminder of the changing nature of the place. Editors: Deb Holloman and Helen Dufty

Landforms and Soil



Looking across Putty Beach to Box Head and Lion Island

The land of the Bouddi Peninsula like all land on earth has a long, long history of change: rock formation, rock breakdown, soil deposition, re-formation of new rock and so on from time past to time future. While the Bouddi Peninsula is at present bordered by the ocean, this stretch of land was at one time 10-15 kilometres inland (See *Aboriginal Section* of the stories here). About 200 to 290 million years ago there were creeks and rivers carrying sediment and depositing it as they came closer to the sea, laying the basis of the present sedimentary rock. There would have been lakes and lagoons, surrounded by vegetation and inhabited by animals and birds.

An uplift of the land on the east coast of Australia began and these sediments slowly became the rocks of our peninsula. Sandstone formed from sand deposits, shale from mud and silt, conglomerate from mixtures of pebbles and sand and mud.

All of these had been deposited by the flow of water down creeks and rivers, having been broken from rocks higher up and further inland. The rocks we see on an exposed cliff on our coast have been remade from earlier rocks, eroded and broken down and moved, sometimes from far away. They are called sedimentary rocks because they have been formed from sediment. The sandstone, which is found at the tops of our ridges is known by geologists as Hawkesbury Sandstone and the other layers underneath together form the Gosford and Terrigal Formations: shale, softer sandstone, and ironstone, which is sandstone mixed with clay and some conglomerate.

The rocks that are now in existence here, are in turn continually being broken down due to the action of water and wind, heat and cold, and are the basis of our soils: sand, loam and iron rich laterite. These soils, in their turn, influence the type of vegetation that is able to grow here. The vegetation then supports animals, including the many insects that we rarely notice, unless they are attacking us like the mosquitoes do. The vegetation and the animals, including those from the sea, were then able to support the first humans who inhabited this area.



Tessellated pavements between Putty Beach and Bullimah Beach

About 19,000 years ago earth's climate became warmer, causing the melting of the polar ice caps and a rise in sea level resulted. As this happened, the sea flooded into the river mouths and valleys and further eroded their shores.

So, inlets like Brisbane Water were formed.

The very thing that millions of people on earth are now fearing might happen in the future has indeed happened in the past. The earth has warmed up, melted the icecaps and the sea level has risen. As it rose the waves began their work again to break down the sedimentary rocks along the shore. The formation of rock shelves here and all along the coast of New South Wales set up a wonderful habitat for many marine animals.

Special rock features like tessellated pavements, which can be seen on the coastal walk from Putty Beach to Bullimah Beach, are formed by the shrinking and swelling of clay. When clay becomes wet it swells and it shrinks again when dry. If you have a brick house built on clay soil with inadequate foundations, you will know all about this action, as cracks appear in your walls. What we must keep remembering is that geological time is very long compared to our short lifetimes and most of these geological happenings have been a long time in process. When I look at the tessellated pavements, I am seeing ‘geology’ in action.

Uplifting of the land has continued and we now have a quite spectacular coastline of headlands, rock platforms, bays, beaches, dunes and lagoons. Because the underlying rocks are sometimes softer than the uppermost Hawkesbury Sandstone, caves have been formed and these provided shelter to animals and birds and earlier human inhabitants.

Laterite, the soil found at Killcare Heights, is another interesting feature of the area. It has been formed over the millennia as the surface sandstone has been weathered, decomposed and chemically leached of its silica (sand). It is red, soft and crumbly, but it becomes extremely hard when exposed to the air, forming solid boulders.

Laterite is neither a mineral nor a complete soil. It has been used locally for making bricks to build houses. John and Hildegarde Anstice’s house is one example of the use of laterite to build an attractive house.

The landscape that is now such an attractive feature of the Bouddi Peninsula is a result of all these past geological happenings and of human intervention. As was brought out in the chapter, *The Landscape in the Bouddi Peninsula Study*, the relief of the peninsula with its extensive views, some of water and particularly water seen through trees, the large areas of natural vegetation, the many outstanding features like cliffs, bays and headlands and some man-made features like attractive buildings, wharfs, bridges and boats on the water have all contributed to making this area a popular choice of a place to live or to have a holiday.



Bouddi Peninsula – Pretty Beach and Wagstaffe Point



Hardy's Bay, showing deposited sediment

We can see in this photo of Hardy's Bay how attractive it is, but we can also see how deposition of sediment is still happening, as the bay is slowly being filled with soil washed down from the surrounding hills, as well as being deposited at very high tides. The water is now so shallow that large boats can no longer navigate, except in a few restricted channels, and local creeks are heavily silted.

Climate

Climate is another reason why life on the Bouddi Peninsula is so agreeable to most people. The climate is temperate, like other areas on the Central Coast of NSW. According to our Weather Bureau, the average annual rainfall for the area is about 1,200mm with more rain falling in summer months. The actual amount of rain likely to occur in one day varies a lot, from a few millimeters to up to over 200mm. The latter only happens on a rare occasion. The average daytime temperatures are pleasant, ranging from about 17°C in winter to 27°C during summer. However, there are some much hotter days, especially when bushfires are around. Where we live at Killcare Heights, we have never experienced a frost though they do sometimes occur just down the hill at Empire Bay. We think it is a cold night when the thermometer falls to 6° or 7°C. The lowest temperature on a majority of nights is a comfortable 10°C or more. A very hot day is one over 37°C, but that only happens on a few days a year. The second decade of the new century has seen temperatures increase.

Powerful southerly winds buffet the houses on the Eastern escarpment on stormy days and the beaches are white with foam. Such a day sounded the death knell of the *Maitland*.

Early settlers would have been able to collect enough rainwater in their tanks to provide themselves with drinking water all the year round. Rainwater tanks are now a compulsory item when anyone builds a new house or carries out renovations.

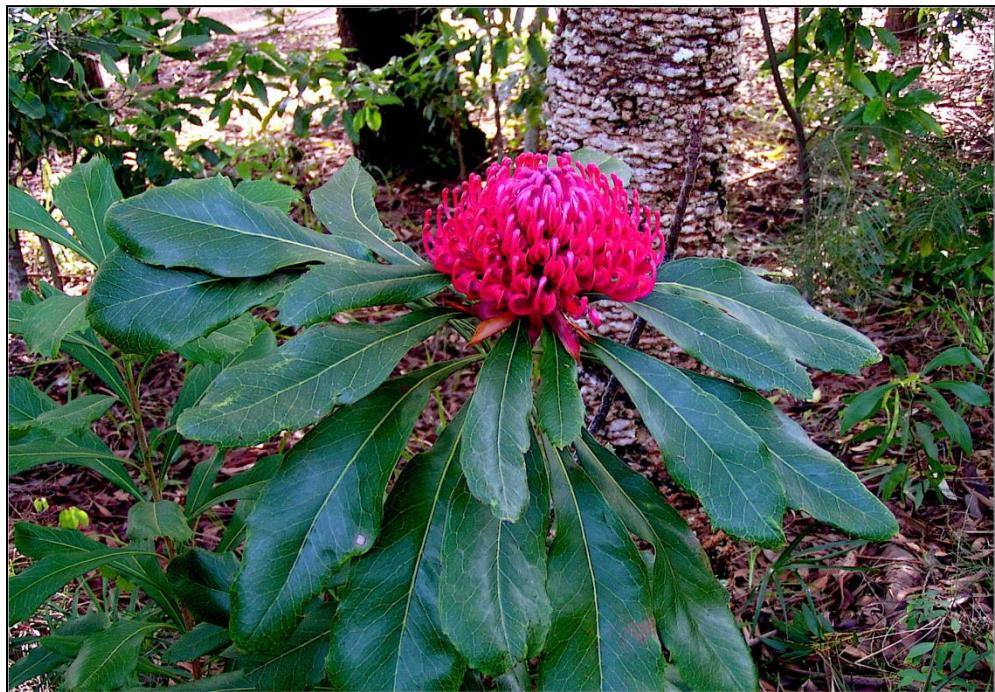
Strangely enough, when we (the Duftys) built our house, starting in 1982, we were compelled to make a connection to the Gosford Council Water mains and we were not allowed to install a rainwater tank, even to use on our garden. What a difference a few years makes to water policy.

The Flora of Bouddi National Park

The wide variety of vegetation on the Bouddi Peninsula is due to a combination of rocks, soils, microclimates, fire (frequency, intensity and season), fauna and human influence. Many publications on East Coast flora gives details of flora so this article doesn't aim to reproduce this information or list all the wildflowers that are here, but rather is a tribute to the natural beauty that surrounds us.

The rocks and climate discussed above are the bases for the soil types, which in turn influence the vegetation type.

Because of the mild climate there are many wildflowers blooming in the National Park in early spring and bushwalking is popular then. Wattles, rock orchids, Eriostemons and the magnificent red Waratahs bloom in August to September.



There are not many Waratahs left on the Bouddi Peninsula but long-term residents, like Bert Myer, remember dozens of plants blooming in the area we now refer to as The Triangle.

In winter, from some of the headlands, it is possible to see migrating whales as they make their way northwards to warmer breeding grounds. Sometimes a pod of whales swims very close to the shore at the northern end of Putty Beach.



Acacia linearifolia - Stringy-bark Wattle

Aspect and landform also influence vegetation by creating differing microclimates. A south-facing gully is likely to have a rainforest community while an exposed seaside cliff would have heath.

The absence or presence of fire will also affect vegetation. Frequent fire will lead to loss of species and diversity because there is not sufficient time for plants to mature sufficiently for seed production. Lack of fire can lead to monocultures of large leafed plants as fire is needed to germinate seeds of some native plants.



Fauna such as insects, birds, possums, foxes and bats spread seeds and pollinate plants. Unfortunately, some humans chop down, burn, plant non-indigenous plants and spread weeds.

So, what special vegetation types do we have on the Bouddi peninsula? Please refer to the *Bouddi Peninsula Study* for a complete list. Page 39 has a map connecting the geological environment to the general plant communities. Have a look at that map (There are copies at the Maitland Bay Centre on The Scenic Road at Killcare Heights).

Following are descriptions of the various ecological communities; some are endangered.

Themeda Grasslands are found on sea cliffs and coastal headlands. Exposed headlands and cliffs support a prostrate form of this common grass with blue green leaves. This form is believed to be genetically distinct.

It is found growing on sandstone along the cliff line from Little Beach south to Bombi Point, Maitland Bay northern headland, along the cliff lines south from Maitland Bay to Gerrin Point, Little Tallow, Box Head, Iron Ladder and Lobster Beach.

Banksia Scrub or Coastal Sand Wallum Scrub is found on highly leached perched sand dunes at Bombi Moor. Common species include Leptospermum (Teatree) and Eriostemon *Banksia aemula* and *serrata* (seen below), all of which bloom in early spring.



Leptospermum



Eriostemon



One of the many Banksias in the park, Wallum
Banksia (Banksia aemula)

Lowland Rainforest is an ecological community found in scattered remnants in sheltered gullies on shale in places like Fletchers Glen, shown below. Typical plants include Sandpaper Fig, Lilly Pilly, Cabbage Tree and Bangalow Palms and mosses and vines.



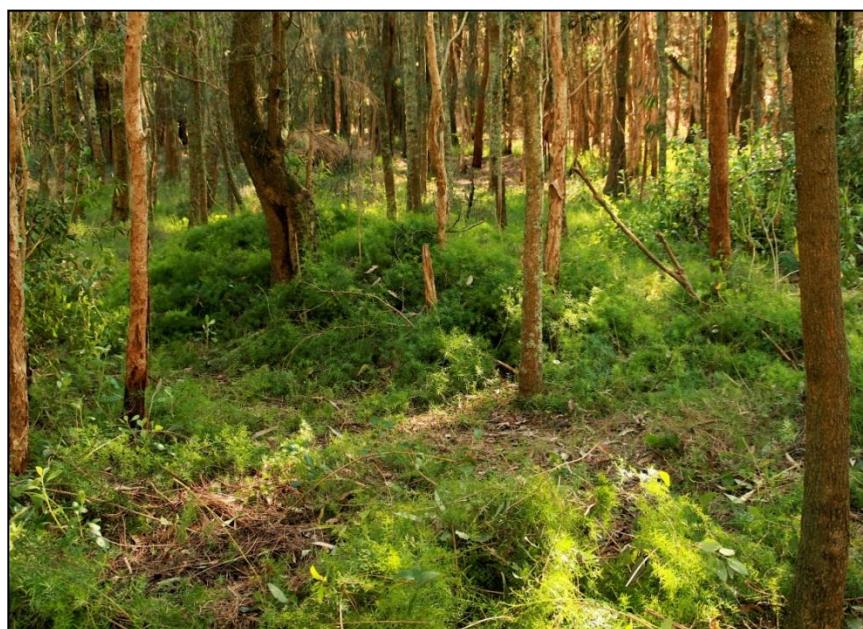
Other tree species associated with this community include Iron Bark, Grey Gum, Red Bloodwood and Angophora shown below with their twisted shapes and red bark.



Angophora costata (Sydney Red Gum)

This magnificent tall tree with distinctive smooth pink trunk grows on sandstone and laterite. Angophoras can be identified by the fact that they have opposite leaves and ribbed fruit. They are not a Eucalypt even though their common name is a “Gum”.

Here Flannel Flowers (*Actinotus helianthi*) bloom among the remnant sandstone rocks and Angophora. Flannel Flowers grow up to 1 m or more in suitable dry sandstone soil. The name '*helianthi*' is Greek for sunflower. The Flannel Flowers were photographed above Lobster Beach.



Paperbarks and Casuarinas, with weeds Bitou and Asparagus Fern
at Rileys Bay

***Corymbia maculata* - Spotted Gum.**

Wagstaffe Spotted Gum Forest was gazetted as an Endangered Ecological Community (EEC) in February 2013. The total area remaining of this community is just 227ha with 47ha protected by Bouddi National Park – found from Hardys Bay to Wagstaffe.

Spotted Gums are important habitat for many fauna species including Powerful Owl, Yellow Bellied Glider, Glossy Black Cockatoo and Sooty owl. Spotted Gums take many years to form hollows which are nesting areas for fauna. Threats to this EEC include weed invasion, inappropriate fire regime and clearing. To have this special ecosystem in our backyard is a privilege and brings with it a responsibility to look after it.



They occur on Wagstaffe Point and back to Pretty Beach above Lobster Beach.

Swamp Sclerophyll Forest occurs on loam soils on waterlogged flats such as Rileys Bay. Typical species include Swamp Mahogany, Callistemon, Paperbark and Casuarina. Because cows were grazed here in the early settlement, the original ground cover was destroyed and Asparagus Fern, Bitou, Privet and Lantana replaced it, creating a major clearing problem for the volunteers working in the National Park. Following weeding, native species return.

Open Forests have a tree height of 5.5 m with a foliage cover of 30-50%. A variety of Open Forests exists on the peninsula dominated by Blackbutt (shown in the next photo), Blue Gum and Turpentine on shale and Angophora on sandstone.

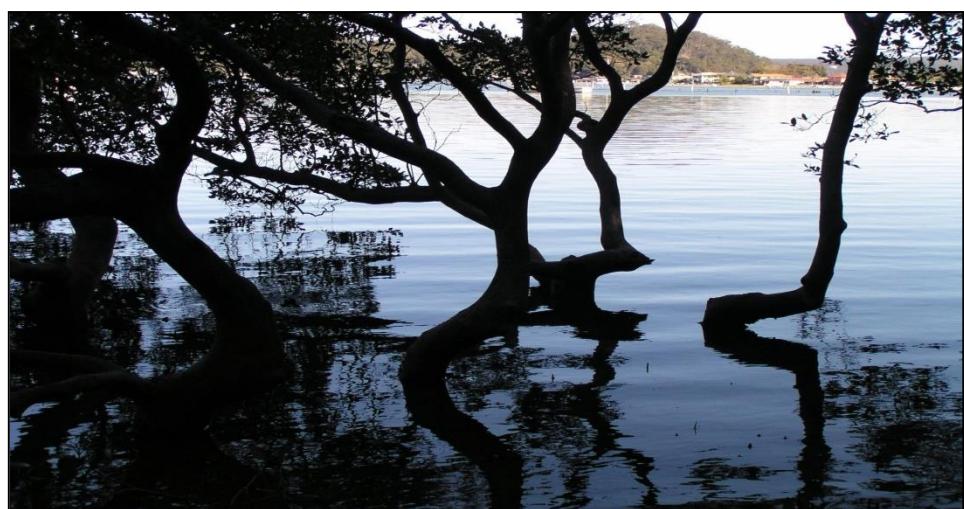
Sand Dunes occur in places along the coastline. The vegetation community here has low species diversity and is exposed to wind and salt spray. Species include Spinifex, Pigface, Scaevola, and Coastal Wattle.

Estuarine vegetation is found on alluvial mudflats, which are subject to tidal inundation. This occurs on Quaternary alluvium and features both kind of mangroves, Grey and River. Casuarina, rushes and sedges can be found in Hardys and Rileys Bays and Pretty Beach.

Avicenia marina (Grey Mangrove) is named after the Persian philosopher Avicenna who was involved in herbal medicine.



Blackbutt in Open Forest



Every effort should be made to save the Bouddi Mangroves.

They colonise shallow tidal waters. Mangroves are one of the most productive zones of the shoreline of oceans the world over. They are a major carbon sink and provide a habitat for juvenile fish, crabs, barnacles, sponges, flatworms and sea urchins. Early settlers harvested them to burn in order to create lime for cement making. Every effort should be made to save the rest of Bouddi's Mangroves.



Heathland on Bombi Moor

Heathland is characterised by shrubs up to 2 meters high, growing densely together. On Bouddi peninsula they occur on shallow sandy soil exposed to sea breezes such as Hawke Head Drive, Bombi Moor (seen above), Bullimah Beach and Gerrin Point. Plant diversity is very high and includes Banksia, Casuarina, Hakea, Epacris and Melaleuca. The exposed position affects the height of the plants as much as the sandy soil.



There are more than one species of
Gompholobium

A variety of understorey plants occur throughout the area with a constant display of colour. Sandstone based soils having the greater diversity. The walk from Little Beach to Bullimah from July to October will show an array of species such as Eriostemon, Boronia, Eggs and Bacon, Grevillea to mention a few. Following are a few special species:



Wrinkled Kerrawang (*Rulingia hermanifolia*) is a plant found around coastal rocks and heathlands, growing profusely after fire. A prostrate shrub with wrinkled leaves, dark green above and densely hairy below, it colonised the area burnt along the coast walk north of Putty Beach. As more plants re-colonise the area this herb is lost till the next fire.



Acacia quadrilateralis is found in deep sands. This plant is uncommon but grows on Bombi Moor. It is an erect shrub growing to 2m with square shaped, needle tipped phyllodes, which flowers from August to October.

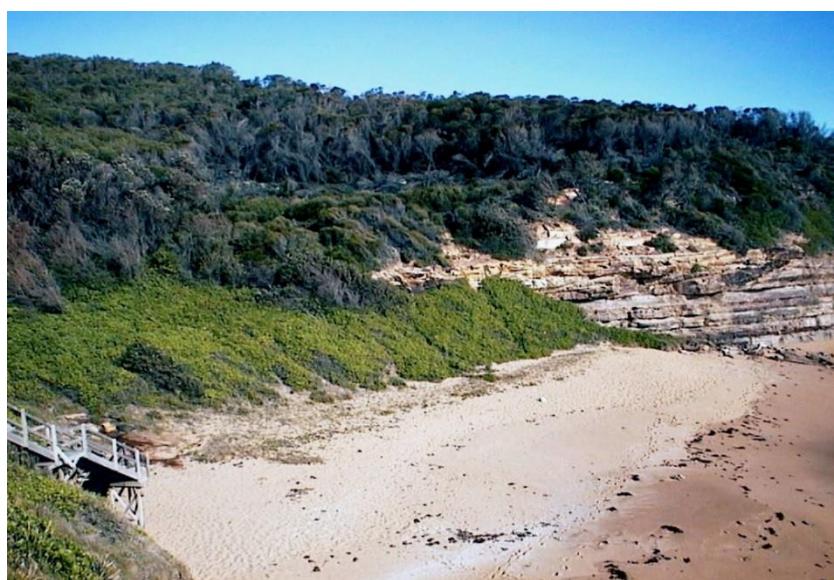


Bush regeneration at Rileys Bay has recovered the Bleeding-Heart Tree.

One very prominent plant in parts of Bouddi is a noxious weed called Bitou Bush. This was first noticed at Stockton, the seeds probably brought in by ships from South Africa, but it was then planted after sand mining occurred along the NSW coast to quickly stabilize the dunes. It has taken hold in many areas, preventing the natural flora from growing. Bitou seedlings seen here emerging after fire, will grow rapidly and replace local flora very quickly. It has a bright yellow flower and its seeds attract birds and so they are spread to new areas.

In the Bouddi Peninsula, there are local, active groups of volunteers who meet regularly to try to eradicate this menace to our bush.

The next photo shows Bullimah Beach with the bright green bitou bush growing thickly along the sand before our Bitou Bashers got to work to clear it and allow native plants to grow instead.



The Fauna of Bouddi and their interactions with people

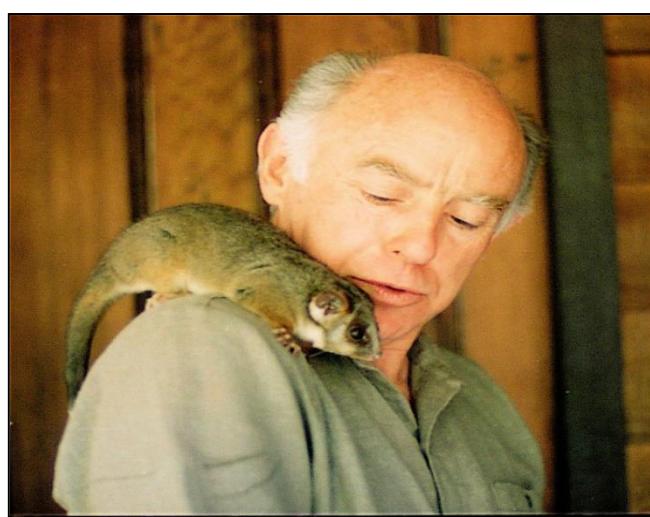
Bouddi Peninsula has been home for centuries to a rich variety of fauna including birds, insects, snakes and lizards and animals like bats, possums, bandicoots, antechinuses, wombats and swamp wallabies.

Humans continually interact with fauna and so are now part of nature. Our old caravan, which has stood in our yard for about 27 years ago, has been home to an antechinus, more commonly known as a marsupial mouse, and a possum on a couple of occasions. The marsupial mice probably entered through the roof window which we had neglected to properly close, and they made themselves at home in one of the bunk beds and reared their family.

The possum went in the same way, but maybe he was not intending to stay, as he was very pleased to be let out the front door.

We have also had a possum fall down our chimney one night and we found him the next day sleeping behind a vase of dried flowers in another room. Artist Don McConchie made a friend of this little pygmy possum by feeding him, but because these mainly small animals are nocturnal, many people do not realize that they have them as close neighbours.

Some keen folk have made boxes to try to entice birds, bats and possums to come and live in their trees. They are not always successful. Birds and possums like hollows in old trees for their nests, although possums sometimes nest in your roof if they find a way in. This is one reason why it is a good thing to leave old dead trees on your land. Gliders (a type of possum) rarely come to the ground as they move from tree to tree by gliding using a skin flap, which grows between their front and back legs. The large glider is not often seen but the smaller sugar glider is quite common. It feeds on tree sap, blossoms, insects and insect larvae.



Don McConchie and friend

Many of these smaller animals live on Bombi Moor and similar heathland, foraging for insects in the leaf litter and in the small trees and shrubs. Rumour has it that the tiny male antechinuses often die from exhaustion after the stress of finding a mate and copulating.

Bats are also quite common in Bouddi National Park and adjoining larger properties. Twelve species of micro-bats have been recorded, including four species listed as threatened. The other eight species are rare but not threatened yet.

Woodland areas of the park are more suited to the larger marsupials especially if there is grass to graze. You could be lucky enough to see a swamp wallaby, echidna or wombat, but there aren't many left in the park. You might see a deer or two, which have been allowed to escape and are living in the wild as best they can.

You could also see a fox, which the rangers of Bouddi National Park make frequent efforts to kill by baiting, as they prey on the small native mammals. We have seen both foxes and deer running through our property and on one occasion a female fox with a litter of about six young ones running across the road near Putty Beach.

There are quite a few snakes in our park, the Diamond Python and the Brown Tree Snake live in trees normally, but they also use caves and rock crevices to hide out in winter during their period of hibernation. The Brown Snake and the Red-bellied Black Snake both have poisonous venom, but they will avoid people if they can.

The main danger for unwary bushwalkers would be to mistakenly step on one. In the spring, the Python is sometimes seen warming itself in the sun by lying across an open path.

When we were first living in our house we came home once to find a red bellied black snake in our lounge room. Fortunately, it was quite small, and we were able to entice it outside with a little help from a broom.

There are many small skinks and geckos in Bouddi National Park and in properties close by as well as the much larger goannas. We once saw a brush turkey chasing a goanna across the ground and up a tree. Brush turkeys are not reputed to be very smart, but this one knew a thing or two about the goanna's liking for eggs. One winter we had a large goanna hibernating in an old log.

Several times a frog has appeared in our toilet, presumably having swum up through the pipes joining our toilet to the septic tank. In each case it was a moderately small frog, mottled in colour, which became greener when we put him (or her) onto a green leaf. We have seen a green tree frog, which was hidden in a large hole containing water, right inside the trunk of one of our large trees. We discovered the frog when we had to remove the tree, which became dangerous when the trunk split down the middle. It gave us an insight into the close connections between the flora and the fauna and was just as interesting as examples shown on television programs, of frogs making nests in trees in other countries.

There is a lot of information about snakes, frogs, skinks etc. to be gained by going to the NSW Department of Environment and Climate Change web site.



Swamp wallabies have returned to the park and people have reported sightings at both ends.

In 2014 it was decided by NPWS that the number of swamp wallabies in the local area seemed to be increasing over the previous five years. Sightings have occurred at Wagstaffe, Rileys Bay, Hardys Bay, Macmasters Beach...and Killcare Heights where Manfred Gottschalk took the photo. Swamp Wallaby or Black Wallaby, *Wallabia bicolor*: height 75 – 85 cm; dark grey fur above, pale yellow, rufus- orange underneath; top of muzzle, grey /black; hops with head and shoulders low and tail roughly horizontal. The species is common along the coast being mostly diurnal – solitary and shy.

They browse on shrubs, ferns, sedges and some grasses. How lucky are we to have these animals in our bush.



We have had this Brush Turkey Mound in our yard for many years and have seen some of the delightful little babies emerge and immediately start scratching for food in the leaf litter.



Turkeys normally build their mound on slightly sloping ground to make sure it is well drained. Our mound went against this trend. It is now not being used as too many vines and young trees have grown through the middle of it.

Bouddi National Park is home to a variety of frog species. We have a pond in our garden, which has attracted at least four different species of frogs. We have only seen two of these. However, they make their presence known every night with their rhythmic calls, which we have recorded, but never had identified, by an expert.

In Appendix 1 of the *Bouddi Peninsula Study* you will see a list of over 150 bird species, which were recorded on the Bouddi Peninsula by a volunteer group of bird watchers between 1983 and 1986, led by Judy Adderley. The diverse land and water habitats provide food and nesting places for all these birds. Many people who have built houses here have also planted native plants in their gardens, to attract birds to visit them. It is important for everyone who lives on this peninsula to be aware of their responsibility to help provide for native birds and animals, even the controversial Brush Turkeys, who have a living to make and a responsibility to raise their offspring and continue the species.

During one whole year I (Helen) kept my video camera always ready charged up and with a tape. I was able to get short film clips of quite a lot of birds that visited my garden. The reason they came was that there was food available, growing right there, on trees and bushes. Here are just a few of these birds, showing their connection with the flora and the fact that we provided a pond of water suitable for the birds to drink or bathe in safety.



This brown pigeon, a rainforest bird, and his relatives were regular visitors to the Breynia and Bleeding Heart Trees, which were growing near my front door.

These trees, which I did not plant, just came up themselves, provided nice little berries, which these birds loved. Another visitor to these berries was the male Koel who was a little too heavy to stand on the small branches. I have a very funny video clip showing him overbalancing many times as he leant forward to reach a berry. He was most persistent but it took him many lunges to get just one berry.



The Rainbow Lorikeet loved to suck the nectar from this Grevillea, which appeared as a hybrid in someone's local garden and was taken up and propagated by a nursery. I planted this one outside my bathroom courtyard and this provided us with the pleasure of visits from lots of birds. It grew to a massive size and then suddenly died quite quickly after about 18 years, so I am trying to replace it with other trees the birds will like.



This family of Glossy Black Cockatoos was showing their offspring how to get a drink at the fountain of our pool. Father drank first, and then mother and finally the baby came forward to drink. Many different birds have bathed and drunk there over the years. In times of drought we have had visits from quite rare birds.

There are some birds, which will not often visit a garden. They are the birds which are associated more with the ocean or the bay, like the White-bellied Sea Eagle and the Peregrine Falcon. These birds can often be seen flying majestically above if you are walking near the coastal cliffs. Another bird that did cause us quite a bit of annoyance for a while was a catbird, who decided that there was another catbird in our bathroom courtyard. Every morning for many days, at about 6 am, he would come and sit on the wall and shout very loudly at the other bird he saw reflected in the glass doors. He and his mate were nesting in trees next door, so he was quite agitated about this intruder into his domain.



Another interesting bird is the Australian White Ibis, which needs tall trees in which to build their nests. The mating ritual is a sight to behold as the male sings and does a wonderful dance as he approaches his mate and presents her with some twigs and nesting materials. Here is a male serenading his mate.

Sometimes these same trees along the Hardy's Bay/Pretty Beach Dog Track are in demand from the white cockatoos and then there really is a hullabaloo. These birds, along with the Galahs are mainly seen around the bays, all of them vying for nesting positions and food.

Another delightful experience happens when the tiny Fairy Penguins make an appearance at Putty Beach, sometimes swimming among us in the surf at the northern end. They can swim a lot faster than we can and swerve in and out avoiding the bathers.

As mentioned earlier, humpback whales have been seen at Putty Beach, as have southern right whales, leopard seals, fur seals and dolphins.

There are of course many other kinds of fauna that we barely notice in passing. If you are a fisherman, you are aware of some small creatures which you can use a bait. You dig for beach worms for example. Sometimes if you have small children, you explore the rock pools to find little creatures like sea anemones, crabs and many small shellfish to point out to them. Small children like small things, Sometimes, a beautiful butterfly will appear in your garden. Maybe you will rush for the insect repellent if you venture outside in summer and you become the host for a whole horde of mosquitoes, which breed in the mudflats around Empire Bay. Your children or grandchildren will probably be able to tell you that all these smaller creatures are Invertebrates, that is animals that do not have a backbone like birds, frogs, fish and mammals do. There are hundreds and hundreds of different Invertebrates, and they too play important roles in the life of the Bouddi Peninsula.

Here is one Invertebrate that appeared just near our letterbox one day recently. It is a moth, so beautifully camouflaged that it hopes to escape from being lunch for a passing bird. I have no idea what kind of moth it is, what it eats if anything, what kind of a larva or pupa it came from or how long it will live now it has reached the last stage of its life. Human attributed names don't matter to me in this case but because it is so beautiful it brought joy just to see it and to photograph it so we can continue to enjoy it every time we look at the photo on our wall.



Many Invertebrates were part of the food eaten by the first human inhabitants of this part of the world. Shellfish like oysters and mussels come immediately to mind. We modern people also like to eat them and there are lots more of us. The decrease in species that now inhabit our foreshore proves the point. We know that Aborigines ate the large Bogong Moths who have appeared in our carport on several occasions, maybe slightly lost on their way south. Maybe they thought it was a suitable cave to spend the night.

Many insects play an essential part in the pollination of flowers. The Rainbow Lorikeet, as he sucked the nectar from my flowers also carried some pollen to the next flowers he went to and maybe brought some pollen to mine. But many insects do the same thing.

Bees are a well-known example and there are native bees as well as European bees around. On the other hand, Cicadas, which appear in their thousands every summer, spend a large part of their life burrowing underground, and then emerging to shatter our eardrums with their joyous song. We don't readily relate them to having an essential function in the life of our area, but they are part of it. I associate them very much with summer. When I hear them, I know the water is warm enough to swim in and its time for picnics at the beach.

Mosquitoes are also a prominent aspect of summer with breeding grounds that include the wetlands of Brisbane Waters. Many locals would like to find a solution to reducing their numbers, especially since some have been known to carry Ross River Fever.

Humans are a part of nature but are for 'better and for worse' in relation to other living creatures in our ever-changing world?

What is remarkable is that thanks to the work of people like Marie Byles and Alan and Beryl Strom, local community groups, Gosford City Council and the National Parks and Wildlife Service, our rugged peninsula remains more than 50% native bushland. Furthermore, many local residents have created fine gardens filled with flowering Australian shrubs. Native birds abound.



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ABORIGINAL PEOPLE & BOUDDI PENINSULA OVER TIME

By Donald G Runcie

When Captain Phillip and the First Fleet sailed into Botany Bay in January 1788, they encountered a population of people whose culture was completely different from their own. Phillip and other members of the First Fleet attempted to find out what they could about the Aboriginal people, but by the time they could speak to each other; the Aboriginal culture around Botany Bay and Port Jackson was no longer unchanged. Then, about fifteen months after the Fleet's arrival, the smallpox epidemic wiped out between one third and one half of the Aboriginal people on this part of the coast. The smallpox epidemic has been blamed on the arrival of the Fleet, but current thinking now is that the epidemic came overland from the north coast of Arnhem Land and the Kimberley area, where it had been introduced by Macassan trepang fishermen who had been visiting northern Australia for hundreds of years before Cook and Phillip arrived.

So, what do we know about Aboriginal people?

Questions commonly asked are:

Who are they?

Where did they come from?

When did they arrive here?

Recent work involving genetic studies suggest that all people presently alive are *anatomically modern humans*, a group which appeared in Sub Saharan Africa about 200,000 years ago. There is no evidence of any gene flow from any prior species of humans, for example Neanderthals or *Homo erectus*, into this group of modern humans.

For most of the last two million years the Sahara has been a block to human movement out of Africa, but periodically warm wet periods occur when the Sahara becomes a savannah, with vegetation and standing water. During these periods, humans moved out of Africa probably either by the northern route through Egypt and the Sinai Peninsula and then on to the eastern Mediterranean coast, or the southern route across the mouth of the Red Sea. One such period was about 120,000 years ago, when some modern humans crossed to the Eastern Mediterranean coast.

However, about 90,000 years ago, there was a brief but devastating widespread freeze and desiccation which turned the area into a desert, and it seems that whole population of modern humans there perished. The last time the Sahara was green was about 8,000 years ago. At that time paintings and engravings of animals then present were made on rock faces in what is now a wilderness of dry stones and sand. These animals include giraffes, elephants, antelopes, buffalo, and even crocodiles.

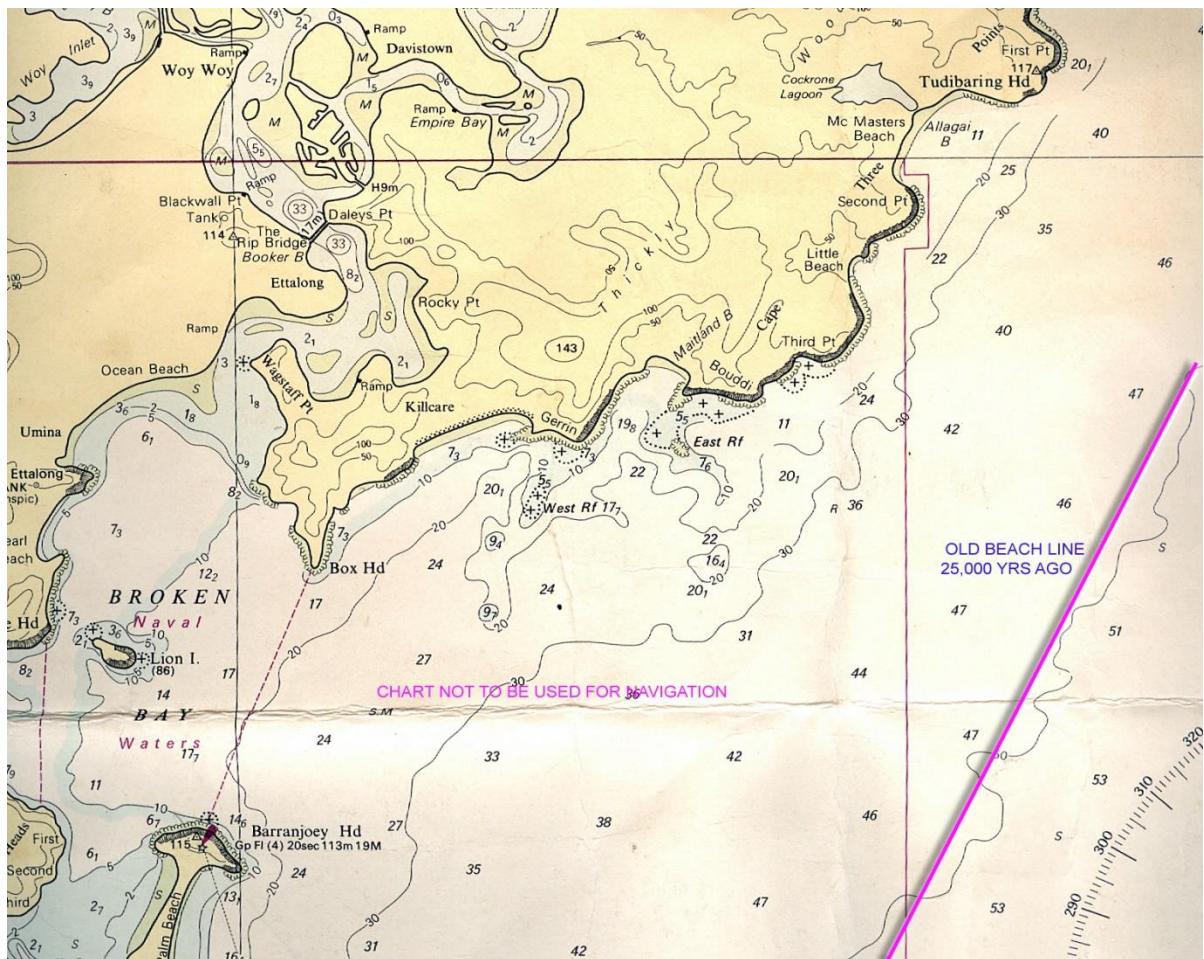
The genetic and climatic evidence suggest that there was a group of anatomically modern humans who left North Africa between 65,000 and 95,000 years ago, at the beginning of a prolonged increase in coldness and aridity (mentioned above).

This would have lowered the sea level at the lower end of the Red Sea sufficiently to make an easy transition from Africa to Arabia. Some of these people and their descendants then made their way around the coast of the Indian Ocean to the Indian region. In glacial times it probably would have been easier to collect food in the form of fish and shellfish along a coast than to try to hunt the probably few animals present behind the beaches. Also, it would have been colder inland. From India, some made their way to the Indonesian islands and then on to Australia and New Guinea (then one continent), about 65,000 to 50,000 years ago. Others continued around the coast to Southeast Asia, and then west into Europe, arriving about 50,000 years ago. People didn't arrive in North America until probably about 12,000 to 15,000 years ago.

Very recent evidence suggests that there was some slight genetic input from Neanderthal people after the first modern humans left Africa, but before they split into regional populations. There is further evidence of a non-modern human input in Indo Pacific people. (See *New Scientist* 15 May 2010 p.8)

In summary, Aboriginal people are anatomically modern humans whose ancestors reached the Australian mainland between 65,000 and 50,000 years ago, during a cold period when the sea level would have been lower and the coastline further out than at present. Their arrival site would now be under water, so there is no chance of examining their remains to confirm what we have surmised so far.

The earliest human remains found in Australia so far are from Lake Mungo in western New South Wales. These have been dated to 35,000 to 40,000 years ago and are of gracile build. Recently, lines of footprints have been found in this area, dating to 22,000 years ago. The prints indicate that the makers were tall, graceful people, similar to the individual mentioned above. Later burials are of larger, more robust people. One possible explanation for this could be that we are seeing a manifestation of Bergmann's rule, which states that individuals living in a cold climate are more robust than those in a warmer environment. After the first people (the gracile people) arrived in the Lake Mungo area, the climate slowly deteriorated as the Glacial Maximum approached. Individuals from a burial site at Kow Swamp in Victoria, dated to about 8,000 years ago, were much more robust, and the suggestion has been made that these people shared genes from both the gracile Mungo people and a *Homo erectus* group which has now died out. However, there does not seem to be any evidence to support this view.



From the northwest, the Aboriginal people eventually covered the continent and arrived at the east coast. How they did this is a matter of conjecture. It was thought that they moved around the coast, only travelling into the interior along river valleys much later. However, it is now evident that there was occupation of some inland sites quite early, but that the area occupied diminished to small 'islands', where there was shelter and water during cold phases, which would have been drier, colder, and windier than at present.

When people arrived at the east coast, particularly the Bouddi Peninsula, is unknown. The earliest dated occupation sites in the local coastal region are along the South Coast. For example, a site at Burrill Lake has been dated at 20,000 years. There are other sites dated at 5,000 to 7,000 years ago, but there may well be other, older sites now under the sea.

There is a dated site on King's Tableland in the Blue Mountains at 22,000 years ago, and recently there has been a report of a site at Parramatta dated to 30,000 years ago. There is a site on upper Mangrove Creek west of Gosford dated to 11,000 years ago.

Perhaps we could say that people had arrived in the Bouddi region by 30,000 years ago, and we might take that as our base date.

The first arrivals here would have seen a very different landscape from what we now see.

The Bouddi Peninsula would have been the Bouddi Plateau. The coastline would have been some ten to fifteen kilometres east from now, and about 50 metres lower.

The actual coast would have been a long, relatively featureless sandy beach, like Stockton Beach north of Newcastle. There would have been no lagoons like Lake Cochrane or any of the other lagoons along the present coast. Broken Bay, Pittwater and Brisbane Water would have been dry valleys to the west and south of Bouddi Plateau, with freshwater creeks and a freshwater river (Hawkesbury River) flowing over the exposed coastal plain to the sea.

The climate probably would have been colder, drier and windier than at present. From 30,000 to 18,000 years ago, the sea level would have steadily dropped by approximately 150 metres and the shoreline moved thirty kilometres or so further east. The mean temperature would have been some ten degrees C. lower than at present.

About 10,000 years ago, near the time when agriculture was commencing in the Middle East, things here would have started to improve. The temperature would have begun to rise until the mean would have been perhaps 2-3 degrees warmer than at present.

Over the next 4,000 years, the sea level would have risen, and the shoreline moved west to where it is at present. The Bouddi Plateau would have become the Bouddi Peninsula, with Broken Bay, Pittwater and Brisbane Water approaching the present configuration, and the coast becoming more familiar, with surf breaking on the rocky platforms and on the smaller beaches between the headlands as at present.

However, it would be another 2-3000 years before the long shore drift from the south brought enough sand along the coast to produce the barriers that form the lagoons and sand bars that we now recognise. It is interesting that Bouddi Peninsula would have been Bouddi Plateau for about 80% of the time that people have lived in the area.

This brings us to about 3,000 years ago, about the time of the Late Bronze Age in Europe, well after the construction of the Pyramids, and when some Greeks were fighting over Helen of Troy. From then to the present, the mean temperature would have been close to what it is now. There were small variations in temperature and rainfall, but nothing too dramatic, although the floral and faunal remains seen in middens of the time do show some variation.

Changes to the coastline as described above would have led to significant changes to the way of life of coastal Aboriginal people. Before the coastline changed there is some evidence that people living on the coast would have eaten much the same food as people living some distance from the coast: that is, a mixture of terrestrial animals and vegetables, with the coastal people having some marine food as well.

When the coast approached its modern form, there would have been much more food available at the coast, from the beaches themselves, but especially shellfish from the rock shelves and rocky reefs, and fish and other marine animals in the estuaries and lagoons now present.

Coastal people had developed fish spears: long shafts of grass tree stems with three or four prongs, with tips and barbs of slivers of bone or shell with pointed ends ground to shape. The various parts of the spear were joined by bindings of plant fibre held fast with vegetable gum. It seems that fish spears may well have been developed two or three thousand years ago. About nine hundred years ago, shellfish hooks began to appear in occupation sites. The fish spears would have allowed efficient harvesting of surface fish, while the shell hooks would have produced bottom dwelling fish. Both these methods of fishing were carried out from canoes.

There is some suggestion that there was some division of labour: men used fish spears, while women used lines and hooks. The combination of fish spears and shellfish hooks would have produced much more food than previously, and the coastal people using this technology would have produced enough food without needing to hunt animals away from the beach.

The population probably would have increased along with the increase in resources. This may well have caused some dislocation of tribal boundaries and changes in foraging areas among the various groups. This seems to be borne out by changes in stone tool types in various areas, probably caused by changes in access by different groups to sources of stone.

So for the last thousand years the way of life of Aboriginal people along the coast and on and around the Bouddi Peninsula would have been fairly stable, until the arrival of the First Fleet and the smallpox epidemic soon after changed things for ever. But what we all need to remember is that the Aboriginal people who had lived on Bouddi for thirty thousand years, and Phillip and his people in the First Fleet, shared the same ancestors: the indomitable band of anatomically modern humans who made their way up through the Sahara and out of Africa 90,000 years ago.

Donald G. Runcie

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2. The movement of anatomically modern humans out of Africa, see *Out of Eden*, by Dr Stephen Oppenheimer.
3. Sea level and climate changes during the Pleistocene and Holocene periods, there are many works that may be consulted. *Quaternary Environments*, by Williams, Dunkerley De Decker, Kershaw and Chappel can be recommended.
4. Aboriginal peoples' adaptation to sea level change, there are many papers written about this. Papers by Dr R J. Lampert describe this very well.

For general interest, *Sydney's Aboriginal Past*, by Dr Val Attenbrow, and *Prehistory of Australia*, by Professor John Mulvaney and Dr Johan Kamminga can be recommended.

Chart extract used with the permission of the Australian Hydrographic Service. Copyright Commonwealth of Australia 2008.

ABORIGINAL HERITAGE

by David Kelly

The following section was prepared by David Kelly (NSW National Parks & Wildlife Service) as part of the Draft Plan of Management for Bouddi National Park. It was then read by anthropologist, Dr Val Attenbrow, and changes were made in the document. Some light editing was undertaken by the editors of the story. It is reproduced here for community education purposes. Copyright remains with the NPWS and further reproduction should not be done without the permission of the NPWS. Published in 2010, the document reveals the current policy of the NPWS working in close cooperation with local Aboriginal groups to conserve Aboriginal heritage.

Aboriginal Tribes of the Central Coast

The strong attachment of Aboriginal people to the land and waterways is acknowledged. They may have cultural links with the whole landscape and specific locations. Individual places of significance may include living places, art sites, ceremonial sites, spiritual places and contact sites. Aboriginal sites and places are also important to non-Aboriginal people as they provide information about the past lifestyles of all humans.

History of Aboriginal people of the Broken Bay, Brisbane Water and the Central Coast area was first recorded by Bradley (1786-93), Hunter (1788-1793), Phillip (1789-1790), Collins (1798), Threlkeld (1824-1859) and Matthews (1900). A number of historians and researchers have also provided extensive literature reviews. See Havard (1943), Swancott (1953-5), Bennett (1969), Gunson (1974), Attenbrow (1976) and Vinnicombe (1980).

In March 1788 Captain Arthur Phillip and a party of about 40 men set out in a long boat and cutter to explore Broken Bay and Brisbane Water with a view to settlement. Aboriginal people and their small bark huts were encountered in many of the bays now known as Pretty Beach, Hardys Bay and Rileys Bay (Bradley 1786-93).

By the time Europeans took up land in the Brisbane Water area in 1823, the Aboriginal population had apparently been greatly diminished by smallpox and other infectious diseases. The first population census taken in 1827 gives an estimation of no more than 65 Aboriginal men, women and children in the whole of the Brisbane Water area. By 1874, local journals (e.g. *Town & Country Journal*, 1875) suggest none of the original Aboriginal inhabitants lived in the area. However, there are people today who have traced their ancestry back to Bungaree who came from the Brisbane Water area. (See relevant websites.)

Very little thorough anthropological research was carried out before the late 1800s, by which time only small groups of the original inhabitants of the Sydney region remained. Consequently, our knowledge of names and boundaries is limited and often inaccurate (Turbet 1989).

Much of the information on the languages of the eastern New South Wales was gathered by R.H. Matthews, who said at least two languages or dialects were spoken in the Central Coast – Darginung, and another less often mentioned dialect Wunnungine (Mathews 1897).

Capell (1970) modified Matthew's findings by stating that a language which he calls Kuringgai (Gurinngai) was spoken from the north side of Port Jackson and extended to Tuggerah Lakes, merging then into Awaba. This was based on historical references, linguistics (word lists) and rock art characteristics.

Literature reviews by Attenbrow (1976) and Ross (1976) showed that the inhabitants of the coast belonged to different clans who spoke different dialects (or for the Sydney Region, Ross claimed a different language) from the people who lived in the hinterland.

In the Central Coast, relationships between the coastal and the inland groups were good and reciprocal visits were made each year and trade items were exchanged (Vinnicombe 1980).

Aboriginal Sites in Bouddi National Park

The word 'Bouddi' is the Aboriginal name for the eastern headland of Maitland Bay and has become synonymous with the National Park and the surrounding area. The use of the word is uncertain. Possible meanings include 'nose', 'a heart' and 'water breaking over rocks'. A number of Aboriginal placenames are still in use today including Bombi Point, Gerrin Point, Kourung Gourung and Mourawaring Point.

Aboriginal sites provide a valuable insight into Aboriginal people's traditional lifestyles, and interactions with the environment. The Aboriginal heritage within the park is important to present day Aboriginal people. Such sites are a non-renewable resource and are subject to deterioration from natural and human induced processes. Therefore, some Aboriginal sites within the park may require active management to prolong their existence.

Over 70 Aboriginal sites containing over 200 features have been recorded in the park and nearby areas. It is possible that many more sites are likely to exist. Aboriginal occupation is evident in the form of open middens and camp sites, rock engravings, grinding grooves, rock shelters with art (charcoal and pigment drawings, stencils and paintings), scarred trees and other archaeological deposits. Human remains have been found in coastal dune middens (on Putty Beach, destroyed by sand mining) and in rock shelters. Figures commonly depicted include human figures, marine representations, and macropods (e.g. kangaroos and wallabies).

Vinnicombe (1980) carried out a detailed study of Aboriginal sites on the Bouddi Peninsula. The Hardys Bay, Pretty Beach, Rileys Bay, and Fishermans Bay Catchments facing Brisbane Water appear to have the highest concentration of Aboriginal sites in the reserve. Evidence of Aboriginal usage of both the open coastal and estuarine environments is reflected in the contents of middens, for example in the different species of shellfish.

Daleys Point Aboriginal Site (also known as Milligans Cave or Fish Hook Shelter) is an important site. Excavation and analyses indicate occupation for a period of 200-600 years (Clegg J. pers. comm), with a brief period dating back to 5430 plus or minus 105 years indicated at the base of the excavation.

Two rock engravings located on Narrabeen Sandstone are very significant and are possibly the only recorded examples in the area.

Vandalism of art sites has occurred in the area. Protection measures such as access barriers, interpretation and education have been carried out for the site. Often the most effective way to protect sites from vandalism is not to publicise their location.

The Service will not actively promote the location of sites within the park. However, the locations of some sites in the park and proposed additions are already widely known and the impacts associated with visitation will need to be monitored.

While the Service has legal responsibility for the protection of Aboriginal sites and places, it acknowledges the right of Aboriginal people to make decisions about their own heritage. It is therefore policy that Aboriginal communities be consulted and involved in the management of Aboriginal sites, places and related issues and the promotion and presentation of Aboriginal culture and history. The Park is within the area of the Darkinjung Local Aboriginal Land Council. There may also be other Aboriginal community organisations and individuals with an interest in use and management of the park.

There is interest by the local Aboriginal community in undertaking cultural and teaching activities in the park. The Service supports this in principle and will work with the community to establish agreements for such cultural activities that comply with the policies of this plan of management and have minimal environmental impact.

NPWS Desired Outcomes on Aboriginal Heritage

- The Aboriginal heritage values of the park are protected and managed in a strategic, comprehensive and integrated way.
- Aboriginal heritage information is obtained, stored, accessed and used in culturally appropriate ways.
- The connections between heritage places and values within and beyond the boundaries of the park are identified, recognised and managed accordingly.
- Community connections with heritage places are acknowledged and respected and the management of such places involves the community.
- Cultural landscapes and places provide opportunities for sustainable tourism. Staff, visitors and other stakeholders understand and appreciate the cultural heritage values of the park and their role in helping to protect those values.
- Research informs the management of the cultural heritage values of the park and is undertaken with the appropriate individuals or communities.

NPWS Strategies on Aboriginal Heritage

- Conserve the Aboriginal heritage values of the park in consultation with the Darkinjung Local Aboriginal Land Council, the Central Coast Hunter Range Aboriginal Co-Management Committee, and other relevant Aboriginal community organisations, individuals and communities.
- Update existing information held by the Service on known Aboriginal cultural landscapes, places and objects within the Service's Aboriginal Heritage Information System (AHIMS).
- Undertake an archaeological survey and cultural assessment prior to all management proposals with the potential to impact on Aboriginal sites and places.
- Recording of new sites will be undertaken by appropriate NPWS staff, archaeologists, and representatives of the Aboriginal community.
- Involve local communities, stakeholders and Aboriginal communities to identify, support and facilitate any active management of cultural places.
- To not publicise the location of Aboriginal sites and places except where:
 - . Interpretation of Aboriginal sites has been done in consultation with the Darkinjung Local Aboriginal Land Council, the Central Coast Hunter Range Aboriginal Co-Management Committee.
 - . The agreement of relevant Aboriginal community organisations has been obtained (eg. Daleys Point Aboriginal site).
 - . A conservation study has been prepared and any management work necessary to protect the site or place has been implemented.
- Aboriginal people will be permitted to carry out approved activities in the park related to maintenance of traditional links to country. Any such activities must comply with the objectives and policies of this plan of management and have minimal environmental impact.
- Review the CCHR Cultural Heritage Management Strategy in order to identify and prioritise long-term conservation and management outcomes for cultural heritage places and landscapes within the Region.

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REMEMBERING OUR FIRST PEOPLE

By David Dufty

As we look around our local area there are constant reminders of our first people if you are aware of the nature of these connections. Reading this section can change your perception of the local area so that you see it not just in its recent role as a place for holiday makers and 'Sea Changers' but as a homeland for thousands of years for Aboriginal families whose lifestyle was such that almost all their needs were met by local resources and their footprints were very small upon the land.

It may even tempt you to try some Bushtucker.

*This section is largely a visual one and needs to be supplemented by more detailed studies. A valuable reference is 'These are my people: this is my land' which can be found on the website of the Rumbalara Education Centre at
<http://www.rumbalara-e.schools.nsw.edu.au/publications/mypeople.html>*

The section draws primarily on a walkabout by Kevin Duncan, John Moran and David Dufty around the local area with David's camera. Kevin Duncan is a member of the Darkinjung Land Council and an Aboriginal cultural educator. He was the Aboriginal presenter at the Bouddi 2000 celebration and at the History Making Day, which began this project.



Dwellings and Middens

There were many suitable sites in the sandstone hills of our area where Aboriginal people found shelter from rain, summer heat and winter cold.

The above cave in a hollow rock is in Bouddi National Park. It was stumbled on by NPWS volunteers who cleared away the Bitou Bush to reveal this excellent dwelling site which is dry, well ventilated, cool in summer and with an aspect that shields it from southerly winds. It has ocean views. The roof gives evidence of countless fires for cooking and warmth. Around it is a midden revealing much about the lifestyle of those who occupied it for countless years.

Look closely at the midden and you will see countless mollusc shells. A tool for cutting fish was made from a shell (centre of photo), and cutting tools made from igneous rock (to left of seeds).

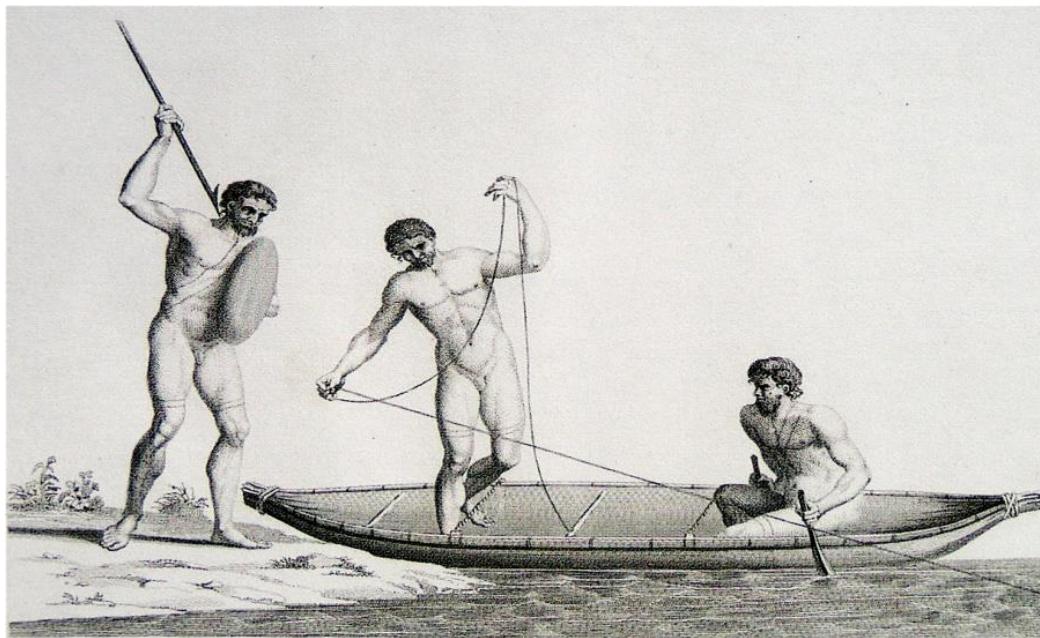


The rock would need to have been imported from other areas than this sandstone ridge. There are also husks of edible seeds.

Aboriginal people also made bark dwellings, sometimes grouped together, and there are still gum trees in the area which reveal where bark has been stripped away for dwellings and canoes.

Food from the Ocean and Bays

Coastal Aborigines got their main source of protein from fish and crustaceans, as is clearly indicated in the middens. They were skilled fishers, using lines, spears and traps. Refer to the section on *Fishing* in this publication.



Sketch courtesy of Dixon Library, State Library
of NSW

Plants for Food and Medicine

As you walk along the bush tracks of our area you will see many reminders of Aboriginal foods.



Macrozamia better known as the **Burrawang** are all around our area. They are most spectacular when their huge pineapple like seed cluster is fully ripe just before the individual seeds are flung around the adjacent bush. These seeds contain substances poisonous to humans and must be well soaked in water before being roasted for food.



The **Sweet Wattle (*Acacia suaveolens*)** has tasty young seed pods for eating and mature seeds which were ground into powder and then made into patties.



Dianella or Blue Flax Lily is a very common, hardy, plant in our area with its pretty blue flower and its nutty chewable berries. It has been found to be high in Vitamin C.



Lomandra longifolia (Spiny-head Mat-rush or Basket Grass) grows in sandy soils and has edible flowers on a spiky stem and the fruit can be ground to make flour. The white succulent leaf bases of new shoots are also edible.

Ripe fruit of the **Geebung (*Persoonia*)** are also edible.



Along the sandy beaches of the area are succulents like the **Pigface (*Carpobrotus glaucescens*)**. It was eaten by Aboriginal people and still makes good bush Tucker. ‘The fruit can be eaten as a dried fruit as well as raw, straight from the plant (the outer layer is inedible). When eaten raw the juicy pulp is sucked from the base and tastes like salty strawberries or soft figs and can be used to make jams and conserves.’ (Wimmimbirra p.4)

All around our area are vines with edible roots: **native yams** that provided a basic diet to Aboriginal people.



Another vine is the **Native Sarsaparilla (*Smyllax Glyciphylla*)** The leaves can be sucked or used to make a drink. The fruit is also edible.



Sea Celery (*Apium Prostatum*) is another edible plant common in our area which can be eaten fresh.



The fruit of the **Hakea** when ground into a paste provided a medicine for stomach aches



Apple Berry (*Billardiera scandens*) is another plant with an edible pod once it is bigger and browner than the one pictured.

Bracken fern has underground stems (rhizomes) which can be roasted in the ashes and also edible young shoots.

There are many other plants well known to readers, so we don't need to illustrate them all.

The **Banksia Ericifolia** flower was soaked in water to make a sweet drink and to soothe a sore throat. Bush food experts tell us that 'the bark of the tree may be burnt to ash, which can be applied to skin as a healing agent where there are sores and other conditions. People can smear the banksia cones with fat and burn them as candles'.

(Wimmimbirra p.4)



Rock orchids with their thick tubers can be eaten raw to help cure dysentery or roasted after the husks are removed.

The Gymea Lily (*Doryanthes excelsa*) has young edible flower spikes and its roots can be roasted and eaten.

The Moreton Bay Fig has edible figs.

Native berries abound, easily confused with the imported weed: blackberries.

The Cabbage Tree Palm has young leaf bases and hearts to eat and its gum can be sucked.

The Kurrajong Tree has edible seeds and roots.

The Lemon Ti-Tree has lemon scented leaves which can be boiled and used for colds. The leaves are also good for treating tick bites and sores.

Fauna for Food



When we encounter a snake or a lizard in the bush, we may well wonder what they tasted like to Aboriginal people. This one was slow after its winter hibernation.

Possums were certainly on the menu as well, and of course wallabies and kangaroos. Animal skins could keep you warm in winter, although local winters were not like those of Tasmania where heavy clothing was needed.

Birds such as parrots and crows were eaten. Waterbird bones have been found in the middens. Birds' eggs were readily obtained.

Honeybees were an asset to Aboriginal people, who were skilled at climbing trees to get to the honey with the help of steps cut into the trees.

Sources of Technology

The prominent and spectacular **grass trees** of our area (*Xanthorrhoea*), called in Phillip's day 'Yellow Gum Plant' and then by the now rejected term 'Blackboys', provided both spears and the resin to attach bones or teeth from a fish, or shells, to the fishing spears. The leaves were used to make baskets. The flowers can be soaked in water to make a drink as well.



The **Angophora costata** has callused bumps on its trunk which can be cut off and used for bowls or even for a babies cradle as some are huge.

Bark from the **Stringybark Tree** was used for canoes, shelters, shields, baskets, fishing lines, bowls, net bags, torches and for protection from the rain. Spears were also made from hardwood trees.

Sydney Golden Wattle leaves can be crushed and used to take the oxygen out of the water and so help to catch fish.



Cutting tools were essential. Harder rock traded from elsewhere in this sandstone area was needed for tools shaped from quartz.

At Daleys Point Aboriginal Site you will see clearly the rubbing grooves used to sharpen stone implements which are beside a depression where water accumulated.

Fire is of course a major form of technology essential for cooking, making glues for weapons and tools, heating and light. Fire was also used by Aboriginal people to help provide grasslands for grazing animals like kangaroos and make hunting easier. Fire also increased the growth of food plants like the Macrozamia.



Local clays ranging from white through to yellow and red were used for face and body decoration.

Rock Engravings



At Daleys Point there are fine examples of Aboriginal engravings with fish and a whale being discernable. However, weather erosion has worn them away and they are now difficult to follow. Cave paintings can also be found in the area. These areas would have been gathering points for Aboriginal ceremonies such as initiations where the symbolism of the images could be passed on to future generations.



Kevin Duncan and John Moran on the waterfront

What all these reminders tell us of our First People

Here is what Kevin Duncan had to say to us as he talked with John Moran and David Dufty by the Bay:

'A lot of these ridgeways carry all of the evidence through rock carvings and rock paintings and the scattering of middens right through the shoreline not far from where we are right now. It would have been a naturally beautiful area to live permanently. There's plenty of fish, lots of closed and protected areas. By the evidence of the shellfish and of the rock carvings there were good numbers of Aboriginal people living here'.

Hopefully this article, and other readings and images, will help us to realise that as we newcomers identify with 'Our Place' we need to keep in mind that this was also the home of Aboriginal people for thousands of years and that we can share with them this wonderful environmental heritage and help to care for and enhance it for present and future generations. (See the poem below).

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These are my people: this is my land.

Website of the Rumbalara Education Centre.

<http://www.rumbalara-e.schools.nsw.edu.au/publications/mypeople.html>

Wimmimbirra & Bargo Dingo Sanctuary Newsletter, April 2008.

Web site: http://www.wirrimbirra.com.au/Page%204_April%2008.pdf

Many other websites deal with coastal Aboriginal lifestyles, including bush food.

Photos

by David Dufty, *Xanthorrhoea* by Robert McClure, *Kevin dancing* by Elaine Odgers Norling.

Kevin Duncan and David Dufty previously combined in the opening scenes of *The Place Where the World Turns Around* in *Bouddi 2000*. Kevin is a skilled dancer who worked with an Aboriginal dance company. Kevin danced to the sounds of the didjeridu (not a local instrument) and the reading of the following lines of poetry written by David and endorsed and recorded by Kevin.

You never met me,
I was a member of the tribe
Who lived in this place?
That you celebrate.
We never owned this place
We belonged to this place.
Our spirit ancestors

dwell in this place
From the beginning of time.
Their Dreamtime stories
And their songs and dances
Brought to life and kept alive
The wallabies and the wombats,
The goannas and the snakes
And my people too.
The seas were filled
With leaping life.
The land gave us food
From burrawangs to bees.
We saw you arrive
In ships bigger than a whale.
We knew our world was wounded
When our people died
From sicknesses that our wise ones
Could not cure.
You heard none of our stories,
You silenced our songs
You claimed the land.

All you notice now
Are our secret signs
On the rocky ledges,
The grooves in the creek bed where we sharpened our spears,
The caves where we sheltered from heat and cold,
The sources of our lifeblood
You seldom think of me.

In the piles of shells,
The beaches with our footprints
Washed away.
Remember more.
Remember we have lived here for thousands of seasons
And will for many seasons still.
Remember we must meet together
To share old stories of our yesterdays
To make new stories for our tomorrows,
And to share our love for this place.
Remember that we tread on sacred ground.



LOBSTER BEACH

Site of the Colonists' First Landing on the Central Coast?

Stephen Jones

Abstract: Lobster Beach is a sheltered, south-west facing beach on the north side of Broken Bay. Around 100m offshore is a large sand bar that runs 2km from Ocean Beach to the west to Little Box Head to the south. The water is shallow, with the exact depth depending on the tide and recent conditions. The surf break at "Little Boxie" is a favourite with surfers when the swell is right. Between Lobster Beach and the sandbar there is a channel that leads from Broken Bay, around Kourung Gourung Point to the waters and the shifting sandbars between Ettalong and the Bouddi Peninsula. Beyond that there is the fast-flowing stream through The Rip and then the shallow waters of Brisbane Water. Pearl Beach is situated on the western side of Broken Bay, facing directly out to sea. The sand drops away steeply at the tide line. There is no surf off the beach, however a heavy shore break is the rule with even moderate swells. These differences point to Lobster rather than Pearl Beach being the place where Governor Phillip and his men spent the first night of their first expedition to the Central Coast.

On the 2nd of March 1788, only five weeks after raising the British flag at Sydney Cove Governor Arthur Phillip led the first of three expeditions to the country of the Guringgai people, now known as Broken Bay and Brisbane Water, to search for farming land and a large fresh water river. It was clear to Phillip that if the colony was to avoid starvation, he would have to find better soil and water than were available at Sydney Cove. Phillip, Lieutenant William Bradley and seaman Jacob Nagle all provide accounts of the expedition. Of the three Bradley's is the most detailed and the only one written as a daily log of events. Phillip's is briefer and, like Nagle's, appears to have been written later as a memoir, making it subject to errors of recollection.

Where the expedition spent its first night on the Central Coast is a question of some contention. The accounts by Phillipⁱ and Bradleyⁱⁱ differ. Phillip, writing of himself in the third person, says that "*The first night they slept in the boats, within a rocky point in the north-west part of the bay*". This is consistent with, but not conclusive of Pearl Beach. By contrast Bradley says – "*As the evening closed we lost sight of the Cutter and as we approached the N. shore of Broken Bay we made signals by flashing of Powder I saw lights immediately after on the N. shore to which we rowed and found to be the Natives lights, we then hauled off and fired a Musquat which was immediately answered and we soon saw the Cutter and at 9 a night moored the Boats in a Cove on the N. side of the Bay off which the surf broke violently. When the Cutter first landed, they were met by a great number of the Natives*" This is strongly suggestive of Lobster Beach on four separate points. Firstly, Lobster Beach is on the north shore, Pearl Beach is not. Secondly, although Bradley's account leaves open the possibility that although they fired the musket while on the north shore, they rowed across Broken Bay to meet Phillip at Pearl Beach, the size of Broken Bay makes this unlikely. It is 3 kilometres from Little Box Head, the closest point on the north shore to Pearl Beach, so if Phillip had already been at Pearl Beach it is unlikely, he would have heard the musket, let alone been seen "soon" in the falling evening light. On the other hand, if Phillip's boat was near Bradley's on the north shore, why would they, at that late stage of the day, have made the journey of 3 kilometres across Broken Bay to moor near a beach that they did not know existed at that time. Thirdly and most strongly, the description of the surf breaking violently *off* the cove in which they moored is consistent with Lobster Beach. By contrast, at Pearl Beach the surf breaks strongly *on* the beach. Indeed, the violent shore break at Pearl Beach provides a fourth piece of evidence, for it is hard to imagine landing a cutter on the beach while the surf is breaking there violently.

There is one additional, I would suggest conclusive, piece of evidence in Bradley's journal that points to Lobster beach. In his journal entry of 4th March he notes that after exploring Brisbane Water they stopped on the return journey at the same cove at which they had spent the first night after which they "*went over to the S.side of the Bay, into the SW arm, off which there is an island*". Lobster Beach is on the channel that leads out of Brisbane Water; Pearl Beach is not. From Lobster Beach one does indeed cross Broken Bay to get to the "SW arm" (the entrance to the Hawkesbury River and Cowan Creek) off which is Lion Island. By contrast, Lion Island is near Pearl Beach and one does not "*cross over to the S.side*" to get to the SW arm.

Alan Dashⁱⁱⁱ writing in "Hawkesbury River History" edited by Jocelyn Powell and Lorraine Banks favours Pearl Beach. In addition to citing Phillip's recollection regarding spending the night on the north-west of the bay he cites as further evidence that both Phillip and Bradley "remark on the very shallow bar across the entrance". Apparently, Alan Dash sees their route as crossing the sand spit in front of Ocean Beach before entering the channel at Wagstaffe Point. This does not seem plausible, as this is not just shallow, but an area of surf that Phillip would have surely avoided. Moreover, neither Bradley nor Phillip uses the word "across". Bradley says "At day light went into the N.branch of the Harbour which has a shoal and narrow entrance". This is consistent with the stretch of water from Little Box Head to Kourung Gourung Point, Wagstaffe Point and Ettalong. The channel is narrow with the Ocean Beach sandbar to the south and further sandbars once around Wagstaffe Point between Ettalong and Pretty Beach and Hardys Bay. Phillip recalls "after passing a bar that had only water for small vessels, they entered a very extensive branch, from which the ebb tide came out so strong that the boats could not row against the stream". Bradley's account makes clear that the place that they could not row through was The Rip and that the shoals referred to were those between Ettalong and Pretty Beach, Hardys Bay and Killcare. Lastly Dash notes that Captain John Hunter's account of Phillip's second expedition in June 1789 seems to indicate that Phillip was unaware of the channel in front of Lobster Beach until that expedition. This he takes as evidence that Phillip had not used the channel in his first expedition and hence had not stopped at Lobster Beach. Yet a close reading of Hunter's account shows not that the channel was unknown to Phillip, but simply that in the strong southerly and high sea prevailing at the time it was not useable until "*it was more than two-thirds flood*".

Summing up, there is only one piece of evidence that is inconsistent with Lobster Beach as the place at which the expedition spent the night of 2nd March 1788, namely Phillip's reference to the north-west of the bay. Now Phillip was clearly a man of great competence and diligence whose recollections are not to be dismissed lightly. Yet it must be noted that the recollection is lacking in detail and apparently was made at some distance in time from the events it reports. By contrast Bradley's detailed account, recorded as a daily log, points strongly towards Lobster Beach. There are three plaques on the Central Coast commemorating this first expedition by the colonists to the region – at Pearl Beach, at Governor Phillip lookout on the southern side of The Rip and at St Hubert's Island. It seems likely that one of them is in the wrong place.

I have included below Bradley's account of the expedition. Bradley is a lively writer with a keen eye for human interest, if somewhat captive to the ideals of beauty of his time. Notable, are the great number of friendly meetings with the Guringgai people. Tragically when the expeditioners returned fifteen months later in June 1789, they met few Aborigines. Instead, evidence of smallpox was obvious. Of course, in the light of this and subsequent events, where Phillip and his men spent their first night on the Central Coast is a matter of utmost triviality.

Extract from "A Voyage to New South Wales - The Journal of Lieutenant William Bradley of HMS Sirius" covering the First Exploration of Broken Bay by Governor Arthur Phillip
2nd to 9th March 1788

Sunday, 2nd. At daylight the Governor with his Cutter¹ accompanied by the first Lieutenant of the Sirius in her Longboat² and the Master in one of the Transport's Longboats with a party of Marines in addition to the Boat's Crews, for the purpose of examining Broken Bay victualled for 7 days, the Longboat in which the Master was, proved so very heavy and unhandy that we waited in Spring Cove 'til she came up with us and cleared her, the Governor took the Master into his Boat and sent back that Longboat, we were met in this Cove by several of the Natives, a Woman who was fishing in a Canoe, landed with very little persuasion she was excessively ugly and very big with child, there being many women fishing in their Canoes about the Cove. the Governor did not give any things to the Men; None of the other women came ashore but all came alongside our Boats with their Canoes, the Men kept on the beach: the generality of this party of women were old, ugly and ill shaped. The Governor here exchanged a Straw Hat for a spear, which when he was taking to our Boat, another of them took hold of it, on which the man who had the Hat ran to him and explained that it had been exchanged, he let it go and seem pleased. At 8 went out of Port Jackson, when off the Harbour, the Heads of Broken Bay are within the N. extreme of Land: the South Head is 15 miles to the N.ward of the North Head of Port Jackson, round which head the Coast forms a deep bight and has a cove or bend where a Boat may shelter³ from this the beach runs about 3 miles to the N.ward to a reef of rocks which break some distance out and round which is a bight with a long sandy beach on which close round this reef of rocks a boat may land if caught upon the shore and not able to reach either of the Harbours⁴: all round this bight the Natives appear'd on the high land, from this there did not appear to be any shelter for Boats in any of the Sandy Bays; as we passed the sandy bay next the S. Head of Broken Bay⁵, we were met by 3 Canoes having one man and 5 women in them, they came alongside of our Boats quite familiarly: The Governor pushed over the to the N.shore in the Cutter. The tide set so strong to the S.ward⁶. , that it was with difficulty the Longboat could get round the S.Head. As the evening closed we lost sight of the Cutter and as we approached the N. shore of Broken Bay we made signals by flashing of Powder I saw lights immediately after on the N. shore to which we rowed and found to be the Natives lights⁷, we then hauled off and fired a Musquat which was immediately answered and we soon saw the Cutter and at 9 a night moored the Boats in a Cove on the N. side of the Bay off which the surf broke violently. When the Cutter first landed, they were met by a great number of the Natives, Men, Women and Children, the Men were all armed with Spears, Clubs, Stone, Hatchets and Wooden Swords⁸, they were all very friendly and when the Longboat landed were without arms, we passed the night in this Cove on board the Boats every body.

1 The Oxford English Dictionary describes the cutter as a small “single”masted sailing boat rigged like a sloop. However Bradley's drawing of the expedition opposite page 90 of his journal clearly shows a two masted vessel.

2 Bradley's drawing mentioned in note 1 also above shows a longboat.

3 Shelly Beach

4 The small bay on the northern side of Long Reef

5 Palm Beach

6 High tide at the site that was to become Fort Denison on March 2nd 1788, would have been 1.11m at 5.00pm (calculation courtesy of National Tide Facility at Flinders University of South Australia). The tide at Broken Bay is about 10 minutes earlier.

7 Iron Ladder Beach or Little Box Head

8 There are Aboriginal engravings on the rocks overlooking Lobster Beach.

Monday 3: At day light went into the N.branch of the Harbour which has a shoal and narrow entrance⁹ just within which we stopped, found the Natives familiar, they had several Huts here which were merely small sticks placed against each other and covered over with bark; In these we gave them fish and the Governor exchanged some things for spears, this Man was but little scar'd about the body.

Thursday 6. PM. Continuing to rain we secured every thing for the night, the Old Man was with us till the evening.

AM. Went up this Arm, saw several of the Natives in every Cove, the Old Man and boy followed us round to one of the Coves and shew'd us water: we stopped in a Cove on the E. side¹⁰ about 3 Miles up, several women in Canoes were fishing two of them came ashore the one an Old Ugly, the other a young Woman tall and was the handsomest Woman I have seen amongst them, she was very big with child, her fingers were complete as were those of the Old Woman. One of the women made a fishing hook while we were by her, from the inside of what is commonly called the pearl oyster shell, by rubbing it down on the rocks until thin enough and then cut it circular with another, shape the hook with a sharp point rather bent in and not bearded or barbed, in this Cove we met with a kernel¹¹ which they prepare and give their children, I have seen them eat it themselves, they are a kind of nut growing in bunches somewhat like a pine top and are poisonous without being properly prepared the method of doing which we did not learn from them. Hard rain the greatest part of these 24 Hours.

Friday 7. Were at the upper part of the S.Arm, found in every part of it, very good depth of water except a flat at the entrance from the Eastern point 2/3 of the way over, between which and the W.ernshore is a channel with 3 fathom at low water and that depth close to the rocks, the sand on the Eastern side of this Arm is in general good and clear, on the Western side all rocks and thick woods. AM. Left the S'ern Arm and went again into the SW Arm to look into that opening to the NW, found but few of the Natives in it: We landed on an Island¹² about 2 miles up this branch, on which we secured every thing for the night got a great quantity of Mullet in the Sein from which we call it Mullet Island, there is long flat to the SE and a reef of rocks, round which is the bay for hauling the Sein, we found some Huts on the Island, but only 3 Natives came to us this evening.

Saturday 8. AM Several of the Natives came to us, painted very whimsically with pipe clay and red ochre both which is plenty on the Island, the pipe clay just under the Sand on the beach round the rocks. We followed this branch up to the NW some distance, found openings to the N.ward¹³ and NW¹⁴ and on the W. side of this opening to the NW, there appeared to be an Island¹⁵ with passages round it on both sides, but we only examined that opening to the NW above Mullet Island which was found to be very shoal, that to the N.ward not having more than 6 feet water across the

9 Probably Ettalong or possibly opposite at Wagstaff.

10 Probably Careel Bay

11 Burrawang (*Macrozamia communis*). The burrawang has a large cone of ping pong ball sized seeds covered in bright red flesh. These have proven attractive to many explorers and their men over the years – to their regret. They contain poisonous alkaloids that the Aborigines had learnt to remove by pounding to a flour and then rinsing. De Vlamingh, Cook and Banks or their men had all previously fallen victim to them. It obviously hadn't taken long for the first fleeters to come to the same conclusion.

12 Dangar Island

13 Mullet Creek

14 Mooney Mooney Creek

15 Spectacle Island

entrance just within the points forming it prevented our looking farther into it: About Noon having finished our superficial examination which was much hindered by constant heavy rain, we returned to a Cove at the Outer part of the S.Arm to be ready to go out of the Bay.

Sunday 9th. PM. The Old Man and Boy came to us as before, with several more of the Natives, they had many things given to them but that did not keep them from stealing, after dark the Old Man took an Iron spade and was going off with it, he was seen from the Longboat, pursued and brought back with it by one of the people on shore: The Governor chastised him for it, which so enraged him that he ran off and very soon returned with his party all with their Spears ready to throw when a Musquet was fired which made them stop and a second Musquet drove them away for the night.

AM. At daylight, the Old Man and his Companions came to us just the same as if nothing had happened and without Arms: About 6 o'clock we left Broken Bay and got into Spring Cove in Port Jackson at 11.

- i Bradley, William, *A Voyage to New South Wales, The Journal of Lieutenant William Bradley of HMS Sirius 1786-1792*. Facsimile of the original manuscript edn (Ure Smith Pty Ltd, 1969).
- ii Dash, Alan, *Hawkesbury River History, Governor Phillip, Exploration and Early Settlement*, Editors Jocelyn Powell and Lorraine Banks. (Dharug and Lower Hawkesbury Historical Society, 1990).
- iii Phillip, Arthur, *The Voyage of Governor Phillip to Botany Bay With an Account of the Establishment of the Colonies of Port Jackson and Norfolk Island* (1789). (Piccadilly: John Stockdale, 1789). Available at <http://www.gutenberg.org/etext/15100>

EUROPEAN SETTLERS AND THEIR LAND

Beverley Runcie

Five weeks after Governor Phillip had arrived in Port Jackson to set up the colony he headed north to the Broken Bay which Captain James Cook had reported in 1770. He hoped to find suitable land for settlers to live and grow food. The discovery in 1789 that the Hawkesbury River led to rich lands around the Windsor district however meant that the Brisbane Water area, with its difficult entrance and its inability to take large ships, and the heavily timbered steep terrain, did not begin to develop until the 1820s. The Bouddi Peninsula in the early days supported only a few families. Like other settlers in Brisbane Water, they were subsistence farmers making a living running a few cattle, timber cutting, shingle splitting, shell collecting (for mortar), and later, shipping and ship building. The coming of the railway in 1889 brought great changes to the area which had previously relied on water transport. At the beginning of the 20th century the emphasis moved from farming to leisure pursuits and the Peninsula became a destination for holiday makers who either stayed at guest houses or rented or built/bought small weekenders. What follows is a brief account of the first land grants and purchases on the Bouddi Peninsula, a brief overview of the lives of our early settlers who took up this land during the 19th century, and a glance at the 20th century.

First sighting and discovery

The ship's log for May 7, 1770 the day after the *Endeavour* left Botany Bay reported passing 'Some broken land, like a bay'¹. Captain James Cook in his journal named the bay, Broken Bay; however, he passed 'our' Broken Bay at the mouth of the Hawkesbury River at night, and probably it was the entrance to Narrabeen Lakes that he saw. The ship was becalmed and made little headway overnight and the following noon Cook recorded seeing: "Some pretty high land which projected out in three bluff points and occasioned my calling it Cape Three Points"² (Those three points are now named Bulbararing, Mourawaring and Bombi). The Bouddi Peninsula had entered the history books.

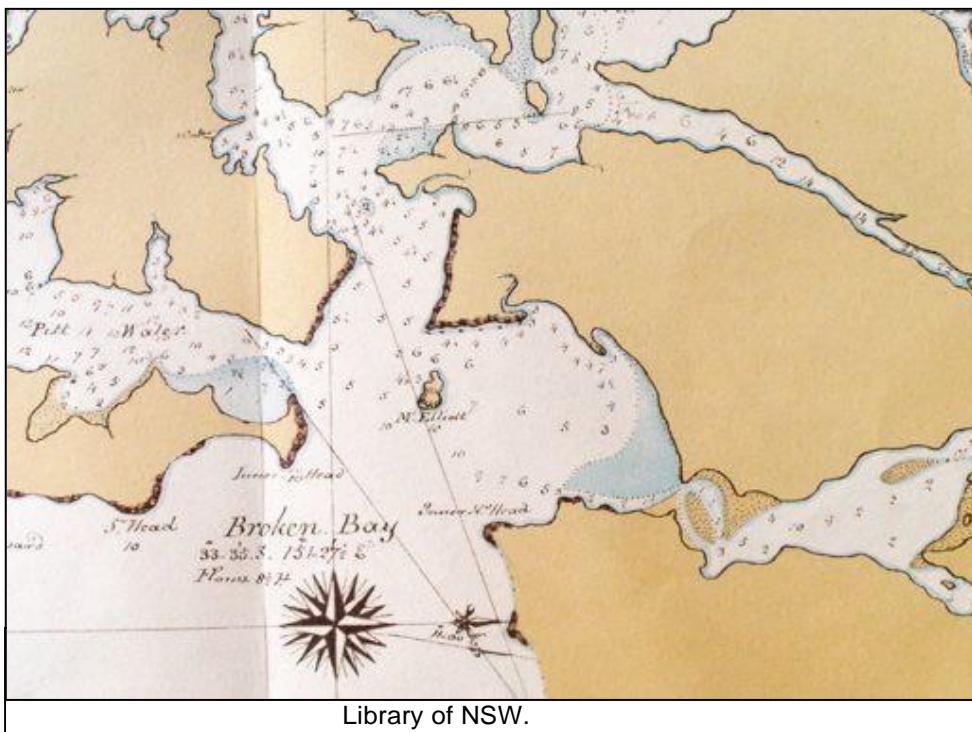
Governor Arthur Phillip after arriving in Port Jackson at the end of January 1788, lost no time in exploring the Broken Bay mentioned by Cook. Phillip's intention was "not only to survey the harbour, if any were found to exist, but to examine whether there were within it any spots of ground capable of cultivation, and of maintaining a few families"³. Finding pastoral and agricultural land was important as the land around Sydney Cove did not look promising.



North Arm of Broken Bay New South Wales from an Island at the entrance Sept 1789.
William Bradley - Drawings from his journal *A Voyage to New South Wales*, 1802.
Mitchell Library, State Library of NSW.

Only five weeks after his arrival in Port Jackson, on March 2, Phillip led an exploring party in a long boat and cutter which reached Broken Bay that evening. They spent the night on board ship, off what is now called Pearl Beach (or may have been Lobster Beach - see Stephen Jones article) and the next morning set off for the northwest arm (later called north arm or northeast arm and now named Brisbane Water). William Bradley describes the journey, “At Daylight went into the N. branch of the Harbour which has a shoal and narrow entrance. As we proceeded up this branch after passing a very flat shoal and two or three Coves, we found [the ebb tide] set out so strong that we could not pull ahead through between two projecting points”⁴. The bays mentioned were probably Pretty Beach, Hardys Bay and Rileys Bay, and the Rip Bridge now spans the ‘projecting points’.

After proceeding past the rip when the tide had slackened, they noted the upper part of the branch was ‘low and full of swamps’ and running out of time and the weather being bad, they retreated and went on to explore part of Cowan Creek and then the south-west branch, now Pittwater.



Phillip named this, declaring it “the finest piece of water he had ever seen”⁵. On his return to Sydney Cove however he reported “the land at Broken Bay being in general very high and in most parts rocky and barren”⁶. There are two local monuments commemorating Phillip’s visit. One is at the Blackwell Mountain end of the Rip Bridge and can be seen from the road and the other is at the park at Long Arm Parade on St. Huberts Island.

Broken Bay again beckoned Governor Phillip the following year. He dreamed of finding an inland river which would provide pastoral and agricultural land for the struggling colony. In June 1789 he set off with a party intending also to explore the ‘north-west arm’ beyond their first trip. This time they advanced further up than previously, but found shoals, mangrove and marshy areas which were not encouraging. It is clear by looking at Lieutenant Bradley’s survey chart of Broken Bay undertaken in the spring of 1789 (pictured above) that the narrow entrance to Brisbane Water and the numerous shallows and shoals would make the navigation of large vessels impossible.

These are of course problems we still have today, as can be seen by reference to satellites photos readily available from Google Earth, or from the aerial photo below. However, it was Phillip’s discovery on that same trip of the Hawkesbury River stretching westward which was to turn attention away from Brisbane Water and hinder its development for many years.



Hardys Bay circa 1911-1927. Rileys Bay top right, Hardys Bay centre, Pretty Beach left, The Rip top centre

First Settlers of Brisbane Water

After the discovery of the Hawkesbury/Nepean River system, the new colony's attention was directed to the fresh water and fertile alluvial soil of the Richmond and Windsor areas. Windsor developed as an important town supplying food for the growing population, with goods being transported by river to Sydney.

No real interest in Brisbane Water was shown until the 1820s. Even though it was relatively close to Sydney there were a few reasons why it did not thrive earlier. It was discounted for settlement initially by its topography. The sand bar at its entrance and the problems with the ebbtide at The Rip, plus shoals and muddy and marshy areas made it difficult for large vessels. The land was steep and heavily timbered and so thought unsuitable for farming. Also the government at the time did not encourage settlers taking up land which would be near the penal colony at Newcastle which they preferred to isolate. In addition, Governor King had promised the Hawkesbury natives in 1804 not to grant further land which might interfere with their access to and fishing in the river.

There was also the fact that there was no road to the district. The Great North Road which was built by convict labour in the 1820s crossed the Hawkesbury River at Wisemans Ferry and traversed the ridges to emerge near Cessnock, and so bypassed Brisbane Water altogether.

There was a track which branched off the Great North Road and was linked to the Gosford area at Mangrove Creek, but it was narrow, steep in parts and slow. Road access remained difficult until 1848 when a direct road via Peats Ferry came into use⁷. George Peat ran a punt which crossed the Hawkesbury River close to where the road bridge is now.

However, a few events occurred to encourage people to settle here. By 1824 the penal colony at Newcastle had moved to Port Macquarie and the area north of Sydney subsequently became available to settlers. The agreement with the local Aboriginal people lapsed with a new Governor and their numbers had declined due to disease. Steamships began to replace sail during the 1830s, which meant the road transport which had proved so difficult was no longer critical.

In 1831 free immigration to New South Wales was implemented and free land grants were discontinued (unless they had already been promised) to help pay for it. As Tabuteau⁸ points out, the early thirties was not really a time of development at Brisbane Water but rather a time when the area's resources were exploited. Initially, timber felling and cattle grazing were the main occupations, with some shell collecting and ash burning. Because there was no village or urban settlement and so no urban allotments on which people could build a home, there were two distinct classes: those who were landowners and those who worked for them. In fact, "There was no independent way to make a living. One had to be either a landowner or working for one.

There was no baker, blacksmith, carpenter, bricklayer, shopkeeper, nor any trade carried on by an individual, not even an inn. Grog was often made and distributed unlawfully. The people were wholly dependent on a landowner for work or for a place to live"⁹.

As the colony's population grew so did the need for timber and lime for the building trade, and for ships to transport produce from the Hawkesbury to Sydney. This led to the establishment of centres of trade, beginning with Kincumber and East Gosford (a private town) and by 1840 a government town at Gosford. Brisbane Water at last became a player in the colony's development. During this period farming was not significant. As Governor Phillip had noted, there did not appear to be much arable land, the steep slopes being heavily timbered mostly down to the shoreline. In 1833 the main crop the settlers grew was maize but also some wheat, barley, potatoes and tobacco. In the early days of settlement, settlers relied on supplies by ship from Sydney and only a few cash crops such as onions were grown¹⁰.

We are provided with a detailed snapshot of life at Brisbane Water in 1856 in a report sent to the Colonial Secretary from the Bench of Magistrates in Gosford¹¹. This report was in response to a request for details of the cost of transport on the roads and annual imports and exports of the district. It begins by stating that water was the main method of transport and as timber was the main trade of the district and the cultivated land was near the water, very little road transport was needed or used. There were two roads into the district at the time and neither had been fully surveyed. The road from Peats Ferry was used for mail but authorities did not think it feasible to spend money on it unless a steam punt was placed at the Ferry. The road to Maitland was thought to be of more use to the locals as a road was being cut over the Broken Back Range and it could open up good farming land north of Gosford. The final recommendation was for the "main lines of Road throughout the District be marked by a competent surveyor". This shows how the settlers were obviously very isolated at the time.

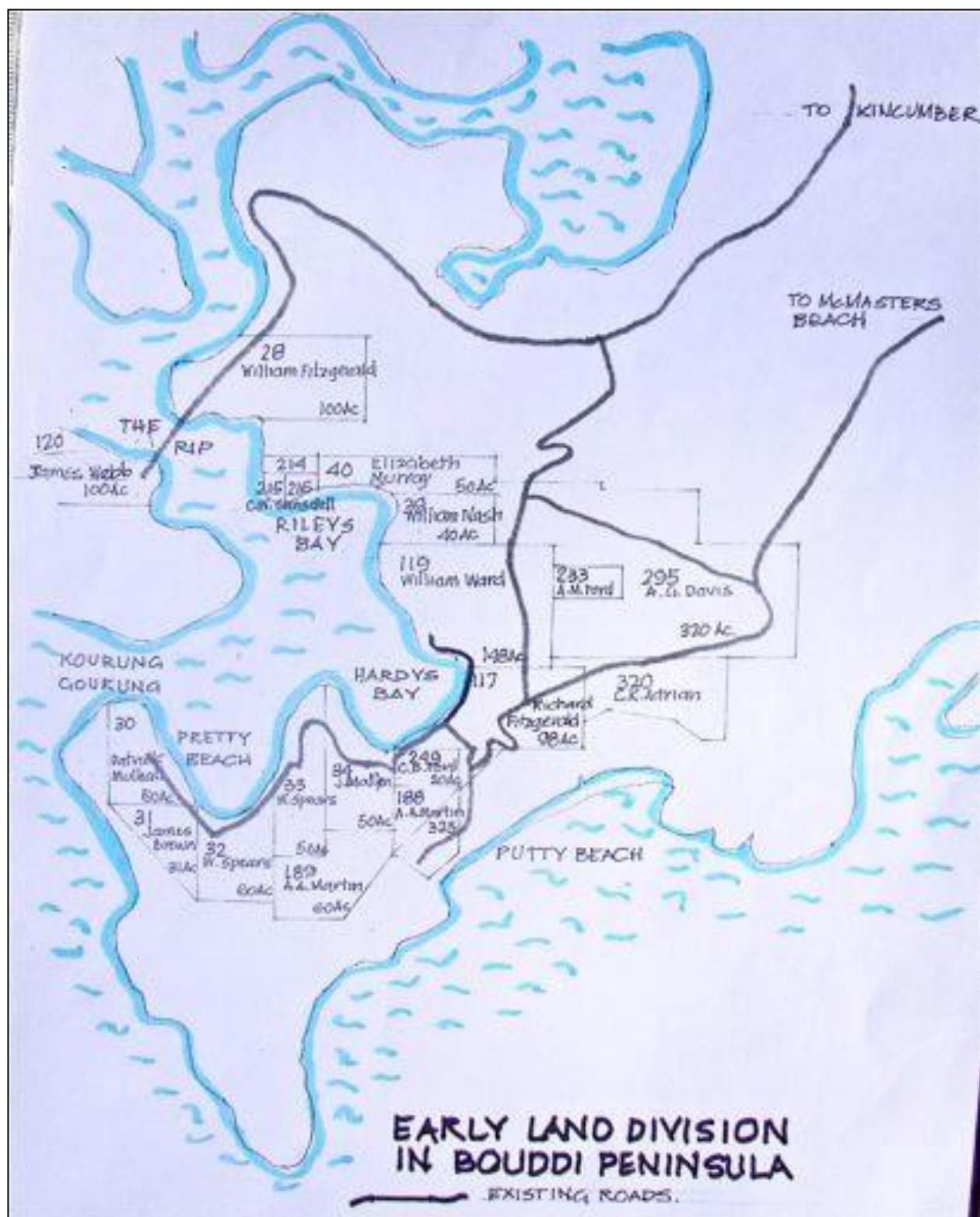
At the time the community imported “most of the necessities of life” and flour and meat were considered the principal luxuries. The population was estimated at 1,883 persons and imports were calculated, using this figure. For example, if each person consumed 6lb of flour per week then the total imported would be 293 tons annually. Tea, sugar and wearing apparel were also estimated this way. The report baulked at putting a figure on the import of spirituous liquor however saying “the quantity of Spirits consumed in the district is enormous... many of the sawyers are drunkards and spend most of their earnings in intoxicating liquors. Some will work till they accumulate twenty or thirty Pounds and then spend it all in this way & go into debt to the Storekeepers for provisions; we cannot undertake to say with any degree of accuracy the amount consumed or imported”.

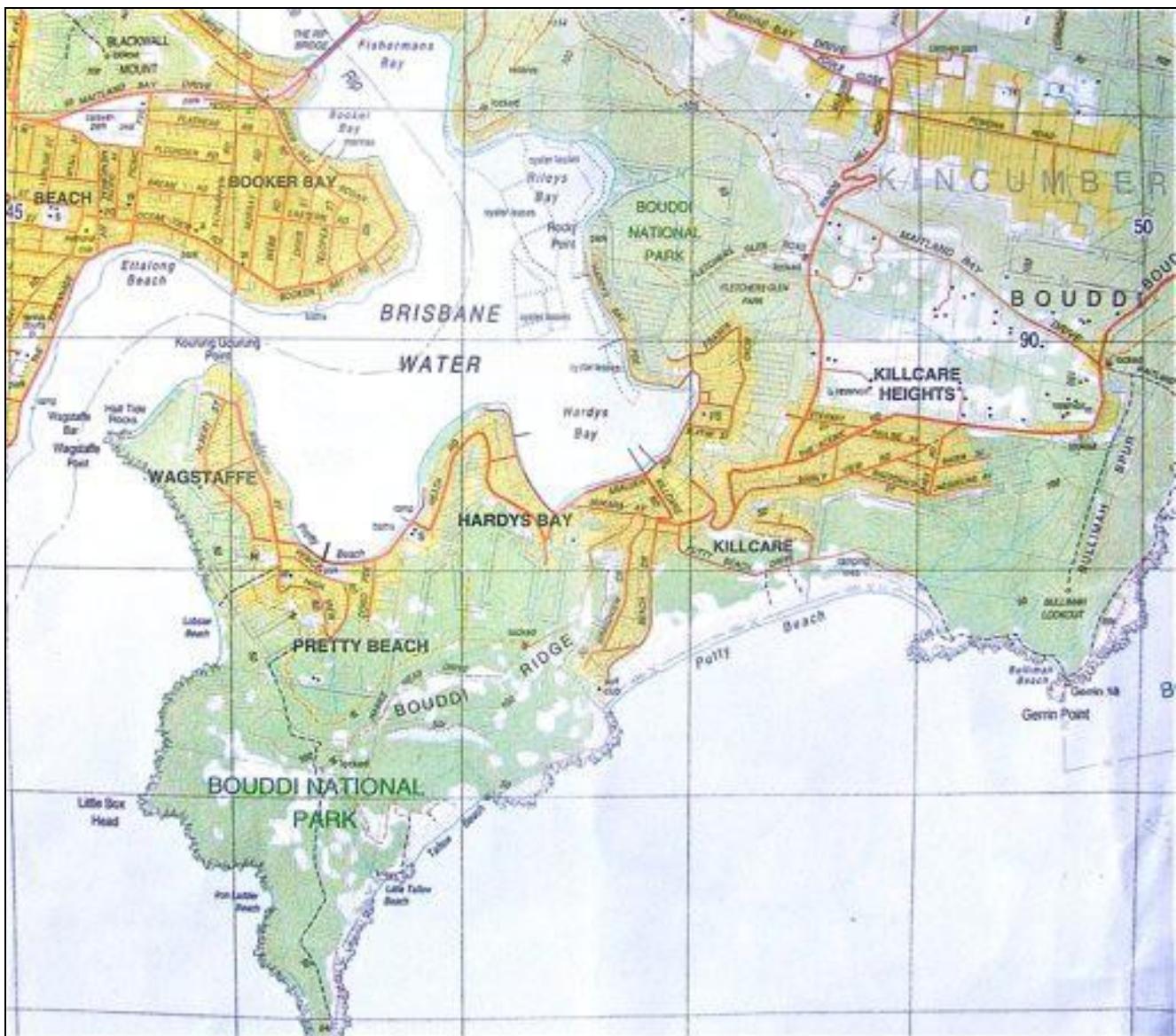
The same document shows how large the timber trade had become by the 1850s and also gives details of other important exports: “Exports from the district during the past year of Timber conveyed to Sydney by 71 vessels carrying 251 Tons or 122,000 feet per trip which at three trips per month gives 4,392,000 feet of Timber as the quantity annually shipped. There are 4 or 5 vessels employed in carrying shells and they convey about 100,000 Bushels of shells to the Sydney Markets... & about 15,000 Bushels of Maize and 100,000 feet of timber have been shipped from Mangrove and other Creeks during the past year”.

The preferred timber logged was cedar and when this became scarce, Sydney blue gum, blackbutt, ironbark, mahogany and turpentine took its place. Most of the timber was sent by boat to Sydney; however, some was used in the growing shipbuilding business along the waterfront. This industry also employed shingle splitters and sawyers.

Shell collecting for lime burning was important in the early days of the colony before limestone had been found. Shells were collected mainly from Aboriginal middens and sent to Sydney to be burnt and used for mortar by the burgeoning building trade. In fact, Rileys Island was originally named Shell Island. As supplies of shells decreased, shell collectors began to use live oysters until the government, fearing their depletion introduced an Act in 1868 making this illegal. Ashburning was another early occupation where mangrove trees were cut and burnt for use in soap making.

The first white settler is said to be **James Webb**, an ex-marine, who had lived at Windsor, Macdonald River and Sydney. By the time he arrived at Brisbane Water, he was an experienced boatbuilder and owner. It appears Webb was living on waterfront land on the western shore near The Rip by 1823 and his request for a grant of this land was approved in 1824¹².





Map showing current roads in order to give some indication where the land grants were.
Map source: Central Mapping Authority of NSW.

First & Early Settlers of Bouddi Peninsula

Close to the Bouddi Peninsula, **Peter Campbell** was the first resident settler in the McMasters Beach area on land near Cockrone Lake and he was farming it in 1826. Peter sold his land to Robert Henderson in 1828 and then worked for him until his death by drowning two years later¹³.

In these early days, settlement in Brisbane Water was clustered around the eastern shores and the coastal strip. **William Fitzgerald** took up 100 acres of land at what is now Daleys Point opposite James Webb's holding. The Rip Bridge now links the site of these two properties. While William's land is not strictly part of the Bouddi Peninsula, a short account is included here as Fitzgerald began farming not long after James Webb, and was the first farmer on the north eastern side of The Rip. William arrived as a convict on the *Medina* in 1824. Good fortune came with him from England and a few weeks after arriving he was granted a Free Pardon¹⁴.

Governor Brisbane granted him 100 acres at Brisbane Water and a free passage home to Ireland. He deferred the offer to return home, at the time wanting to wait until his brother, Stephen, also a convict, who had accompanied him on the *Medina*, had finished his sentence¹⁵. William must have been a hard worker as the 1828 census tells us that in a few short years, of his 100 acres he had cleared 30, cultivated 25 and had 60 cattle. His brother, Stephen, was assigned to him as was another convict, John McNamara¹⁶. It appears he was farming his land from about 1825 and in 1833 the grant was issued¹⁷. Fitzgerald's land was later purchased by parliamentarian, William Michael Daley, hence Daleys Point.

There were several sites around the foreshore of the Bouddi Peninsula which were suitable for small settlers. While James Mallen and William Ward were living at what is now called Hardys Bay in the 1820s, by the end of the 1830s they had been joined by Patrick Mulhall at *Mount Pleasant* (Wagstaffe), William Spears at *Somerset Place* (Pretty Beach) and Elizabeth & John Murray at Rileys Bay. Interestingly, most of our early first landholders were convicts and we find they built new and successful lives for themselves and their families in difficult conditions in an alien country.

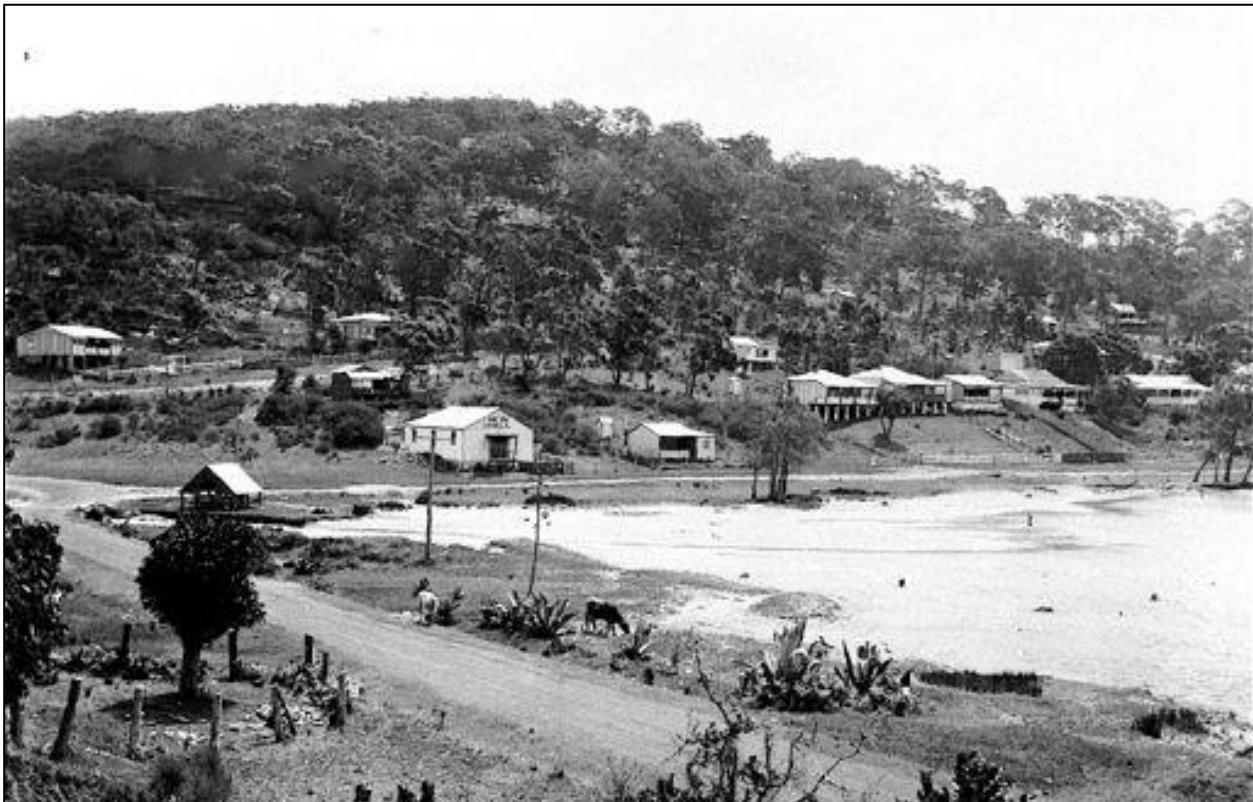
By 1831 some of the place names we use today were already in use. Surveyor Felton Mathew mapped the ranges along the coast and marked on his map names familiar to us now, such as Kourung Gourung, Box Head, Gerrin, Bouddi, Bombi and the early settlers' names, Mullins (Mallen), (William) Fitzgerald and Munhall (Mulhall)¹⁸.

These early settlers all began as subsistence farmers and like other Brisbane Water residents initially made a living cutting logs, grazing some cattle and gathering shells. It was not long before they entered into the shipping of goods, and shipbuilding.

A brief account of those early settlers follows:

Note that the date when the Title Deed was issued is not a clear indication of when the person actually settled here as often, they lived on the land for many years before the title was formalized. This was usually a result of the increasing number of land grants being made and the lack of surveyors in the colony at that time. For example, James Mallen whose deed is dated 1839 lived on his land at Hardys Bay from as early as 1825.

James Mallen



Hardys Bay with creek on left and Araluen Drive area to the right. Photo Gosford Library.

James Mallen was the first to take up land on the Bouddi Peninsula at the southern end of what is now called Hardys Bay where there was the advantage of a small watercourse. This land includes the present Hardys Bay Club and the western side of Araluen Drive and Heath Road as far as the point. Mallen in a letter to the authorities laying claim to his fifty acres of land tells us that he was living on the land in 1825¹⁹.

Mallen, an Irish weaver, had arrived in Australia as a convict on the *Pilot* in 1817 when he was 23 years old²⁰. Not all convict transports experienced deaths on the journey and the *Pilot* which carried 117 convicts, was one of those. In fact the surgeon-superintendent, Charles Queade, said he used 100lb of lemon juice to those on board to prevent scurvy.

In an attempt to improve conditions on the convict ships, Queade on his arrival in Sydney, forwarded to the Governor of New South Wales rules he had drawn up both for soldiers handling security measures, and rules for prisoners. Over the next decade this resulted in explicit instructions being issued to both soldiers and to prisoners who were made aware of what was expected from them.²¹ The convict indent tells us James was 5'4", had a dark ruddy complexion and brown hair and hazel eyes.

During the early 1820s James Mallen worked as a cow keeper in Sydney²². Records show he was working for William Lawson between the years 1823-24²³. William Lawson was the Lawson of explorer fame. Along with Gregory Blaxland and William Charles Wentworth he made the first successful attempt to find a route across the Blue Mountains. Governor Macquarie rewarded each explorer with a grant of 1000 acres and Lawson selected his on the Campbell River near Bathurst²⁴. Perhaps it was there that Mallen found himself working or it may have been at Lawson's property at Prospect called *Veterans Hall*.

Apparently liking the outdoor life, Mallen, now a free man, requested and received permission for the temporary occupation of land at Broken Bay for a grazing run. This is probably the land he was later to own, even though his description of the land he was temporarily occupying was on land of 250 acres and adjoined a lagoon.²⁵ In January 1824 he had 25 head of horned cattle which he had branded "**JM&PC**" and he wanted to cultivate the land which he was hesitant to do if he did not own it²⁶. The 1828 Census shows him working on his Hardys Bay property and had cleared 10 acres of the 50-acre portion, cultivated 10 acres and was running 26 cattle.

During that time, he must have acquired some standing in the community as he was assigned a convict labourer to assist him, named Simeon Hallis, who had recently arrived in the colony²⁷. Two years later Mallen had increased the amount of land cleared and in tillage to 15 acres and increased his herd to 40 head of horned cattle²⁸. Between 1832 and 1839 he continued to be assigned male convicts to work for him, the NSW Government Gazette listing at least five. Mallen's grant, described as being near *Kourang-Gourang*, was finalized in 1839 and he called the property *Wolgi*. He was required to pay an annual quit rent of eight shillings and four pence²⁹.

There were a few delays before the land dealings were finalized. The first delay occurred when it was shown that the land at Brisbane Water he wished to acquire was already promised to Francis Muckledoone. A note along the margin of a 1839 letter written by Mallen requesting that the deeds be made out, states that he had purchased the land from Francis Muckledoone about 9 years ago who was then leaving the colony and Mallen was therefore entitled to the land³⁰. The second delay required even more effort on Mallen's part and was to do with the spelling of his name. His name varies in the records from Mullen, Mullins, Mallin, Mallon, Malon, Marling, Morling and there are probably other variations as well. James appears to be very upset when the Deed of the Grant was being prepared with the name 'James Mullins'. He wrote a strong letter to the authorities to inform them that his real name was 'James Mallen'³¹. Of course, he had to go through the form filling in exercise which we are so familiar with today before the spelling error was corrected. Even though James could not write, as he signed his name with an X, he obviously could recognize his own written name.

The government of the day perhaps fearful of losing control over the convicts assigned to free masters sent out a letter to the 19 settlers of Brisbane Water in 1832. James Mallen was one of those who received a letter requiring each settler to submit a list of all assigned (i.e. convict) servants and to muster them every Sunday at the ‘usual places of Divine Service’ where they were required to be there half an hour before and to attend the service. Those who were Catholics were allowed to remain outside until the service was over³². James was a Catholic so he would still have to take his servants each Sunday to St Paul’s Church of England, Kincumber as it was the only church in the area for many years. Catholic residents such as Mallen and the Mulhalls had to wait until the first Catholic church in Brisbane Water, the Holy Cross Church at Kincumber, was built in 1842.

James Mallen was obviously a church going man and is recorded as paying £5 to buy a cedar pew for the new Holy Cross Church. It is also believed he was one of the original trustees proposed for the church in 1841³³. The spelling again was different, being spelt ‘Mellon’ rather than ‘Mallen’ but as names were often spelt as they sounded we can assume it is the same man.

In 1835 James Mallen married Catherine Flemming in St. Mary’s Catholic Church, Sydney. There is a little confusion here as there is also an entry in the 1825 church register of the same church for a marriage between two people with the same names³⁴. We can only assume it is a clerical error and choose the most likely year of marriage. In his request for additional land in 1830 he states he is a single man so we can deduce that the 1835 year of marriage is accurate.³⁵

We hear about James next (with spelling ‘Malone’) in a Police Magistrate document in April 1840 when he and fellow neighbour William Ward each put down £50 as a surety for Peter Fagan who had applied for a publican’s license. Fagan opened a new inn called ‘The Red Cow’ at Cooranbeen on the road to Mangrove Creek. We now know ‘The Red Cow’ as Henry Kendall’s Cottage at West Gosford. Three licences were applied for that year, one for *The Crooked Billet* at Pretty Beach owned by William Spears and the other to Howard Smith for a new inn called ‘Brisbane Water Hotel’ midway between the ‘Red Cow’ and *The Crooked Billet*³⁶. Fifty pounds was a good deal of money in those days so it shows a spirit of trust and confidence in their fellow settlers.

The following year in 1841, Mallen who was living in Kent Street South in Sydney, applied for 18 acres in the Black Creek area³⁷. There is a Black Creek which flows into the Hunter River between Singleton and Maitland which may be the Creek he was referring to. He stated he wanted to reside there and cultivate it as a ‘small settler’ but the request was denied as most of the land was part of a village reserve.

Here we lose sight of James Mallen. There is a James Mullin who was a witness to Robert Hardy’s marriage in 1879 which could be him. However, he would have been 86 then so it may have been his son. The 1841 Census shows that he was not living in Brisbane Water at that time, and it is difficult to find him elsewhere.

Unfortunately, with the variant spellings of James’s surname it has also been difficult to find any children he may have had, his wife Catherine’s death date or his own death date. The couple were still alive in January 1859 when the land was sold to Daniel Joyce³⁸. Perhaps someone reading this may be able to shed some light on his family and later life.

Daniel Joyce

The land remained under James Mallen's name until its sale in 1859 to Captain Daniel Joyce³⁹. Gwen Dundon, in her excellent book *Shipbuilders of Brisbane Water*, provides the following details of his life⁴⁰. The same year he acquired Mallen's land, Joyce built a house and finished building a ketch which he called *Flying Squirrel* and which began to carry timber and shells to the Sydney market. 'By early 1860 Joyce found himself light in the pocket and was forced to mortgage his Brisbane Water land for 400 pounds, giving his Sydney address at the time of the transaction as Prince's Street. He managed to repay the debt and interest on time one year later, but immediately borrowed more money on the land from different mortgagees.

By this time, 1861, he was licensee of the Hero of Waterloo Hotel at the corner of Windmill and Fort Streets in The Rocks, Sydney. He therefore included the furniture and all the goods and chattels in the hotel as part of the necessary security, as well as his interest in the lease. The contents of each room in the hotel were itemised on the indenture of mortgage'.

Reverend Alfred Glennie was the Anglican minister of the Brisbane Waters Parish in the second half of the nineteenth century and he travelled extensively visiting his parishioners. The area he covered went as far north to the Lower Hunter and west to St Albans and he diligently visited all these areas, mainly on horseback. He kept diaries of these years, and records this visit to the Joyce family on 15th February, 1859: "After dinner I went on to call on Mrs Joyce. Charles took me down in a boat so that Nelly [his horse] had a good rest and a good feed of grass besides.

Captn Joyce returned from Sydney with his vessel while we were there. They are rather in confusion at present, building their house, but when all is finished, they will be snug enough. They have only two little boys – one about 12 and the other 7".⁴¹

Apparently, Joyce kept an association with Brisbane Water until 1865 when perhaps finding he could not pay his debt, the mortgagees sold his land to Robert Hardy⁴².



Robert Hardy and his wife Mary

Robert Hardy

It was **Robert Hardy** who gave his name to Hardys Bay. He held the land from 1865 until May 1904 when he sold it to John McIntyre, retaining a small portion to remain his for the remainder of his life⁴³.

The first record we have of Robert Hardy in Brisbane Water is 1865 when he bought Mallen's land from Captain Joyce. Robert was apparently also referred to as 'Harry'.

He must have been industrious from the beginning as in September of that year he appeared at a coroner's inquest regarding an employee of his who died. At the time he described himself as a shell digger and told how he and Mrs Edwards (who he later married) found John Dawkins "a servant in my employment" dead on his bed. He had left Dawkins in charge of a farm about a mile from his own residence. Hardy had known him for three years and employed him for over three months and had worked with him on the farm the day before. Mary Edwards also gave evidence saying she had had dinner with the deceased the night before and he had "complained he was short of breath although it did not prevent his working". The coroner found that John Dawkins "aged 55 died from disease of the heart."⁴⁴ It is not known just where the farm was or if Hardy was leasing it, but he obviously had an adequate income to employ a farm worker. Hardy was a witness in 1868 to the unfortunate drowning of three people opposite his house. Coincidentally, the surname of the ill-fated family was Hardy but apparently unrelated to Robert. He was looking out his door at Ward's Bay as it was then known and noticed a small punt laden with shells with Jonathan Hardy and his wife Sarah and son John, aged 6, aboard. There was a strong wind blowing and he thought the punt was overloaded and so kept an eye on it. When it was about 20 yards from Ward's wharf, he saw it go down.

Immediately he launched his own boat but when he arrived at the spot could only see two men's cups floating and so immediately reported the disaster to Murray whose son Michael was married to Jonathan's daughter by his first wife. The bodies of father and son were found the next day near where the punt went down; Sarah's body was found at Booker's Point two days later and all were placed onboard the '*Mickey Free*' ketch. The coroner's inquest, which took place in a cottage "situated on the Estuary of Brisbane Water near the Bar" and was probably the Murray property, concluded that the deceased were accidentally drowned by the swamping of their punt.⁴⁵

Drowning was not uncommon in these days especially as few settlers could swim and travelling anywhere around Brisbane Water usually meant travelling by water.

Robert Hardy was involved in another drowning incident in 1877 when the ketch '*Shamrock*' left Gosford with a full cargo of timber but was prevented from crossing the bar due to an unfavourable wind. So, the ship anchored and the ship's captain James Delany, the owner of the timber Joseph Frewin and seaman John Moore were put ashore at Hardy's residence where they dined with Hardy and had two glasses of wine each. They were returning to the '*Shamrock*' in Hardy's light skiff when it capsized. Even though Frewin and Moore could swim they drowned but the captain who couldn't swim, hung onto the boat which drifted ashore safely.⁴⁶

On 1st October 1879 Robert Hardy and Mary Edwards were married. They were married in Sydney at the Baptist Chapel House in Castlereagh Street, Sydney and Robert gave his occupation as mariner and Mary as housekeeper, both living at Brisbane Water.⁴⁷ By now Mary was a widow her husband, William Edwards, a mariner, having died.

Mary was born Mary Elliott in Cockermouth, Cumberland England about 1823 and she was a weaver. She married William Edwards in England and presumably they migrated here together. While her death certificate indicates she had no children this may not be accurate and further research is needed to be sure⁴⁸. Her first husband was possibly the William Edwards, Pilot, who drowned off Wollongong Harbour on 22 June 1867 while trying to board a ketch to prevent it grounding, but this is yet to be confirmed. What we do know is that William was a mariner as Mary had mentioned this at the coroner's inquest into the death of John Dawkins. Mary was to have 17 years of marriage to Robert Hardy before she died in July 1896.⁴⁹ She was buried at St Paul's Anglican Cemetery, Kincumber.

At the 1891 census just 2 adults were living at 'Brisbane Water Bar' one male and one female and although there are no names mentioned, they would have been Robert and Mary Hardy and they had no servants living with them⁵⁰.

By 1900 Hardy who called his property '*Vogle*' had his postal address listed along with John Murray, William Riley and George Wagstaffe of *Mount Pleasant* at Blackwall (Woy Woy) Post Office.⁵¹ By the early 1900s Hardy's property was known as *Wolgee*. This is the name listed in the electoral rolls for the years up to 1913 but spelling of names can be extremely fickle. Remember James Mallen had first called his property *Wolgi* so these variations seem to be versions of this original name. Hardy has called himself a farmer in the later records and appears to have discarded his former more active occupations of mariner and shell collector.

Official records such as those consulted so far can give accurate details of certain events in a person's life but mostly fail to give us an idea of the man himself. We need to go to the stories about a person to get some idea of the personality.

Charles Swancott has done this for us in his book *The Brisbane Water Story: Enchanted Waters*. Robert Hardy appears to have been a colourful character according to the anecdotes Swancott tells, some of which are given here.

The Hardys apparently had a vineyard and made wine which they sold to locals who would often row over from the Booker Bay side, picnic under a big tree nearby and buy wine. He would never sell any of his grapes and made them all into wine. The grapes were a brown variety and grew in big bunches and were very bitter and he would put grapes, skin and seed all in the wine press. Hardy had a pet black snake to protect his grapes from thieves, but one lad from Blackwall, Gordon Donaldson, saw the snake in the vineyard and killed it much to Hardy's displeasure.

Hardy, who appears to be no relation to Sir James Hardy of Hardys Wines, was said to be a careful man with his money. He kept a shot gun to use on birds which attacked his grapes and said while it cost him a bit for powder and shot 'he could always eat the birds'.

Hardy also had a wharf about 200 feet long with decking made of the wood from packing cases he found left on the wharves by the steamers. Robert and Mary Hardy would row over to friends, the Bogans at Blackwell, each Sunday and stay for tea. As Hardy left, he would rub his hands together and say, 'Well lass, that's eighteen pence saved'. One day the Bogans were not home and so the Hardys waited. The Bogan sons said they would hold off making the tea until their parents returned. As the reluctant Hardys eventually had to leave without their tea, one of the sons, Jim, "could not resist a parting shot 'That's eighteen pence saved, lass'". The Hardys reported Jim to his parents for his insolence and he received the 'father of a hiding'⁵².

Robert was becoming older now and sold his 50 acres of land to John Patrick McIntyre in May 1904⁵³. However, McIntyre allowed him to retain a small portion of about 29 perches just north of the now RSL Club with a separate title for the remainder of his life. Annotation on this title states that proof of Hardy's death had been produced on 12th January 1915 and the title was then cancelled⁵⁴. This is the closest we can find to Robert Hardy's death date as so far no death certificate has been found. In fact, the beginning of his life, his birth and place of birth, when he arrived in this country and the years near the end of his life are not known and further research is needed.

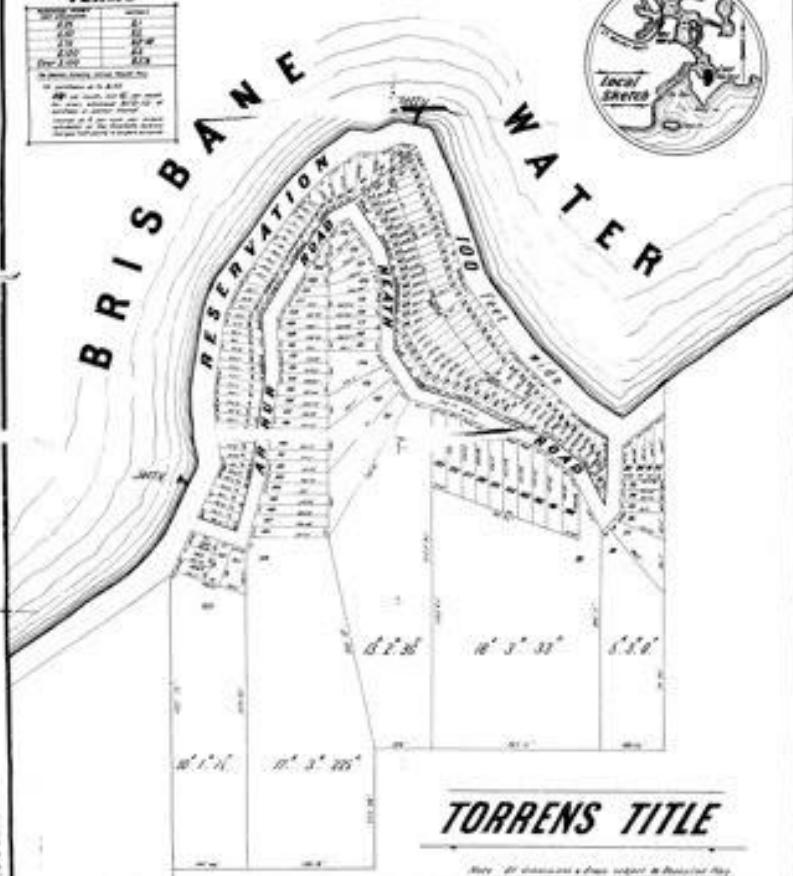
By 1914 the original land grant given to James Mallen was surveyed along with some of William Spears' adjoining land, and subdivided⁵⁵. This subdivision was later to be advertised for sale as the Pretty Beach Extension Estate. It includes the corner where the RSL is and the whole of the point on the western side of Hardys Bay around to where Pretty Beach School is today.

WOY WOY PRETTY BEACH EXTENSION ESTATE

For Private Sale by **ARTHUR RICKARD & CO LTD.**
Automobile & Quality Specialists 84 Pitt St Sydney.

Aucti^on Engineers & Valuers Specialists 84 Pitt St Sydney.

TERMS	
NUMBER OF PAYMENTS	INTEREST
60	8.1
72	8.7
84	9.3
96	9.9
120	10.5
144	11.1





Hardys Bay circa 1910-1915

William Ward was the first settler in what became known as Ward's Bay and is now known as the Killcare Extension. In 1836 he paid £37/10/- for his land of 150 acres which he called *Glenward*⁵⁶. A family manuscript⁵⁷ held at the Gosford City Council Library has been of assistance in telling this story of the Wards. The Ward family is remembered by the naming of Wards Hill Road which in the early days led down through Ward's property. In the early days Hardys Bay was known as Wards Bay.

William was tried at the Old Bailey, London, when he was aged 17 for stealing one shawl, value 4 shillings, found guilty and sentenced to transportation for 7 years. In his defence he said, "I heard a cry of stop thief! I saw the thief knock the man down; he got up, and said I was the thief."⁵⁸. His convict indent shows he was a chimney sweep, was 5'2", had a dark ruddy complexion and brown hair and eyes⁵⁹.

He arrived in Sydney from England aboard the *Almorah* in 1817. The journey took three months with 180 prisoners on board and there were no deaths. In fact, the passage must have been an exceptionally good one as a group of convicts wrote to Governor Macquarie praising Dr Bromley, the surgeon-superintendent, "who with a mind replete with goodness and humanity has added to our comforts in every shape we could wish for and in many instances even anticipated our wishes to make us comfortable. We have also to add that our Morals has (sic) been particularly attended to and Divine service performed on board every Sunday during the Passage." They ended it with, "your very Humble and Obedient Servants, The Convicts" and followed with 30 signatures. William could not write so his signature does not appear but those who could, signed 'for the whole'⁶⁰. This kind of letter must surely have been most unusual.

On arrival in Port Jackson William was immediately transferred along with other prisoners to Hobart on the *Pilot*. Tasmanian records show he committed numerous minor offences between 1820 and 1823 but by February 1824 had been given a Certificate of Freedom⁶¹. We surmise he wanted to leave that place of punishment and hardship, so he set sail for Sydney and a new life.

By 1825 he was living at Brisbane Water where he was timber felling and running shingles to Sydney by open boat⁶². He may have lived on the Killcare land well before his purchase of it in 1836 like most of the first landholders at that time.

In 1837 Ward married Catherine Mitchell, also a convict, who had arrived on the *George Hibbert* in 1834. She had been working for William and Sarah Spears nearby where they undoubtedly met⁶³. Catherine was 17 years old when she was tried in the Stirling Court of Justice and was sentenced to 7 years transportation for house robbery while employed as a housemaid. Her convict indent says had been born in Clackmannan, Scotland, was a Protestant and could read. It also gives us an idea of how she looked; she was 5'2", had a ruddy complexion and dark brown hair with dark eyes. She had a scar on the right side of her forehead⁶⁴. The journey out on the *George Hibbert* was unremarkable, taking 13 weeks and having no deaths on board. William and Catherine were married at St Philip's Anglican Church in Sydney, and both signed with a cross⁶⁵. It was necessary to apply for permission to marry as Catherine had not completed her sentence and as well was underage.



William Ward (at left) and Catherine Ward (right)

Her employer at the time, Sarah Spears, added a testimonial to the application saying she had been in her service for eight months and conducted herself with the ‘greatest propriety’. Samuel Jones a boatbuilder testified that he had known William for ten years and he was an ‘honest and industrious man’⁶⁶.

William and Catherine settled into their life at Killcare. William built a small timber house which he later replaced with a stone one, near what we now call Mud Flat Creek. During the late 1830s, William was busy building up his timber business. He had already declared himself a master mariner at his marriage so he must have had experience with boats earlier in his life.

Over the years he purchased a number of boats which he used for his timber and shingle trading, and for taking prisoners and constables to Sydney for which the Government paid him⁶⁷.

William was also now an employer like his neighbours, William Spears, John Murray and James Mallen, and so received the 1832 letter requiring all convict servants to attend church each Sunday⁶⁸. William was a member of the nearest church, St Paul’s Anglican Church, at Kincumber.

When William Spears applied for a license for the inn, *The Crooked Billet* at Pretty Beach, in 1838 and in 1840, William Ward was one of those who acted as a surety for £50⁶⁹.

It is believed that in these early days, a number of convicts lived on small areas of land on the hills behind the Ward farm. They cultivated bees and would sell the honey to passing ships⁷⁰.

When the 1841 Census was taken it showed there were two males working in agriculture and a female domestic, all working for and living with the Ward family on their property ‘Coriborrah’ in Brisbane Water⁷¹.

William and Catherine had a large family of at least nine children, born between 1837 and 1857. They were Mary Ann, Catherine (called Kate), Sophia Jane, Agnes Elizabeth, Ephraim Mitchell, Emily, Manasseh, Emma Jane and John William Alexander. The present family believe another son, William, was born in 1855 and died young but his birth was not officially recorded. Some of the children were born at Killcare and some at Kincumber where the Wards bought a second property in 1854 known as *Toorogill*.

The move to Kincumber, which fronted onto Kincumber Creek, was where the timber and shipbuilding businesses were centred, and it gave William a greater opportunity to expand his own timber and shipping business. It was also nearer the church and school for his growing family. He purchased further land over the years presumably for their timber stands. At one time he employed 40 sawyers and owned several boats. His wife Catherine appears to be a very capable and interesting woman. She assisted in managing the timber business and as well opened a general store⁷². William would bring the produce for it from Sydney in one of his boats. Elaine Davis said she (Catherine) “had a marvellous and retentive memory, told many stories of life in the early colony, but more than that she was unique, being very interested in the politics of the day. Quite unheard of for a woman then”⁷³.

Here is an interesting snippet about Ward's Killcare land from Rev Alfred Glennie's Journals'. Under the date of 29th September 1859 Glennie said, "Ferris and I took a ride today down to the Gittenses, who have removed from Myrtle Grove to their new residence - Ward's property near the heads, which, for want of a name we have called 'Tonga' from the quantity of that plant which grows in the locality"⁷⁴. The Royal Botanic Gardens in Sydney believe the plant to be *Epipremnum mirabile*, a climber from Fiji, and other islands in and around the tropical north of Australia⁷⁵. It looks similar to the *Monstera* and was used as a medicine for neuralgia.

It is difficult to imagine how a non-indigenous plant would appear prolifically in such an isolated spot by 1859.

William must have had a good standing in the community as in 1869 the Police Magistrate in Gosford nominated him along with John Dunlop and Thomas Humphries for the position of Postmaster at Kincumber⁷⁶. Whether the three men were approached, and the proposal was accepted is not known.

The death of William occurred in 1876 at his home *Toorogill* and he was buried at St. Paul's Church of England Cemetery. In his will he left his property to Catherine. She died in 1898 at Balmain, Sydney, where she had been living with her son, John, for some years. Catherine is buried with her husband. She left her considerable property, equally between her children, except Manasseh, as she had given him the Killcare land before his marriage.

Manasseh was interested in one aspect of his father's timber business and that was in training, management and working of the horse and bullock teams which were used for transporting the timber to the saw pits or to the creek ready for sending them down river. As he grew older, he became interested in local government and became Alderman and later Mayor. In fact, he was mayor on numerous occasions. He must have been widely respected as there was an enormous crowd at his funeral in 1923 and in Gosford, flags were flown at half mast, Christ Church church bells tolled and most of the shops were shut⁷⁷.

Back to the Killcare Extension land. Manasseh applied for it to be converted to Torrens Title in 1912 and sold it to NSW Realty Co. the following year⁷⁸. In 1920 the 150 acres were subdivided and advertised; the land was for sale as the 'Killcare Extension Estate'.

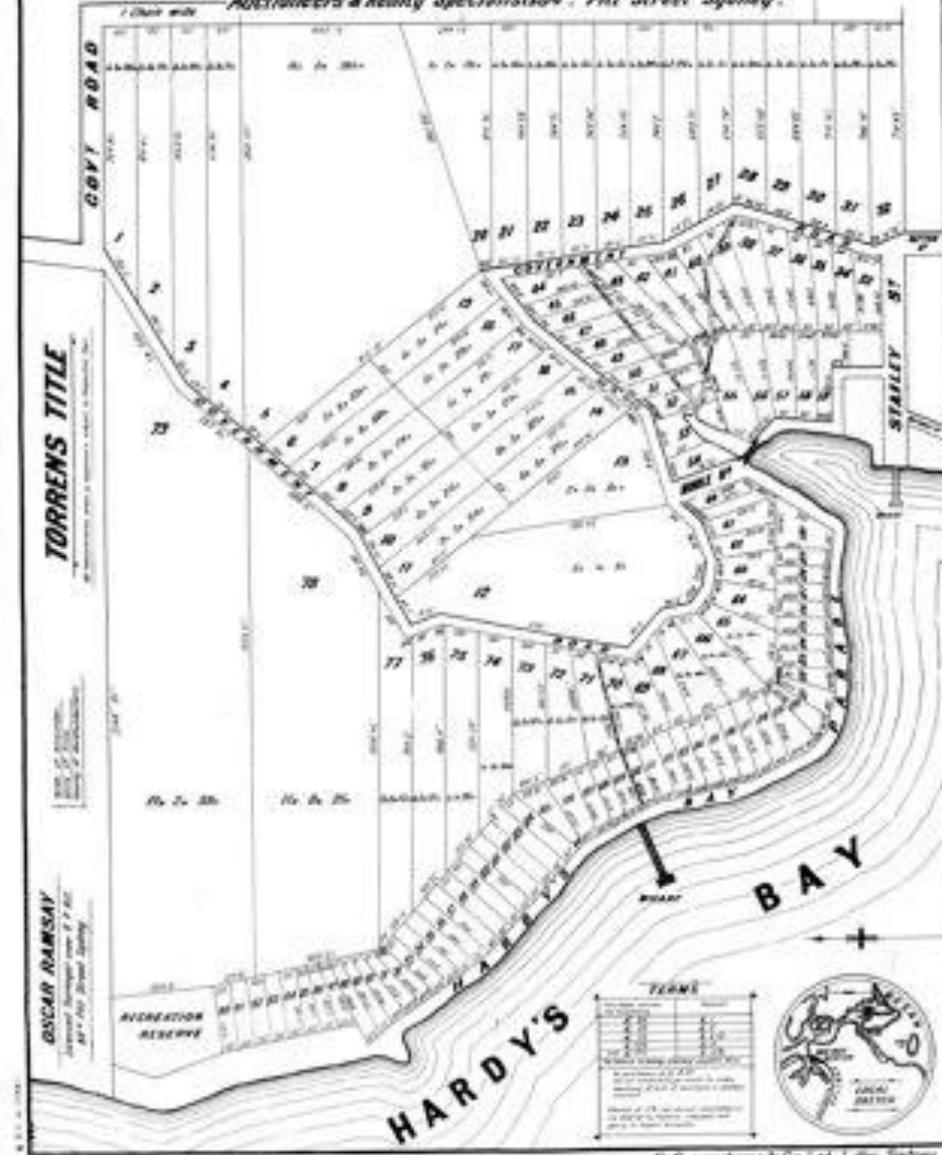
Descendants of the Ward family continue to live in the district.

KILLCARE EXTENSION ESTATE WOY

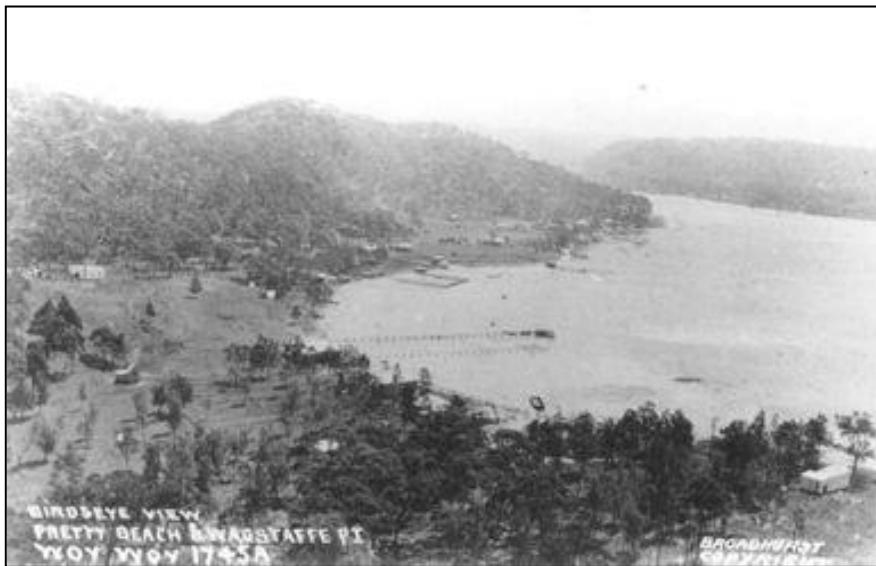
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Pretty Beach circa 1912 - 1913

William Spears

William Spears, who was born in the colony in 1806, acquired two portions of land at Pretty Beach in 1835⁷⁹. The first portion had been promised to him in 1824 and he was required to pay an annual quit rent of nine shillings. Portion 32 which faced the centre of the bay was a grant of 60 acres and he called it *Somerset Place*. In order to acquire this land, he had written to Governor Brisbane in 1824 requesting land so that he would not be a burden on his ageing and invalid father⁸⁰. Spears had applied for a land grant in July and by August it had been approved. By 1834 the deed had not materialized so he wrote requesting that the deeds be prepared, and he finally received the title in July 1835.

In April 1834 William applied for permission to purchase adjoining land (Portion 33) of 50 acres on the east of the bay. In his application he stated: 'The reason of my applying for this small quantity, is, that there is no ground on my own grant fit for a Vineyard and Orchard, for which I require this'⁸¹. The application was approved, and he purchased it for twelve pounds and ten shillings. Spears continued to live at *Somerset Place* but presumably needing money, sold Portion 33 a year after buying it. By 1913 this portion had been subdivided along with James Mallen's land and became known as the Pretty Beach Extension Estate⁸².

William's parents were William Spears who had arrived in Port Jackson as a marine in the 73rd regiment on the *Earl Cornwallis* in 1801 and Mary Howe who had arrived on the *Minerva* a year earlier⁸³. He was probably living at *Somerset Place* some of the time, even though the 1828 Census shows William Jnr living with his parents and six siblings in Clarence Street, Sydney⁸⁴. At this time William Jnr's future wife, Sarah Dowling, was also living in Sydney, aged 15 and working as a servant for John Guran. Two years later he married Sarah then aged 18 in St James' Church of England in Sydney⁸⁵. Sarah was also born in the colony, the daughter of George Dowling and Mary Ann Reynolds. William and Sarah had nine children, John, Mary Ann, William, Louisa Ann, James, George, Richard, Elizabeth Sarah, and Eliza⁸⁶.

William Spears Jnr is best known perhaps for the setting up of the first inn or public house in the area to sell liquor. This was a shrewd move as the inn 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. He was granted a license 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,⁸⁷ the same amount he had paid for 50 acres of land only three years before. William Ward and George Spears, his brother, gave sureties of £50 each in case William did not abide by the conditions of the license. The conditions are interesting from our point of view, looking back to 170 years earlier and are quoted below.

“That where as the said William Spears is to be licensed to keep a Common Inn, Ale House or Victualling House & to sell Ale, Beer, and other malt liquors & Wine, Cider, Ginger Beer, Spruce Beer, Brandy, Rum & other fermented or spirituous Liquor in the House wherein he now dwells, being the sign of the “Crooked Billet”... If [he] do keep the law... and do not permit any person to become drunk or supply, or permit such liquor as aforesaid to be supplied or given to any person in a state of intoxication, or permit such person (not being an inmate thereof) to remain in his House or Premises, & do not permit any person to play at cards, dice or any other game of chance in his said House or Premises, or to commit any disorder therein or to remain in or upon the same[or allow] supplying or drinking after the hour of nine at night or on Sunday at any hour, always excepting moderate refreshments to persons who may be bona fide travelling or who may be inmates of the House or suffer any disorder to be committed in his House or premises nor refuse to admit a Magistrate or Constable into any part of the said House or premises at any hour nor admit nor receive any Convicts other than his Assigned Servant or Servants into the house or any other place held or occupied therewith, or deliver any liquor to any convict except with the written order or in the presence of the Master, Mistress or Overseer of such convict. And to maintain good Order and Rule therein.”⁸⁸

William renewed his publican’s license in 1839, paying a duty of £30, more than double that of the year before, with the sureties of Robert Henderson and George Spears, his brother. The position of *The Crooked Billet* was described as “not nearer any other public House, than to those of Sydney or Newcastle”⁸⁹. At the time of the 1840 renewal, two more licenses were applied for in the area, the “Brisbane Water Hotel” and “The Red Cow”. The sureties for William were once again given by William Ward and George Spears⁹⁰. The Inn probably traded for many years and was probably managed by James Brown who bought *Somerset Place* from Spears in 1857.

By 1837 William, who at the time would have been only 31 years old, had five assigned convicts working for him, four males and one female⁹¹. The 1841 census shows him as the head of a household of ten people and living in a timber house. Even though no names are recorded, it is possible to deduce that apart from William and Sarah and their 5 children, there were 3 servants working for them⁹².

William was also one of those settlers who were asked in 1838 to ensure their convict servants attend ‘Divine Service’ each Sunday⁹³. Like his neighbours he would have attended St Paul’s Anglican Church at Kincumber.

In March 1843 the Police Office at Gosford sent a circular to Spears and 10 other employers cautioning them not to employ sawyers and splitters unless they had certificates which they could produce for the satisfaction of the Bench to show they were of good character⁹⁴.

We know William like most landowners at Brisbane Water was also a boat owner and he owned the cutter, *Currency Lad*⁹⁵. William and Sarah had returned to Sydney by the time their last daughter was born in 1848 and William worked there as a sawyer⁹⁶.

Two of his brothers, George and Joseph, who had both acquired land at Brisbane Water continued to live there. Sarah Spears died at Kent Street, Sydney in 1853 and William, still living at Kent Street, followed her in 1874 aged 68 years⁹⁷.

Even though William appears to have been living in Sydney from the late 1840s he kept the 60 acres of *Somerset Place* until 1857 when he sold it to James Brown⁹⁸.

James Brown

James Brown bought William Spear's 60-acre property, *Somerset Place*, at Pretty Beach in October 1857 paying Spears £300 for it⁹⁹. The following October he paid £31 to become the first landholder of an adjoining property of 31 acres. This land was a triangle between Mulhall and Spears with the tip of the triangle near the junction of High View Rd and Wagstaffe Avenue, and the base running along the ridge behind Lobster Beach¹⁰⁰. Brown paid only £1 per acre for the vacant land but paid £5 per acre for Spears' land. The difference in price would be because Spears provided a house and other buildings on his land and his inn, *The Crooked Billet*, was probably still operating. It has always been thought that James Brown had been an innkeeper at Pretty Beach and as a Licensed Victualler, at the time of the purchase, it would have been worth his while buying the business¹⁰¹. In fact, he may have been managing the inn for some years before he purchased it.

James was born in Belfast, Ireland of parents Matthew Brown, a master mariner and Jane Clark and came to Australia when he was about 35 years old¹⁰². He married Mary Dougherty (O'Dougherty, Doherty, Dogherty) also born in Ireland in Sydney in 1843¹⁰³. Four children survived to adulthood, James, Jane, Ann and William; three others died young.

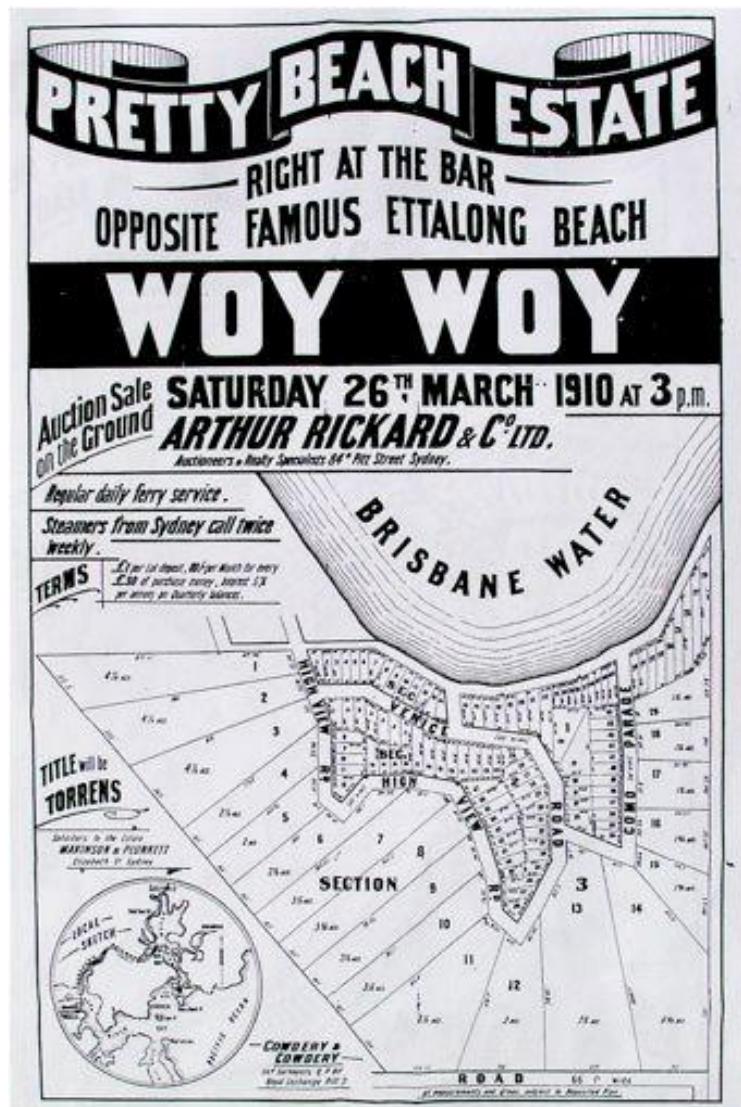
Unfortunately, James Brown did not live very long to enjoy his new land at Pretty Beach as he died just over 12 months after the second purchase¹⁰⁴. Perhaps he had warning of his death, as he died of heart disease which he had had for 10 years. Brown had made his will in 1858 and added a codicil just 5 weeks before he died. In his will he allowed his wife Mary to control and manage his assets "so long as she remains a widow, and unmarried and shall not live in a state of adultery". James added a codicil 5 weeks before his death which requested after the sale of his property the proceeds should be equally divided between his children¹⁰⁵.

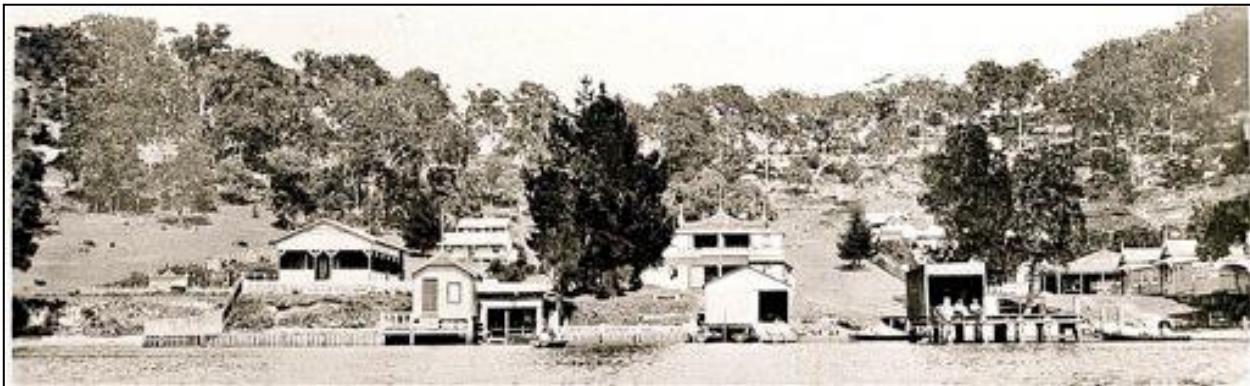
Only two years after her husband's death, Mary Brown remarried. She married James Paton, a bachelor and ships carpenter from Aberdeen, Scotland¹⁰⁶. Apparently, Mary didn't present her first husband James Brown's will. The 1891 census does not show Mary and her husband living in the Brisbane Water area and in 1904 she died¹⁰⁷. At the time she and James Paton were living at Thirlmere near or with Mary's granddaughter, Edith.

Because the 1858 will of his father had not been proven, in 1908 the youngest son, William Brown, wanting to realize the property, needed to go to the Equity Court. William was made a Trustee of the estate and the land was sold under his name to NSW Realty Company in 1910¹⁰⁸. Presumably, the other siblings or their descendants received their share of the £910 which was the sale price.

In 1910 the land was subdivided and offered for sale as "the Pretty Beach Estate"¹⁰⁹. It was described as follows in the Sydney Morning Herald: "It fronts a hoop of firm sand, close to Wagstaffe Point. This beach is sheltered from the southerlies and from almost all winds, is an ideal place for women and children. Jetty to deep water now being built. Splendid mixed fishing right in front of the Estate. The Estate is quite close to Woy Woy, and yet is quiet and retired"¹¹⁰.

When it went to auction two weeks later it was reported that there was a large attendance of city buyers as well as local people. Fourteen allotments and blocks were sold, prices ranging from £15 to £30 for the week end sites and at £5 to £15 per acre for the large area blocks¹¹¹. The lots at the back were from 2 to 5 acres.





Wagstaffe waterfront and slopes behind in the 1920's

Patrick Mulhall

The Mulhall family were the first settlers in what is now known as Wagstaffe and the family name is remembered in the naming of Mulhall Street which leads down to the public wharf. It is surprising that this is the only reminder as the Mulhalls owned land and lived here for nearly 60 years, whereas George Wagstaffe and family were here for a briefer 15 years.

Patrick Mulhall, an Irishman, was born about 1781. He was tried at Carlow and was sentenced to 7 years transportation, arriving as a convict on the ship *Tellicherry* in 1806. The journey took about 4 months which was average for those days and of the 166 prisoners, 6 died. Unfortunately, the *Tellicherry* on the return journey to London via China to pick up a cargo of tea was wrecked in the Philippines, the first returning transport to do so¹¹². The 1806 Muster shows Patrick working for [Michael] Dwyer at Parramatta¹¹³. According to Jervis Spark, Patrick was an ally of six state prisoners on board the ship, who were the ring leaders of the Wicklow Rebellion of 1798. He had met Dwyer who was free, on the ship, and Dwyer chose Patrick to work for him at Cabramatta which was then known as 'Little Ireland'¹¹⁴.

By 1810 Patrick had been granted a Certificate of Freedom¹¹⁵. In the 1811 Muster, Patrick is listed as both Milhall and Mulhall and appears to be single¹¹⁶ while in 1814 he has two entries, one as a grass cutter and one as a labourer working for Patrick Mernan in Sydney¹¹⁷. This Muster is an interesting one as it tells us that Patrick and Rachel Griffiths were living as man and wife and they had 4 children. At this stage he was listed as 'off stores', an important event in the colony as it meant he was earning enough to keep himself and family in food and clothing and was not needing government support.

Rachel (sometimes Rachael) Griffiths was convicted in 1803 of stealing blankets from David Jones's house from a 'room over the oxhouse' in Carmarthen, Wales¹¹⁸. She arrived in Port Jackson on the *Experiment* in June 1804¹¹⁹ and was sent to the Female Factory at Parramatta. Here she met John William Read and had a son William by him the following year. That same year, 1805, she married John Willis at St John's Church, Parramatta. Patrick and Rachel probably did not marry, as a marriage certificate has not been found.

Perhaps Rachel was unable to marry Patrick because her husband was still alive. William Read, Rachel's son, was accepted by Patrick and brought up with his own sons. There were five sons, George, born c1810, Patrick born c1813, Thomas born c1816, John born c1818 and Michael born c1820 who appears to have died young¹²¹.

In a memorial to Governor Macquarie in 1820, Patrick requested a small land grant anywhere in the colony¹²². As Patrick was deemed to be a 'sober, deserving man' he was promised 50 acres of land at Brisbane Water in March 1821 which was officially granted to him in 1841¹²³. A letter sent to the Colonial Secretary in October 1841 asking for the deed to be prepared is headed *Gorangorang or Mount Pleasant* and he states: 'The above is the original name and the other which I wish to give it'¹²⁴. The Aboriginal name refers to *Kourung Gourung*, which appears with various spellings, and is said to mean 'fast running sea' which is an apt description for the water which sweeps past the (Wagstaffe) point. The name *Kourung Gourung* appears on Mathew Felton's map of 1831 as mentioned earlier.

The Mulhall family farmed the land, much earlier than 1841 of course. The 1828 census, while it shows Patrick, Rachael and three children living in Hunter St, Sydney at the time, also mentions that of the 50 acres he held, he had cleared 14, had 7 in cultivation and had 35 head of cattle¹²⁵. This would have referred to the Brisbane Water land as the deed states that Mulhall was required to pay one shilling quit rent annually for this land backdated from 1st January 1827. William and Patrick Jnr were not included in the 1828 Census so they may have been working at *Mount Pleasant* at the time.

Patrick also owned a property in Hunter Street, Sydney. The NSW Government Gazette on 10th June 1834 reported the Deeds of Grant were to be drawn up at the end of three months from that date if there were no disputes preventing it. Patrick's town land was 13 perches and he presumably had been living there for some years before, as the 1828 Census records show him and the family living in Hunter Street. The land was sold in 1839 for £850¹²⁶.

One of the sons, Thomas was so keen to have some land that he requested a land grant from Governor Darling when he was only 18 years old in 1830. He may have been even younger. Thomas stated he wished to assist his 'aged' parents in providing for their numerous small (presumably he meant young) family. Thomas was informed that he should reapply when he was 19¹²⁷.

Fire was always a danger in homes of the 19th century, as usually an open fire was kept going all day. Children were often burnt when their clothes caught fire. Tragically, this happened to Patrick & Rachel's two-year old grandson, George. He was the son of George Mulhall and wife Mary Ann. In those days medical help was far away and the doctor, when called, was out that evening and not expected back that night. Home remedies were not effective either as the child was treated with scraped potato and also lard and an ointment which had been left at a neighbour's house by the doctor some time ago. Unfortunately, the child died the next day¹²⁸.

The 1841 census shows there were 8 persons living in the Mulhall home at the time, four males and 4 females¹²⁹. Jervis Sparks says, “The Mulhalls’ were noted rowers in their day. [They], from their farm near Brisbane Waters frequently rowed down to Sydney in whale boats with their produce, returning with supplies for the farm”¹³⁰. It is not clear which men of the family were involved in this trade.

One of Patrick’s sons, George, made a name for himself becoming the first lighthouse keeper when the Barranjoey Head Lighthouse commenced operations on 29 July, 1881. His son, also named George was appointed his first assistant and went on to take over his father’s position after his death 4 years later. It has been commonly thought that George Snr was struck by lightning which caused his death. However, Jervis Sparks says his death certificate states he died of apoplexy (stroke). He was buried near the lighthouse, his headstone reading in part “All ye that come my grave to see/Prepare in time to follow me/Repent at once without delay/For I, in haste, was called away”¹³¹.

Patrick died on 5 March 1846 at age 60 and was buried at Holy Cross Cemetery, Kincumber the following day. Rachel died three years later on 25 October 1849 and was buried first in the old Devonshire Street cemetery in Sydney. When that closed to make way for the Central Railway Station, her remains were moved to Waverley cemetery to be interred with her son, Thomas¹³².

Mulhalls continued to own the property for some years after the death of Patrick in 1846 and Rachel in 1849. Patrick was quite specific in his will. He left his wife two of his best cows and 10 acres of his land at “Gurrumguma” [sic], his son Thomas his two boats and two acres (possibly a misprint for 10 acres) and his other three sons, George, Patrick and John received 10 acres¹³³.

The remaining cattle were divided between the four sons. He also stipulated that if George, Patrick or John attempted to sell any of the land then it was to be bequeathed to son, Thomas. Rachel was also specific in her will. She left Patrick and John £40 each and her 2 cows and 10 acres of land to John. She left her grandson, William Read, £15 to enable him to get a trade and the Trustees of the Church of St Benedict £10 towards the erection of the building of St Benedict’s Church at Broadway in Sydney. Any residue of the estate was to be distributed among the grandchildren of Thomas and George for their education¹³⁴.

The brothers appear to have come to an agreement about the sale of the land which would not go against their late father’s wishes and the whole of the property came onto the market after their mother’s death.

We are fortunate to have a description of the property when it was advertised for sale in the Sydney Morning Herald for 7th January 1861. It gives such a good picture of what a typical holding may have been like at this time. It is quoted in full: “A FIFTY ACRE FARM at Point KOURANG GOURANG, Brisbane Water, upon which there are two cottages, almost adjoining, one of which contains front and back verandah and three rooms, the other two rooms. Also, kitchen and servant’s room, with shed for tools, etc. Nearly all the land is cleared, and there are two paddocks of about ten acres each, and a very fine orchard of about five acres, stocked with all kinds of choice fruit trees and bananas. There is also a paved pigsty, fowl-house, stable, and a stockyard fitted with milking bales etc., a good well giving an abundant supply of water. The property has a large water frontage, and there is a jetty run out, so that a landing may be affected at low water.

There are about twenty head of cattle, some pigs etc., which may be taken at a valuation. A more comfortable homestead could hardly be found for a practical man desirous of COMBINING DAIRY AND AGRICULTURAL FARMING. Its position commanding the sea of all steamers and coasters trading to Brisbane Water, which pass the farm, gives it the greatest facilities for transmitting all kinds of farm and dairy produce, poultry, fruit etc., to the Sydney market, at the smallest possible cost. The Crown land at the back secures ample feed for dairy stock, and there is an abundance of fishing and shooting in the immediate neighbourhood”¹³⁵.

The land did not sell and further ads were placed in the Sydney Morning Herald in 1862 and 1863. By 1886 Thomas had the title of the land and sold it to Francis Gerard¹³⁶.

George Wagstaffe

Mulhall’s land came into George Wagstaffe’s possession in 1890¹³⁷. George and his family are remembered with the naming of Wagstaffe, Wagstaffe Avenue and Wagstaffe Point.

The following details of Wagstaffe’s life have been supplied by letters written by his granddaughter, Mrs Truan King,¹³⁸ and by Gwen Dundon in her book “Shipbuilders of Brisbane Water NSW”¹³⁹.

George was born in 1853 in Yorkshire, England and is believed to have come from England in 1875 and from the outset was involved in shipping. At first, he was an agent for the shipping company, Burns Philp, travelling in the South Seas, especially New Zealand and the Solomon Islands, later gaining his master’s certificate for coastal trade ships. However, when he was married in 1883 his occupation was given as draper. Christina Ogilvie, his bride, was born in Sydney, the daughter of James Stewart Ogilvie and Jane Georgina O’Brien. The couple went on to have eight children (including two sets of twins) of which four reached adulthood. After living in Queensland for a while they moved back to Sydney where George had a store in George Street called The Australian Confectionery Company.

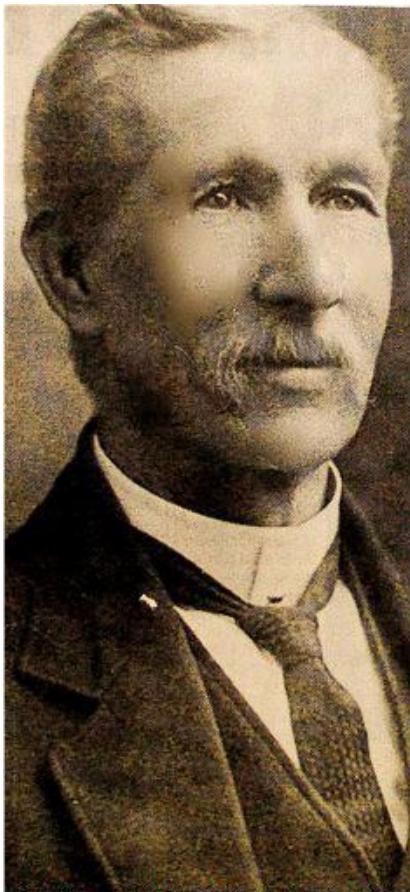
With the downturn in the economy in the late 1880s and early 1890s the family left the city and moved to Brisbane Water. Here, although listed in the electoral rolls as a farmer, he also became involved in shipping produce to Sydney and the Hawkesbury. He obviously was keen enough to study for and obtain a Master’s Certificate (Coastal) in 1901 and became known as Captain George Wagstaffe. Shipping registers show him as the builder of an auxiliary ketch *Gila* and the family believe it was probably built at Beattie’s boatbuilding yards on Cockle Creek. Over the years it seems he owned numerous vessels for use in his trading business.

According to George’s granddaughter, in his youth he was a powerful oarsman, rowing for his college which no doubt stood him in good stead as later she mentions each day, he rowed across the river taking his children to and from school located on the western side. Presumably she meant from Wagstaffe to Ettalong.

During the Wagstaffes’ residency, the government negotiated to build a house for a fisheries inspector on the Wagstaffe land. This house was built on the foreshore opposite the Wagstaffe home at the end of what is now known as Mulhall Street.

After fifteen years living at *Mount Pleasant* George and his family moved back to Sydney where he was again employed by Burns Philp as senior provider until his death in 1920.

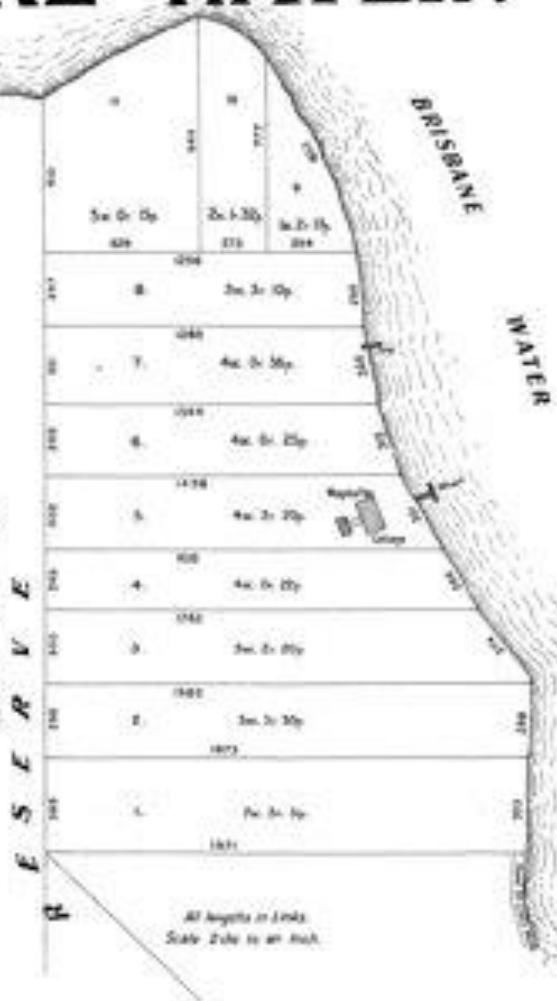
Although he signed a contract to buy Mulhall's land in 1890 from the current owner, Francis Gerard, George Wagstaffe only made a down payment and continued to pay it off. After fifteen years the Wagstaffe land still had not been paid for in full and Gerard took possession of the property.



George Wagstaffe 1853-1920

FOR SALE BY TENDER.
50 acres Subdivided into 11 Portions

WAGSTAFFE'S SUBDIVISION MOUNT PLEASANT, BRISBANE WATER.



Embracing some of the Choicest Spots
 on BRISBANE WATER, 3 miles from Woy Woy
 RAILWAY STATION, 1½ miles from BLACKHALL
 TOWNSHIP. Deep water frontage. Splendid fishing
 Grounds. Charming Views of BRISBANE BAY.

Lovely Residential Sites, Rich Agricultural
 Land, suitable for Orchards, Malt Growing, &c.

The only Estate having frontage unreserved
 to High Water Mark.

3 Hours run from Sydney by Train or
 Steamer.

Tenders will be received addressed
 "The Auctioneer".

A. F. MIDDLETON, & C. L. TANGE ESQ
 Subsidiary for the Vendor.
 High Chambers, Block 9,
 SYDNEY.

up to OCTOBER 4th 1904.

TERMS.

20% Deposit on acceptance of Tender.

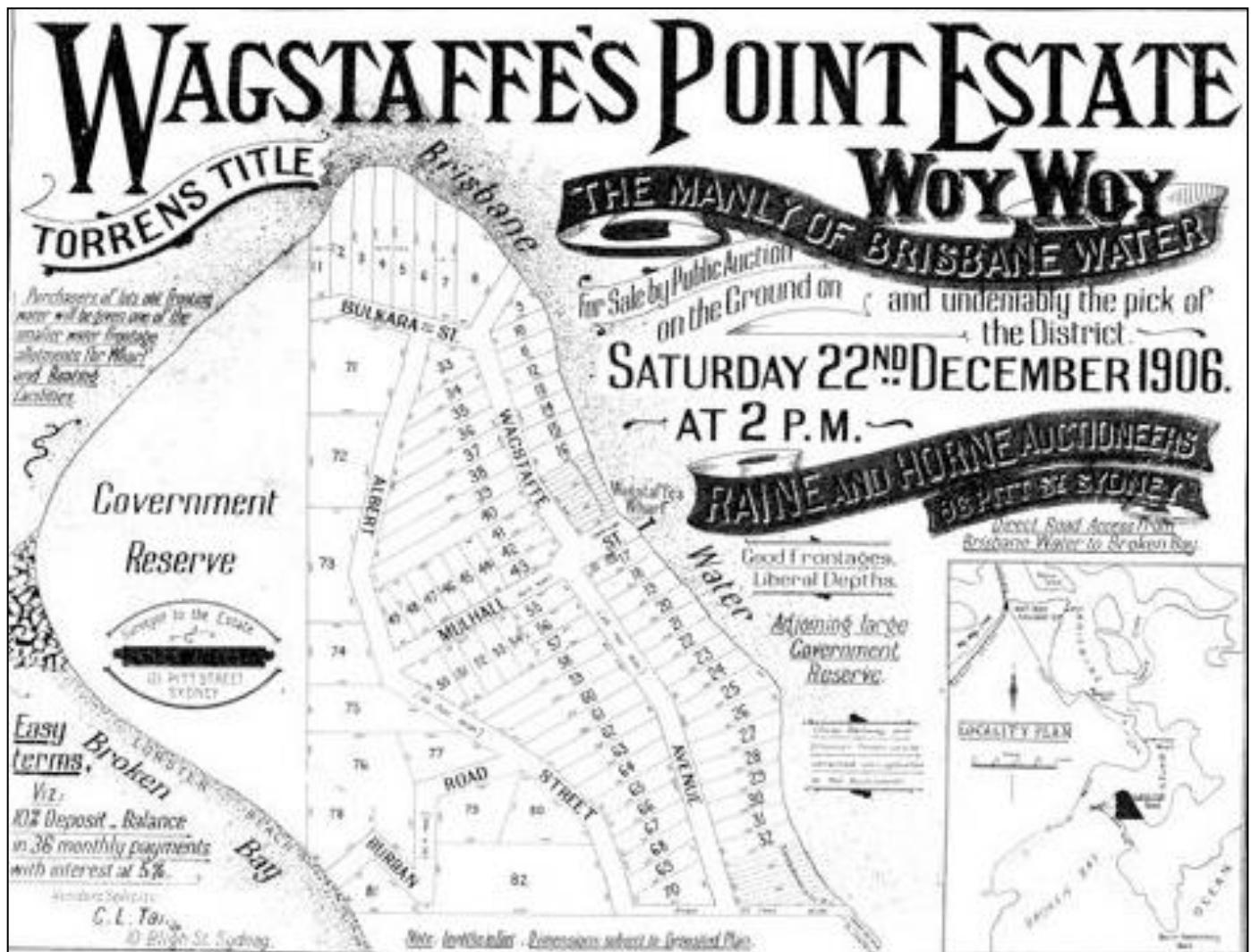
The Highest Tender not necessarily accepted.

G. L. TANGE, Subsidiary for Vendor from whom Particulars as
 to Site, Terms and Conditions of Sale may be obtained.

On Lot 8, there is a comfortable 2 roomed Cottage and Backwood Kitchen
 also a good Wharf. Note. This property was purchased in the early days
 when the settlers had the Choice of the whole of Brisbane Water.

G. B. CARTER
 Licensed Surveyor,
 MANLY.

A. F. MIDDLETON
 Agent for Vendor
 343 LIVERPOOL ST. DARLINGHURST.



The land was actually subdivided in 1904 and advertised as Wagstaffe's Subdivision, Mount Pleasant. It failed to sell, probably because the land had not been converted to Torrens Title. In 1906 now converted to Torrens Title it was re-subdivided and readvertised as Wagstaffe's Point Estate¹⁴⁰. In those two years the advertising emphasis had changed from "Rich Agricultural Land suitable for Orchards, Maize Growing, etc." to "The Manly of Brisbane Water".

Purchasers whose lots did not have water frontage were given narrow blocks on the water "for Wharf and Boating facilities"¹⁴¹. The move away from farming had begun to take place.

A note about the spelling of Wagstaffe: for many years in the mid twentieth century, the name was spelt without the final 'e'. George Wagstaffe's granddaughter said he was very emphatic regarding the spelling and insisted the name must be spelt with an 'e'. Following an application to the Geographical Names Board by the Brisbane Water Historical Association, the official spelling with the 'e' was approved in 1991.

Elizabeth Murray and John Murray

Elizabeth Murray bought 50 acres of land adjacent to William Nash at what is now called Rileys Bay, after the Riley family which settled there later. Elizabeth arrived free from Ireland in 1833, aboard the *Caroline*, accompanied by her mother, Mary, and four siblings: James, Maria, Esther and Margaret. Her father Thomas Owens had already arrived in the colony on the *Mariner* as a convict and had applied to have his family join him¹⁴².

The year after her arrival she married John Murray, a 22-year-old Irish convict, who had arrived in 1823 on the *Isabella*, and who had a life sentence for stealing money¹⁴³. John needed to apply to the Governor for permission to marry as he wasn't a free man. This was granted and they were married in St Mary's Church in Sydney in 1834¹⁴⁴.

John had come from Kildare County and was a reaper, so he was a country lad. He is described on his convict indent as being 5ft 6 ins tall, a fresh complexion with brown hair and grey eyes. On his arrival he was assigned to Mr Thomas Street. By 1828 while he was still working for Street in Sydney as a Limeburner, he was also working as a limeburner for G. Weavers at Holdsworth¹⁴⁵. In 1831 John received his Ticket of Leave which enabled him to be self-employed as long as he didn't leave the Brisbane Water district without permission. In 1839 he received a Conditional Pardon¹⁴⁶. This meant even though he had a life sentence he was a free man on condition he didn't return to Britain. Those who have read *Great Expectations* by Charles Dickens will remember the convict Abel Magwitch who was pursued by authorities when he returned to England with only a conditional pardon.

Elizabeth applied for the land in 1835, as John was unable to, as he did not have a conditional pardon until later. She paid twelve pounds & ten shillings for the 50 acres and received the title deed in February 1836 the annual quit rent being 'one peppercorn, if demanded'¹⁴⁷.

Having acquired the Rileys Bay land, in June the following year Elizabeth requested 50 acres of waterfront land at Pearl Beach. By August, permission had been granted and the land was to be sold at a minimum of 5 shillings an acre¹⁴⁸. However, when it was put up for sale in 1840 the land was bought by a retired army officer, William Moseley, for £75 who promptly sold it to land-agent William Barton¹⁴⁹. Perhaps Elizabeth found the price too high by then.

By 1838 Elizabeth and John were employing assigned servants and were among the 19 settlers who received orders for the servants to attend church each Sunday. Being Catholics, they would have had to travel to St Paul's Anglican Church at Kincumber until the first Catholic church, Holy Cross, opened at South Kincumber in 1842.

Although we don't know a great deal about John Murray's activities, apart from shell digging, we do know that along with most of the early landowners of the area, he owned boats. One he owned, built in Brisbane Water in 1838, called the *Mermaid*, is mentioned carrying cargo and rum for William Spears the publican of *The Crooked Billet* at Pretty Beach¹⁵⁰. Between the years 1837 and 1841 accounting records exist that show he was transporting prisoners and constables to and from Sydney¹⁵¹.

At the 1841 census there were eight people living on the Murray land. Apart from Elizabeth, John and their three children there were three workers, a female domestic servant and two single men.

The house was described as built of wood and stone and unfinished¹⁵². The remains of the stone house which John Murray built about 1836 can still be found at Rileys Bay.

Elizabeth and John Murray had six children: Michael, Catherine, Mary, Elizabeth, John and Patrick. John Snr. died in 1847¹⁵³ and two years later Elizabeth married Daniel Bennison (Benson) by whom she had two sons, Robert and Henry. When Elizabeth died in March 1855, aged 39 years, she was buried near her first husband, John, at Holy Cross Cemetery¹⁵⁴. The death certificate of Daniel Bennison who died in 1861 states he was buried on the Murray Farm. It appears some of the land remained in the Murray family until 1919, but the Murrays and the Rileys were living near each other on Elizabeth's land before that.

William Riley

The name Riley was and still is a well-known family name in the Brisbane Water district. **John Riley**, a Londoner, aged 18 was one of three young men who were convicted of stealing between them, '*I hat, value 2s, and 1 handkerchief, value 6d*'¹⁵⁵. He was tried at the Old Bailey in 1827, and even though he had four witnesses to vouch for his good character, he, along with the others was found guilty and sentenced to death. Fortunately, this was commuted to transportation for life and John arrived on the *Phoenix* in July 1828'. Initially, John was assigned to James Jenkins of the North Shore and by 1837 he was working for Rolla O'Ferrall at Pittwater¹⁵⁶.

1837 was also the year he applied to marry Margaret Manning, as he had been given his Ticket of Leave the year before. When he married her in 1838, they were both living at Brisbane Water¹⁵⁷. However, Margaret appears to have died soon after and he then married Elizabeth Gorman the following year. Sadly, in 1842, she also died at the age of 27, a year after their first son William was born. John was to marry again to Margaret (Mary) Costigan and have three more children, James, Thomas and Ellen Sarah.¹⁵⁸ The Rileys came to own and farm Rileys Island, then named Shell Island, in the 1850s. John also went into ship building and his sons became involved in different aspects of the shipping business. John died aged 74 years in 1885 and Margaret died at the same age in 1894. They are both buried at Holy Cross Cemetery at Kincumber.

It was **William**, son of John and Elizabeth, who first moved over to Rileys Bay in the 1870s. Gwen Dundon's book *Shipbuilders of Brisbane Water* has supplied much of the detail about William and his family. Like his father, William's first wife, Sarah, died young. They had married in St Paul's Church of England in Ipswich, Queensland. Sarah Wrench Wilson was born in Queensland in 1854 daughter of William and Elizabeth Wilson. They already had seven children when Sarah gave birth to triplets, Mary, James and Jessie in 1887.

Unfortunately, they did not live long and neither did Sarah. The Sydney Morning Herald birth notice tells us that Sarah gave birth to the triplets at her home in Lavender Bay while William's residence was in Brisbane Water¹⁵⁹. Probably his wife and maybe the children were not living at Brisbane Water because William's work took him away for such a lot of the time, or perhaps Sarah wanted to be near medical care. William named a boat built in 1889 the *Jessie Riley* after the daughter who died. We don't know who looked after the other children immediately after their mother's death.



Riley family home Riley's Bay circa 1981

Isabella Jane Frost, daughter of George and (Margaret) Elizabeth Frost, was William's second wife. She was a local lass born in 1875 and she married William in 1894 at St Pauls Church, Kincumber, the same church where she had been baptized. The couple had at least six children: Archibald William, Rupert Desmond, Clarence Victor, Herick S, Horace G and Walter Thomas, all born between 1896 and 1908.

William had been master of his father's vessel, the *Maggie Riley*, which had been built by his half-brother James. He later came to own this ship. For years the *Maggie Riley* took cargo to Sydney from Brisbane Water and returned with supplies which the locals needed. Some of the goods taken to Sydney for sale were baskets of shells, hides, skins, horns, tallow, timber, palings, laths, beams, posts & rails, fowls, eggs and oysters.

The 1891 census shows William living at 'Brisbane Water Bar'. There was another male, and 2 females living there at the time¹⁶⁰. Unfortunately, no names are given. Ten years later in 1901 there were 3 males and 7 females at Rileys Bay; again no names are recorded¹⁶¹.

There came the time where he gave up his mariner's life and settled on the land. At Rileys Bay he became an oyster farmer. With the help of Patrick Murray he quarried large rocks from the hillsides to put into the water to help with this new venture. Oyster leases had to be applied for even in the early 1900s, and records show that William had more than the one in front of his land at Rileys Bay, and it appears to have been a burgeoning industry¹⁶². After the 1868 Act was brought in to prevent shell gatherers from harvesting live oysters for lime burning, oyster culture began to thrive and it is still an important business in Brisbane Water today.

William built a house just to the right of the present 1920s residence, *Mt Earl*, built by Jack Owen and Bill Riley, William's nephew¹⁶³. William Riley died in 1910 and his wife Isabella who had lived there for the remainder of her life without electricity or running water, died in 1953.

Members of the Riley family were to live there for most of the twentieth century and owned land until 2005. *Mt Earl* remains in 2010 much as it was when it was built, isolated from other habitation. For further information about the Riley family and Rileys Bay see the article entitled 'Rileys Bay' in this publication.



Wedding portrait of William &
Isabella Riley circa



The Riley home *Mount Earl* circa 1985

William Nash

The 40 acres of land granted to William Nash in May 1838¹⁶⁴ is at the southern end of Rileys Bay, between William Ward's land and Elizabeth Murray's, with a waterfront to the Bay. The land had been promised to Nash by Governor Macquarie as far back as 1811¹⁶⁵ which was well before Brisbane Water had been settled by any European. Nash may well have been the first person to be promised land in Brisbane Water. The deed states he was to pay an annual quit rent of one shilling sterling commencing from 1st January 1827.

Descendants of William Nash and his wife, Ann Hubbard, have been most helpful with details of his life¹⁶⁶. William Nash arrived in 1798 as a convict on the *Barwell* at the age of 19 years. He had been tried and convicted in Hertfordshire Assize Court for stealing a ewe sheep, value £1. Initially, he was given a death sentence but received clemency. The journey on the *Barwell* was a long one, taking nearly five months, and an eventful one. There apparently were two separate plots between convicts and the soldiers to seize the ship. Both plots were foiled but many men were flogged and put into irons¹⁶⁷.

By 1805, William was a free man. We do not know his occupation or background in England but perhaps he was a farm worker, as at this time he was renting 30 acres from James Dunn and was growing enough to enable him and his female housekeeper to be off stores i.e. not victualled by the government. Of the 30 acres he had 7 under wheat, 7 maize, 2 barley 10 in pasture and 3 fallow. He also had 4 female pigs and 4 male pigs¹⁶⁸. This was a remarkable achievement considering he arrived penniless as a convict 8 years before.

He married Ann Hubbard in 1810 at Windsor and by 1814 he was a landholder living in the Windsor area with his wife and 2 children¹⁶⁹. The couple were to have 14 children, including Thomas, Sarah, Samuel, William, Jane, Joseph Francis, Charles, Elizabeth and George, twins Henry and John, twins Ann Matilda and Emma and Mary Ann¹⁷⁰. As was common in those days, some of the children died as infants or died young. The 1828 Census shows the family living at Lower Portland Head (now known as Wisemans Ferry)¹⁷¹. Here William, a labourer, owned 40 acres of which 20 were cleared and 16 cultivated. He was now 40 years of age and Ann, his wife was 35 and they had six children. Ann was a ‘currency lass’, born in the colony although her birth record has not been found, the daughter of William and Mary Hubbard.

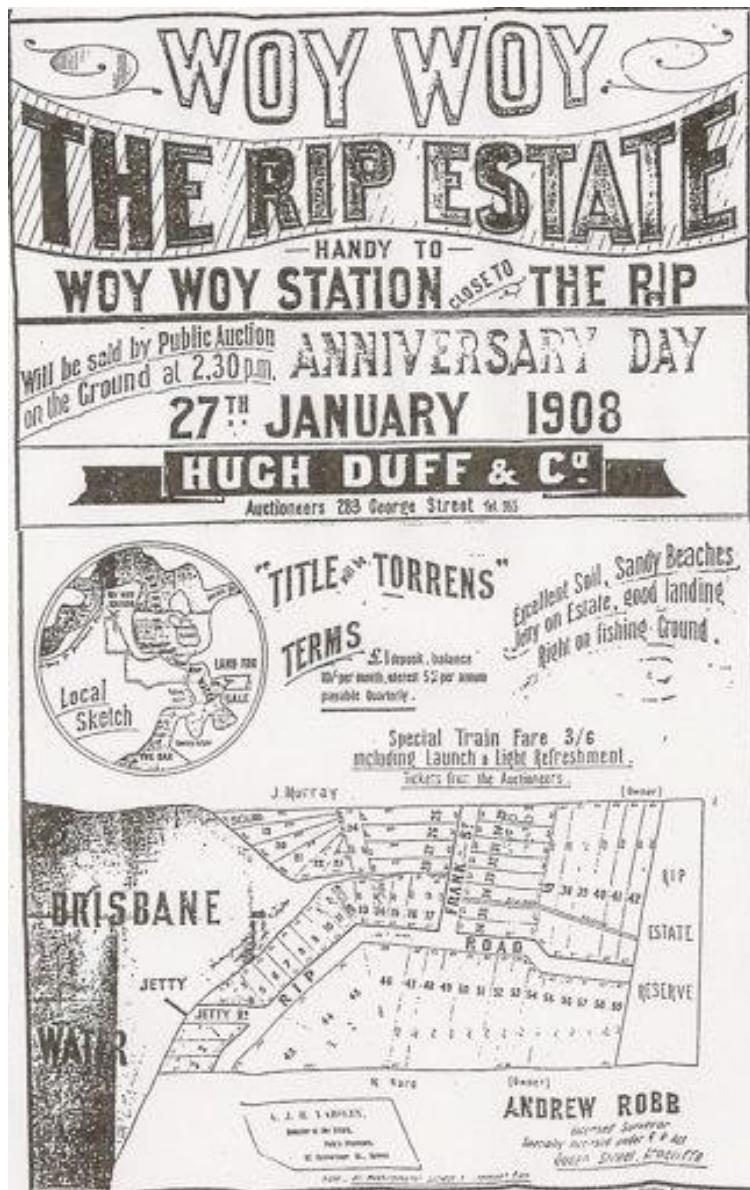
Nash’s land dealings were not straightforward. Apart from the Brisbane Water land he had grants to two other portions at the Lower Hawkesbury. One portion of 50 acres on the Macdonald River he sold to his neighbour, John Bailey, before the deed had been issued¹⁷². Another portion of forty acres was actually claimed by Solomon Wiseman. This land was on the north side of the Hawkesbury River at Flying Fox Reach, and even though he had lived and farmed there for many years, his plea to the Governor was not heeded. Wiseman was however ordered to pay him for any improvements and allow him four months so he could take his crop off and Nash was asked to choose another 40 acres¹⁷³.

Even when Nash went to take up the Brisbane Water land, he found that George Tilley had now been granted the portion he (Nash) had chosen. Tilley’s land then passed to Richard Fitzgerald (see section on Richard Fitzgerald) so Nash had to choose land between that of William Ward and Elizabeth Murray¹⁷⁴. The land was finally surveyed in 1837 and the deed issued the following year. Nash was living in Sussex Street, Sydney, at the time.

We do not know if the family lived on the Brisbane Water land; however, less than three years after receiving the title deeds, Nash sold it to Ann McBride in April 1841¹⁷⁵. It seems William remained in Sydney for the remainder of his life and could have purchased another 5 city allotments¹⁷⁶. We can’t be certain of this because there was another William Nash in Sydney at that time. Perhaps the proceeds from the sale of the Rileys Bay land was used to set him up in this city endeavour.

Nash’s land changed hands a few times until 1855, when it was again offered for sale. The Sydney Morning Herald of 7 March advertised it as a “SNUG 40 ACRE FARM... This farm has been improved, several acres having been under cultivation – and a cottage and orchard once upon it – but it has not been occupied for several years. THE LAND IS EXCELLENT and has produced first-rate crops”. John Harrington the current owner had died and his widow, Mary, soldit to John Gorman a month later in April. Two years later Gorman sold it John McDonnell.

The McDonnell family held it for many years. Amy Hale (born in 1866), daughter of John Seton McDonnell, recalls her family’s time on the land in a note, dated 1916, when she was aged 50, “Father John McDonnell purchased said land in or about 1855 & that for some years he & my mother lived upon the said land. Upwards of 40 years ago [1876] my father erected a small building on the land & lived therein & afterwards for many years at intervals visited the land. He did not live continuously thereon as he was a State schoolteacher & held appointments in the City & Suburban Schools as well as in the country. He, however, did at holiday times regularly visit the land & on a number of occasions I went down with him. I did not stay with him on the land as the buildings were crude & insufficient but I stayed at a Boarding House kept by Fred Coutts.



Between 20 & 25 years ago [i.e. 1891- 1896], three of my brothers with my father lived on the land & cut timber for the Sydney market sending the same to Sydney by the schooner *Maggie Riley*. From about the year 1896 to 1906 the same land was occupied & used by my brother Walter McDonnell as a poultry farm. He frequently sent to my family crates of Poultry for the use of the family”¹⁷⁷.

William Nash’s original grant was subdivided and advertised as The Rip Estate in 1908, but failed to go ahead apparently due to ‘problems with providing Torrens Title’¹⁷⁸. Torrens Title was applied for and granted in March 1939, but the land has never been densely settled as had been planned in the 1908 Estate¹⁷⁹.

Richard Fitzgerald

Richard Fitzgerald was a convict who became a multi-millionaire. Fitzgerald, who bought 100 acres of land fronting onto the waterfront in the centre of Hardys Bay and going over the saddle to Putty Beach Drive on the ocean side, is unlikely to have ever lived there. Governor Brisbane granted him the land in 1837 with a quit rent of five shillings¹⁸⁰. At the time he was living at Windsor. A little of Fitzgerald's story is told here as it is an interesting story of a convict who did remarkably well in the new colony. One of his descendants, Susan Perrett, has written an excellent book about him entitled '*From Convict to Millionaire: the Story of Richard Fitzgerald and Family*' and I have used this book to help tell his story here¹⁸¹.

Fitzgerald was a name well known in early colonial history. He mixed with the colony's elite including the Governor, military officers and magistrates and he amassed large tracts of land and also property. Fitzgerald arrived on the *William and Ann* in 1791 as part of the Third Fleet. In January 1787 he was sentenced at the Westminster Quarter Sessions to 7 years transportation. His crime is unknown as the court records no longer exist but we know he was held in the *Justitia* a hulk in the River Thames for several years. It is believed he came from an upper-class family and although this has not been proved, it could be the reason for his rapid rise from convict to wealthy gentleman. He was certainly literate while the majority of the convicts were not.

On arrival he was assigned to Toongabbie Farm, west of Parramatta, which Governor Philip had just set up to grow food for the starving colony. There were 500 men working there and conditions for the convicts were harsh and brutal. It was here perhaps that Richard gained experience in farming which would serve him well in the future. By January 1794 Richard was a free man and received his first land grant of 30 acres. In 1796 he became a public servant and was appointed Superintendent of Convicts of the Districts of Toongabbie and Parramatta, which, by 1798 included his appointment as Superintendent of Public Agriculture.

In 1802 Governor King gave him the position of Inspector and Director of all the government agricultural settlements. By the Muster of 1805-1806 he had also increased his personal assets and held 540 acres of which nine acres were under wheat, 12 under maize, 6 under barley with 330 acres of pasture and 183 fallow. He also had 14 horses, 20 cattle, 250 sheep, 4 goats and 20 hogs and he employed 5 convicts and 4 freemen¹⁸². By anyone's reckoning he was doing well. In 1804 Governor King had dismissed him from his public appointments for 'neglect of duty' but in 1808 he became Constable at the Hawkesbury. In the ensuing years he held numerous positions and became a friend of Governor Macquarie, all the while increasing his land holdings. Macquarie in his journal states: "I gave Mr Fitzgerald a large allotment in the square on the express condition of his building immediately thereon a handsome commodious inn of brick or stone and to be at least two stories high". Later that day Richard dined with the Governor.¹⁸³

The inn was built and still exists today in Windsor as an inn and is called *The Macquarie Arms*. When Macquarie and his wife returned to England, Fitzgerald was so highly thought of he was appointed agent to oversee Elizabeth Macquarie's affairs in the colony, which included land she held.

Fitzgerald married a convict lass, Mary Ford, in 1815. Mary had arrived in the colony on the *Britannia* in 1798. She had been convicted in Somerset for stealing from lodgings where she stayed, a sheet, value 1 shilling and 6 pence, a linen quilt, value 6 shillings and a blanket, value 3 shillings.

Mary was transported for 7 years. The Musters and Lists of NSW for 1800-1802 show Mary, assigned to Mr. Fitzgerald of Toongabbie. Mary and Richard had three sons, Richard, Robert and John, before they were married in 1815. Unfortunately, Richard died after falling from a horse at aged 17 and John also died as a young adult at age 23. Robert was the only son left to inherit Richard's vast estate.

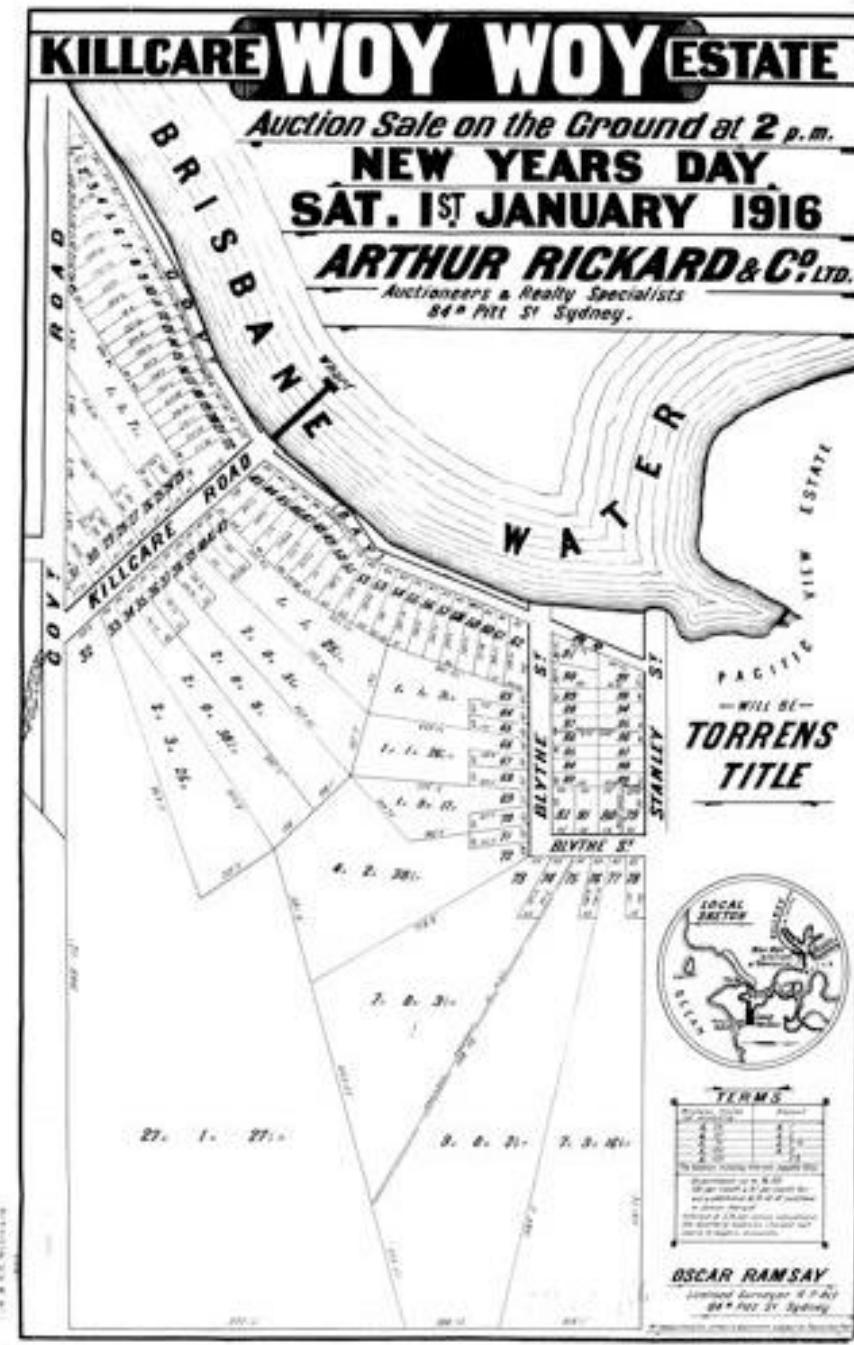


Copy of painting courtesy of Susan Perrett.

By 1828 Richard held 14,000 acres of land around Bathurst, Mudgee and Windsor. He had cleared nearly 5,000 acres, 25 were under cultivation and he owned 67 horses, 962 cattle and 4,390 sheep. He also had 10 convicts and 4 free servants working for him¹⁸⁴. His principal country properties were *Tongy* at Cassilis, *Dabee* at Rylestone and *Woolar* at Mudgee. It should be mentioned that Richard also supported charitable causes including both Catholic and Anglican churches and the Hawkesbury Benevolent Society, the support of which was most important in a society with no social welfare for the poor or the sick.

Richard died in 1840 aged 68, Mary having predeceased him in 1833. They are buried with their three sons in the family vault in the St Matthew's Anglican churchyard in Windsor. At the time of his death his estate was valued for probate at £34,000, which in 2010 would have been approximately \$2,500,000.

MacLauren sums him up this way: "That he was well regarded by his assigned servants and by John Macarthur as well as by Governor Macquarie is an eloquent testimony to his character, tact, wisdom and great abilities. Altogether he was one of the most remarkable men to settle in early New South Wales"¹⁸⁵.



So that is the story about the man and now to the story of Fitzgerald's Killcare land which he was granted in 1837. Why would Fitzgerald, a wealthy landholder near the end of his life, want to acquire, a small holding of 100 acres of land at Brisbane Water, land which is not particularly useful for farming or grazing, certainly not on the scale he was used to?

The Grant document probably gives us a clue. Even though it states that the land was promised to Richard Fitzgerald by Sir Thomas Brisbane in 1823 it also states that it was the "Land promised to George Tilley on or before the date above mentioned and now granted to the said Richard Fitzgerald in accordance with the Report on Case No.15 made on the Nineteenth day of December One thousand eight hundred and thirty six..."¹⁸⁶. The early maps show Tilley's name crossed off and Richard Fitzgerald written in.

George Tilley came to the colony as a soldier and later joined the Royal Veteran Company. When it was disbanded in 1822 the soldiers were given a grant of land. In 1829 Tilley sent a letter to the Colonial Secretary about the land he had been given saying, that it was 'known by the name of *Carribba* and about half a mile or better north of Mullins [Mallen] – it was on or about the 21st August, 6 weeks ago since I first commenced working on it. Therefore, I humbly trust you will see things righted'¹⁸⁷. George Tilley appears to have died in 1831 and his wife Mary applied to havethe land measured and in January 1834 requested the deed. It is unclear what happened next, but it seems Richard Fitzgerald contested Mary's claim to the land. The Court of Claims found in favour of Fitzgerald as evidence existed that indicated Tilley 'conveyed the land in question to the said Richard Fitzgerald for valuable consideration'. Perhaps Tilley was in debt to Fitzgerald and he accepted the land as payment for that debt. So, the land came into Richard's hands in August 1837. When he died three years later, he left it to his only remaining son, Robert, along with all his other properties and assets¹⁸⁸.

Robert Fitzgerald sold the land in 1851 to Robert Johnson who sold it to James Martin and then Robert bought it back again in 1854. Robert in a Codicil to his will left the Brisbane Water land to his daughter Henrietta. The land then stayed in the Fitzgerald family until it was sold in 1915, brought under Torrens Title and part of it subdivided¹⁸⁹.

By 1916 part of Fitzgerald's original holding of 100 acres had been subdivided and offered for sale as the Killcare Estate¹⁹⁰. It included the foreshore of Hardys Bay between Stanley Street and halfway along Araluen Drive west of Killcare Road. It was the name of this Estate which gave Killcare its name as in 'to kill care' It was common at that time to use whimsical names, especially for house names e.g. *Av-a-rest*, *Thistle Do* etc.

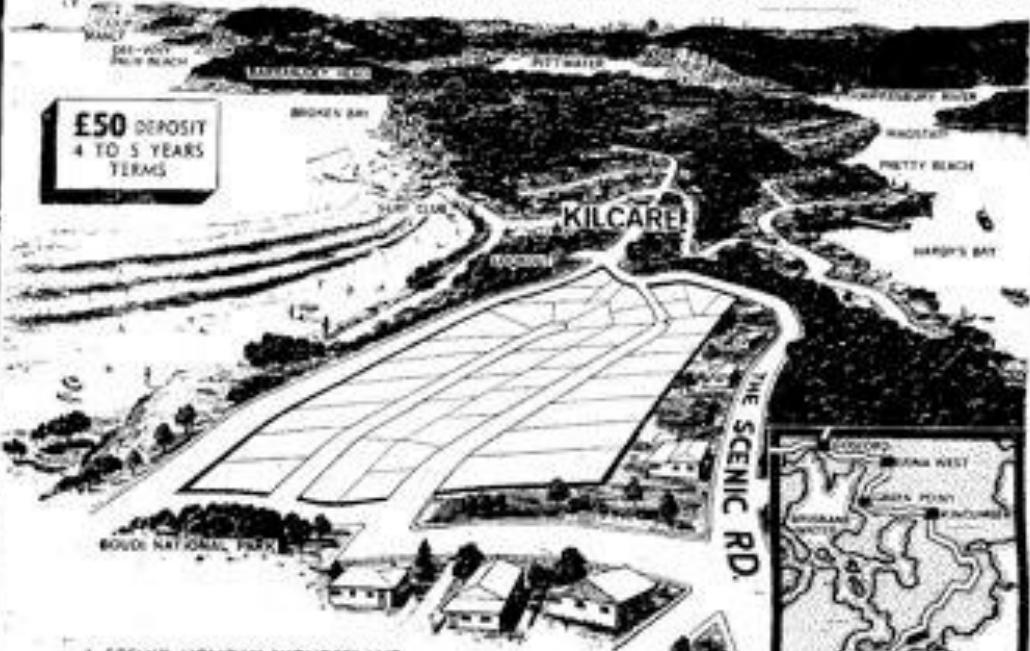
Another subdivision was made much later when N & K Developments Pty Ltd developed land for sale in Manly View Road and Anthony Crescent just off Putty Beach Drive. The land was offered for sale in January 1967. It was advertised 'for those who dream of holidays by the sea - of golden beaches and lazy lagoons, dramatic views, days of relaxing in the sun – of unparalleled water views – surf patrolled beach – these are but a few of the assets of Kilcare Beach.' It was also promoted as 'within an easy hour's drive from Sydney' with the 'new expressway being completed'¹⁹¹.

Note the spelling of Killcare. Over the years one 'l' had been dropped from the spelling and it wasn't until November 1972 when the Geographical Names Board assigned the original name Killcare as the official spelling¹⁹².

KILCARE BEACH

WHERE SUNSHINE SPARKLES ON THE COOL BLUE SEA

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Situated adjacent to Kilcare Lookout this estate has been described as the ultimate in luxury living, and such quality land cannot easily be repeated again. The new expressway now being completed will bring Kilcare Beach to within an easy hour's drive from Sydney. This is an ideal investment for the future for you and your family on a very small surface and very easy monthly repayments.

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 Please forward plan and information for all lots on
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A Glance at the Twentieth Century

By the beginning of the twentieth century most land around the foreshores of Bouddi Peninsula had been taken up. The ocean side of the peninsula and the heights had so far attracted little interest.

Alexander Allan Martin

Alexander Allan Martin was the first landholder to own and occupy land on the surf side of Killcare.

Alexander Martin was born in Aberdeen, Scotland about 1878, his parents being Allan Martin and Annie Ross. He married Bertha Emma Hulme in 1903 and four years later arrived in Australia with members of the Hulme family.

The couple did not have any children, and after the war they adopted two Barnardo boys, Ray Barsley who changed his surnameto Martin and Aleck Blewden.

**MARTINS
KILLCARE BEACH
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near WOY WOY & COSFORD

**61 Choice Building Sites right at KILLCARE OCEAN BEACH.
and 5 minutes from Brisbane Water on Erina Shire's Scenic Circle.**

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The Scenic Road from Cosford right to the Estate.

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*Killcare Beach
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TERMS
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Surveyor to the Estate
L.A.Bannister
Cosford

All dimensions etc are subject to Registered Plan

Local Sketch

A.D.Hickey
Cosford

E. Cunningham & Co. Ltd., Litho, Sydney

When WW1 broke out, Alexander Martin enlisted in the AIF and joined the 2nd Battalion which served at Gallipoli.

Unfortunately, he became very ill with enteric fever and was discharged in 1916. On recovering he reenlisted even though he was now 38 years old and proceeded to France and then Belgium. His health once again failed and he was retired unfit, suffering from trench fever, finally returning home in 1918.

Alex and Bertha settled at Killcare. Martin's land included the beach front at the south end of Putty Beach near the surf shed (including most of what is now Grandview Crescent) and part of the headland behind. The Martin family ran a dairy for a number of years during the twenties and thirties, and later a teahouse called *Martinsyde*. It is doubtful if a farmer today would seriously consider purchasing Martin's land for farming as on the Plan of Portions 188 to 190 is written: 'Open country very steep and in places precipitous – poor soil nearly all sandstone, rock on surface, on top of hills no timber except stunted apple, oak, and honeysuckle. In gullies there are a few gum turpentine and ironbark trees. No water in summer'. Presumably the dairy was not a great money spinner.

On return after the war Alex lost no time in deciding where to put his roots down. He applied for the conditional purchase of land in 1918 but it was not until 1930 that the grant was finalised¹⁹³. A further four smaller adjoining portions were applied for by Martin in 1919 and these deeds were finalised in 1935¹⁹⁴. Alex and his wife Bertha were living there in 1921 when his occupation in the electoral roll was given as 'farmer'¹⁹⁵. During the 1930s Alex decided to subdivide and sell off some of his land. This was advertised as Martins Killcare Beach Estate and included 61 lots in Grandview Crescent.

Bertha Martin died in 1935 and Lucy Hulme, Bertha's sister came to Killcare to look after Alex. When he died in 1939, Lucy inherited his property.

For more information about the Martin family see the biographical section, *Bouddi Bios*, of this history. The story is entitled "*Martinsyde – the house on the beach*". It is full of details and photos and gives an excellent picture of family life at Killcare over 50 years and well worth reading.

Charles Bentley Ford

C. B. Ford purchased a rectangle of land adjoining Alexander Martin's to the north for £80. He applied for 20 acres in 1916 and this was finalized in 1919¹⁹⁶. The land included the western side of Beach Drive and Grandview Crescent as far as the drainage lane about a third of the way down. It also included Nukara ??? and Flora Avenue and the first part of Hawke Head????. By 1920 it had been subdivided and put up for sale. Ford was living at Lidcombe, Sydney at the time but by 1925 he was living in Woy Woy and was working as a carpenter¹⁹⁷.

The following year he moved to Killcare and the 1928 Tourist guide shows an advertisement for C. B. Ford as a property salesman which would be a logical career step for a carpenter/ builder to make. He was the agent for the new "Killcare Heights Estate", (instigated by Sir Ernest Keith White) in conjunction with F. Wheeler, and handled sales for houses, cottages to let, land and farm sales and also sales of building blocks at Avoca and Little Beach (MacMasters) Estates. He also offered 'Cottages erected at Moderate Rates'¹⁹⁸.

Charles Ford and Nicholas Myer between them built the Beasley family home at Killcare called *Bonny View* in 1926 and it is likely that many more houses were built by Charles during his lifetime¹⁹⁹.

The building trade was already in the family when Charles decided to take it up. His father, Henry Ford, was also a builder who had married Caroline Smith in 1856²⁰⁰. Charles was born in 1859 the 3rd child of 8 children²⁰¹. He married Margaret Middleton in Bourke in 1890 and the marriage produced six children over the next eight years²⁰². The couple travelled a good deal, which is understandable for a builder seeking work. Sarah and Clarissa were born in Bourke, William in Cowra, Esther in Carcoar, John in Granville and Charles Beauchamp Middleton in Dubbo²⁰³.

In 1921 Charles and Margaret Ford jointly bought three adjoining lots, 21, 22 and 23 in the north-eastern part of Fraser Road, part of William Ward's land²⁰⁴. Their son, John Thomas Middleton Ford, was living at Hardys Bay in the 1920s as a dairyman and had a dairy on the land. Colleen Smith remembers Hilda, John's wife, carrying water for the cattle and working very hard for their big family. Apparently, the dairy operated until the 1950s and at the end of the 20th century there was the fifth generation of Fords living in the area²⁰⁵.

Charles Bentley Ford died in March 1937 at Killcare from acute bronchitis and bronchiectasis, at the age of 79²⁰⁶. His son, Charles B M Ford, had only just died in the January so it would have been a double blow to Margaret. She died in January 1952 and was buried in the Presbyterian Section of Rookwood Cemetery along with her husband and son, Charles²⁰⁷.

The Ford name came up again in 2009 when the naming of an unnamed laneway at Killcare was proposed to ensure safer delivery of mail. The lane runs parallel to the beginning of The Scenic Road and runs between Putty Beach Drive and Beach Drive and is one of the local laneways which originally provided access for carts removing sewage from outdoor "dunnies". The Local Studies Librarian, Geoff Potter, was contacted to suggest names which would have an historical or cultural significance for the area. His suggestion was for "Fords Lane" as C B Ford owned part of this land, and he and his family had played a large part in the community. However, the residents of the lane put forward the name "Masson Lane" after a former owner of the land there and this is the name which was chosen.

Amena Leta Booth purchased a small portion of 5 acres of land in March 1919 for £75. This small portion takes in the beginning of Putty Beach Drive, The Scenic Road on the eastern side from about opposite Martha Jane Avenue down to Beach Drive and the eastern side of Beach Drive down as far as the last house. She promptly gave Power of Attorney to Charles Kendall Adrian²⁰⁸ who later purchased "The Killcare Heights Estate" and which Amena was later to buy from him.

A plan for a subdivision of the 5-acre portion into 36 lots had already been approved before Amena acquired it and in July 1919, Lot 24 was the first to be sold. When Amena bought this land, she was living as a single woman in Chatswood NSW, and it is not clear why she decided to invest in land on the Bouddi Peninsula. However, it appears her father and mother both died when she was young. Her father Joseph McManus Booth died in 1904²⁰⁹ when she was 13 years old while her mother Isabella (nee Sainty) died even earlier in 1898²¹⁰ when she was only 7 years old. Although Amena had six siblings to share with, perhaps she inherited money from her parents' estate.

Amena Booth married Arthur Roy Taylor, who was a bank clerk at the time, in 1924 at St Paul's Church of England, Chatswood²¹¹. Amena was not to enjoy married life for very long. In 1933 she died in a tragic accident at Richmond NSW.

Her husband had taken his wife and mother and sister for a drive to the Windsor area and decided to stop for afternoon tea on the riverbank on the west side of the Nepean at North Richmond. To reach the reserve it was necessary to cross over the railway line. On leaving to come home the car reached the middle of the track when the train emerged from a curved embankment which made visibility poor and hit the car which was halfway across the track. It dragged the car in front of it across the bridge, the car broke up and the rear of it was left hanging over the bridge. All the occupants were thrown out, over the bridge onto the riverbank below and Amena and her mother-in-law, Alice Taylor, were killed instantly. Arthur Taylor and his sister Olivia were surprisingly not seriously injured²¹².

The Bouddi area was still relatively undeveloped. 'By the turn of the century there was a network of tracks on the peninsula, including two public roads providing formal access from Kincumber to Little Beach (via Dajani Drive) and Wagstaff (sic) (via Frazer (sic) Road). There was no official route connecting the two areas'²¹³. The main transport to the area remained by water.

'The completion of the railway through Gosford in 1889 was responsible for a dramatic change in land use on the Bouddi Peninsula. The event coincided with a growing health-and-leisure consciousness in the community, and the movement towards shorter working hours, free weekends and annual holidays for all workers'²¹⁴. Holiday makers would arrive at Woy Woy by train and catch a launch across to their holiday place, be it a guest house or small weekender.

It became common for the large original portions of land to be subdivided into Estates and offered for auction or by private sale, the small farmers gradually disappearing. The first Estate to be subdivided for sale was the Wagstaffe's Mount Pleasant Estate in 1904 and by 1920 most of the bayside land had been advertised for sale as part of an Estate. About this time the land on the heights at Killcare began to be used. The Scenic Road connecting Little Beach to Killcare had been completed in the 1920s and land began to be taken up on Killcare Heights, although water still remained the main method of access to the Peninsula for many years.

Charles Kendall Adrian

In 1924 **Charles Kendall Adrian** paid £45 sterling for 90 acres of land which was to become The Killcare Heights Estate²¹⁵. Sitting high above the cliff overlooking Putty Beach it includes part of Manly View Rd, Macdonald Street and Jacqueline Avenue on the south, Hats Street to the west and Stewart Street and The Scenic Road on the northern boundary²¹⁶.

Charles Adrian was born in 1884 in Branxton, NSW, the son of Frederick Adrian, a stipendiary magistrate, and Jean Pell McCracken. In 1912 he married Vera May Henson whose parents were George Henson, a Superintendent of Railways, and Mary Ann Ridge²¹⁷. Before his marriage, Charles had been admitted as a solicitor in 1908 and after his marriage he began working for Russell and Sly in Gosford²¹⁸. The couple had four children and Charles continued to work in Gosford until 1937; however, by the time of his death in 1962 he was living in Cremorne, Sydney²¹⁹.

Interestingly, Charles Adrian bought the land on 17th June 1924 but sold it to Amena Leta Booth just 3 weeks later on 10th July 1924²²⁰. It is not clear why he did this, but we do know that he had some dealings with Amena Booth five years before when he acted as her Power of Attorney for a much smaller portion of land further down near the bay as mentioned earlier. The deed indicates that the Killcare Heights land passed out of Amena Booth's hands and was bought by Ernest White (later Sir) a timber merchant in 1927 who subdivided it and called it the 'Killcare Heights Estate'. Some streets he named after his family such as Baden, Jacqueline, Babs and Pauline. 294 lots were offered at auction on 21st April 1928. White sold the blocks slowly however and even up to the 1950s many remained unsold.





The land we now call ‘The Triangle’ is bounded by Wards Hill Road, Maitland Bay Drive, The Scenic Road and Stewart Street. It initially consisted of two portions and **Charles Beauchamp Middleton Ford** and **Albert George Davis** applied for one each in 1918/19 on Conditional Sale. Ford whose father was Charles Bentley Ford, mentioned previously, apparently completed his payments but when Davis fell behind the Crown resumed his land. The Crown subdivided Davis’s land of over 300 acres into 23 blocks. Part of the original portion was sold to Albert Davis, mainly land north of what is now Maitland Bay Drive. Maitland Bay Drive was put through about this time to give access to the newly established Reserve which was to become Bouddi National Park²²¹.

Albert George Davis is one of the Davis family so well known in the Brisbane Water area. ‘Davistown’ bears their name. Albert’s parents were William Charles Davis who married Elizabeth Hemmings. His grandparents were George Davis and Jane Metcalfe, and his great grandparents were the pioneer couple, William Davis and Sarah Mayers, who had arrived free from Ireland in the *Mary Catherine* in 1833 and settled in the Brisbane Water area by 1839²²².

Albert George Davis married Ida Ilma King in 1911 and they had 4 children, Ilma, Marjorie, Una and Albert. Albert died at Davistown in May 1947 and his occupation like so many of his family members was given as shipwright.

When the Crown subdivided and released the land on ‘The Triangle’, Ron Walter’s father bought between 80 and 100 acres and took up residence in 1934. This land ran from Wards Hill Rd to the junction of Maitland Bay Road and The Scenic Road. In 1939 the Walters’ farm was the only house higher up than Killcare Road. In *Reflections from the Beach and the Bays* there is an excellent description of the difficulties of setting up a farm from scratch in the early twentieth century. Ron Walter describes the difficulty of bringing farm equipment and stock up Wards Hill Road which was then only a track known as ‘Humphreys Nightmare’. He built dams on the property and grew vegetables, citrus and poultry. The produce was taken down Wards Hill by cart to Palmers Wharf, loaded onto a boat, taken to Woy Woy unloaded again and then put on a train for the Sydney market. Their house was built of bush timber for the framework and banana cases for the walls. Paper was then glued on the walls and finally wallpaper over it. Ron’s mother did a lot of cooking on an outside fireplace. She had no electricity and used kerosene lamps. There were eight people in the family and during the depression years Ron’s parents brought up eight other children²²³. For further details see both *Reflections from the Beach and the Bays* and also the section on ‘The Triangle’ in this history.

Over on the bay side there were three portions of land made available for purchase on the headland to the north of Elizabeth Murray’s land at Rileys Bay. They were portions 214, 215 and 216 and they were bought by **Charles William Cansdell**. They were purchased by him at public auction at Gosford in 1908, the first portion for £50 for just over 6 acres and the other two portions for £93 for just over 8 acres²²⁴. So, the total of all three compared to the earlier holdings was quite small at not much more than 14 acres. Cansdell was born about 1868 in Sydney, the son of Edward Cansdell and Annie Scrimes. In 1901 he married Sophie Kent Gillott in St Pauls Roman Catholic Cathedral in Hay, NSW²²⁵. His occupation was draftsman and he continued in this work, being employed as a draftsman in East Maitland at the time he purchased the Brisbane Water land. Charles and Sophie had at least two sons, Ivor and Charles Austin and possibly more children.

It is unlikely that the Cansdells ever lived on their property as the deed for Portions 215 and 216 was not issued until July 1911 and Cansdell sold them to Samuel Plummer of Drummoyne in September the same year. The deed for the other portion 214 was not granted until July 1923. Charles Cansdell mortgaged this to Charles Townsend of Calcutta, India, a master mariner in January 1925 but it is likely that Cansdell died shortly after and the mortgage was discharged six months later. The remaining land was transferred to his widow in January 1934. Perhaps Sophie forgot about the land or was in financial difficulties as it was listed for sale in February 1951 by Gosford Council as a result of overdue rates²²⁶. The amount owing was £46/6/7. The sale went ahead and in June 1951 it was sold by the Public Trustee to Arthur Taylor Smith, a plumber from Woy Woy.

From the early days there has been Crown land reserved along the cliff tops of the Bouddi Peninsula. Initially, it was reserved for coal mining and defence purposes and later it has been incorporated into the Bouddi National Park. Further lands have been added for public use under the Coastal Open Space Scheme (COSS) which Gosford City Council adopted in 1984.

Over the years as people turned away from water to road transport and the population grew, parts of the original portions of settlers have been acquired by the Council to make access roads through the peninsula.

The second half of the century brought changes to the Bouddi Peninsula, many of which were closely linked to improvements in transport. The use of cars gradually became an integral part of most people's lives. As a consequence, we have seen roads improved, beginning with the building of the road bridge across the Hawkesbury and locally, the upgrading of the main arteries into the peninsula, The Scenic Road and Wards Hill Road. The building of the expressway and of the Rip Bridge plus the electrification of the railway have made it easy for residents here to commute to work and conversely, easy for Sydneysiders to come here as visitors or weekenders. Many of those weekenders elect to retire here.

It is now nearly two hundred years since the first settlers built their simple homes and led mainly subsistence lives; people like James Mallen and William Ward who were both farming at different ends of Hardys Bay in 1825, and Patrick Mulhall who was farming at Wagstaffe by 1828. At present many of the Peninsula's population now work outside the area while for others it still remains a weekend or holiday destination. Land ownership has changed dramatically. Most landholders now own small blocks and are content to have a house and garden and find no need to even grow vegetables let alone crops. What would our early landholders and settlers make of our lifestyle in the Bouddi Peninsula in the 21st century?

All photographs used in this article have been provided by the Gosford City Library unless credited otherwise.

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- ¹⁶⁶ Personal communication with Lynn & Arthur Smith, 2008-10.
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- ¹⁷³ SRNSW: NRS 907 [2/7938] Reel 1167, 3/4/1827-13/8/39.
- ¹⁷⁴ SRNSW: NRS 907 [2/7938] Reel 1167, 9/10/1829-9/9/1837.
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- ¹⁷⁷ Note in Beryl Strom’s handwriting, GCC Local History, Strom Collection, VF ‘Nash’.

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I am indebted to the late Beryl Strom for the groundwork she did on land division in the Bouddi Peninsula and the material she collected. Special thanks to Geoff Potter, Local History Librarian at Gosford City Council for his unstinting help and for making the Beryl Strom (not yet fully catalogued) available to me. Thanks also to Gwen Dundon whose “The Shipbuilders of Brisbane Water” I relied on for biographical information about some of the settlers. I would also like to thank David Bowe for the map showing the land portions and current main roads, and Jan Worthington particularly for her help with the purchase of birth, death and marriage certificates. Acknowledgement is made of Kari Tantari’s work “The Historical Development of Gosford: an undergraduate thesis submitted as a partial requirement for the Degree of Town Planning, UNSW, 1977.

Beverley Runcie. 2010

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.

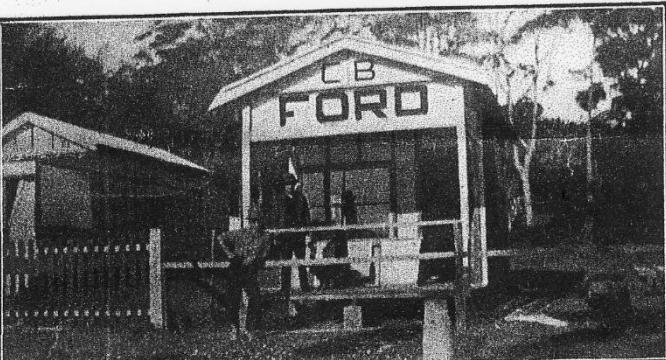
On the corner of Araluen Drive and Killcare Road, the site of the Killcare store sold for three pounds in the new subdivision of 1916 with the most expensive blocks being in Killcare Road and Blythe Street because they were acreages ranging in size from two to nine acres.

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 Victoria 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**

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.

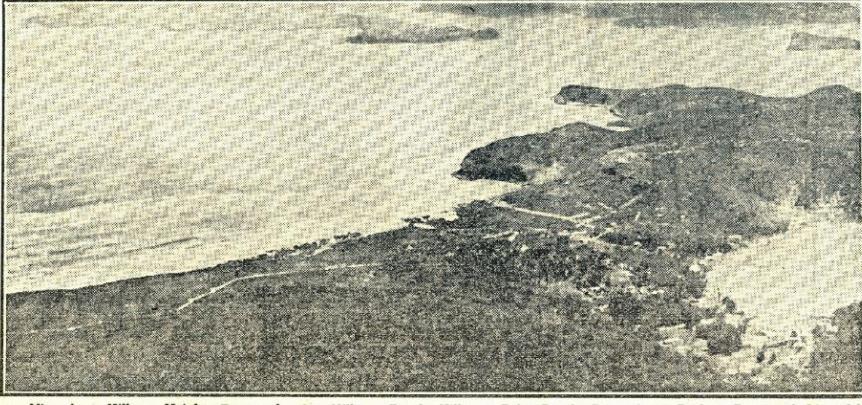
The land was surveyed in 1927, subdivided into 294 blocks of land ready for sale in 1928 and named 'Killcare Heights Estate, the subdivision which has no equal in N.S.W.'. The lots were to be sold by auction on the ground by F. Wheeler, auctioneers of Gosford and Pitt Street Sydney. The local agent was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

"Daily Telegraph"
23/10/1928

A BEAUTIFUL WEEK-ENDER OR A PERMANENT HOME BY THE SEA
KILLCARE HEIGHTS ESTATE
 HARDY'S BAY, WOY WOY

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

3'6
PER
WEEK

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

Liberal Frontages and Depths.

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.

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

F. WHEELER, ESTATE AGENT,
 When writing, please mention this publication.
 City Enquiries to F. ECONOMUS, CATHCART HOUSE, 11C CASTLEREAGH STREET, SYDNEY.

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.

PHONE 3.
GOSFORD
 Local Agent: C. B. FORD, Hardy's Bay.
 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, house was sold for \$60,000 and in 2000 that block was subdivided into two.



Manly View Rd

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 10th 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.

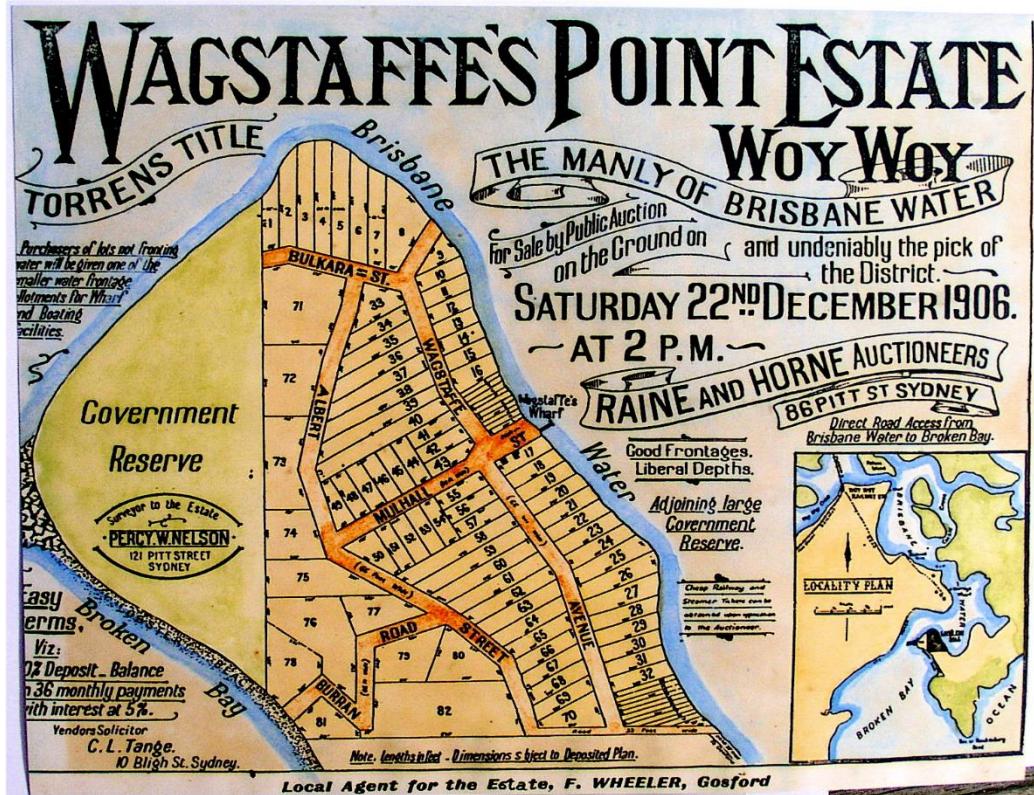
In 1943, there were several blocks of land for sale at two hundred pounds on the low side of Heath Road above the Hardys Bay wharf. In the early 1950s, a house on the high side of Heath Road on half an acre sold for two thousand five hundred pounds. In 1998, this land with a neat cottage sold for \$198,000. 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 facilites'. 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. Delevere 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 Ooro 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, 1, 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.

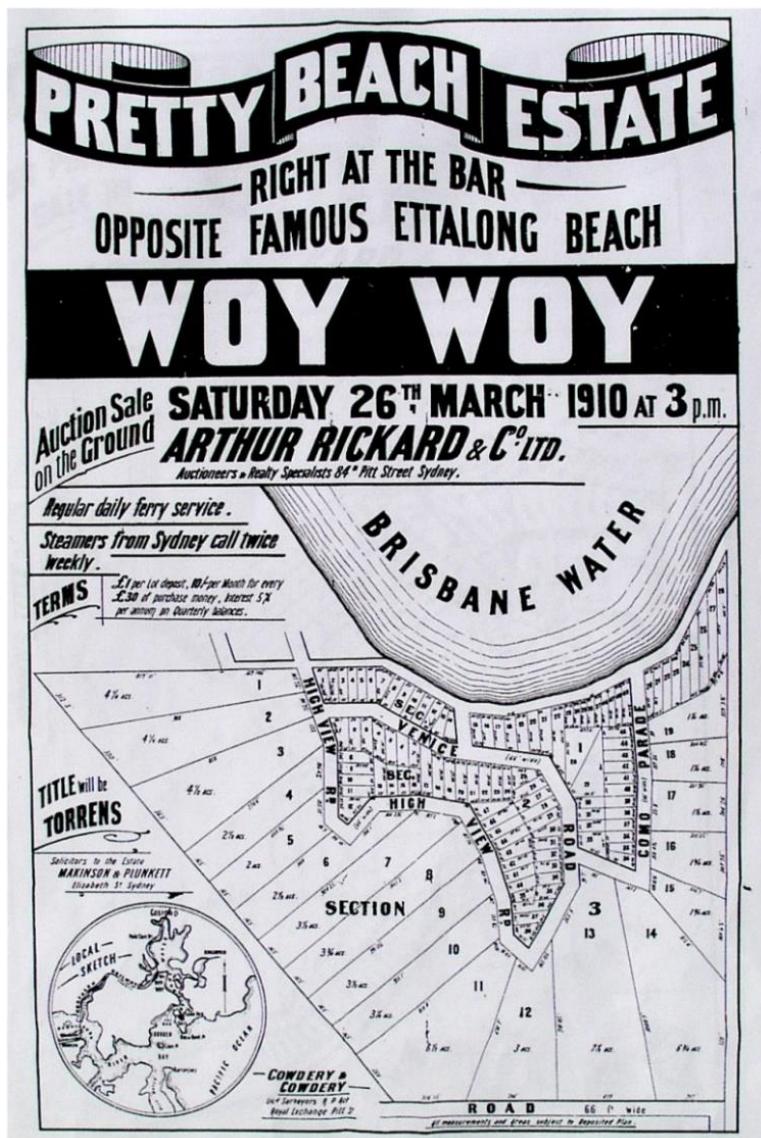
The holidaymakers came from all over N SW including Wagga Wagga and *The Manse* at Mandurama, Dubbo, Arncliffe, Burwood, Summer Hill, Strathfield, Blacktown and Kogarah.

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



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 Ooro 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 ensuites, guest accommodation and maybe a powder room, deep decks, large glassed areas, spacious open plan living areas, TV rooms, double garages and an inclinator 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.

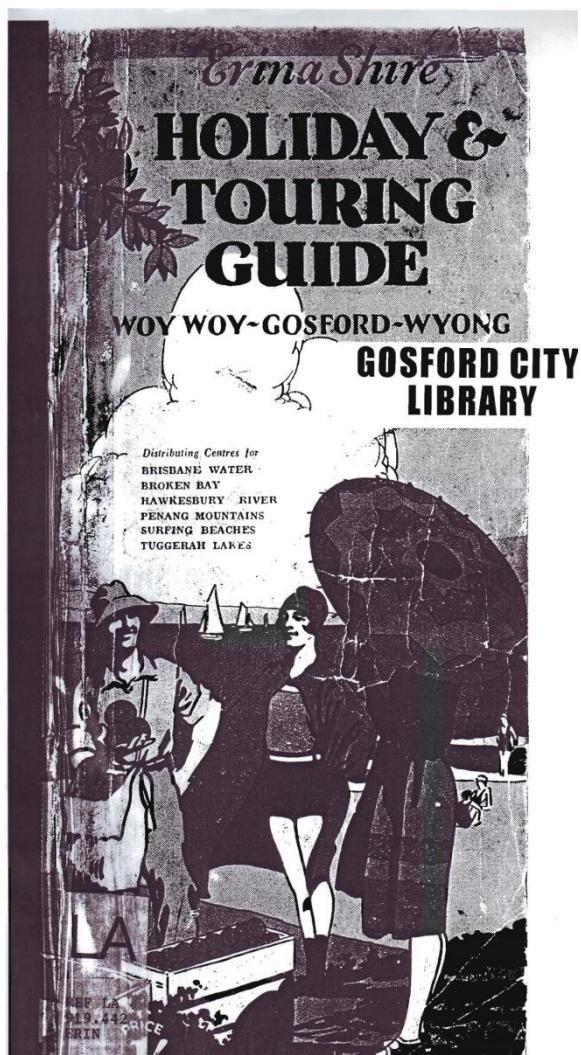
This essay uses the Pretty Beach Extension Subdivision with land sales from 1903/4 as a case study, as well as looking at particular houses, that have survived, to examine this history. The character that remains evokes particularly this period, overlayed by much development since then. While 'fibro 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.

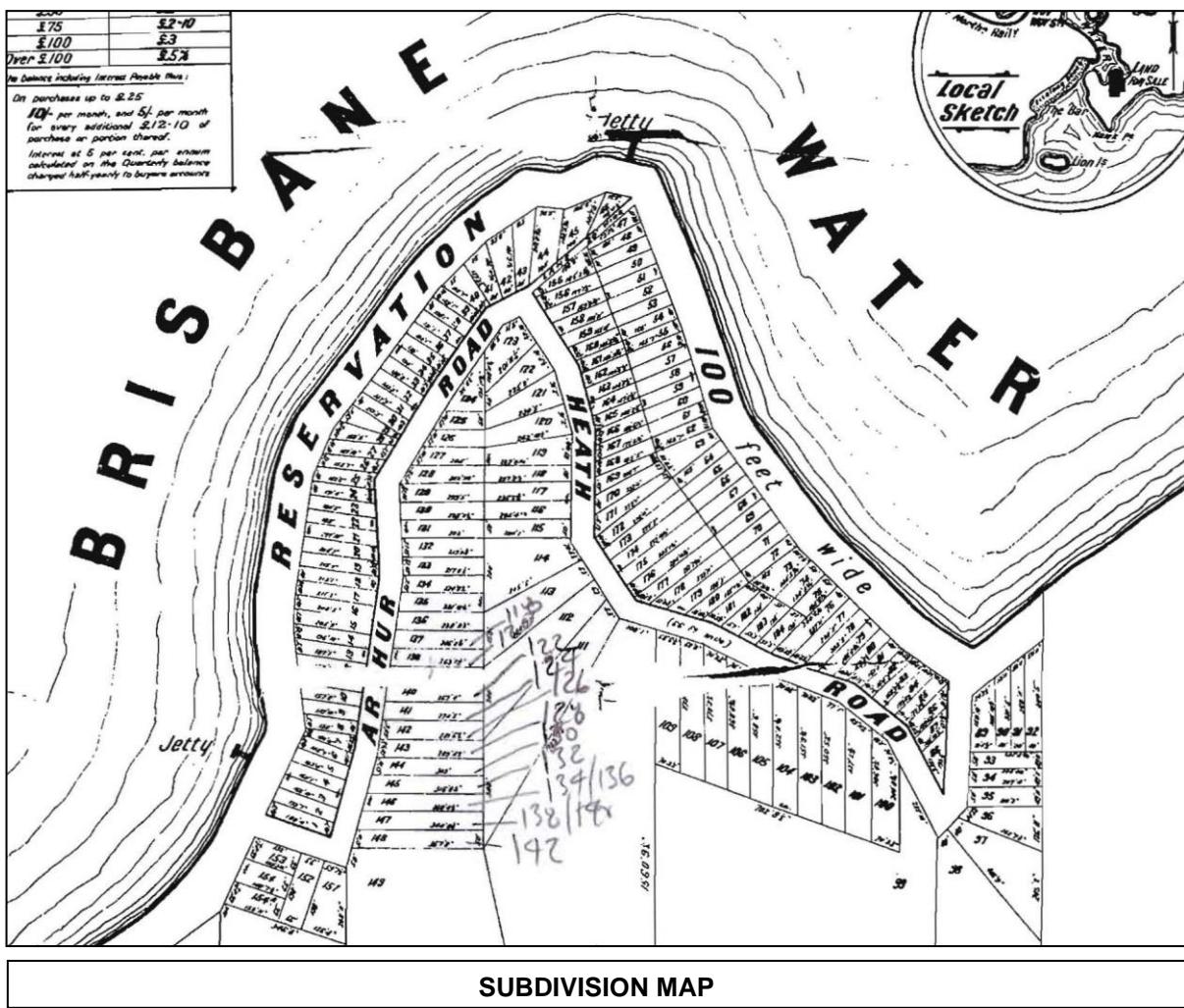
Compare some of the holiday makers on the Palm Beach Peninsula and Bayview, who tended to be the Sydney elite, who needed carriages and boats to get there until the roads were upgraded.

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.



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'.

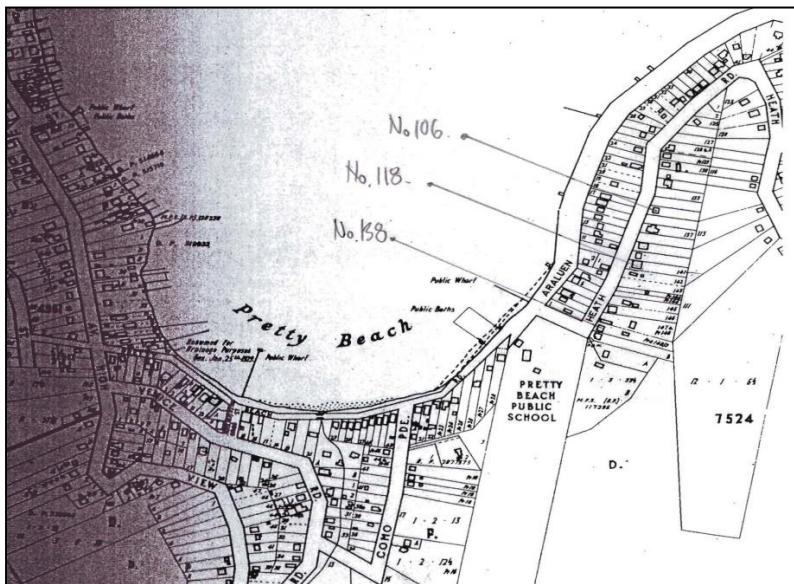
In 1913 Arthur Rickard of the NSW Realty Co. purchased a 50-acre triangular lot bounded by Brisbane Water to the north and west, and a north south boundary (roughly the ridgeline to the east encompassing what is now the western arm of Heath Road and Araluen Drive). This was formerly an 1835 Crown Grant. 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.

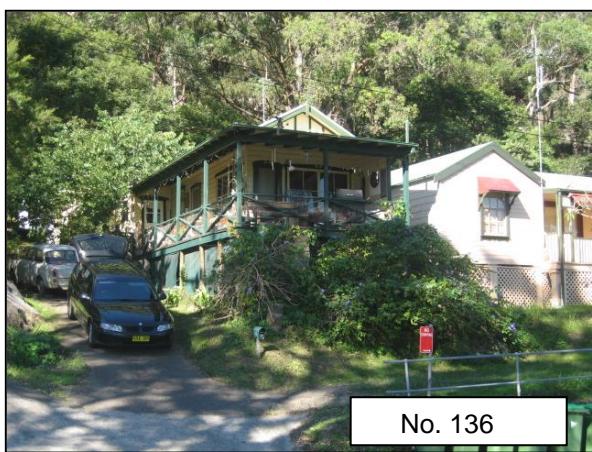
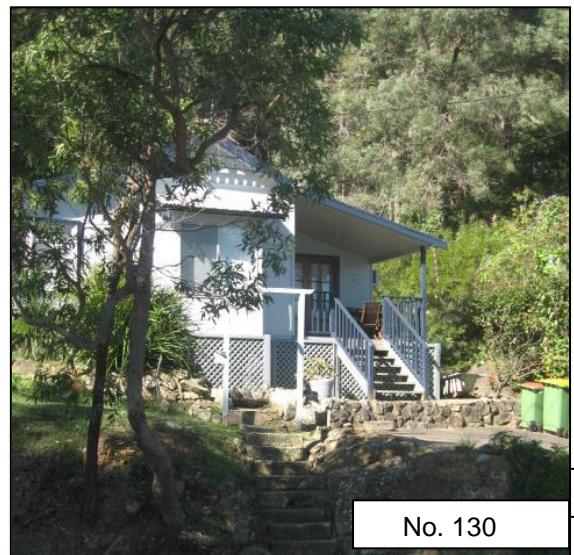
On the high side there is a cluster of early houses, probably 1920s – starting from No. 106 which has a homestead wrap around form like 118, but smaller. The verandahs are enclosed with small casement windows, as is common with both Hawkesbury and Queensland cottages. It has lapped vertical timber linings, 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.

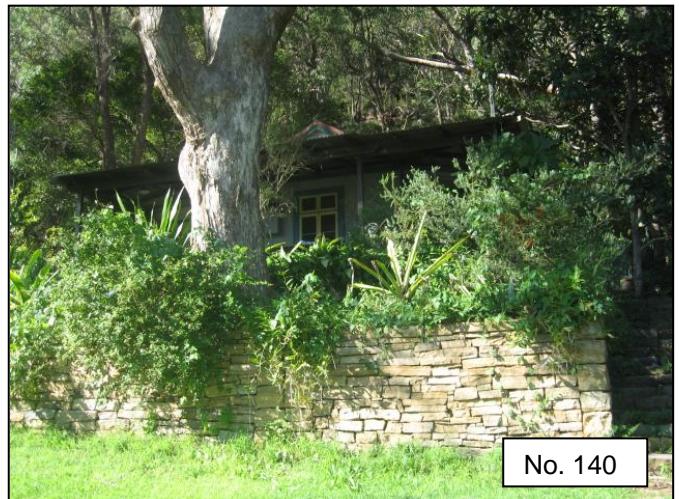


No. 136 is a single and gable fronted house, renovated about 20 years ago; it retains its original form with an overlay of Federation features as a modern re-styling.

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 Cypress 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 Cypress 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.



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 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 Cypress 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 paw-paw remains.



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

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. 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.

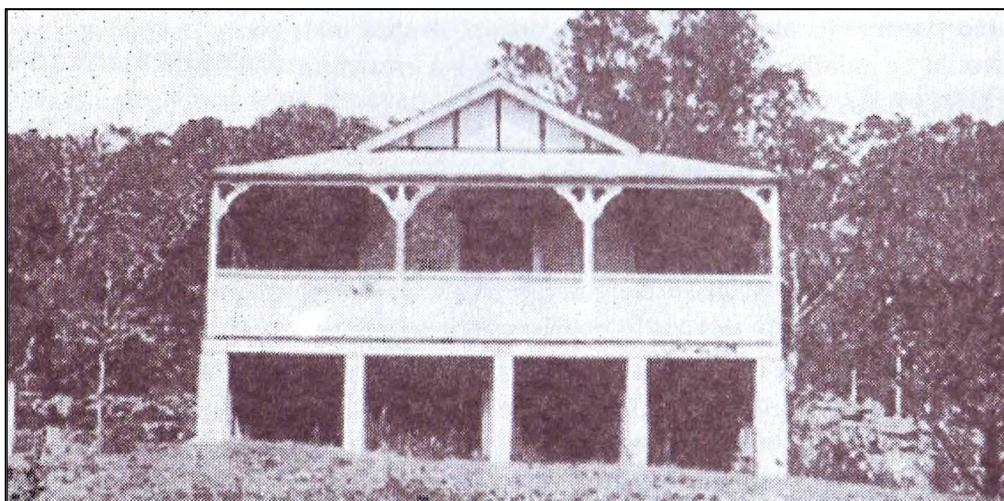
HISTORICAL CONTEXT

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.

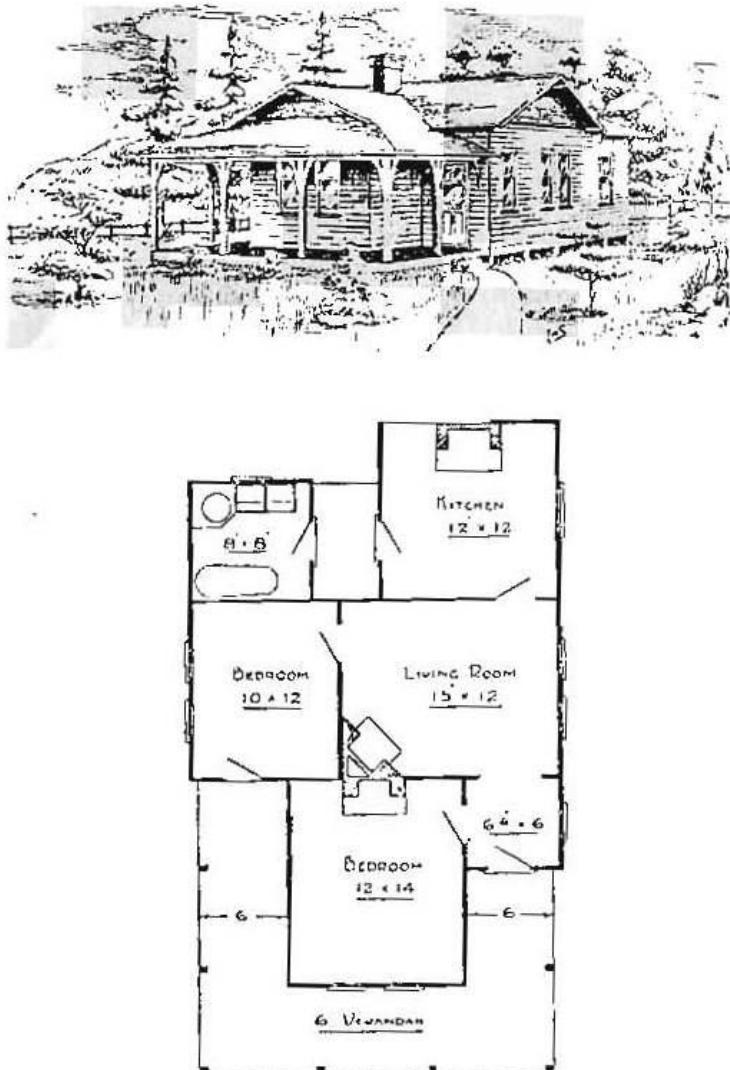
However, it appears likely that most of the full fibro clad houses were built as external frame and over-clad with the cheap durable and low maintenance fibro after WW2. It was initially unpainted on the outside. Lining on the inside provided a smooth finish for decorating and ease of furnishing.

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.

/ GEO. HUDSON & SON LTD.
TIMBER MERCHANTS - - - REGENT ST., REDFERN



Design No. 19

COTTAGES ERECTED COMPLETE ANYWHERE

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.

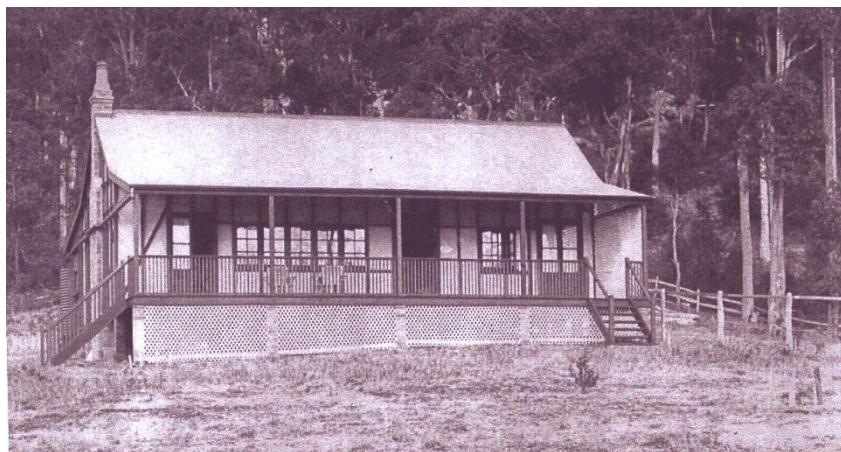
In the inter-war period, holiday makers largely used a fairly standard stud frame and chose the options, for aesthetic or cost reasons, between cladding inside or out, as well as between fibro or a mix of fibro and weatherboard. Full weatherboard houses became less common. The popularity of the external 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 1920'S

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 guide 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.

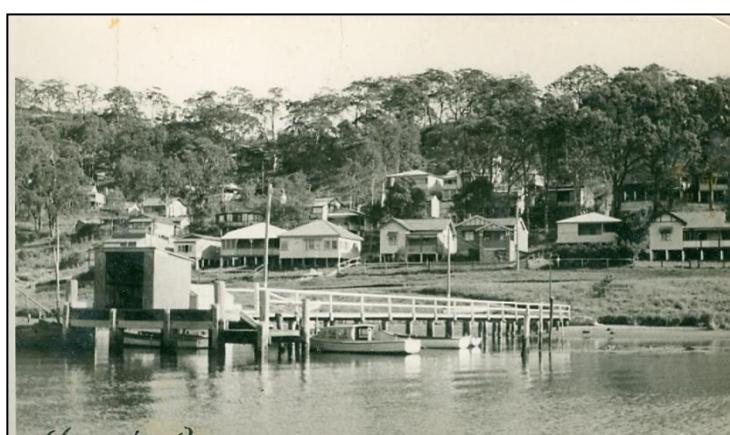


1950's postcard view of Araluen Drive – by then most of the houses were overclad.

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. 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.



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.

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.



Above: 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.

TRANSPORT AND COMMUNICATIONS

The following story draws on the memories of Rod Radford and other knowledgeable people, the writings of Beryl Strom in 'The Bouddi Peninsula Study', the oral history in the book 'Reflections from the Beach and the Bays' edited by Jill Baxter, Gwen Dundon's photos, the Gosford City Council website, the Bouddi Peninsula History Project Photo Collection and further reference and writing by Robyn Warburton and David Dufty (Eds).



Killcare Road after rain. Photo: The Bouddi Collection

The Bouddi Peninsula is surrounded by water on three sides and is rugged in terrain. Thereby hang long and colourful stories.

First People

Aboriginal people had bark canoes for transport. While mainly used for fishing, they would also have been used for wider travel for trade, ceremonial and kinship links with other tribal groups around the waterways. There would have been well used tracks in local areas through the bush for hunting, fishing and societal purposes.

First White People

In 1789, Captain Phillip and his crew rowed all the way from Sydney to inspect the area. Sydney would be a long way away for a long time and dependent on fair weather.

Sea was the way of arrival of early settlers in the 1820s as well, for there were no roads for many years to come. All their building materials and supplies came in by sea and the few products of the area, such as timber, shingles and lime had to go out by sea. Local tracks would have linked the settlers around the bay.



Bullock team at MacMasters Beach. Photo taken in 1950s.
Photo: The Bouddi collection.

Timber was an important product of the area, so tracks were needed on which the bullock wagons could travel. Many of these would have been very steep and muddy in wet weather, as timber was cut and then snigged out from its location in rugged bushland.

‘Snigging’ means to drag a long object, such as a log, along the ground, after first raising one end clear and was a term commonly used by timber-getters.

In 1891, the population in the MacMasters Beach area was only 11 and in the Killcare/Wagstaffe area only 22 and there were no roads to anywhere (Gosford City Council Website).

The bullock team at MacMasters Beach, as shown in the above photo, was probably the one owned and driven by Mr Manasseh Frost of Kincumber. Lance and Roy Frost of Pretty Beach were sons or nephews of Mr Manasseh Frost and were also involved in the transport business of the area. Lance and Roy were general carriers back in the 1940s and 1950s, and even into the 1960s. They transported logs to the various sawmills as well as sawn timber, general produce and goods. They owned two Ford trucks, a red 1938 model and later, a grey 1948 model.

The Trading Ships

Gwen Dundon makes a detailed study of all registered vessels in her book *The Shipbuilders of Brisbane Waters NSW* and we meet there many of the men who captained these ships.

The Brisbane Waters were a major contributor to transport in Australia with some 500 vessels being constructed in the district between 1829 and 1953 (Gosford City Council website).

The view of trading vessels heading off to Sydney with cargo and some passengers from the Central Coast was a familiar sight to people in the 1920s and 1930s.



Gwen Dundon, in her book, quotes two vessels trading between Sydney and Gosford as belonging to C. Stephenson and J. A. Chew, loading from Erskine Street, Sydney as the S.S. *Gosford II* and S. S. *Woy Woy*. The *Woy Woy* was built in 1901 and the *Gosford* in 1911. The S.S. *Erina* is the steamship most often mentioned in the stories of the area.

Rod Radford supplied the above photo, as the ships passed right by his home at Wagstaffe Point, and the following memories.

'My recollection is of the *Gosford* and *Erina* belonging to Childs Brothers and leaving from Sussex Street, taking goods on a Thursday, finishing loading early Friday to enter Brisbane Water late Friday night or early Saturday morning. Return from Gosford would be Sunday morning with a delay for passengers to fish out at sea. Another trip was often mid-week. When we holidayed at Wagstaffe in about 1931 or 32, it was exciting to hear the characteristic sounds of steam, to be first to see the starboard green change to port red, as it changed course round Half Tide Rocks.'

It was more exciting to know of and see the vessel stuck on the sand bank, awaiting the rising tide. Some years later, after buying the property in 1938 we often shipped goods under those conditions, as mentioned earlier, and these would be unloaded at wharf or hoisted, if heavy, with the boat nose into the beach front.

As the Japanese section of the Second War intensified, these vessels were taken from local waters due to submarine threat, were commandeered by army or navy and saw service in the islands to the North, to be lost or deteriorated by age'.

The Ferries

For more than half of the 20th Century, ferries (called 'launches' by the locals in early times) were the main means of transport for people coming to the Bouddi Peninsula and other waterside communities. The Pioneer Ferry Service, operated by the Sisters of Saint Joseph, commenced operations for Kincumber Orphanage, patrons and visitors in 1905. This was the beginning of regular ferry services on Brisbane Water.

Motor cars first appeared in the district around the same time (Gosford City Council Website).



Woy Woy had two ferry wharves, one across from the railway line and one at the present wharf site. The above photo from the Gosford Library Collections shows the site where the ferries currently berth.

Jack Murphy came to Woy Woy in 1903, opened a guest house and in 1912, began running ferries to Wagstaffe, where land was now for sale. His son, William Murphy, continued the ferry service. William and Enid Murphy built a house at Wagstaffe with their own wharf for the ferries.

The Murphys did not have the Killcare/Wagstaffe run to themselves. The other company, known as Owen's, belonged to Jack Owens in company with Bill and Roy Riley and the ferries were *Bell Bird* (*Bellbird Star*), *Regent Bird* (*Kilcare Star*) and *Mavis*. Bill Murphy had three ferries, *Victorious* (*Wagstaff*), *Hero* and *Conqueror*. The *Wagstaff* was 60 feet long and carried 125 passengers. Kilcare Star was 44 feet long and the *Bellbird Star* 40 feet long. Most were built locally.

They ran about five trips a day (*Reflections from the Beach and the Bay* by Jill Baxter, p.24).

The ferry companies merged and became Amalgamated Ferries. The Murphys became sole owners (Gwen Dundon, *The Shipbuilders of Brisbane Water*).



The 'Ferryman's Cottage' at Wagstaffe, where the Murphy family had their own private wharf (1944).
Photo: Mitchell Library, NSW State Library.



The *Bellbird Star*, smallest of the ferries.

Rod Radford has these memories:

'Just before any train from Sydney was due to arrive, Woy Woy wharves would be full of jostling launches waiting for passengers, one for Saratoga, one for Davistown, one for the Catholic Boys' home and Empire Bay and a couple of launches (different owners) for Killcare and Wagstaffe. These latter two owners finally amalgamated but usually two boats would be still required. The staff from the launches and the buses would be on the railway platform, competing for luggage going to the various transport areas.'

The armada would proceed up the Woy Woy channel at no wash speed, often low in the water but opening up to cruising speed when into the bay and separating to different destinations. To youngsters at night, it was a mystery how the skipper could keep off the mudflats or sandbanks... but we always waited with that hope. Thursday was a launch trip to Gosford markets with similar jostling at the Gosford wharf. Saturday night meant a trip to Woy Woy for pictures or alternatively a night trip from Ettalong to sing along with a three-piece or four-piece band around the Brisbane Waters. On the home trip, the weekend or holiday over, the slow no wash speed down Woy Woy channel would allow us to often see the red lights of a departing Sydney train, which with time to fill, would create a little profit for local pubs before the next one arrived'.

Fred Smith remembers a time when there was no electricity unless you had a generator, no telephone line, no letter deliveries and the ferry was the only transport. There were three trips to Ettalong and Gosford daily, with more excursions during weekends and holiday periods. The fare was six shillings for adults and three shillings for children including the steam train trip.

Regular ferry services from Woy Woy lasted until the early 70s. The opening of the Rip Bridge and better roads meant that cars became the main mode of transport with limited bus services.



The *Wagstaff*'s last trip. Note the spelling which probably caused the misspelling of the suburb's name for many years. The Wagstaffe family requested that the correct spelling be re-instated.

Following the opening of the Rip Bridge in 1973, Gosford Council decided that the wharves would be dismantled. This proposal caused extreme disquiet in the communities and because of the opposition, the move was abandoned.



The Silver Spirit operates the Palm Beach, Wagstaffe, Ettalong run regularly every day. Photo: Robyn Warburton

The ferry service from Wagstaffe to Palm Beach is a boon for many, including the students who attend Barrenjoey High School, but the company has questioned its viability, because of the siltation of the channel. Every few years, dredging is needed.



The Cockatoo Ferry, which operates in holiday time, showing passengers the sights around Brisbane Water. Photo: Robyn Warburton

In 2009, the decision was taken by Gosford City Council to accept the funding offered by the NSW government for the dredging which will be carried out to improve navigation of the channel. The dredging was completed in late 2009. The channel was closed for many months in 2019 because of the need for dredging and the battle over who was to pay for it. Eventually the cost was shared between the State Government and Central Coast Council.

Some efforts have been made to run regular ferries within Brisbane Water, mainly as a tourist attraction, but the response has been inadequate, not enough passengers to keep the service going. Tourist trips on the *Lady Kendall* still run out of Gosford.

Roads

Roads have been the bane of the Bouddi Peninsula and still are. Whatever approach you make, there are rugged sandstone hills to climb.

Beryl Strom (Strom pp.13-16) notes that there was a track from Kincumber to Cochrone Lagoon by 1855 but it did not proceed on to Killcare. By the end of the 19th century, Killcare was connected by a rough track, which led into Fraser Road.

The Scenic Road was not completed until the late 1920s, but it was a rough track, as seen in the photo below and was not a major link for Killcare/Wagstaffe, which continued to depend on the ferries and trading ships.

A small clipping taken from *The Town & Country Journal* in its publication of 2/12/26, informs us of the origin of the Kincumber to Killcare Road (now The Scenic Road). Thrown in for good measure, is information telling us of the official opening of Pretty Beach School.

It states:

So rapid has the progress of work on the scenic road from Kincumber to Killcare been, that by the end of the present week, the road will be open for motor traffic. The road, it is understood, will not be completed for some time, but the work already done renders it fit for vehicular traffic for all time. The scenery along the road ranks with the best to be had in any part of the state, and any Gosford residents desiring to attend the opening of the new school at Pretty Beach on Saturday, Dec. 11, (1926) could not do better than make the trip by motor over this road.

Last week, the Shire President, Mr Fenton, covered almost the whole of the road with his car. Operations this week will be in the direction of finishing the parts requiring most attention. Those who know the road declare that the beauty of the scenery will make it a very popular motor drive.



A car on the Scenic Road, probably in the 1930s. Photo: Dundon collection.

The Scenic Road always had a dreadful reputation for being hard to negotiate during the early years. It has been described as exceedingly rough, remaining unsealed, and without even gravel, until the 1950s. Amy Hudson on her visits, during the forties and fifties, was obliged to drive her invalided mother. Luckily her car was sturdy enough to cope. She described the road as ‘...pot-holed and rutted. You didn’t know if you were going this way or that’.

In Don Anderson’s memoir, he tells us ‘... petrol was available at Killcare for any people crazy enough to use their car on the road from Gosford. These days the only roads comparable are found on Cape York Peninsula in far North Queensland’.

Aerial view of roads at Killcare, running parallel from bottom: Grandview Crescent, Beach Drive, Putty Beach Road and The Scenic Road winding away top left.
Photo: Barry Fulton



Helen Dufty remembers well, holding on very tightly while travelling on the back of Mitchell Shakespeare's truck to collect honey from hives he had in the bush at Killcare Heights in the early 1950s.

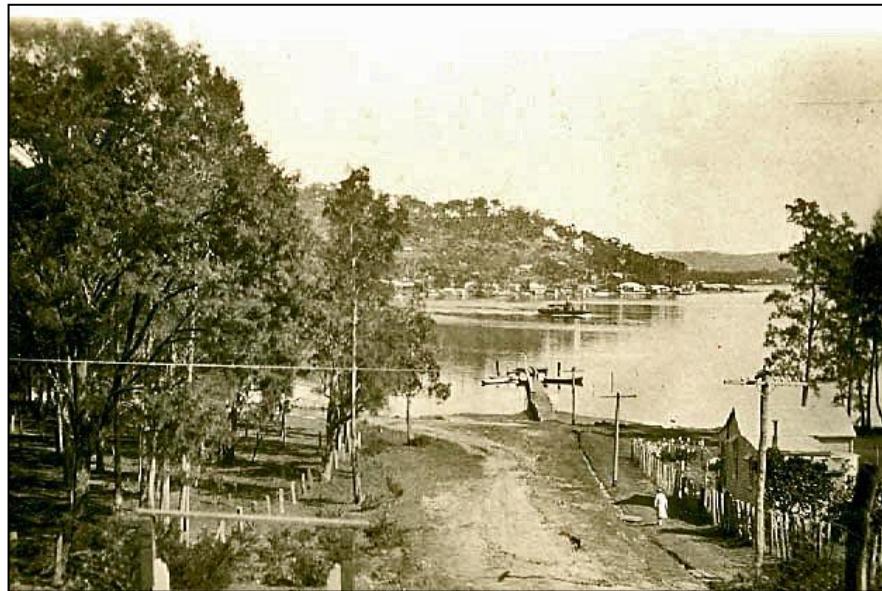
Around the bays from Hardys Bay to Wagstaffe, there were walking tracks in the early days but no roads. Even when roads developed, they were only used by horse drawn vehicles. Rowboats, walking and bicycles were the means of transport from one settlement to the next. Bert Myers (see Bio on Bert and Jean Myers) walked all the way to Empire Bay to school before Pretty Beach School opened in 1927.

Walks to and from Maitland Bay were arduous but there was the attraction of the beautiful beach, good fishing and what remained of its famous wreck. Putty Beach was also quite a walk over the hill, pictured in the first photo in this story.

Wagstaffe residents would row to Killcare Wharf to visit the above attractions.

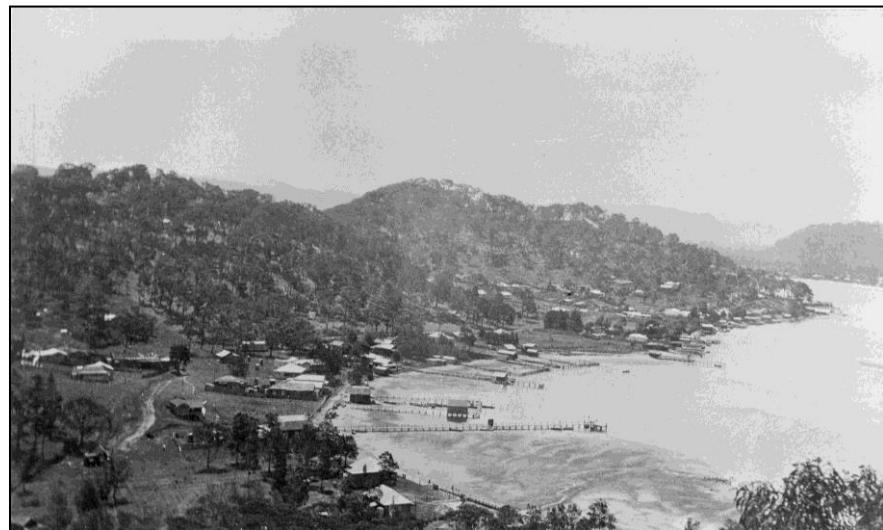
Rod Radford said he used to leave his oars at Thompson's store. Shirley Hood said a visit to the beach was very special. Lobster Beach was also a popular destination. Alan Osborne said he and the other kids knew all of the tracks (and the caves) on the ridgeline above the settlements.

Araluen Drive was originally called Bay Road, a good description because the road follows Hardys Bay, from the corner where it meets Hardys Bay Parade (or Noble Road), all the way to Pretty Beach. The last section, known as Hardys Bay extension, is also known as the Dog Track. This section was deemed to be a possible answer to address the narrowness of Heath Road, running parallel, above. The idea broached by some, was to turn the track into a one-way road, with the traffic flow going the other way on Heath Road above. The idea met with opposition by many. The people, who walk their unleashed dogs along the Dog Track, are happy that the plan, deemed an engineering impossibility, was not taken up by Gosford City Council.

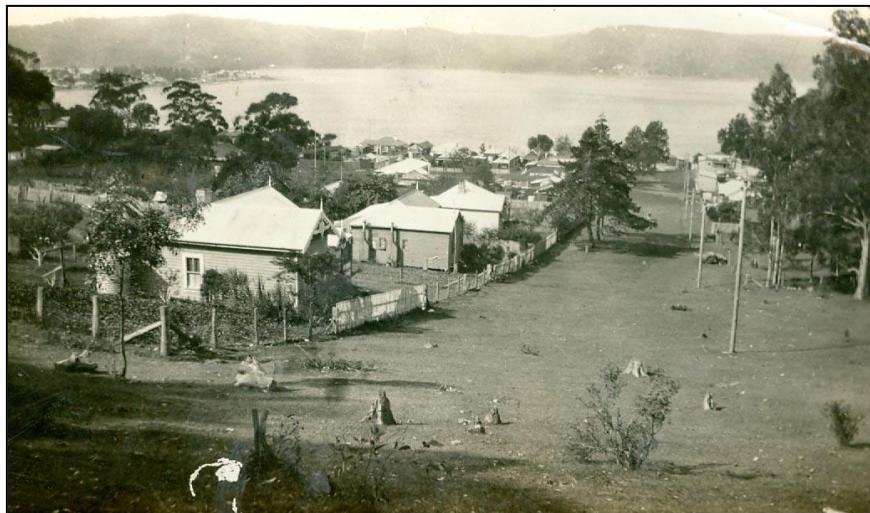


The corner of Heath Road and Araluen Drive extension. The school site is on the left-hand side, The school opened in 1927.
Photo: Bouddi Collection

The first main road at Pretty Beach can be seen winding along, away from the waterfront and behind the shops.
Photo – source unknown

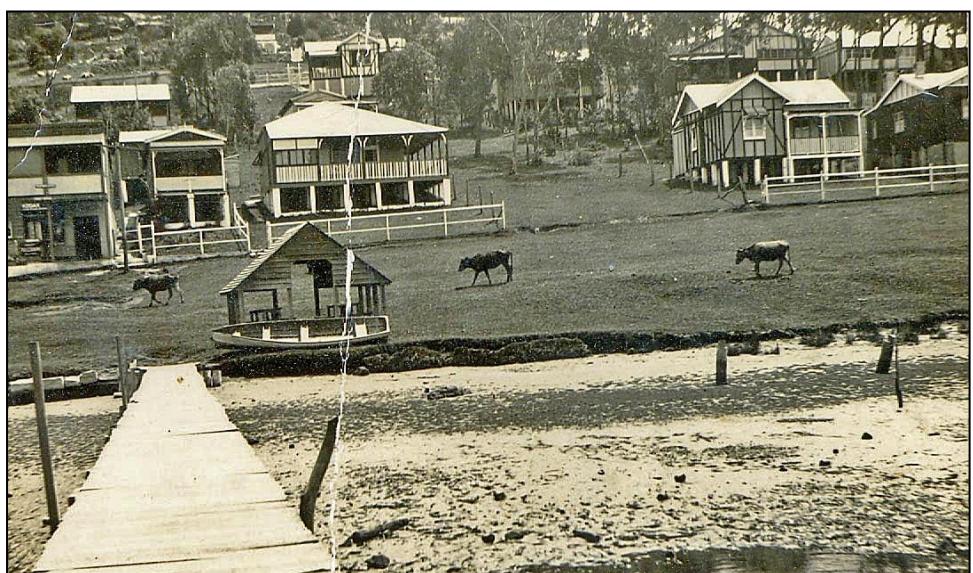


Because of the steep ridge above, the roads follow the shoreline and only the relatively flat areas have been developed, so the houses appear nestled below the ridge.

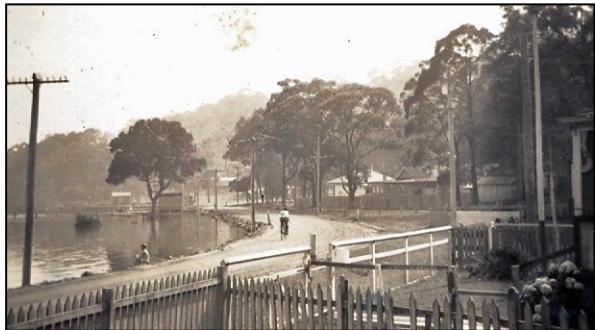
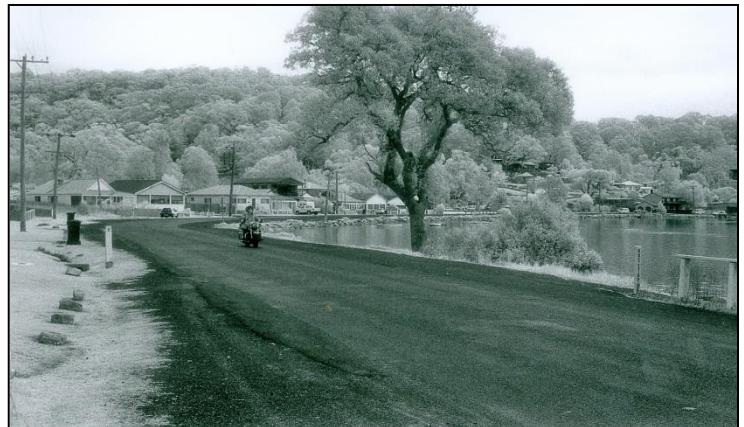


Looking down grassy, stumpy Mulhall Street circa 1960. Photo: Alan Osborne

'The Reserve,' now Araluen Drive, was also a grassy tract of land.
Photo: Andrew Compton



Two views of Pretty Beach Road, circa 1948
Photos: Bill Dodd



The waterfront at Pretty Beach underwent two periods of reclamation to widen it and establish the road which became Pretty Beach Road.

In 1930, construction work on the Pacific Highway to Gosford was completed. Prior to the new road's completion, travellers endured a long journey, via Wiseman's Ferry and Mangrove Mountain, over rough and winding roads.

Colleen Smith recalls hearing explosions when Wards Hill was being hewn out of the rocky hillside. The rock was blasted out bit by bit. It was built during Depression years so meant sought-after employment for those lucky enough to get the job. Wages consisted of vouchers to be spent in the local shops.

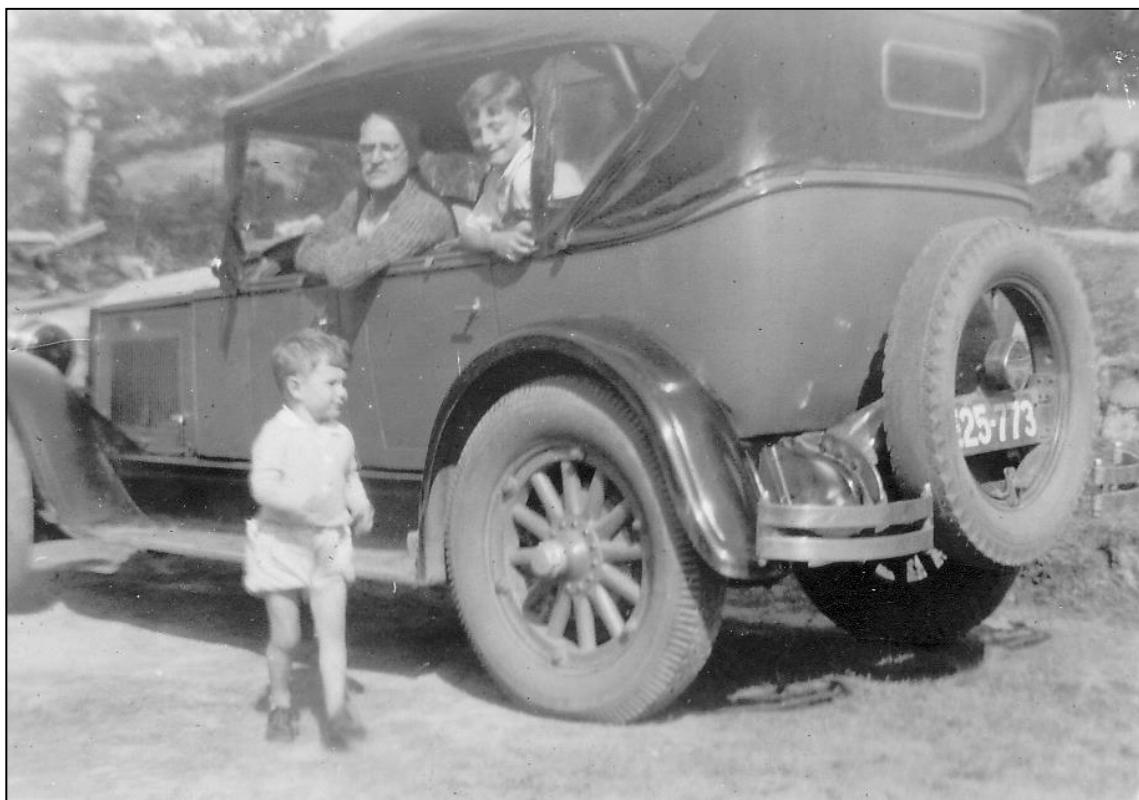


Killcare Road showing improved surface, compared with earlier photo.
Photo: Peter Adderley

Problems with the roads in the early days can be appreciated by memories of residents like Bill Dodd (see Bouddi Bios). As described above, Wards Hill Road was built during the early thirties, Depression time, but never used because it was very rough with a very rocky surface. Bill Dodd's family often spent holidays at Pretty Beach. Arthur Gietzelt was Bill Dodd's uncle by marriage (his mother's sister's husband). Arthur was a clever man who often holidayed with Bill's family. He owned a blue Essex car at the time and prided himself on his driving prowess. One day, Arthur decided to attempt to drive up Wards Hill Road. The going was difficult, and the car lost traction half-way up. It began going backwards. Using his know-how and skill, he somehow managed to get to the top, never to try again.

Bill's daughter recalls another story. 'Grandfather Dodd was not such a good driver. The holiday gear was loaded on to the *Erina* at Kogarah Bay and transported by sea. The family made their way by road in his DA Dodge. They travelled via The Scenic Road which was rather 'exciting' with Grandfather Dodd at the wheel. When they reached Pretty Beach, Fred Holwell would have unloaded their gear off the *Erina* and proceeded to load it onto his cart. His horse would then pull the cart up the hill to the Dodd property in High View Road. However, later on, William Dodd Snr bought a Dodge truck and he would drive it all the way to Pretty Beach, via Gosford, Kincumber and The Scenic Road, laden to the hilt'.

There was a sub-division at Killcare Heights in 1939 but the roads were steep, rough and slippery in wet weather. Killcare Road linked Killcare with The Scenic Road, as can be seen in the first photo in the story.



Tom Fraser of Killcare Road, seen here with sons Charles and Andy, owned cars from the early days. He drove via The Scenic Road to Gosford on Market Day, visiting houses along the way to deliver goods and messages on the way there and back. He found a way by Warri Road to avoid 'the serpentine'.
Photo: Thelma Fraser

Strom (p. 16) points out that it was not until the 1960s that The Scenic Road was re-formed and sealed with the help of subsidies from the beach-sand mining companies, which had a processing plant at Kincumber at a site still polluted to this day. Cars could now use the road and a local bus company established a service along this road.

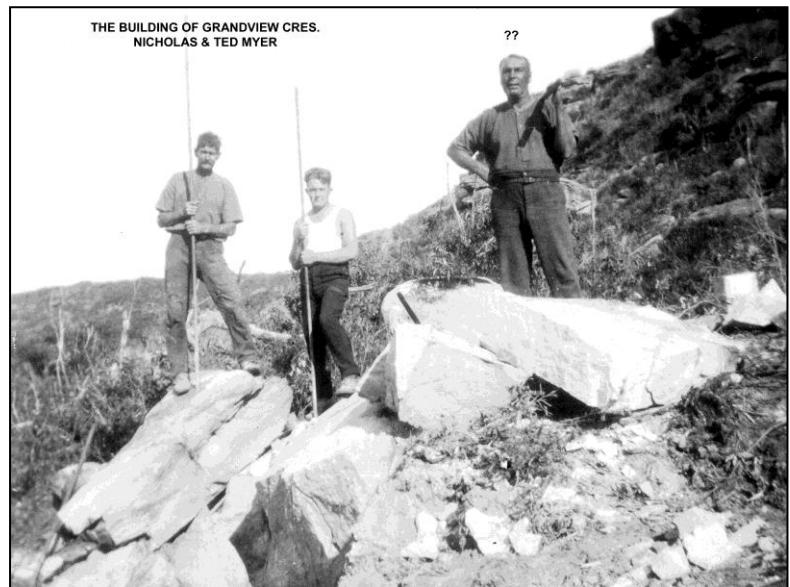
In December 1965, the Hawkesbury-Calga section of the Sydney-Newcastle Expressway (F3 and now M1) was completed. This was declared the first motorway in the State, and was the precursor of many highway improvements, between 1966 and the present. Long, painfully slow journeys on the narrow Pacific Highway (opened 1930) were largely a thing of the past. In December 1986, a 15 km section of the Sydney-Newcastle Freeway was opened between Calga and Somersby. This featured the spectacular twin bridges over Mooney Mooney Creek.

It was 2009 before the freeway was improved by the construction of three lanes each way, putting a stop to the bottlenecks created by merging traffic.

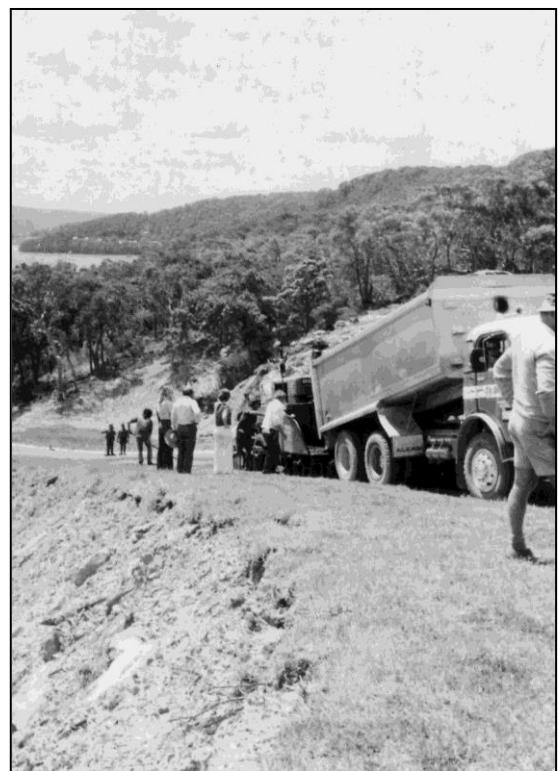
In 1973, Charles Fraser, with the help of his sons, cleared and developed Martha Jane Avenue at Killcare. His parents had owned the land from the time of their arrival in 1916, until their daughter, Eileen, took over the payment of the rates on the top section. Following the death of Mr and Mrs Fraser, Charles was not included in the will, so Eileen gave him part of her property and with the purchase of more land, Charles was in a position to subdivide. He named the road for his mother. The sale was slowed because of the caveat he placed on the blocks. He demanded that the houses be built of brick.

Bushfires, like those in 1994, have often blocked the roads and a landslide and cracks in the road blocked Woy Woy Road to two-way traffic in 2008. The road was closed for several months while repairs were undertaken.

Men and trucks at work on Martha Jane Avenue.
Photo: Thelma Fraser



Road building was a hard road to travel.
Photo: Surf Club Collection.



Roads have an important role when it comes to industry. For almost the first hundred years of settlement, tracks linked the settlements. All major transport was conducted on the water. However, businesses employed various means of transport to meet their needs.

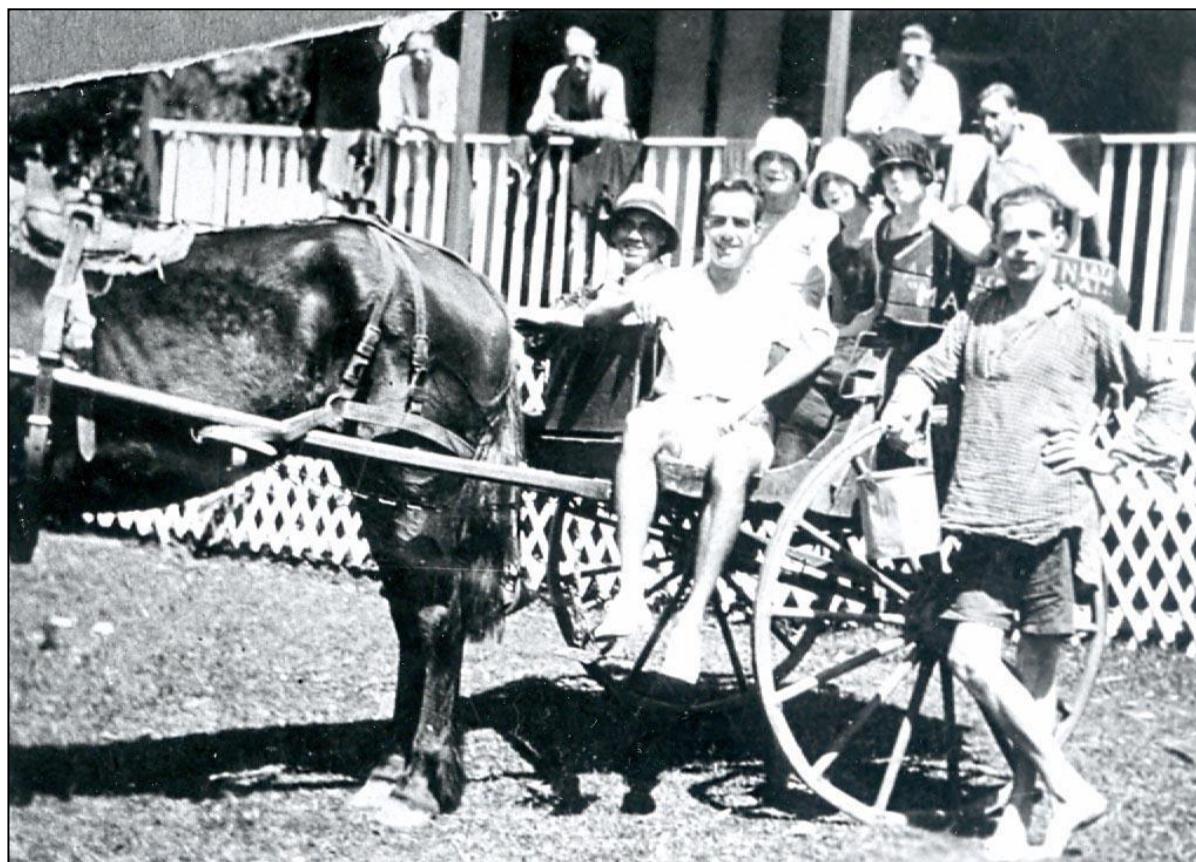
Horses of course, were important in the early days. Fred Holwell was the baker at Pretty Beach and several stories are told about Fred and his horse and bread-cart.

The local folk would be waiting at Wagstaffe Post Office to collect their mail. The steamship would arrive; a volunteer would wheelbarrow the mail up to the post office.

Down would come the shutter while the mail was sorted. Then up it would go, the mail would be distributed, and the people were ready to go home... but wait a minute. What about the bread? Fred Holwell could be seen whipping up his horse and pounding towards them, in time to save the day. Yes! Fresh bread and some devon from the shop to go on it, and they were away.

Fred Holwell was also known to collect the luggage sent ahead on the *Erina*, by holidaymakers (who would later arrive by ferry or car). He would load it on his cart and transport it to their holiday house.

Ray Martin operated a dairy at Hardys Bay and delivered the milk by horse and cart.



Ray Martin sitting on his milk-cart, surrounded by friends.
Photo: Gwen Dundon

The Dodd family remembers the early days before ice was manufactured. Baldwin's Ice Works on the corner of Como Parade was a blessing. Mr Baldwin delivered the ice with his horse and cart.



Baldwin's Ice Works at Pretty Beach was a refreshing business.

Photo: Alan Stewart

Lance Frost and his truck appear in many stories so he must have had an important role to play. One such story is the moving of the house across the creek at Hardys Bay. The boatbuilder, Wally Worthington, experienced in shifting boats across Bay Road to be launched into Hardys Bay, and Lance Frost and his truck got the job done. Stories are also told about boat sheds being moved and turned into houses. Who was responsible for these moves?

Sid Osborne owned the greengrocery at Wagstaffe in the 1930s but business was slow so he operated a carrying business in conjunction with the shop.



Fasten your seatbelts please. Osborne General Carriers, 1941.

Photo: Alan Osborne

Bert Myer was a primary producer at his property in Blythe Street. Bert's occupation excused him from military service in World War 2. He provided the army, camped at Putty Beach with milk. No doubt he transported the milk by horse and cart. He also had to collect extra supplies by boat from Ettalong,

Later on, he sold fruit and vegetables out of the back of his utility. (See photo below.)



Bert Myer selling his produce at Hardys Bay.
Photo: Shirley Hood

The following sections have been mainly written by Rod Radford, former Ettalong pharmacist who lived at Wagstaffe Point, and reference should be made to the Bouddi Bio of 'The Radfords of Wagstaffe Point' to put them in a fuller perspective.

The Woy Woy Tunnel

Rod Radford writes:

'The longest rail tunnel in Australia is the Woy Woy Tunnel and it is positioned to pass very close to being under Wondabyne Mountain. Because it lies on a line SE to NW, the Woy Woy end of the tunnel is actually closer to Sydney than the Sydney end. It is over a mile in length, actually 5,862 feet. Bricks for its lining, some 10 million, were shipped by boat from Sydney to Brickwharf and trolley-railed to the tunnel. The spoil was used for the causeway between Woy Woy and Koolewong. Completed in 1887, it allowed rail construction to be finished on the Newcastle side of the Hawkesbury River, with passengers ferried by the current rail to Sydney. The Hawkesbury Bridge connected the rail ends in 1900.'

The tunnel construction required 800 workmen, 10,000 tons of gunpowder, 110 tons of dynamite and a cost of compressed air of 1000 pounds per month. Early surveys contemplated a rail over Wiseman Ferry through Wollombi with the idea of avoiding bridge building over the deep coastal estuaries. The estimated costs proved too much'.

The Old Hawkesbury River Rail Bridge

Rod Radford writes:

In 1885, the N.S.W. parliament called for world-wide tenders incorporating acceptable designs and specifications. The tender of the Union Bridge Co. of the USA was accepted, being half the price of the best local costing, with its 50 year guarantee. The bridge was completed and tested in 1889. It is to the credit of planners that the design was for double tracks. Just fifty years later, in 1939, with one pier suspected of cracking, a decision was made to build a new bridge and cater for the increasing weight of rail traffic, which was then being forced to cross at slow speeds.

The construction of the original bridge received worldwide interest because, although the water depth was about 40 ft, the piers needed another 60 to 120 ft to find bedrock. The stone masonry piers and symmetrical spans added to its visual appeal. During the construction of a new bridge the slow crossing allowed passengers to maintain great interest in procedures.

Again on the new bridge's completion, similar interest was apparent over the removal of the old spans, which were to be used for country river crossings. The cuttings in the shoreline of Long Island, still visible, allowed for building of the new spans on pontoons and on top tide, the floating of the completed spans into their position on the new piers. Note the American influence with present names given to Brooklyn and Long Island by the first designers.



The first railway bridge over the Hawkesbury opened in 1889. Note the Victorian dresses and hats of the ladies. Photo: Gosford City Library.

Wartime Precautions

Rod Radford writes:

'With the Japanese attack on Pearl Harbour, we became conscious of their nearness to our own shores, particularly as Singapore fell and American forces started to assemble in our country. An airfield strip was built north and south through the Umina area.

The run-way of the airfield at Umina with Lion Island beyond.
Photo: The Bouddi Collection



'The building of booms was attempted across Half Tide Rocks without much success. Later, it was rumoured that it was intended for the mouth of the Hawkesbury River. Everybody's launches and rowboats were taken to Gosford Racecourse and cared for, with maintenance of water inside the hulls to prevent drying out of timbers. The only access now to areas like Wagstaffe was by ferry, so the residents were instructed, in the event of invasion, to burn homes, destroy water tanks and leave by ferry.

Railway lines were prepared for blasting and at certain areas, scaffolding loaded with anti-tank concrete blocks, were erected over the rail lines, so that trains could pass under, until collapsed in face of enemy movement. Defence of the Hawkesbury Bridge was also an extensive operation and needed army and volunteer reserves on alert, day and night'.

Gwen Perrie (nee Greenhalgh) recalls the line of huge, flat barges moored at Wagstaffe in wartime when she was a child. She thought they may have been used to 'bridge' the Hawkesbury. However, Bill Murphy clarified the situation. He said they were moored at his father's house (he was the ferrymaster) and the ferries would pull the loaded barges in order to deliver and place the fortifications on board, used to protect the Hawkesbury River Bridge.

Bus Services

The first bus belonging to Rowles Bus Service, from Gosford to Wagstaffe Point commenced in late 1945. The proprietor also had services from Gosford to Kincumber, Avoca Beach, Davistown, Saratoga and Empire Bay. The Scenic Road from Kincumber to Wagstaffe was very rough gravel with many potholes. The Gosford Shire of that time would grade the road once, or perhaps twice a year, with a grader towed by a crawler tractor. It was a two-man operation, a caravan towed along behind for accommodation. The Scenic Road was mainly topped with the local Killcare Heights red soil and marble sized round gravel, treacherous to walk on, as it would roll under foot, causing many walkers to stumble.

John Heron provided the following information. He was the son of Laurie and Silvia Heron, residents of Wagstaffe until the early 50s.

'The actual first coach used on the Wagstaffe to Gosford service was an old International bus painted green and cream, with a luggage rack on the roof reached by a steel ladder. At first, on Monday to Friday, there was only one service each way per day.

It catered for adults and school children, departing Wagstaffe at 7.30 am and at arriving Gosford about 8.45 am. The return service departed from Gosford at 4.00 pm and would arrive at Wagstaffe about 5.15pm. Soon after, the number of weekday services was increased from one to two.

The first bus driver was Mr Carter; then there was Alan (surname unknown), Alan Gray and Bill Coulter. I always thought the adults, who travelled on the bus with the rowdy school children up the back, deserved a medal. I can recall the names of some of the school children who travelled on the bus in those days. There were the two Ward brothers, Ken Greenhalgh of Wagstaffe, Enid Corfield of Killcare, and the Walls (Joan, Roger and Barry) of Killcare Heights.

There were others of course from the Peninsula, as well as students that lived further along the route closer to Gosford.

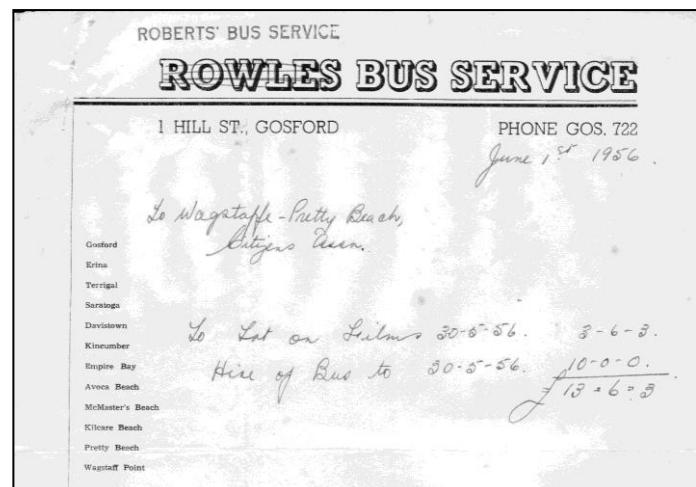
On Saturdays there was the morning service and also an evening service, when many folk (before TV) would go to the pictures in Gosford, either at the Regal Theatre or the Valencia Theatre. On Sundays there was a late afternoon service that connected with a train to Sydney.

The coach services were later bought by Robert's Coaches, as can be seen in the corrected letterhead of the invoice above.

Under the new regime, the buses were painted white. One means of delivering films - the buses transported the films to Wagstaffe Hall for the picture nights held there.

The bus service to Killcare/Wagstaffe in 1955 went to Gosford and was a boon to pensioners, who had to collect their pensions. The bus travelled by The Scenic Road as Wards Hill Road was too steep and rough. Fortunately, Wards Hill Road has now been sealed but is still the scene of falling rocks, bumps on the bends and stalling on the slopes, and is very narrow for the buses to negotiate'.

In the 2000s, Busways is the local company. Bus services have improved, especially with the need for school buses, but it is still a long and infrequent trip to and from Gosford. On weekdays only a few buses a day travel to and from Wagstaffe to Gosford and Wagstaffe to Woy Woy. Early in the new century, local resident, Alan Williams, would have liked to see a minibus, with volunteer drivers, provide transport within the peninsula but opposition from Busways prevented this idea bearing fruition.



An Innovative Way to Travel

Rod Radford rowed a rowboat across the water from Wagstaffe to his pharmacy at Ettalong for many years. His purchase of an amphibious car made the trip much easier and also allowed him to deliver prescriptions in it after hours.



The amphibious car photographed on Sydney Harbour

1960 Electrification of Rail to Gosford

Rod Radford writes:

'Private contractors had successfully completed the Blue Mountain line a year or two before. The Construction Department of Railways and respective unions were stung by such private enterprise success and requested the right to tender for the Hornsby to Gosford Section. This was granted on condition of scheduling and costs being competitive. The department and employees maintained the contracts for the opening to be held on January 23, 1960.'

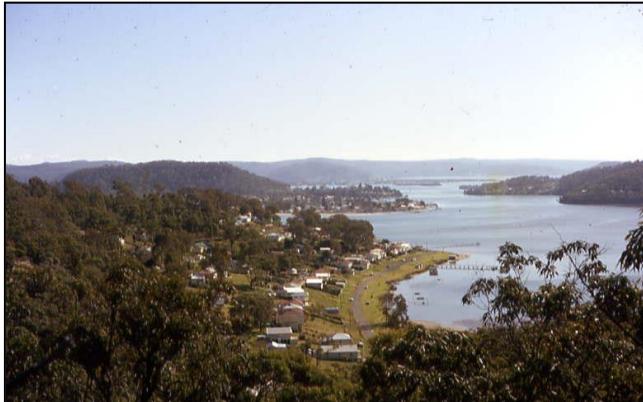
In January 1960, railway electrification from Sydney to Gosford was completed. Steam locomotives were used north of Gosford until the early 1970s. District population in 1960 was 31,000 persons.

Tunnels had to be enlarged by lowering tracks and chipping brickworks. The improved rail service allowed the peninsula area to become more of a commuters' weekend playground instead of a holiday resort. Woy Woy and Gosford enjoyed their separate celebrations in similar manner. The official train arrived at Gosford at 12-23 pm and was welcomed at Woy Woy at 2.09 pm. Varied events were conducted at the three centres of Woy Woy, Ettalong and Umina, finishing up with fireworks at 10 pm. Rotary members of that period were most active in the celebrations'.

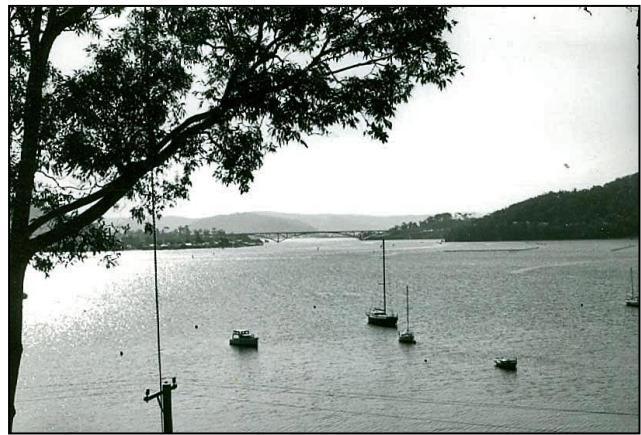
The High Speed Rail Link

Rod Radford writes:

'The report of a proposal for a high speed rail link with a new section between the Woy Woy garbage dump, across Mullet Creek to the rail bridge over the Hawkesbury River, brings memories of walking in a party of people, which included the Dillon brothers and my mother, to cover the potential of a shorter and quicker access road to Woy Woy, incorporating the old rail bridge with a road surface, a low bridge across Mullet Creek, and a two lane track across the plateau, passing Wondabyne Mountain and the current garbage tip. The allocation of the spans of the old Hawkesbury Bridge for use over country rivers stopped further consideration. Such a walk indicated how short was the distance and could have shortened time and distance between Sydney and Woy Woy. The Archives Department of Railways have details only of the bridge demolition, so I do not know where the spans may have been used elsewhere'.



Before the Rip Bridge
Photo: Arthur House



The Rip Bridge in the distance
Photo: Jeannette Thiering

The Rip Bridge

Rod Radford writes:

'Living at Wagstaffe and working in Ettalong emphasised the importance of easy contact across the water, and whilst it was mostly pleasant enough to commute by rowing boat, most residents knew that growth as expected on the end of World War 2, would eventually demand a bridge of some kind.'

The Woy Woy Chamber of Commerce also appreciated the potential of such expansion. We, of the Wagstaffe Progress Association, encouraged the short-term possibility of a punt under private ownership between Cable Road and a block of land to be resumed opposite Davis Street in Booker Bay.

Eventually we expected this to prove the need for a bridge from Ferry Road to Wagstaffe Point. Council argued for council ownership of the punt. The ensuing delay and uncertainty caused the private party to withdraw, and the council interest immediately evaporated. Some years later thanks to the importance of the St Huberts Island development, the Rip Bridge or 'Bridge to Nowhere' was built, to be more effective and better positioned. It also justified the connection of the two peninsulas as visualised by the two mentioned organisations.

For a time during the 50s and 60s, and before the Rip Bridge became a reality, the plan was to build a bridge across Brisbane Water, spanning the channel between Ettalong and Wagstaffe. The Pretty Beach Wagstaffe Citizens Association formed a committee, which worked for many years to promote the concept. The road would have been built along the ridgeline. With this in mind, Oscar Speck was one speculator, very interested in buying ridge-top land at Killcare. Lucy Hulme, who inherited Alex Martin's property, *Martinsyde*, was a landholder who was determined not to let Speck get his hands on her land. However, she was allegedly tricked by the Real Estate agent, Neville Hazzard, and Speck managed to acquire some of her land. However, the bridge and the road were not built.

Here is another version of the bridge story. In the late 1960s there was a proposal for a bridge linking Wagstaffe with Ettalong. However, the location changed to The Rip when Lesley Hooker of L. J. Hooker Real Estate, is said to have agreed with Premier, Robin Askin, that the public bridge would actually be located between Ettalong and Daleys Point and Mr Hooker would obtain development rights to a mangrove and mud island (St Huberts) and would build his own access bridge across to the island. The bridge and the development went ahead.

Rileys Island was to follow, but development was prevented by community and political action, despite commencement of the dredging of canals. The permanent result of bridging the water was the relative (and largely welcomed) end to the isolation of the Bouddi Peninsula, particularly as vehicle access and a swift increase in vehicle numbers, through the affluent 1950s and 1960s, effectively killed off the need for ferry connections.

The Rip Bridge has to be the most important development in the story of roads and access to the Bouddi Peninsula. The bridge was built in 1972/3 due to the combined effort of Gosford Shire Council and The Main Roads Board. It crosses The Rip, connecting Woy Woy to Daleys Point, so making it possible for people to access Empire Bay, Bouddi Peninsula, Kincumber and beyond. Going the other way, not having to travel via Gosford, the distance between Bouddi and Sydney and its suburbs was greatly reduced.
The bridge was opened by acting Premier of NSW, Sir Charles Cutler, in May 1974.

As stated before, archival material, belonging to Pretty Beach Wagstaffe and District Progress Association, reveals that following the building of the bridge, Gosford Council proposed to remove the wharves. The outcry was loud, Council was discouraged, and the wharves remain.

With the opening of The Rip Bridge in 1974, Wards Hill Road was upgraded in the late 1970s, as a fire-trail (which quickly eroded), followed by an upgrade to the current conditions.

Communications: Telephones

The arrival of the telephone on the Central Coast was a great boon to local communities, especially the more isolated ones. Well-staffed Telephone Exchanges were needed, and telegraph poles and lines had to be established. In the case of Killcare/Wagstaffe it was much more sensible to have an underwater cable from Woy Woy/Ettalong than to run the cables all the way by land.

Few private homes had telephones so the telephone box at the stores was an essential social need and well patronised.

Rod Radford writes:

'Catching up with the back-log of phone services after the Second World War was a great problem, aggravated by the influx and expansion of business and new homes on the peninsula. By establishing a business and home on different sides of the water, I created increased problems for the PMG. Request for a phone with extension to home was unobtainable because the submarine cable of twenty lines to Wagstaffe was fully occupied. A near neighbour generously allowed their private line to be a party line. So, we all shared a transfer from the pharmacy with a two or three ring identification call. This fortunately worked well with the two ladies at Wagstaffe having the opportunity of their own direct calls. After frequent storm damage to overhead lines on the home side, we became adept in locating the break and doing the join up. When we expanded to Umina, we obtained a 2-4 switchboard allowing two calls in with extensions to home, the Umina pharmacy and storeroom. The Woy Woy Exchange was manually (or should I say womanly) operated for many years, the staff of which I always found most helpful. This was not a common sentiment but as you treated them, so they treated you. The exchange was the butt for addressing urgent needs and 'chemist after hours' was always handled discreetly, to allow the opportunity to refuse. I never did refuse as they would test the urgency and timing. If I was out, I would always advise a time of return. This degree of service was lost when the exchange became automatic, and I will always have a love for those exchange girls because of the trouble they would go to in emergencies'.

Radio and Television

Commercial radio began in Australia in 1923 and the ABC began broadcasting in 1932.

The events of World War 2 were available to local people by radio and the golden age of radio which followed the war brought *Blue Hills*, *Dad and Dave*, Jack Davey and Bob Dyer, *The Argonauts*, world-famous tenors (the rock and pop of the 50s), news and weather etc. into local homes.

On November 19th, 1971, radio station 2GO first went to air, becoming the first radio station on the Central Coast. District population in 1971 was 56,190 persons (Gosford City Website).

Television began in 1956 in Australia, but reception was poor, away from the capital cities.

NBN began in Newcastle in 1962 and by 1972 had installed translators that made reception possible in the local area and brought the Central Coast into its orbit. By the 1990s, it was linked with Channel 9 and local content from Gosford and the Central Coast was integrated into its news and community service announcements.

Modern Communications

The internet with its emails and World Wide Web has revolutionised the lives of many local residents, including the many people who have contributed to this publication. The mobile phone with its many variations and ever added functions has also changed our lives, if only to ensure that if we trip and break a limb when bush walking alone there is a good chance we can call for help.

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COMMERCE AND INDUSTRY ON THE BOUDI PENINSULA

by Robyn Warburton

PART 1

Over the years there have been many industrious people living on the peninsula. Shops were established to meet the needs of the people. As well, there was wide diversity in the type of industries carried out. Uncovering the nature of the businesses and something about the people involved has produced an interesting picture of the changing times. Oral history is the main source for the material used. This has been supported in some cases by newspaper articles, advertising material, and information taken from the books of Gwen Dundon, Jill Baxter and Charles Swancott and of course, the photographs which tell us so much. This history mostly precedes The Rip Bridge. It is unfinished; there are many more stories.

In the beginning, because of the geography, the water played a most important role. All commerce and communication was dependent upon water transport. Because there was only access by water, small pockets of settlement sprang up, where there was something worthwhile to be found ashore. This could have been fertile land for farming, shells on the sandbar for lime, the abundance of fish or oysters, the tall trees for boatbuilding or the beauty and amenity, which meant the potential to attract holidaymakers. Important wharves, which have given the suburbs their names, were built at these points.



'THE CROOKED BILLET'



The Crooked Billet was located on the hill above the bakery, top-right.

The Crooked Billet was possibly the first business on Bouddi Peninsula and certainly the first inn to be established on Brisbane Water. There was an inn with this name in Sydney and an inn in Leigh, a village near Southend at the mouth of the Thames River, had been in existence for centuries. The licensee at Pretty Beach was William Spears and the inn opened for business on July 1 in 1838 at Kourong Gourong as Pretty Beach was originally called. Either headwinds beating up to Woy Woy or having to wait for the ebb tide in order to negotiate Half Tide Rocks, was enough reason for the sailors of the day to seek refuge at the watering hole. The license decreed: no business after 9.00 pm or on Sunday; no game of chance could be played; no convict served unless on an Order or in the presence of his master. The inn operated until some time in the 1880s.

Source: *Highlights* by Charles Swancott; Photograph: Gwen Perrie

THE FIRST FARMS

There were pockets of land on the peninsula developed for farming. In 1824, James Mallen was granted 'temporary occupation of 250 acres (at what is now Hardys Bay) to graze his cattle'. The 1829 Census of NSW tells us that 10 acres were cleared, 10 acres were cultivated, and he had 3 horses and 115 cattle. In 1859, Captain Daniel Joyce, a New Zealander, purchased 50 acres belonging to Mallen. Robert Hardy bought the property in 1865. Patrick Mulhall owned and farmed land at Wagstaffe. William Spears farmed at Pretty Beach and John and Elizabeth Murray at Rileys Island. The stories of these early farmers can be found in Beverley Runcie's well-researched story for the History Project, *European Settlers and Their Land*. The story, *The Triangle* deals with the farming at Killcare Heights.

Source: Beverley Runcie, Jill Baxter, *Reflections from the Beach and the Bays*.

TIMBER-GETTING

William Ward also settled at Hardys Bay in the 1820s with a grant of 150 acres at Killcare adjacent to Ward's Bay (now Hardys Bay). It is believed he was a timber-getter, supplying the Sydney wharves with timber and shingles for the building industry. Alan Ward tells the story: the Ward family started off as timber getters. They carted logs from Little Beach and Pomona Road to the sawmill at Empire Bay near where the tennis courts are on the waterfront today. The timber was used for shipbuilding, the industry around Brisbane Water being extensive. Timber was loaded onto ships such as the *Erina* and *Gosford*, bound for Sydney.

Source: Jill Baxter, *Reflections from the Beach and the Bays*; interview with Jim Fraser; interview with Alan Ward

WINE MAKING AT HARDYS BAY

Good soil for growing grapes attracted the Hardy family after whom Hardys Bay was named. Jonathan Hardy was the father of Robert who had a vineyard in the southern corner. People would row from all over to buy the wine which was sold by the gallon. Charles Swancott included some interesting anecdotes in *Good Old Woy Woy - History with humanity*.

In 1868, Jonathan Hardy, his wife Sarah and son, John, drowned on a shell-collecting venture. Robert Hardy witnessed the accident. As the story goes, Robert Hardy was hard by name and nature. He was a very mean man and would save a few pence wherever possible. He owned a shotgun to ward off the finches, silver eyes and honey eaters. He complained that the shot cost a few pennies but to compensate, he could always eat the birds. He claimed to have a 'pet' snake to guard against thieves, until much to his annoyance the snake was sighted by some unknowing person who shot it. He grew a brown grape which was very bitter, but it grew in big bunches and the skins and the seeds were pressed for wine. He never sold any grapes for the table. They all went into the winemaking. He owned a wharf, 200 metres in length, with decking made from broken packing cases left by the steamers. The vineyard produced wine until about 1908

Source: *Good Old Woy Woy - History with humanity*; Jill Baxter, *Reflections from the Beach and the Bays*

THE OYSTER INDUSTRY

History tells us that the first Brisbane Water settler, James Webb, would have found extensive oyster beds and advantage would have been taken of the abundance of oysters by many of the early settlers. 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 Rileys had leases on Riley's Island. An application made for an oyster lease in 1958 was refused with a large number of objectors.

Source: Charles Swancott

WATERMELONS AT WAGSTAFFE POINT

Captain Wagstaffe grew watermelons on his property at Wagstaffe Point. Andrew Murphy gave Wagstaffe three pounds an acre for the whole crop. George Fletcher recalled that he often went with Mr Murphy to Wagstaffe Point on his boat *Scrubber* to bring back boatloads of watermelons to sell on Woy Woy station or to cut up for seed.

(Charles Swancott, *Highlights of Central Coast History*)

SHELLS FOR LIME

One of the earliest industries was the collection of shells which were subsequently burned to extract their lime content to use in mortar, important to the burgeoning building industry. Many middens were found on the shores and hillsides. Sometimes the burning was carried out on the beach and mangrove trees were used to fuel the fires. Mostly, the shells were transported to the North Sydney Lime Burner Kiln. Several sailing vessels such as *The Brothers*,

The Ripple and *The Maggie Riley* constantly carried cargoes of shell to Sydney and returned with goods such as flour, needed to sustain the population. Bert Myer does not remember the burning of shells for lime but has clear memories of the grinding of shell grit. Later, shell grit was supplied to poultry farms and to farmers who burnt the shells, to produce lime to sweeten the soil and for fertiliser. For many years and certainly in the twenties when Bert walked past the factory on his way to Empire Bay School, Peter Schenk, a Dutchman, was in the shell grit business.

The operation was at Riley's Bay, where there was substantial machinery consisting of a steam engine and large wheel for grinding the shells, collected from the sand bar, off-shore. Bert thought the concrete base for the steam engine was still there. So, although evidence of the industry is supposed to have survived, a recent search proved fruitless.

Source: Conversations with Bert Myer; Charles Swancott, *Highlights of Central Coast History*; Gwen Dundon, *Shipbuilders of Brisbane Water*



The site of the shell grit operation at Rileys Bay

HOUSES OF ILL-REPUTE

A Sydney 'Madam', Lizzie Hyde, had several cottages, all about 20feet by 16 feet in size, fitted out with beds at Pretty Beach in 1918. Tommy Barratt was Lizzie's manager. Lizzie came up once a month to collect the takings. It was believed she had 'a good eye for business'.

Business, no doubt, was brisk because of the numerous visiting sailors, frequenting the inn nearby, whilst waiting for the tide to turn.

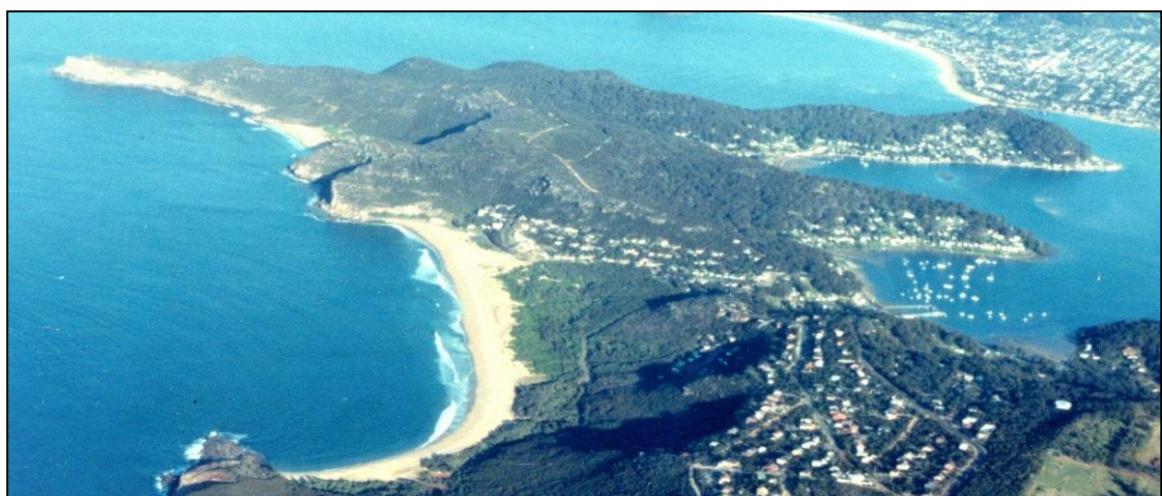
REAL ESTATE



Settlement and real estate go hand-in-hand and it is all dependent upon the topography of the land.

The photographs, above (Bouddi Peninsula seen from Ettalong) and below, show the relatively small percentage of land, where development was possible, compared to the uninhabitable expanse of Bouddi National Park. Because of the steep ridges, the roads follow the shoreline and only the relatively flat areas have been developed. The photos demonstrate the fact that all initial access was via the water and that road construction was limited to the flatter areas adjacent to the shoreline. This is where the people built their houses - permanent residences, weekenders or rental properties for holidaymakers. People need the essentials and so shops opened. Businesses followed.

Read the complete story of Real Estate on the Bouddi Peninsula in Mary Davel's story *Real Estate* in this e-book.



Aerial views of the Bouddi Peninsula showing the extent of settlement, from Killcare Heights in the foreground to Wagstaffe Point.



The sub-division of Wagstaffe in 1906 was a very important event in the ensuing development of commerce and industry.

The earliest sale of sub-divided land occurred at Wagstaffe: *For Sale by Public Auction on the Ground on Saturday 22nd December 1906*, by Raine and Horne Auctioneers. The advertisement shows 82 lots to be auctioned and promised purchasers of lots, not on the waterfront, an additional small allotment, adjacent to the water's edge for 'Wharf and Boating Facilities'. Many sub-divisions followed.

Photographs: Gosford City Library, The Surf Club Collection



The *WOY WOY To The BAR FERRY*

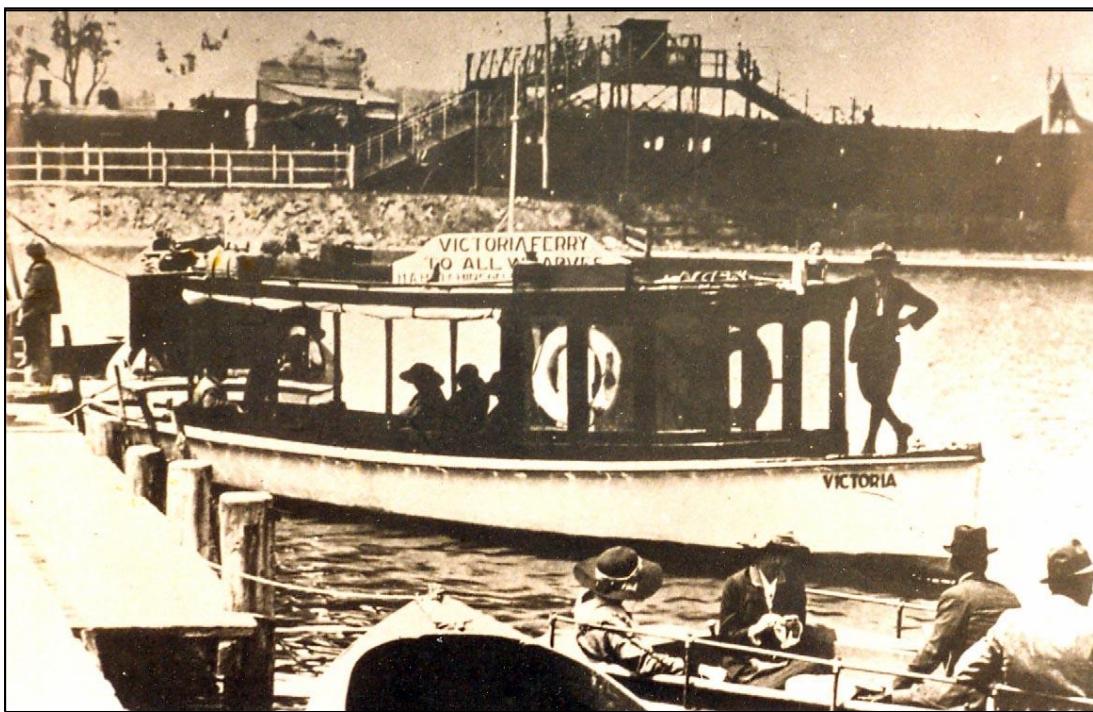
FERRIES TO KILLCARE, HARDYS BAY, PRETTY BEACH AND WAGSTAFFE **(See also story of Transport and Communications)**

The business of the ferries, that serviced the area throughout its earliest history, is of the utmost importance and has a very significant role to play in the development of the area.

George Wagstaffe may have been the first resident of Bouddi Peninsula to operate a shipping business. He purchased 50 acres of land at Mount Pleasant in 1890. He and his family resided there for fifteen years and the area became known as Wagstaffe's Point. He farmed the land, and the shipping of his produce was necessary to supply the market in Sydney.

With the help of his son, George, he constructed a timber vessel at one of the Cockle Creek shipyards which was probably Beattie's because they were family friends. Produce was transported to the Hawkesbury and Sydney markets.

He was also responsible for building the steamships, *Hopeful* and *Gela*. These ships, respectively, traded in Newcastle Harbour and the Solomon Islands. George Wagstaffe was awarded his Master's Certificate in 1901 so was known thereafter as Captain Wagstaffe.



The ferry, *Victoria*, at Woy Woy Wharf; Woy Woy station behind, circa 1920.

This photograph taken at Woy Woy Wharf shows the station in a different location to where it is today. The ferry, or launch, as they were called in the early days, *VICTORIA FERRY TO ALL WHARVES* is taking on passengers. The Victoria occasionally took Sunday School and picnic parties to Hardys Bay.



Ferries moored at Manly House: The ferry *Woy Woy to the Bar* is on the left. The larger ferry on the right is J. L. Phegan's *Merry Days*, circa 1910

When Wagstaffe's Point Estate, called The Manly of Brisbane Water, was opened at the end of 1906, Mr Thomas Simpson introduced a regular service with his *Woy Woy to the Bar* ferry. Because of its bright colour it was known as The Red Launch. The service transformed the place, and the 'quietness and tranquillity' was replaced by 'great life and activity'. Arriving on Friday evenings, weekenders visited to camp and fish and then returned by ferry to Woy Woy station on Sunday evening. The allotments for sale attracted many interested people, buyers among them.



Ferries moored at Murphys, *The Ferrymaster's House*, at Wagstaffe.
Photo: Mitchell Library, State Library of NSW.

The motor ferry, *Victorious*, was built by Gordon Beattie in 1916 at his boat yard at Cockle Creek on Brisbane Water. Its name was changed to *Wagstaff* (without the 'e') in 1948. In 1961 it was owned by Amalgamated Ferries, the owners being William J Murphy and Mavis Enid Murphy. Wagstaffe's final Brisbane Water service was in 1967. *Regent Bird* became *Kilcare Star* in 1947 and *Bell Bird* became *Bellbird Star*.

Until 1925, the company in opposition was Owen's Ferries, which also operated out of Wagstaffe Point. The Owen's residence was west of Wagstaffe Wharf. Owen's ferry company was partly owned by the Rileys. Bill and Roy Riley were brothers in-law to Jack Owen and went in with him when he had *Regent Bird* and *Bell Bird* built. Bill Riley drove the ferries but was a builder and often away working on houses. Owen's Ferries: *Regent Bird*; *Bell Bird*, *Mavis*. Murphy's Ferries: *Victorious* (*Wagstaff*); *Hero* and *Conqueror*.

Victorious became the *Wagstaff* (note: the missing 'e'). The ferry cruising the water was probably why the suburb was known as Wagstaff for many years, until put right by the Wagstaffe family around the year 2000.



Wagstaff approaching Hardys Bay, circa 1955.

All small boats were confiscated and taken to Gosford Racecourse, when it was thought that Australia may be invaded during World War 2.

The ferry companies, the Owens and the Murphys, merged in 1925. They became known as Amalgamated Ferries.

In the early days the trip from Woy Woy to Wagstaffe was very long. It took about two and a half hours, because it stopped at many private wharves as well as the public wharves.

Old Mr Murphy wouldn't wait if the train was late. Ted Myer who first worked on Owen's ferry, was one driver who would go along to the station to see about the hold-up and wait for the passengers.

In the early 1950s 'moonlight excursions' were very popular in the summer months. The *Wagstaff* and *Killcare Star* had pianos on board. Ted Myer and Fred Annand were the main drivers and many deck hands came and went. Jacky Ford was the longest to stay. Thursday was Market Day, so Thursdays were big days, especially in the school holidays. Sid Chant would advertise the markets at Gosford and the ferry trip, with a sandwich board around his neck. Pam Langsford (nee Murphy) was told that three ferries would make the first trip to Gosford and come back to collect people for a second trip and sometimes a third.

Pam remembered a drowning. Bill Hayden, an amputee, liked to go to Woy Woy on Saturday afternoons for a drink or three coming home on the Picture Boat. One night, no one saw him arrive and in an attempt to board, he probably slipped, possibly hit his head, fell into the water and under the wharf, because the swell caused by the boat arriving the next day, brought his body out and this is when the tragedy was discovered.



The Wagstaffe's last journey called for celebration.

Source of information and photos: Brian Wagstaffe, Bill Murphy, Pam Langsford, Gwen Dundon, *Shipbuilders of Brisbane Water*.

MANLY HOUSE, THE GUESTHOUSE AT WAGSTAFFE



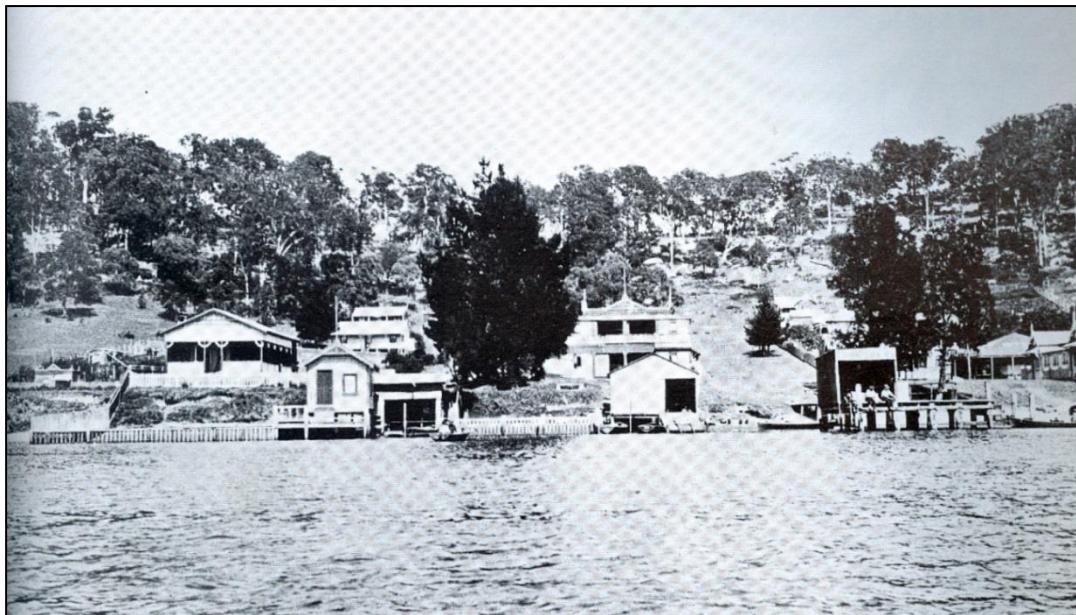
An early photo of Manly House circa 1910

Manly House, which dates to early in the 1900s was very important to the early history of the commerce and industry of the peninsula.

The Windbound Hotel (later to become *Manly House*) replaced *The Crooked Billet* which ceased business in the 1880s. *Manly House* was originally owned by the Simpson family. Thomas W. Simpson started a launch service to ferry prospective buyers to Wagstaffe Point's Estate when it was sub-divided and advertised in 1906. He also built the boarding house with 22 rooms and a dance hall in 1907.

He called the guest house *Manly House* in keeping with the promotional theme, 'The Manly of Brisbane Water'. This was the site of the Wagstaffe family home and is now the location of Wagstaffe Hall.

Manly House was popular with visitors because of its beautiful setting and the many holiday attractions it provided. The mini-golf activity, across the road from the hotel, was operated in conjunction with Manly House as a holiday activity for guests. There was a boatshed with many rowing boats for use by the guests and a swimming pool adjacent to the wharf. The guests were also invited to explore the hinterland on foot. Fishing, of course was another drawcard.



Manly House, viewed from the water, circa 1925, flanked by the wharf, boatshed and swimming pool



The mini-golf course opposite Manly House, offered as a holiday activity

The Brothers family owned the property in the nineteen twenties and thirties. Harry Brothers and his two sisters, Agnes and Miss Maude, had a thriving business, supported by the ferries which brought paying guests: holiday-makers coming to Wagstaffe for the swimming, boating and fishing.

The family did all the work, providing dinner, bed and breakfast, and room service. They did all the washing and ironing and for many years without electricity. Milk for the guest house came from Torchie, the cow kept in the yard across the road and milked by Harry.

Manly House was two-storey, except for a long narrow single storey section with rooms opening on to the square. These rooms accommodated fishermen, who being at the call of the tide, could come and go without disturbing the other guests. The proprietors were happy to cook the fish caught by the guests.



Rooms, opening onto the square, were rented to fisherman

There was a large ballroom downstairs. Agnes or Miss Maude would play the piano for the dances or to entertain the guests. A pleasant, wide and shady verandah provided many seats and there were also seats in the garden.

Arson was suspected, when fire destroyed the building in 1939. This suspicion was fuelled by the smell of kerosene. The reason given is that business declined with less people coming for holidays by ferry. One story has a young housemaid working at the guest house being told to go home and take her birthday presents with her after a party in her honour, rather than stay overnight. Was she being warned? This anecdote supports the idea that arson was intended. However, it could be disputed because the fire occurred in the afternoon. Colleen Smith recalls that the fire caused great interest with local students after school. Ralph Winter, who worked on the ferry and lived nearby, took photos of three stages of the fire: smoke, alight and embers.



Manly House - on fire and after the fire - a sad, burnt pile of rubbish

Photographs Ralph Winter

Source: Brian Wagstaffe, Ann Bowe, Colleen Smith, Gwen Dundon, Alan Osborne, Shirley Hood. Photographs: Gosford City Library, Alan Stewart

ROADS AT WAGSTAFFE

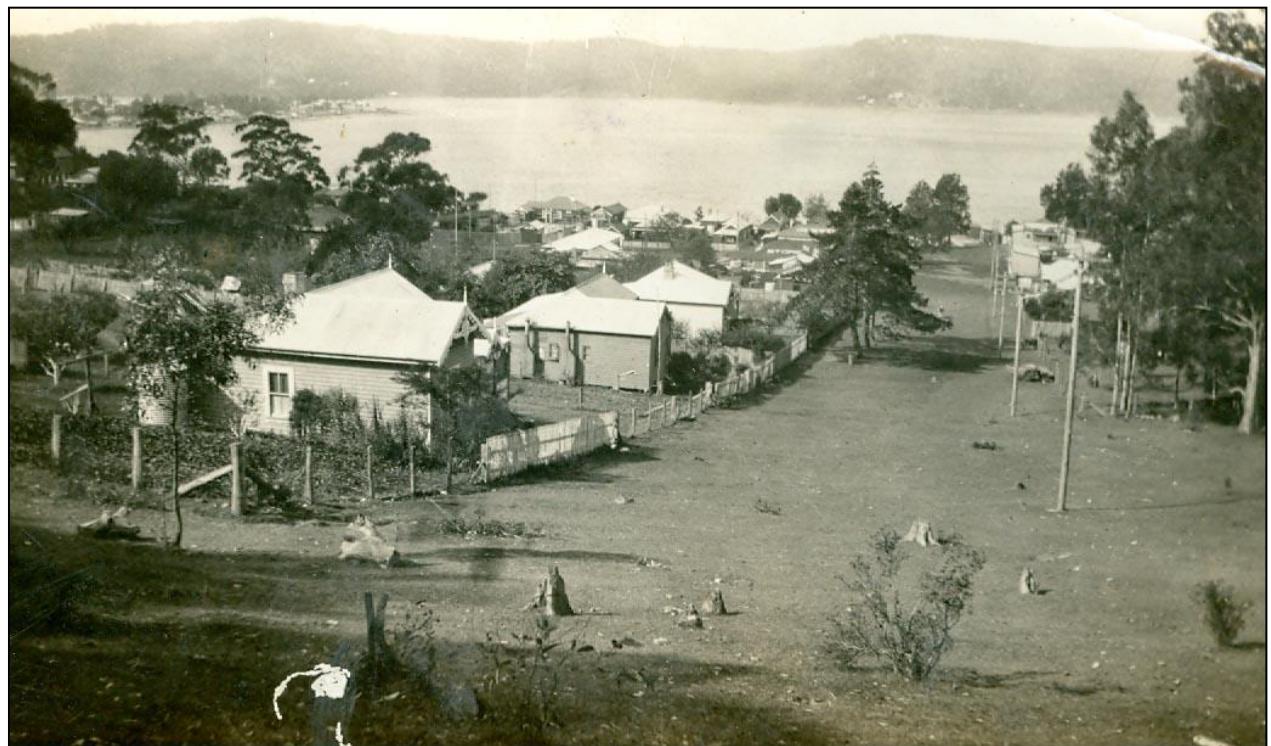
Until the 1960s and 1970s the streets were grassy, unmade tracts of land. Wagstaffe can only boast three and a half streets. Wagstaffe Avenue follows the water to the point where it meets Albert Street which curves up and turns back, ending in a ‘dead end’, at which point the suburb becomes Pretty Beach. Mulhall Street intersects, beginning at Wagstaffe Wharf and travelling uphill to meet Albert Street. Bulkara Street skims the end of Wagstaffe Avenue and proceeds down to what was Radford’s land (formally San Toy Estate), becoming a private road. The photograph below was taken after the 1939 destruction of Manly House by fire. You can see the remains.



Wagstaffe Square circa 1960



Mulhall Street (above and below)



THE WAGSTAFFE STORE

There are many photographs available depicting Wagstaffe Store. They demonstrate the changes over the years. The verandah has evolved through time. At various stages it was filled in with what appears to be awnings as in the early photo at left which was included in the Broadhurst Collection, circa 1930. The telegraph pole means that electricity had been connected at this time.



Wagstaffe Square has always been famous for its tree, located in the centre. Originally it was a coral tree and this photo of Wagstaffe Store with the tree shows its prominence.

In the twenties, Miss Perkins operated the Post Office and very officially pulled down the shutter to sort the mail, after it was wheeled up, in a wheelbarrow from the ferry at midday each day. When she had finished, up would go the shutter and the mail was distributed.

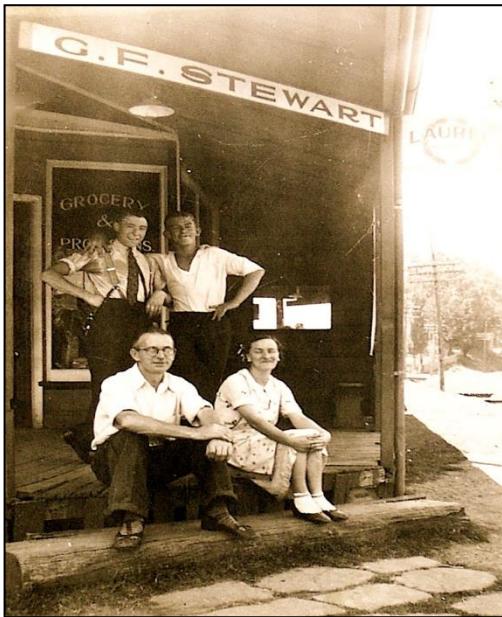
While the gathering small crowd waited for their mail, Fred Holwell would arrive with a flourish. Fred was the baker at Pretty Beach. He would 'gee-up' his horse pulling the bread-cart, to a gallop and arrive in time to deliver the bread to the store for the lunch-time trade. The people would happily go home with their mail and fresh bread for lunch.



In this photograph the door was angled on the corner and the awnings have disappeared



This photo dates back to 1939 with a GPO red telephone box in place.



Members of the Stewart family outside the shop.

Photo: Alan Stewart



Pictured are Frank Osborne and his cousin, Kevin Osborne, outside Wagstaffe Store.

Photo: Alan Stewart

Frank Osborne was Syd Osborne's son. Frank worked at the store for various owners, including Alan Stewart's family for whom Alan Osborne was named.

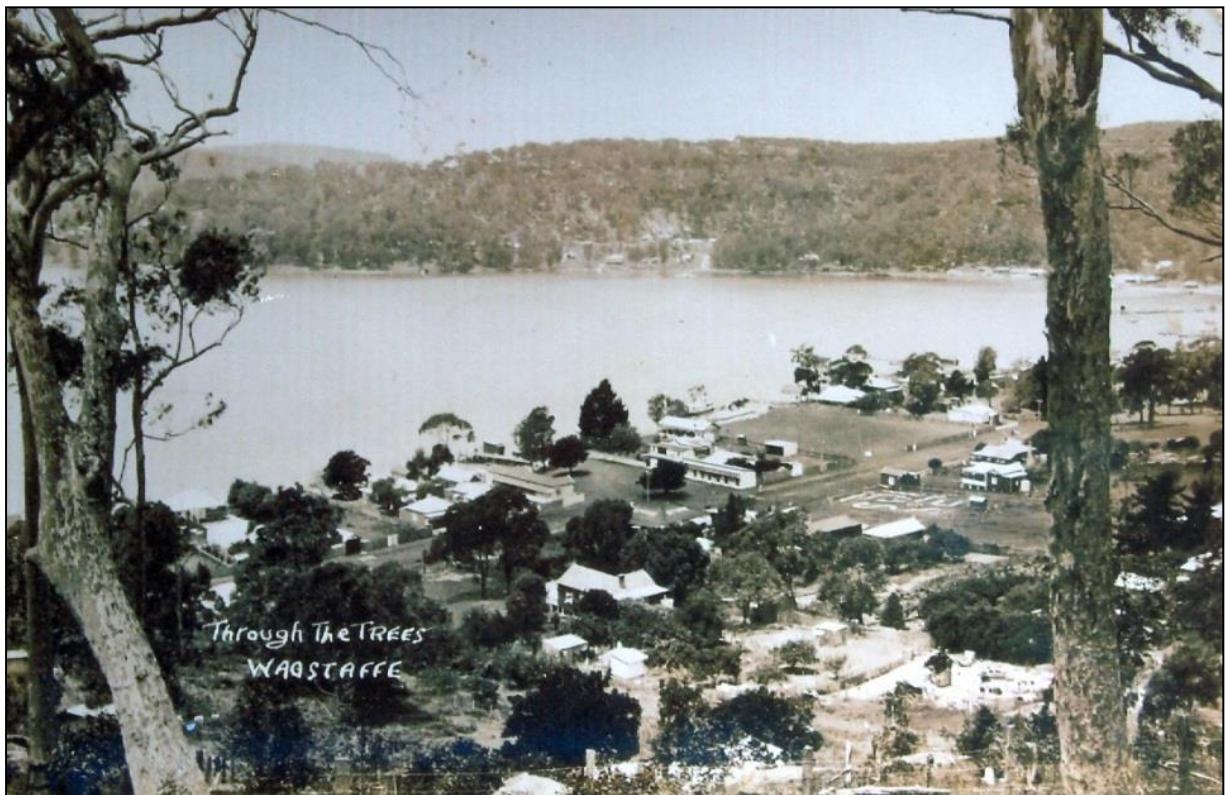
Violet Osborne compiled a list of the owners of Wagstaffe Store, dating back to 1920.

The store changed hands many times. Among the owners named are Gayleard, Rix, McSorley, Muller and Williams.

Source: Alan Stewart, Alan Osborne, Shirley Hood. Photographs: Broadhurst Photos, Alan Stewart.



Wagstaffe Square with large Norfolk Island Pine Tree circa 2007.



House with large roof prominent, middle ground, belonged to the Kennedys.

KENNEDY'S DAIRY AT WAGSTAFFE

Edward Madden built the mostly sandstone house at No. 23 Albert Street. Edward's sister, Katherine, known as Kitty, was married to Tom Kennedy and they owned and operated a dairy farm at Wagstaffe in the 1920s. The Kennedys house was at 58 Wagstaffe Avenue. The cows were allowed to roam widely, so when milking time came each day, Kitty would roam far and wide, too, rounding up the cows which strayed as far as Box Head. Kitty also sold the milk, trudging from house to house, carrying two heavy gallon cans of milk.

Edward's granddaughter, Heather Tindell as a child, remembered Kitty as being a nice person, although she looked like a wizened-up old witch of a woman, wearing three or four layers of clothing and black rubber boots. The children were also somewhat scared of her, thinking she was a witch. Her life sounds one of hardship. It is not known how long the dairy farm was there. People called Rix also had a dairy at Wagstaffe. We know that they preceded Hanscombe's Dairy which was there during the 1940s.

The house at No.91 Wagstaffe Avenue belonged to the Tindell family. It was the family home of Heather, daughter of Myrtle Tindell (nee Madden). Heather was born in 1917. She was nine years old in 1924 when her grandfather, Edward Madden, built the house in Albert Street. Heather's husband was George (Joff) Milne and he and Heather lived at No.91 in retirement. Of interest is George Milne's birth name. It was Joffrey Jellico Kitchener French Milne (World War 1 Generals) until his mother changed it to George, but he was known as Joff.

Source: Heather Milne, Shirley Hood.

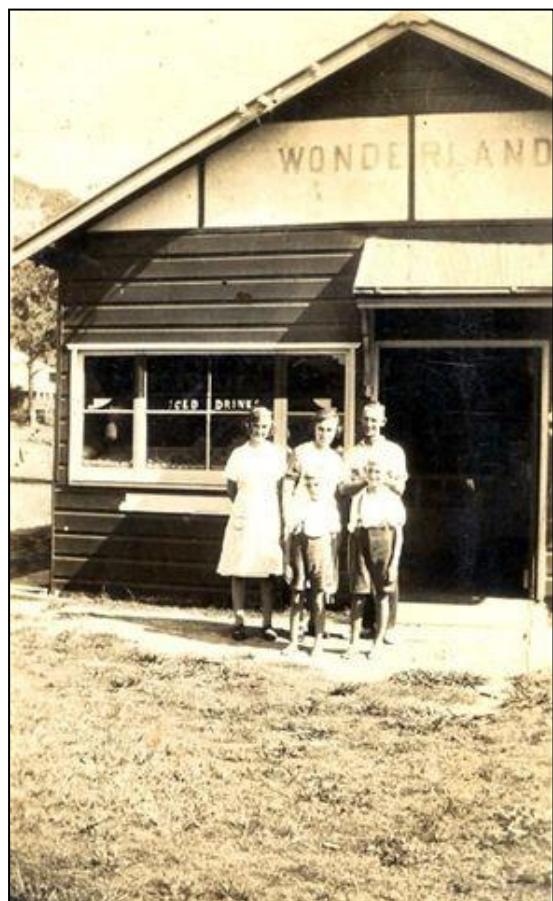
HANSCOMBE'S DAIRY FARM AT WAGSTAFFE

Hanscombe's dairy is remembered by many people. It was located in Wagstaffe Avenue on the east side of Mulhall Street. Charlie Hanscombe was known as the 'Mayor of Wagstaffe'. The Hanscombes' house was located quite a way up the track and below the ridgeline above Wagstaffe. The access to the shed, for those wanting to buy milk, was from Wagstaffe Avenue. The cows, from all dairies continued to roam, supporting the argument maintained by many people that the clearing of the hillsides was due to the grazing cows. Two of the Hanscombe boys went to the Second World War. Don Hanscombe did not return.

Source: Heather Milne, Joan Stubbs, Bill Murphy

OSBORNE'S WONDERLAND

Syd Osborne's first business in Wagstaffe was The Wonderland Greengrocer from 1936 to 1939. Some fruit and vegetable may have been supplied locally, such as from the orchards in Picketts Valley. However, Syd went to Sydney each week, travelling by train to the markets, where he ordered supplies. His order would be transported on board the *Erina*, the sea-going steamship, which ferried passengers and goods between Sydney and the wharves around Brisbane Water. The *Erina* would then offload at Wagstaffe wharf. His customers were the locals, the weekenders and the holiday people. Source: Alan Osborne



Members of Osborne Family
Lorna, Frank, Violet, Sid and Don



Mrs Stewart with children and dog circa 1938,
with Greengrocer in background.
Photos: Alan Stewart

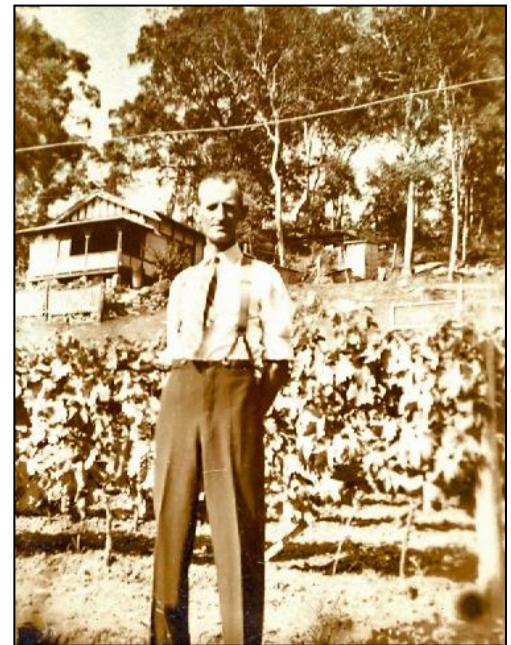
OSBORNE'S VINEYARD IN MULHALL STREET



Walter Sydney Osborne, known as Syd, was born at sea, in transit between Melbourne and Sydney in 1900. Syd's father, whose nickname was 'Mate', was a wicker worker, working in Sydney. In retirement 'Mate' moved to Wagstaffe. Syd had a vineyard in Chipping Norton, which he sold and moved to join his parents in Wagstaffe in 1936.



General Carriers: an Osborne business.



Walter Sydney Osborne in his vineyard

He married Violet and they established a greengrocery at Wagstaffe in 1936. The carrying business, *General Carriers Wagstaffe Point Gosford*, was run in conjunction with the greengrocery because it was hard to make a living out of the shop.

One story told has the truck carrying split logs with some merry young fellows on top, rounding the bend at Killcare, losing the logs and the passengers. Syd and Violet had three children, Frank, Donald and Lorna. After selling the shop, Syd bought six adjoining blocks of land in Mulhall Street, Wagstaffe.

One block included the house which had been built in 1905. He went back to grape-growing, putting five blocks under vine. The varieties grown were Isabella, a white grape and Muscat, a red wine grape. The table grapes were transported to Gosford and sold where needed. Although some grapes were sold to small time winemakers, he only made wine for home consumption.

The vines (in 2007) can still be found, growing on a tank stand behind the Osborne house and on a large trellis at No 27 Mulhall Street. Currawongs liked the grapes too and a hailstorm devastated the crop so it was difficult to make money out of the business. Syd also had an orchard with stone fruit, peaches and nectarines, which Violet preserved. Chooks were his next venture. He built poultry sheds and established a poultry farm. This was during the war years.

The Home Guard operated local drills. One enthusiastic, but mad sergeant, raised the alarm one day, "Quick, take cover. They're bombing us," he shouted. Bravely, he hid in one of Osborne's chook pens. The only problem was that he came out scratching. The bird-lice had bombed him.

Syd sold off the land except for the house and No. 23 Mulhall Street. He built a huge greenhouse and grew orchids, cymbidiums and slipper orchids. Therese, Alan's niece, is the self-appointed family historian and keeper of the ribbons that Syd won at shows with his beautiful orchids. The orchids were transported to Sydney and exported.

Source and Photos: Alan Osborne, Alan Stewart

SLY GROG SHOP AT WAGSTAFFE

Ted Myer was a big, handsome fellow, with 'an eye for the girls'. According to his brother Bert, Ted was a real ladies' man. Because he worked on the ferry, he had first choice of the visiting girls. He was well-liked and popular with everyone. Ted Myer was a skipper on Owen's Ferries and later when the company merged with Murphy's Ferries, he worked on the Amalgamated Ferries. During and after the war he lived behind or visited Margaret Fry's house, *Zena*, in Heath Road. When Hazel Johnson first travelled on the Thursday ferry to Gosford market, Margaret was pointed out as Ted's girlfriend. They were in the sly grog business. His mate, Eddy Roach, looked after the liquor when it arrived on the ferry. Ted lived the latter part of his life in the old shed at the back of No 33 Wagstaffe Avenue. He would bring long necks home on the ferry from Woy Woy or Gosford, and store them in the outside dunny. Anybody who needed a bottle of beer would drop by and buy one from Ted. Alan Osborne remembers going with his father and grandfather to do business with Ted.

Alan Osborne recalls that every Wednesday Ted visited the Osbornes for dinner and because he loved lemon meringue pie, Nan Osborne made it for dessert. After he passed away, the dining room door would often pop open on a Wednesday night. Pop would say, "Teddy's back, Nan. Get the lemon meringue ready." Alan remembers free ferry rides because Teddy thought he was a nice boy.

Ted came with the place when Norma Maher and her husband bought the property in Wagstaffe Avenue. It consisted of four dwellings: the house, two cabins and a tin shed (Ted's place). They would arrive for the weekend to find the toilet locked because Teddy's grog was inside. Terry continued to live there for minimal rent until he died.

Source: Alan Osborne, Norma Maher, Bert Myer

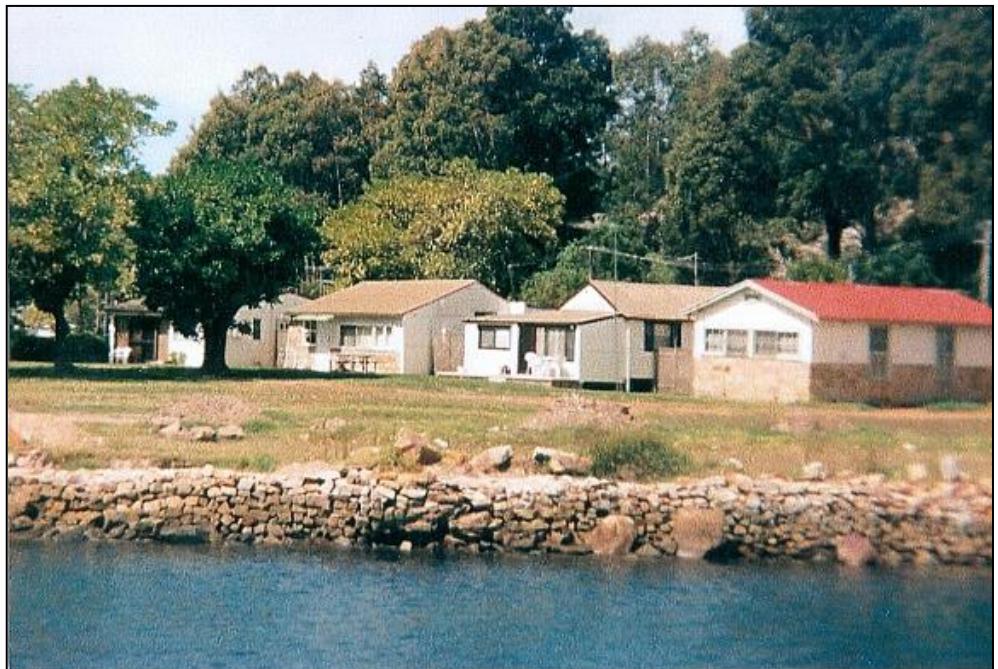
SAN TOY ESTATE AT WAGSTAFFE POINT

Ernest and Belle Radford bought San Toy. The name San Toy belonged originally to one of the houses on the site (built by Nell Baker), when the Radfords bought it, so the holiday venue was named San Toy Resort and later the property became San Toy Estate.

Cottages were built as holiday homes, and some had permanent residents. The rent provided income for Mr and Mrs Radford. There was a large stone edged swimming pool.

Serious storms washed away the shoreline. Over time the land was reclaimed by filling in the pool with earth and stone, dug from the hillside behind.

Early tenants included Mrs Hindmarsh (at *Sunnybrae*), Gail Harper and her family, William and Wilma English, Trevor and Margaret Wilkinson and Don Radford.



The last of the original houses were demolished in the late 90s when the land was sub-divided and sold.
Source: Terri Mares, Rod Radford. Photo: Rod Radford

BARBERS AT WAGSTAFFE

The first barber at Wagstaffe lived towards the Point end of Wagstaffe Ave. He was an ex-seaman, possibly a captain. His was a double act. He not only cut the hair of the locals, he also acted as the local 'doctor'. He stitched Belle Greenhalgh's chin. She was Gwen Perrie's sister.

The second barber also lived on the waterside of Wagstaffe Avenue but closer to the wharf. He was married to a Chinese woman.

Later, Mr Polanski was the barber whose business was in the lower part of the house at No.24 Wagstaffe Avenue. Alan Osborne did not like the haircuts he got but he was sent fairly often. Mr Polanski's son was Natty Polanski and he was the postman. He collected the mail at the wharf and rode his bike around the area, delivering the mail.

He lived with his boyfriend in the house in Wagstaffe Avenue. The fact that he was gay caused gossip and the children gave him a bad time, teasing him because he was 'different'.

Source: Gwen Perrie, Alan Osborne, Terri Mares

THE BOTTLE SHOP, WAGSTAFFE STORE & THE FIRST YUM YUM TREE

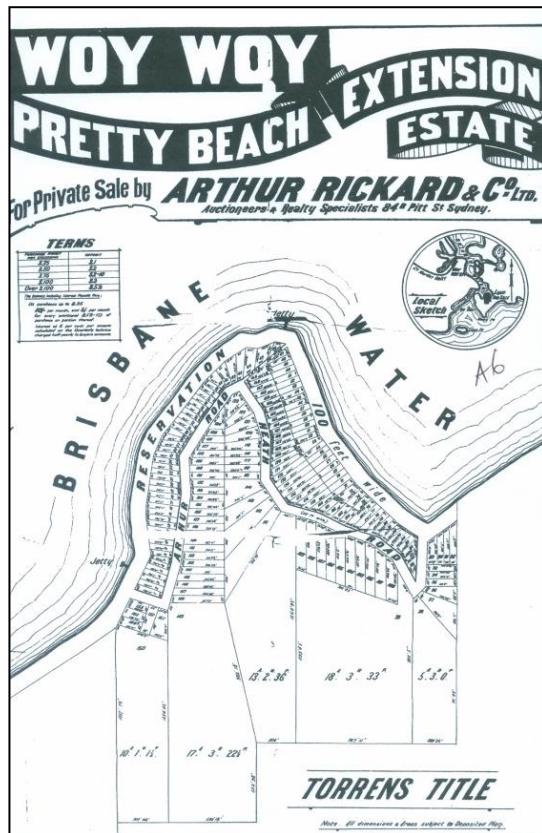
Harry Kinson owned Wagstaffe Store and obtained a liquor licence, so the first bottle shop and Yum Yum tree were at Wagstaffe. There were benches in front of the store for bottle shop patrons and in summer, seeking a breeze off the water, they wandered across the square to the coral tree, located in front of and to the right of Wagstaffe Hall. Harry Kinson sold the shop and took the business and the liquor licence to Killcare.

The caption on the photo tells us: HARRIES WAGSTAFFE AFTER PATROL DRINKS 1960s.

Source: Alan Osborne

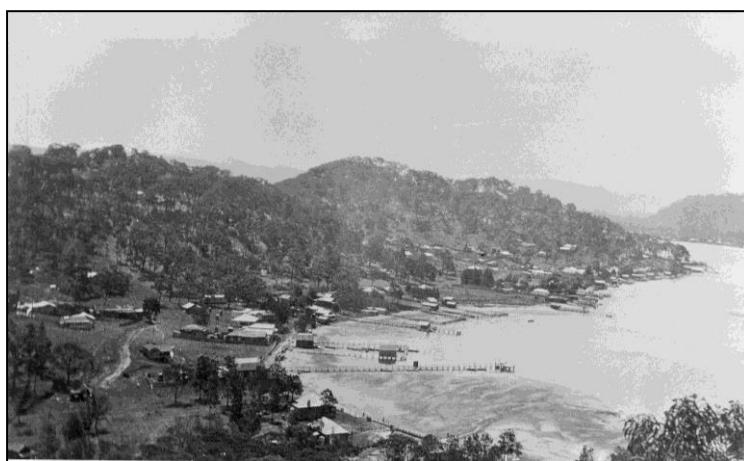


THE SUBDIVISION OF PRETTY BEACH



ROADS AT PRETTY BEACH

In the very beginning there wasn't a road along the waterfront at Pretty Beach. Lucas's Store and Dance Hall were located on the water's edge, as can be seen in the photo on Page 21.

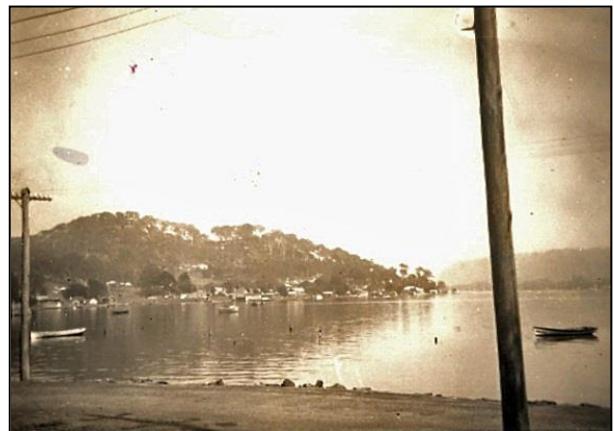
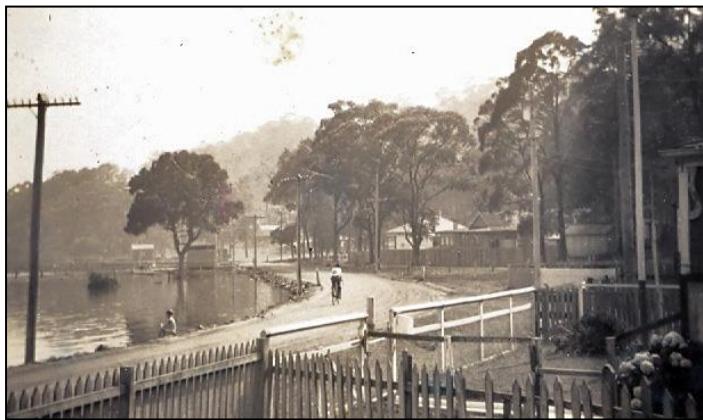


The 'main' road can be seen at the left as it meanders between the houses.

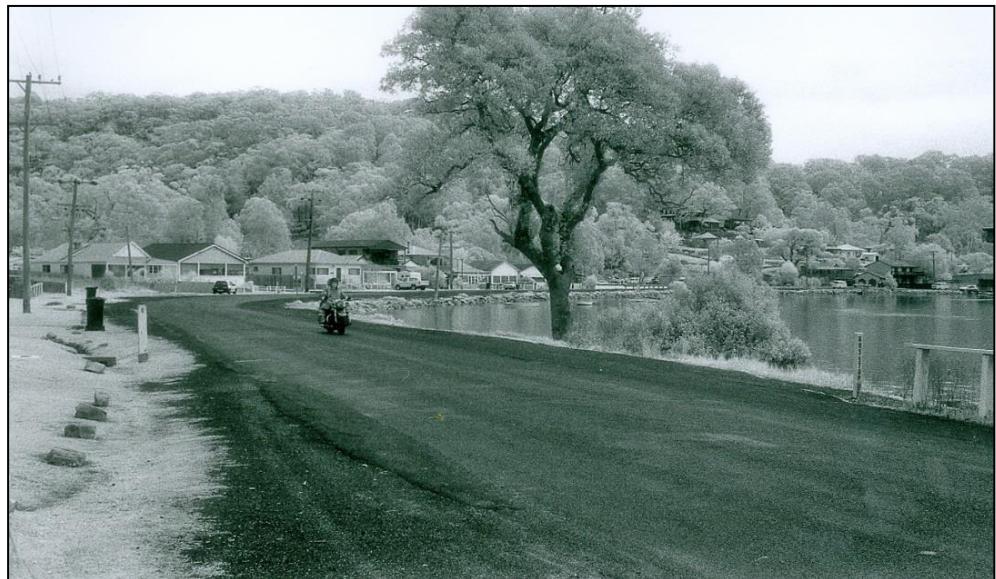
To begin with, the 'main' road from Pretty Beach to Wagstaffe encompassed Como Parade, Venice Road and Wagstaffe Avenue. The first post office was along this road at what is now No 9 Venice Road, Pretty Beach.

Pretty Beach Road, now the main road, in those days was a track.

Bill Murphy recalls that reclamation was carried out along the waterfront at Pretty Beach at two different times, in order to construct the road we know today.



Three views of
Pretty Beach
Road.



Above: Heath Road

Left: Highview Road circa 1955

SHOPS AND BUSINESSES AT PRETTY BEACH



'LUCAS GENERAL PROVIDER'

The above is the caption on the Broadhurst photograph depicting the first store at Pretty Beach. Adjoining it on the left is Lucas's Hall where many dances were held. Its proximity to the waterfront is very interesting. Originally, the road connecting the villages ran behind the building. Reclamation of land to create a wide strip was carried out twice, in order to build the road along the waterfront.

Source and photos: Bill Murphy, Gwen Perrie, Norma Maher



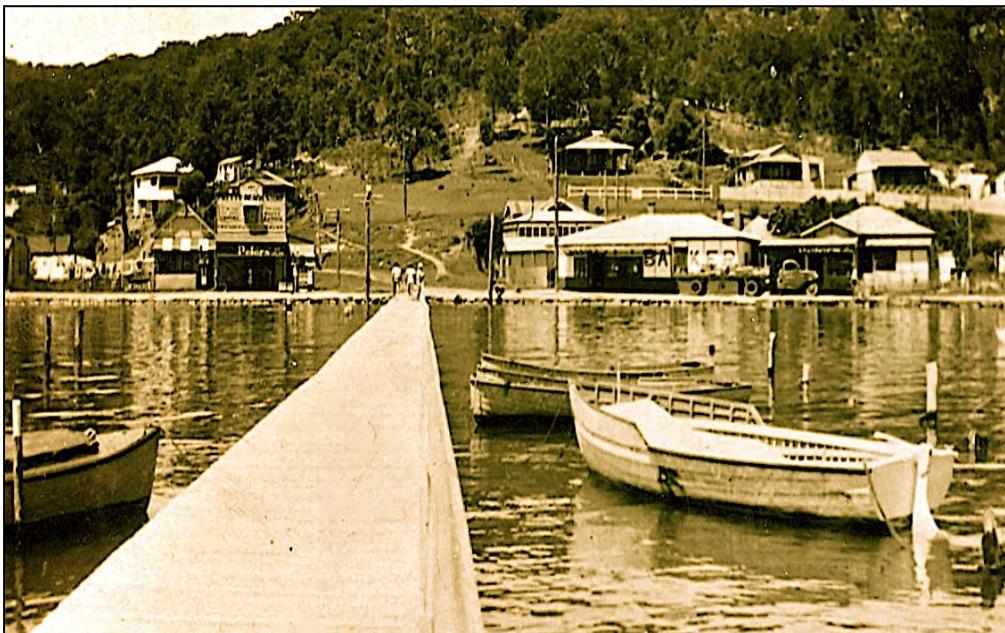
The first post office in Pretty Beach was located at 9 Venice Road. The property was bought by Mrs Gladys Cunliffe who carried out some alterations and turned it into a dwelling. Her uncle, Fred Drewe, damaged by the war, lived there until his death.

The following photographs show different views of shops at Pretty Beach in different eras.

Members of the Thompson family are in the boat.
Photos: Bill Foster; Bouddi Collection



The milk bar is to the left of the wharf; the bakery and mixed business to the right.



HOLWELL'S BAKERY

Mr Sams was the first baker at Pretty Beach. He found the wood for the oven on the hills behind the beach and brought it down using a flying fox and a slide. He sold the business to Fred Holwell Snr. Fred was always called 'Pop'. Pop Howell had owned the Post Office at Hardys Bay and was a sly grog merchant. He kept the liquor at the bottom of a big chaff bin. He was never caught because he always got a warning from someone if the police were nigh.

Holwell's Bakery was known far and wide. Mrs Holwell (Dot) was a great character, being rotund and jolly, with a ready laugh. She was always willing to have a joke with the customers. She was made for the trade. The Holwells and their shop were spotlessly clean. In their white clothes and large aprons, they looked the part.

Wood-fired ovens were used, and the wood came from the hillside behind the shop. They were famous for their custard tarts and the recipe was a well-kept secret. Don Osborne's first job was at the bakery, but Amalgamated Ferries offered more money, so he became a deckhand and worked for them instead.

The Holwells lived in a fibro house in Venice Road. There was a tennis court behind the house which was popular with the community. Ladies' tennis happened weekly and there were many tennis parties. Fred Holwell Jnr helped his father and eventually took over the business.

Source: Alan Osborne, Colleen Scott, Helen Ware



WHITINGS SHOP and STEWART'S SHOP

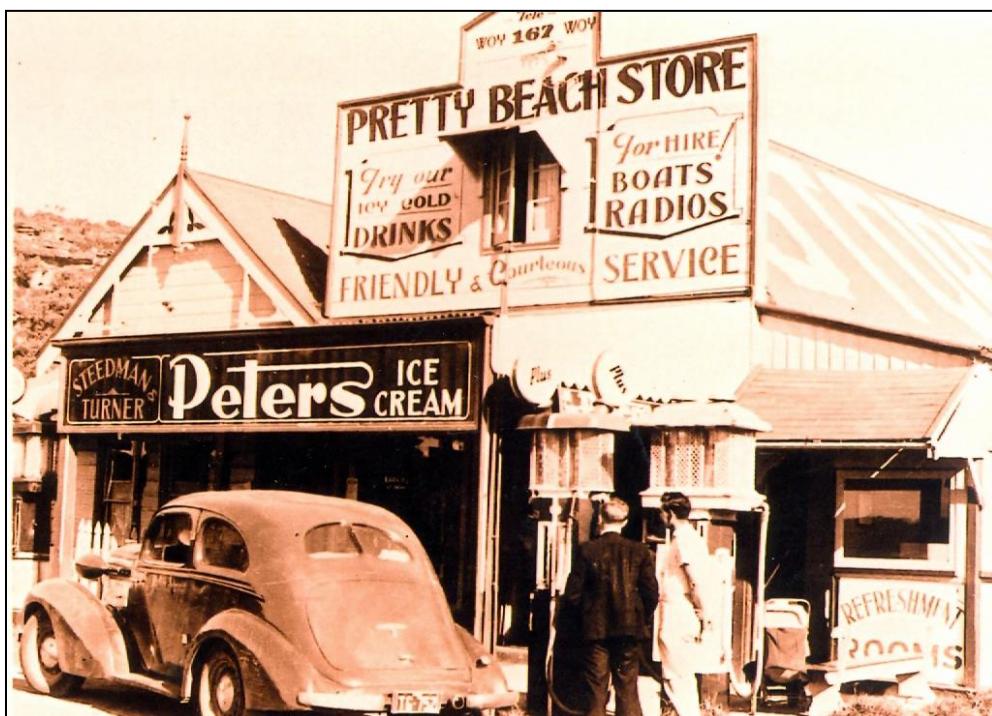
There was another shop at Pretty Beach. This little shop was tucked into the bend of Pretty Beach Road almost where it joins Wagstaffe Avenue, now known as Whiting's Corner. It was bought by Don Whiting's father from an artist named Ketterley who painted on shells or canvas to supplement his income from the mixed business. Don and his father went to The Haymarket in Sydney to obtain stock for the shop. Butter was bought in 56lb wooden boxes and sold by the pound or ounces and weighed out for each customer. The *Erina* transported the goods to Pretty Beach. Don delivered orders on a bicycle. Don and Peg Whiting, who lived opposite, for many years, took over the shop. The shop was sold in 1957.

Mr and Mrs Stewart bought the business. Stewarts Shop was a small general store. Mrs Stewart continued to operate the business until the late 1970s. For the rest of her life, she lived in the little fibro house, with three frontages running along Highview Road, between Pretty Beach Road and Venice Road.

Source: Don Whiting's interview with Kel Gulliver

'THE MILK BAR' AT PRETTY BEACH

Originally part of the Lucas complex of shop and dance hall, the shop on the eastern corner of Pretty Beach Road, on the corner of Pretty Beach Road and Ooro Street, was a mixed business for all of its existence, but was commonly known as 'the milk bar' for many of those years. Over the years, the shop changed hands several times. Photographs tell us who some of the proprietors were. In another photo, a magnifying glass allows us to see the sign, Fuller's Store ICE-CREAM and SOFT DRINKS, advertised on the top storey of the shop. The clothes worn by the occupants of the boat reflect fashion of the 1920s but because there are telegraph poles it would have been the early 30s. The following photo advertises Steedman and Turner as the proprietors.



However, this photo was taken in 1948, the year the shop was bought by Jim and Alice Brokenshire. When Alice Brokenshire died in 1951, her husband sold the shop and moved north. The car belonged to the family.

Different people remember the various families that were connected to the store. Here are some of those memories. Bill Dodd remembers Tractsons owning the shop on the corner.

Bill's daughters, Helen and Colleen, remember visiting the store and being bought ice-cream on their way home after family walks. According to Mrs Osborne's notes on shopkeepers, Crowes were owners in 1940.

Norma Maher recalls the milk bar and remembers metal tables and chairs outside. Once her father caught 23 tailer and wanted to keep them cold, so the proprietor obligingly stored them in the metal cylinders where the ice-cream was kept. Devon could be bought there and with bread from Holwell's across the road, lunch was memorable. Another visitor recalls a latticed in area at the side, where customers sat at tables to enjoy their refreshments.

It became Radford's Store, when Don and Jean Radford bought the shop in the early sixties and owned it for ten to twelve years. They paid 1500 pounds. It was a mixed business, being a fish shop and milk bar with refreshments room; it sold bait (Alan Osborne remembers buying bait there); it also had two petrol bowsers. The tanks are probably still under the tennis court. The shop was originally an old shop in Sydney. It was transported in two sections by boat and reassembled at Pretty Beach.



Members of the Thompson family outside the mixed business at Pretty Beach.

Photo: The Bouddi Collection

THE MIXED BUSINESS

The shop where Terry Baker's wood-turning studio, *The Crooked Billet*, is now located was a mixed business. Mrs Bonnie Smith's mother, Josie Frost, owned it for many years during the Depression. Mrs Frost provided the lunches for the school, mostly 'lovely salad sandwiches'. Bonnie recalls the customers during the Depression years and their need to ask for 'tick', (credit) until their husbands came home with money to pay the bills. Jack Stewart, no relation to the Stewarts, who owned the shop around the bend, was another proprietor of the store and a Mr and Mr Dalzeil possibly owned the shop at one stage. It was last owned by Gabriel and Beverley Gobbos who were Hungarian.

Source: Bonnie Smith, Alan Osborne, Helen Wake, Bill Murphy, Terri Mares



CLOTHING FACTORY – HEATH ROAD

The clothing factory was located at No.94 Heath Road. It was built by Gwen Perrie's uncle by marriage, a Greek immigrant, Spiros Vaailianos. He changed his name to James King. James married Thelma Madden. In 1943; he built the house at No 92 Heath Road and the factory was next door at No 94. Working clothes were manufactured for the *King Gee* brand. Gwen had done a shorthand and typing course but couldn't get a job, so she went to work for her uncle at the clothing factory. She said it was the best experience any young person could have because it was so bad. She found the days to be very long and the sewing machines very noisy. After three months, she got a job in a Real Estate Agency at Ettalong. Hazel Bush, who married Wally Ford, was one of many young women who worked at King's Factory.

NOTE: There is some evidence that a haberdashery shop operated at No.94 before or after the clothing factory.

Source: Gwen Perrie, Helen Wake, Colleen Scott. Photos: Bill Dodd

SMITH'S MARKET GARDEN AT PRETTY BEACH

There was a market garden in Venice Road, on both sides of the creek, so it was quite extensive and a thriving business. It was owned and worked by brother and sister, Jack and Marjie Smith, whose house was in Como Parade. They had grown up at Guildford. Their mother was a schoolteacher. They had a brother who married, but they never did. It is not known when they came to Pretty Beach. The Smiths' house was in Como Parade (upper right in photo

below). The market garden was to the right of their house in what is now Venice Road and below High View Road (see photo at bottom).



milk from her family's cow to make butter at Jack's place.

The Smiths house in Como Parade (upper right in photo above). The courting couple became Bill and Beryl Dodd.

The Smiths were very highly regarded by their friends and neighbours, for the wonderful produce they sold to the locals and for being considerate neighbours.

Gwen Perrie remembers the war years and believes the Smiths supplied the whole area with fresh fruit and vegetables. She remembers Jack bought a cow and she would cross the creek and separate the milk for them. She also churned the



Looking down from Highview Road: the open area on the right was the site of Smith's market garden.

Amy Hudson remembered Jack airing the houses of weekenders prior to their visits. She also said he would mark the trail to Lobster Beach with paint, for her and her friends to follow and more importantly so they could find their way back.

The Dodd family recalls Jack's devotions, to what, is not known. Twice a day he would make his way to a special place on the ridge above their place in High View Road. There he had a 'temple,' columns of rocks arranged in a circle.

He would spend time there, praying. This activity aroused much curiosity and wonder in the neighbourhood.

The house, as remembered by the Dodd children, who went to buy vegetables there, was not exactly clean and tidy. Marjie gave piano lessons. So where was the piano? Gwen Perrie said Marjie tried to teach her to play the piano but without success. Marjie also was a friend to many birds. She fed the birds on a daily basis and loved to have them visit.

Source: Gwen Perrie, Helen Wake.



BALDWIN'S ICE WORKS

The Ice Works were located on the corner of Pretty Beach Road and Como Parade. The ice was picked up at Woy Woy by a carrier who delivered it to Pretty Beach. The carrier had to travel through Gosford as this was before the Rip Bridge. Alan Wright was in his final year at Gosford High School and to earn some pocket money, he would ride his bike from Killcare to help Mr Baldwin. Alan had to assist with the stacking and storing of the blocks of ice. He also delivered them to the residents and holidaymakers in the district. Mr Baldwin had a 1926 Chevrolet and a big store at Ettalong. Helen Ware and Colleen Scott remember what a godsend the ice was. Having an ice-chest to keep milk, meat and smallgoods cool was very much appreciated during the long, hot summer holidays. They also remember how special it was to have an ice-cream when they returned from a walk or day at the beach.

Source: Hazel Johnson, Helen Ware, Colleen Scott

HARPER'S DAIRY

Harper's dairy on the corner of Venice Road and Highview Road at Pretty Beach is remembered for its lack of prosperity. Mr Harper married one of the Frost girls.

Source: Helen Wake

HOLIDAY HOUSES FOR RENT

The houses were often rented to people for holidays. The Thompson family: Elizabeth, Jack and Les respectively owned Homesdale, Ferndale and Weona, in Highview Road at Pretty Beach. The houses were let when the family wasn't using them. Mrs Montgomery owned several houses, mostly at Hardys Bay and some at Pretty Beach, which she rented to people for their holiday. San Toy Estate was in the business of renting houses to people for holidays or as permanent tenants. Margaret Wilkinson in her story tells how she and Trevor lived at San Toy until they moved elsewhere with the R.A.N. Many years later they returned and rented a house until they found one to buy at Pretty Beach, where they still reside in 2009.

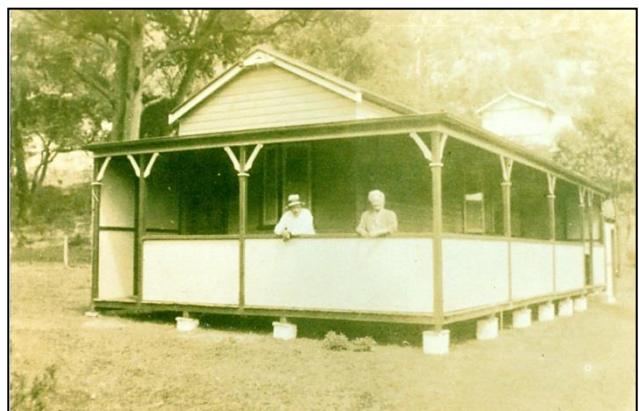
Source: Margaret Wilkinson



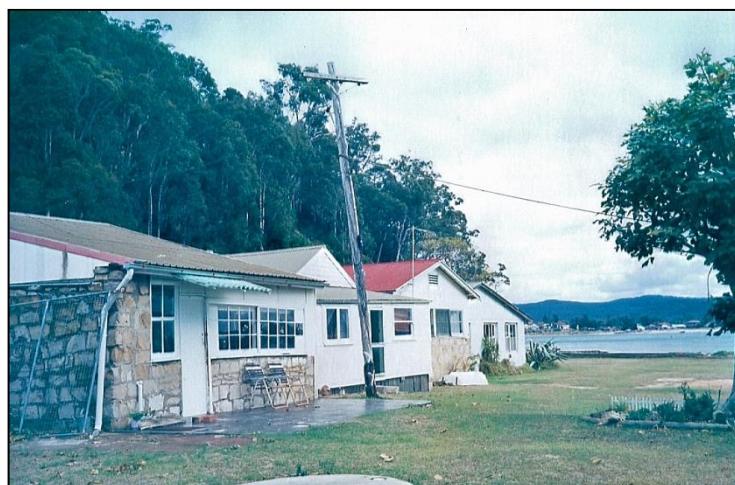
Naomi at Pretty Beach



Three houses for holiday rental:
Yarmouth above



Weona at Pretty Beach

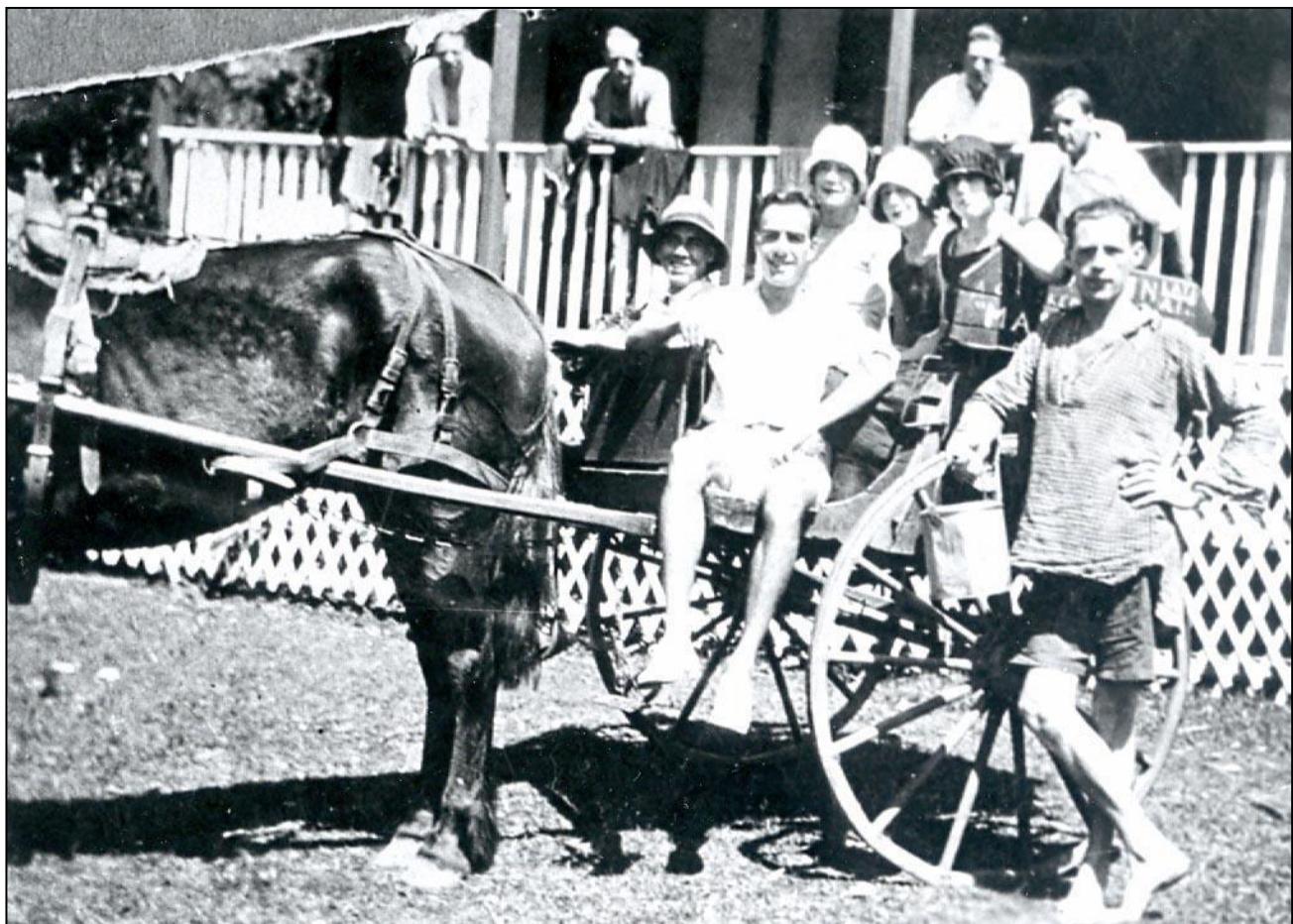


Houses for rent at San Toy Estate

COMMERCE AND INDUSTRY on THE BOUDI PENINSULA

By Robyn Warburton

PART 2



THE STEAMSHIPS

The steamships which plied the Sydney to the Central Coast route were the lifeblood of the population. They brought ‘the goods’ from Sydney and they transported ‘the goods’ to Sydney. All manner of necessary products and produce were brought to not only businesses but individuals as well. Building materials were transported to be erected on the sites purchased by new homeowners and investors. The mail came and went by boat. One family said what they packed for their holiday was loaded on at a wharf in Sydney and off-loaded at Pretty Beach where it was collected by Mr Holwell, the baker.



S. S. Erina II on Brisbane Water. Photo: Gwen Dundon

The ship-building industry on the shores of Brisbane Water was vast. For this reason and the fact that the only access was by water, there was a plethora of vessels on Brisbane Water from the first recorded ownership by William Ward of *The Leisure Hour* in the 1860s.

Other vessels which ferried goods between Brisbane Water wharves and Sydney were the *Woy Woy*, *Charlotte Fenwick*, and *Midget* and, mentioned often, the *Gosford* and the *Erina*. The *Erina* is the steamship, which features mostly in the stories of the peninsula’s residents. The diesel-powered *M.V. Erina (Erina II)* was built by the Davis Brothers to replace the *S.S. Erina*. It was commissioned by Captain Thomas Childs of Balmain. It was launched in 1934.

THE FLOWER THIEF DRAMA

The following dramatic account of a flower thief appeared within the Wagstaffe Point column in the Woy Woy Herald of Friday, December 5, 1924.

Some people do daring things. The owner of a small weekend cottage at Pretty Beach has his grounds enclosed with a cyclone wire fence, and keeps the gate securely locked. Within the grounds he cultivated some fine flannel flowers.

Their attractiveness appeared to have captured the desires of some lady visitors who negotiated the fence, pulled up the flowers, and carried them off.

The predatory expedition was witnessed by a nearby resident who very promptly — and rightly, too — informed the owner.

The intruders were interviewed with the result that the flowers were returned. On Saturday the police from Woy Woy visited Pretty Beach on a mission of investigation.

WATER TRAFFIC

Our waterways figured largely in the

Woy Woy... 1924

transport system for Woy Woy and surrounding districts back in 1924, judging by the following story in the same column.

The inward cargoes by the steamer, "Gosford", for Brisbane Water last week were very heavy. On Thursday the "Gosford" left Sydney at 5 p.m. and reached Wagstaffe at 9.30 p.m. After working the whole of the Water she crossed out on Friday morning at 9.30, returning to Wagstaffe 12 hours later a very full ship.

After discharging cargo at various places she crossed out again on Saturday

at 10 a.m. Much of her cargo was building material, which indicates the progress being made at all parts of Brisbane Water.

The quantity of cargo, much of it heavy, which is landed at Wagstaffe makes it imperative that repairs be effected to the jetty immediately.

Each incoming steamer leaves so much cargo that passengers by the launches are frequently greatly inconvenienced in boarding or disembarking.

The condition of the jetty is such that the structure will go to pieces if not soon attended to. The fact that all cargo for Wagstaffe, Pretty Beach and Pretty Beach Extension, is landed at Wagstaffe cannot be impressed too strongly upon the Shire Council.

The story in the newspaper cutting above describes the *Gosford* and the trips made to Sydney and back and the poor state of Wagstaffe Wharf.

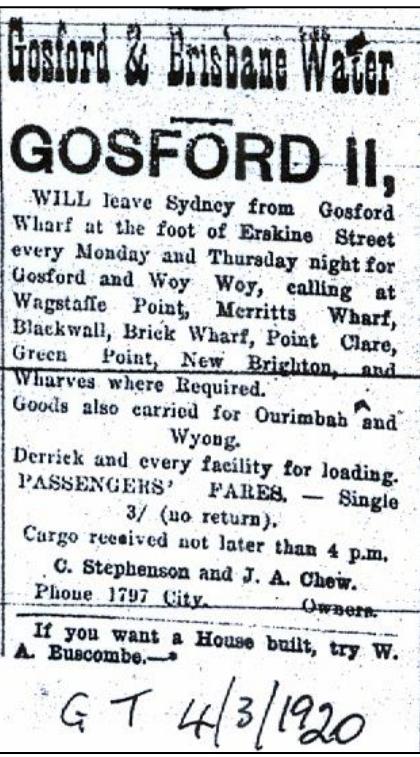
The cargo service to Gosford operated on Monday and Wednesday. It serviced the south coast on the other days. 'Erina II and its crew maintained a service without equal'.

The *Gosford* made two trips to Sydney each week and also travelled along the Hawkesbury to Spencer, once a week.

The steamships transported all manner of goods from Sydney. They carried bricks and other heavy loads, transporting goods from Gosford as well. Building materials arrived this way and complete houses as well.

Prefabricated houses arrived, to be transferred to the block of land and erected. Every ferry would be met by people with wheelbarrows who would collect their goods from the wharf and wheel them back home. There cannot have been many secrets.

Families who planned long holidays would arrange for their possessions to be loaded on board, and whilst they travelled by train to Woy Woy and ferry to the peninsula, their supplies would be delivered by ship. In later years the families travelled by car.



The local shops had all of their goods delivered by ship, including the flour for Holwell's bakery. The shopkeepers would go to Sydney, place orders and arrange for their transport by the steamship. The farmers used the ships to ferry produce to the markets.

The *Erina* worked for twenty-nine years without missing a trip. During the Depression the *Erina* carried 'dole' people free of charge. Fred Smith, who provided this information, described the proprietors of the *Erina* as good people.

The service was discontinued in September 1941, when the *Erina* was sold for trade elsewhere. Source: *The Shipbuilders of Brisbane Water NSW* by Gwen Dundon

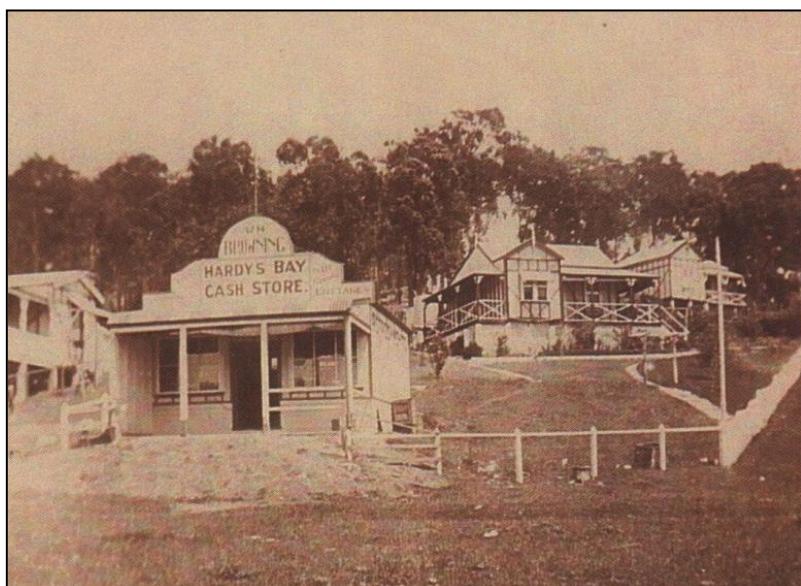
TIMBER-GETTING

In conjunction with shipbuilding, timber-getting had to be an equally important industry because of the ready supply of trees everywhere. *The Lone Pine* carried many cargoes of logs to Sydney and when no longer licensed to go into open water, ferried the logs to Howard's Mill on Erina Creek.

(Source and Photographs: Gwen Dundon, *The Shipbuilders of Brisbane Water*; Terri Mares; Pam Langsford (nee Murphy), Pam Mainsbridge, Bill Murphy, Helen Ware, Garry Wagstaffe, *The Wagstaffe Story*; Gwen Dundon, *The Third OLD GOSFORD and District in Pictures*.)

SHOPS AND BUSINESSES AT HARDYS BAY

The shop, Hardys Bay Cash Store (pictured below), was towards the point in Araluen Drive, Hardys Bay. It was built and run by Mr and Mrs Nock and housed the Post Office. The Nocks closed it when, circa 1920, they built the shop to the east of that site and built a wharf, known as Nock's Wharf, opposite. The business and the Post Office were moved to the shop that was known as Nock's General Store or 'Nockies'. A fire destroyed the original shop some time later.



The first shop at Hardys Bay located towards the point

NOCK'S GENERAL STORE AND POST OFFICE



Nock's shop was an imposing two-storey building, which attracted good business. This shop was opposite Nock's Wharf and at a later time, Hardy Bay Wharf was built a little further along the road which was originally The Reserve and became Araluen Drive.

The shop housed the Post Office for many years. Later owners were Calwell and Callcott and then Harkins, Farmer, Marsden and Willis. 'Pop' Holwell owned it before buying the bakery at Pretty Beach.

When the property was put up for sale in 1997, it was in need of renovation as its origins as a shop were evident. It was bought, renovated and has become a very nice home, still there in 2020.

Source: Alan Osborne, Bill Murphy, Brian Woolford, son of Ted Woolford and nephew of Olga Lyell' Colleen Smith

HARDYS BAY PUBLIC HALL

Hardys Bay Community Hall was built by Joe Booth circa 1922 after he bought land at Hardys Bay. The *Tourist Guide* (at right) advertises, among other attractions, 'Hardy's Bay Public Hall'. Community dances were held often. The advertisement, however, suggests the hall could be leased or hired so obviously it, too, was a business.

For many years it was the hub of activity at Hardys Bay. There were many dances held there and fancy-dress frolics for the children. Colleen Smith remembers the wartime dances when the soldiers, camped at Putty Beach, attended. Post World War 2, when it became the premises of the Hardys Bay Sub-Branch of the RSL; ANZAC Day was celebrated there.

The RSL Ladies Auxiliary held many dances there, especially over Christmas and New Year. In 1949 there were seven dances held during the peak period. Ruth Dunlop remembers Surf Club dances in the 1950s.

The original shed that housed the RSL burnt down in 1970. The hall then became their premises.

Source: Dorothy Jenkins, Colleen Smith, Pamela Mainsbridge, Bruce Dunlop

TOURIST GUIDE

HALFTIDE ROCKS
Opposite Diving Beach, and a noted fishing ground.
(See Diving Beach.)

HARDY'S BAY

Hardy's Bay is located where Brisbane Water cuts its tenacity through rugged, broken bay and in a site with the bay. It has been known as a popular resort and well maintained its reputation. In this respect, Hardy's Bay is one of the favorite pastimes, as the Bay and its surroundings are well sheltered from dangerous winds. A public hall is available for use, and social gatherings and meetings are frequently held. A party of visitors provide for comfort and enjoyment in the vicinity, by arrangement for the use of the hall, which is close to the water's edge. A Progress Association in its active existence, and has secured many improvements for the place. Other are available and Hardy's Bay is a quiet, wharf. Transport is by launch from West Wyanond the trading port. Brisbane Water is a beautiful scene. Steep, moist, the needs of extensive re-plantation may be secured, and there are a number of fern-covered embankments. Birds may be heard. Post office, telephone. Many very pretty walks along the hills, with glorious scenic views, can be had from Hardy's Bay.

HORSFIELD BAY

Described by forty workers, a few minutes' run from West Wyanond railway station. It is a quiet, isolated inlet in the northern reaches of Brisbane Water, with a small village. Small cottages are available, all of them on the water front. There is good fishing, and attractive walks abroad. It is a charming place for a quiet holiday.

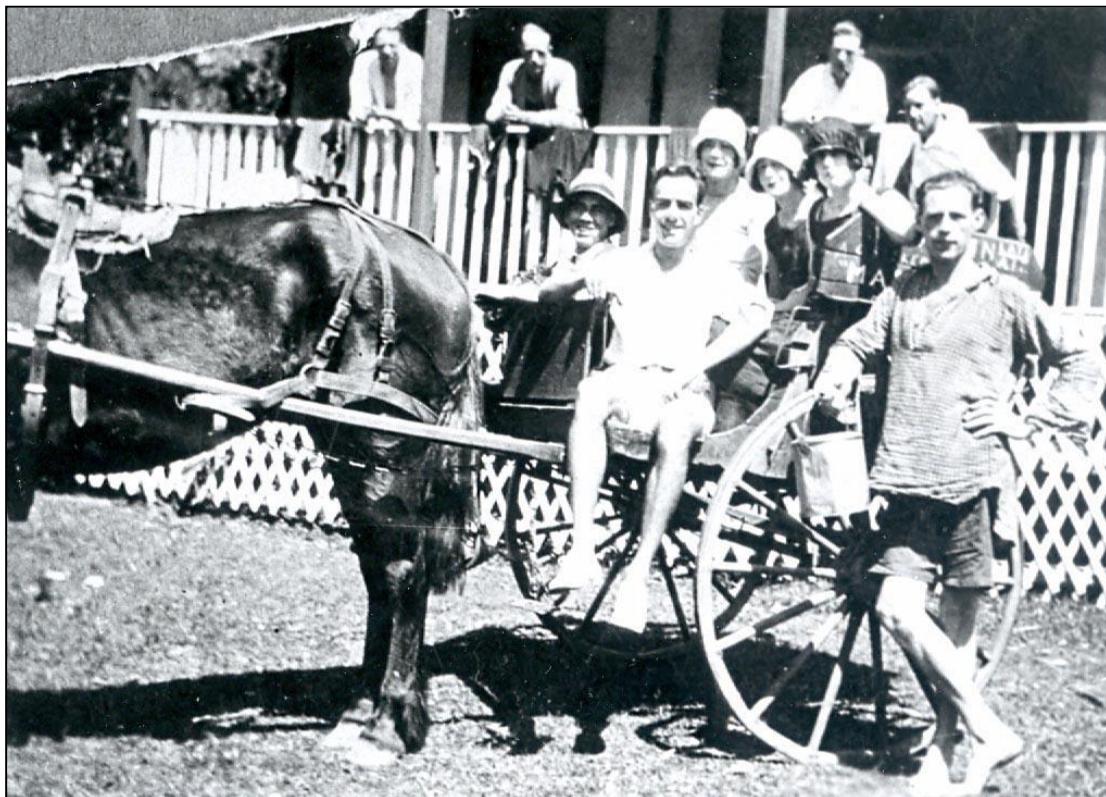


HARDY'S BAY PUBLIC HALL
Good dance floor 30 x 25
Refreshment Room. Suitable for
Picnic Parties, Socials, Public
Meetings, etc.
Can be leased or hired

Apply: Mr. W. MOORE, "Rocklea," Hardy's Bay
or
Mrs. J. BOOTH, 30 QUEEN STREET, GLEBE



MARTIN'S DAIRY AT HARDYS BAY



Ray Martin and his milk cart photographed with friends. Photo: Gwen Dundon

Ray Martin (a Barnardo's Boy) was one of the two adopted sons of Alex Martin, who owned the dairy farm at the beach. When Alex died in 1939, he left his property to his sister-in-law, Lucy Hulme. This meant that the two boys were excluded from the will. Lucy, under some pressure from the community who thought the situation was unfair, gave Ray some of the land on the other side of the hill (near where the RSL is located). In the time before he joined up in 1942, Ray Martin married Phyllis Battishall and established the dairy farm. Their daughter, Dorothy, was born in 1939. Ray operated the dairy there until he went to war. He did not return. He died a prisoner-of-war on the Burma Railway. Alex Blewden, the other Barnardo's boy, married a local girl, Mavis Johnson, and went to work and live in Sydney.



Dairy cows heading towards Ray Martin's dairy farm at Hardys Bay.

The unmade road in the above photo was known as The Reserve. Hardys Bay Wharf and the Post Office were located on The Reserve. It is now the section of Araluen Drive where it turns the corner around the bay. The cows in this picture were heading home to the dairy farm, which Ray Martin established in the corner of Hardys Bay.

Some funny stories have been handed down. No doubt, like all good cows, when it came to milking time, the cows happily returned home. However, there were certain times when they were notoriously hard to catch, such as when the cows, romance in mind, were chasing after the bulls and when the cows had had a calf.

Ray Martin was trying to separate a cow from her calf in order to load it into the back of his truck. The cow thought that that revenge was called for and kicked in the truck's radiator.

Source: Ross Styles, Jack Battishall, Dorothy Martin. Photographs: Gwen Perrie, Gwen Dundon

BUTCHER SHOP AT HARDYS BAY



The Butcher Shop at Hardys Bay, Photo: The Bouddi Collection

George Lyell was the butcher at Hardys Bay for many years. George and Olga Lyell owned the business, which was a few doors down from the old Post Office. Charles and Emily Woolford lived next door in *Baird* with their four children, Ted, Hal, Olga (who married the butcher), and the youngest daughter, Elly. George and Ollie loved dancing at the Hardys Bay Hall. They also played tennis and bowls in later life. George was a great fisherman as well.

Alan Osborne is one of many people who remembers buying meat there. Alan was sent by his grandparents who lived at Hardys Bay. George was a great fisherman. Bob Morris was the next butcher.

Source: Alan Osborne, Colleen Smith

ROADS LEADING TO KILLCARE AND THE PENINSULA

Roads have an important role when it comes to industry. For almost the first hundred years of settlement, tracks linked the settlements. All major transport was conducted on the water.

Beryl Strom noted that there was a track from Kincumber to Cochrone Lagoon by 1855 but it did not proceed on to Killcare. By the end of the century, Killcare was connected to Empire Bay by a rough track, via Rileys Bay. This would have been the track which took the children to Empire Bay School. Later, there was a track over the top of Wards Hill, coming down through what is now known as Fletchers Glen to Government Road (now Fraser Road).

Colleen says the first electricity was brought in via this route to Killcare so Killcare Heights missed out on the first connection.

The Scenic Rd was not completed until 1926 (the same year Pretty Beach Public School opened) but it was a rough track, as seen in the photo below and was not a major link with the world at large for Killcare/Wagstaffe, which continued to depend on the ferries and trading ships.



A car on the Scenic Rd. probably in the 1930s. Photo: Dundon Collection.

A small clipping taken from *The Town & Country Journal* in its publication of 2/12/26, informs us of the origin of the Killcare to Kincumber road, that is The Scenic Road. Thrown in, for good measure, is information telling us of the official opening of Pretty Beach School.

It states:

So rapid has the progress of work been on the scenic road from Kincumber to Killcare that by the end of the present week the road will be open for motor traffic. The road, it is understood, will not be completed for some time, but the work already done renders it fit for vehicular traffic for all time.

The scenery along the road ranks with the best to be had in any part of the state, and any Gosford residents desiring to attend the opening of the new school at Pretty Beach on Saturday, Dec. 11, (1926) could not do better than make the trip by motor over this road.

Last week, the Shire President, Mr Fenton, covered almost the whole of the road with his car. Operations this week will be in the direction of finishing the parts requiring most attention. Those who know the road declare that the beauty of the scenery will make it a very popular motor drive.

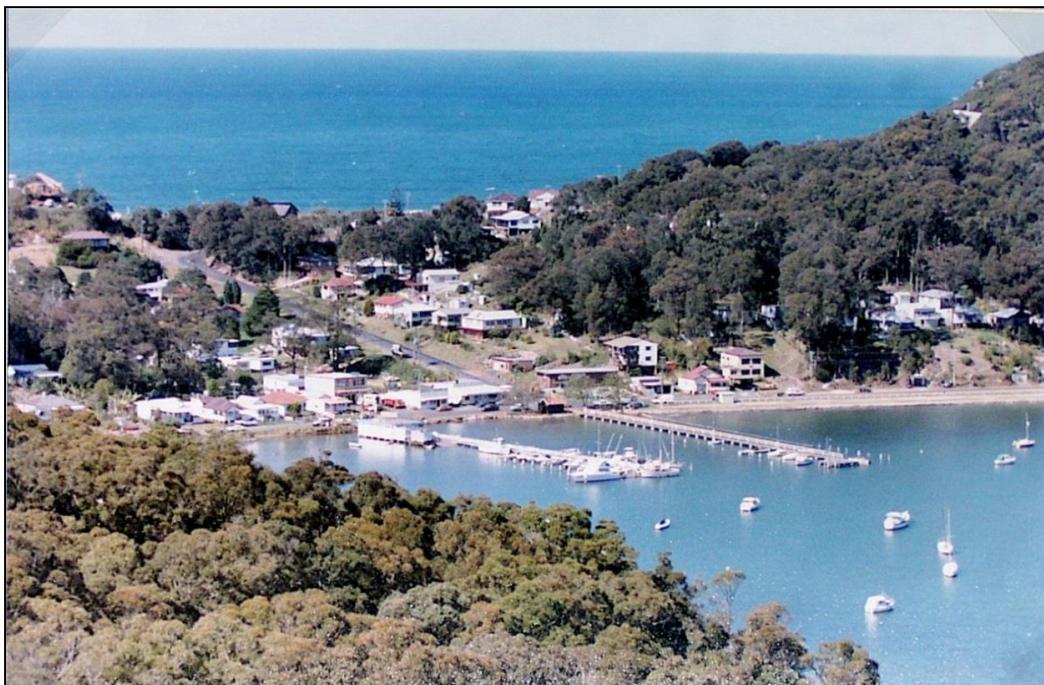
The Scenic Road always had a dreadful reputation for being hard to negotiate during the early years. It has been described as exceedingly rough, remaining unsealed, and without even gravel, until the 1950s. Amy Hudson on her visits, during the forties and fifties, was obliged to drive her invalided mother.

Luckily her car was sturdy enough to cope. She described the road as... *pot-holed and rutted. You didn't know if you were going this way or that.*

In Don Anderson's memoir, he tells us... *petrol was available at Killcare for any people crazy enough to use their car on the road from Gosford. These days the only roads comparable are found on Cape York Peninsula in far North Queensland.*

Initially, the road to Gosford was gravel all the way. In the late 1950s, the Scenic Road was upgraded from MacMasters Beach and in the early 1960s the companies that sand-mined Putty Beach improved the road to transport the rutile to their works at Kincumber. The people, who had relied on ferries, boats and the muddy tracks around the foreshores of Hardys Bay, had a link with the 'outside world'.

Colleen Smith recalls hearing explosions when Wards Hill was being hewn out of the rocky hillside. The rock was blasted out bit by bit. It was built during Depression years so probably meant sought-after employment for those lucky enough to get the job. The men were paid with vouchers to use at the local shops to buy essentials, rather than with money.



Looking down on Killcare. The destination was worth the struggle.

Here is a story told by Bill Dodd, whose family have been coming to Pretty Beach for a long time. Wards Hill Road was built during the early thirties, Depression time, but never used because it was very rough with a rocky surface. Bill Dodd's uncle's family often spent holidays at Pretty Beach. Arthur Gietzelt was Bill Dodd's uncle by marriage (his mother's sister's husband). Arthur was a clever man and a dapper chap who owned very nice cars.

The car he was driving on this particular day was a blue Essex. One day, for a change, he decided to drive by way of Wards Hill Road. The going was difficult and the car lost traction half way up. It began going backwards. Using his know-how and skill, he was able to 'beat a hasty retreat' and find his way back down, never to try again.

Source: Beryl Strom, *The Town & Country Journal* 2/12/26, Amy Hudson, Colleen Smith, Helen Wake

THE FISHING INDUSTRY



Commercial fishing, as well as recreational fishing, has always been important to the area. From the earliest times, fish were procured by various means and sold locally or transported to Sydney for sale. From the stories told about fishing and the photographs of 'catches', it would seem that there were many fish to catch.

A tripod with a ladder was erected at Fishermen's end of Putty Beach, where scouts looked for the dark patch on the water, which indicated that a school of fish had swum into view. It looks to be a rickety affair but must have been strong. Out went the men in their boat with the net ready to snare the fish. Bert Myer described their uncanny sense of knowing just where to find a good catch.

There were fishermen among the Annand family. Terri Mares talked about her father, Don Radford, who was a professional fisherman, among other things. He owned several fishing boats over the years and found it to be a quite successful and satisfying profession.



Don Radford's fishing boat. Photo: Bill Foster



Don Radford was an industrious fellow. It seems he pursued different careers. He was a keen fisherman whose run-ins with authority provided many interesting stories. He was proprietor of the milk-bar at Pretty Beach for a time and he also built boats at his property in Venice Road. (See photo above.)

Source: Terri Mares

BOAT BUILDING



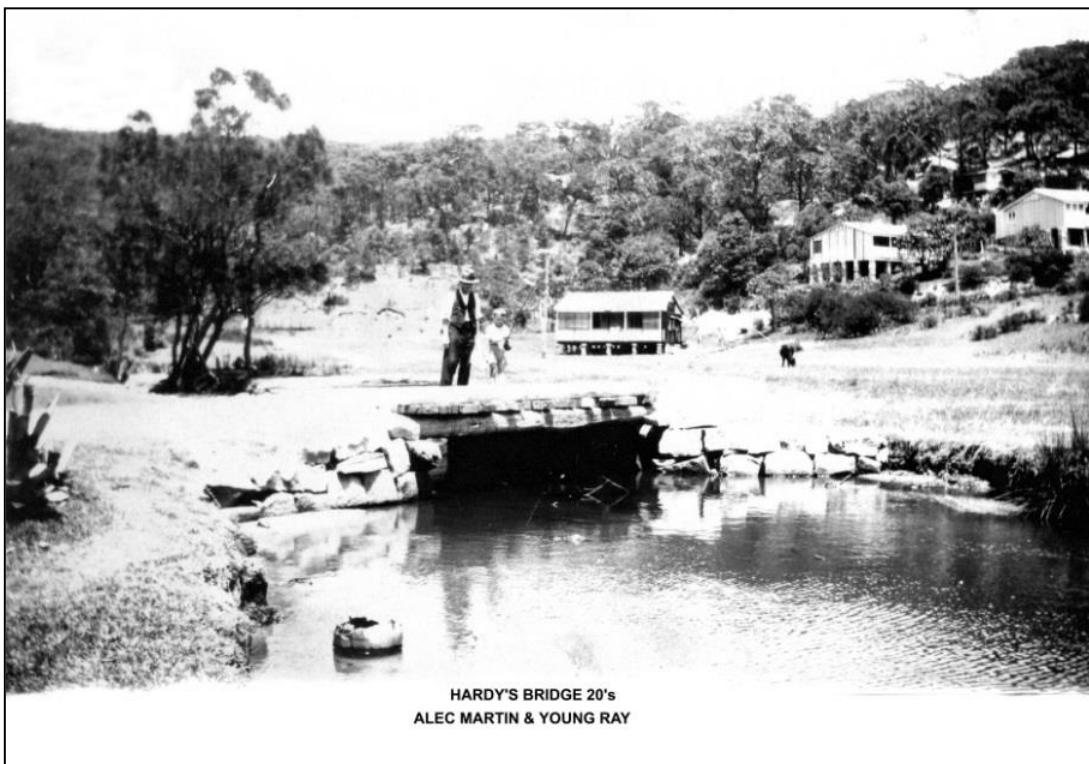
The Bouddi Peninsula was never the site of major boat building as was Booker Bay, Kincumber or Daleys Point but Jack Cameron successfully built two fine fishing boats at Hardys Bay. See chapter on Fishing.

Jack Cameron building a boat at Hardys Bay.
Photo: Alan Cameron

During the 1920s Brisbane Water was closed to net fishing but some fishermen tried to avoid the inspectors. Further stories about the fishing industry are told in the chapter on Fishing.

Source: Bert Myer, Terri Mares, Gail Phillips, Rose Moore

WALLY WORTHINGTON - BOAT-BUILDER AT KILLCARE



For many years, Wally Worthington had a boat-building business at Killcare next to the shop on the southern corner at 58 Araluen Drive, Killcare.

He only had one leg and, interestingly, Jim Moore, in the shop next door, also only had one leg. Wingy Bob was a local character with only one arm. Jim Tubby holidayed at Killcare when he was a boy and was fascinated and awed by this state of affairs. (Were these men wounded in service during World War 1?)

Wally worked methodically on the boat he was currently building. His method was to sit on an empty, upturned butter-box and using only copper screws with his brace and bit, he would manoeuvre his way around the boat, drilling and screwing. When the time came to launch the boat, a system of pulleys would hoist the boat on to a set of wheels and it would be pushed and pulled across the road to the water's edge.

Mr Worthington was responsible for building the first bridge across the creek at Hardys Bay. (See photo above.)

He was also the prime mover in the re-location of a house from one side of the creek to the other. This event caused great interest in the community and there were a large number of spectators present. Rolling logs and Lance Frost's truck also played an important part.

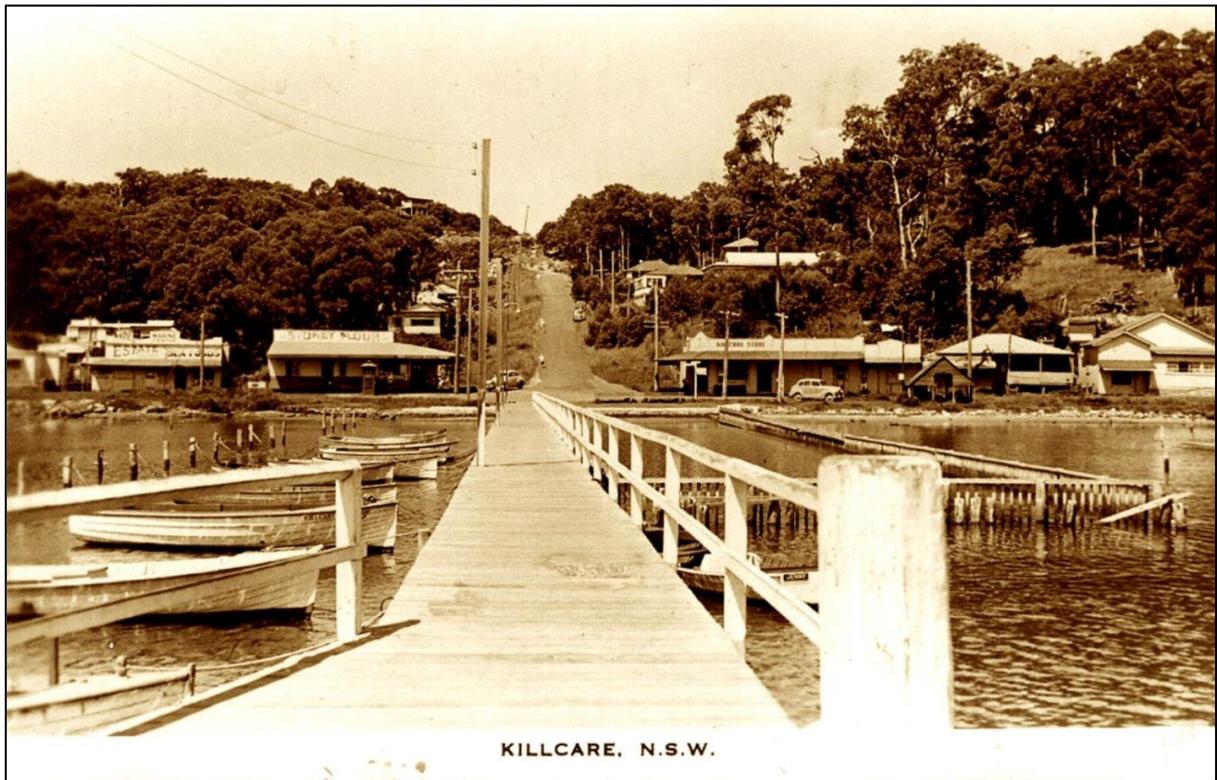
The house belonged to Ray and Phyllis Martin who found out , after building the house' that the gifted land was actually mortgaged so they did not own it.
Source: Colleen Smith, Bill Murphy, Jack Battishall



STORES AND BUSINESSES AT KILLCARE



The earliest photo in The Bouddi Collection of the Killcare waterfront with the shop at what is probably No. 50 Bay Road (Araluen Drive).



Shops opposite Killcare Wharf, circa 1948.

50 ARALUEN DRIVE

No 48 or 50 was the site of the C.B. Ford Real Estate, the first of the real estate agencies.

There were several owners of the shop at No 50, which was to the left of the corner store. Colleen Smith maintains Mrs Willard operated the first shop, Willard's Store, in the 1920s. Mrs Willard sold the most essential groceries, tinned fruit and ice-cream. (However, Bert Myer, who is older than Colleen, believed that Mrs Briscoe ran 'a tiny store' at that location.)

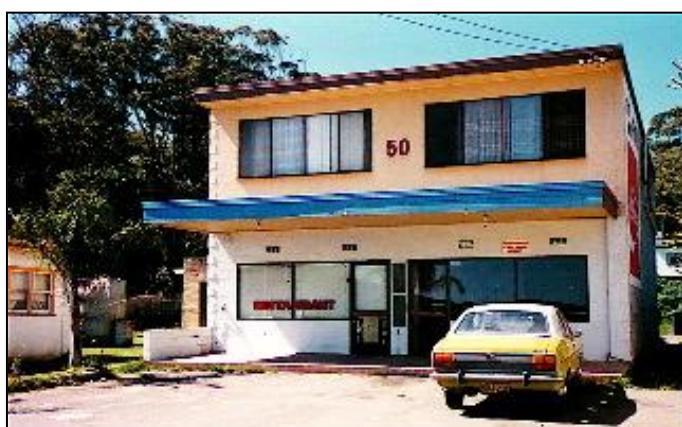
Following the Willards tenure, the Stannards owned it. They were there during The Depression. They sold out to the Comptons. Then Charlie and Mrs Hogan bought it. They had three daughters, Mavis, Joan and Verna. The Hogans owned it, but having built the corner shop and moving their business next door, tenants lived in the original shop for a while and then Jack and Bonnie Smith moved in. Bonnie was the daughter of Josie Frost who owned the shop at Pretty Beach and Jack Smith was a Barnardo's Boy (disputed by some).

The Smiths opened it up as a fruit and vegetable shop. Jack grew the vegetables in the backyard. The spinach was two feet tall. Basil and Ronald were born while they lived there. Jack Smith went to the war. They lived behind the shop to begin with, and later moved to Venice Road. The Smiths were a very hard-working family. Colleen Smith added a little anecdote about 'Old Mrs Frost'. When Bonnie was born, she called the school children in and told them she found a baby under the cabbages down the back.

Colleen remembers one owner of the little shop at No.50: "She was a wonderful lady; a Mrs Young and she was a member of the Melville family who lived in Killcare Road. She cooked the most wonderful cakes and scones. Her girl, Marie, used to help her. She was there during the War Years."

Eventually, the store closed and Jim Annand and Lorna with her son, Tommy Coppin, lived there with Jim and Lorna's daughter, Lorraine, and Lorraine's cousin, Patty Thomas. After a number of years, they moved from the area and the shop was sold once again.

Mrs Eason bought the property, demolished the small shop and built four cabins. Mrs Ellyard's flats were nearby. The business of accommodating holidaymakers was important.



Shops demolished to make way for the units
at Killcare

In the 1960s two shops were built on the site. One was operated by Dave Hollier and his family as a take-away food store, known by many as the 'fish shop'. Rene Kenney was also an owner. Jill and Peter Murray have also been named as owners of the fish shop.

The other shop housed a butchery; the builder was Rod Williams and the butcher's name was Fred.

Source: Colleen Smith, Thelma Fraser

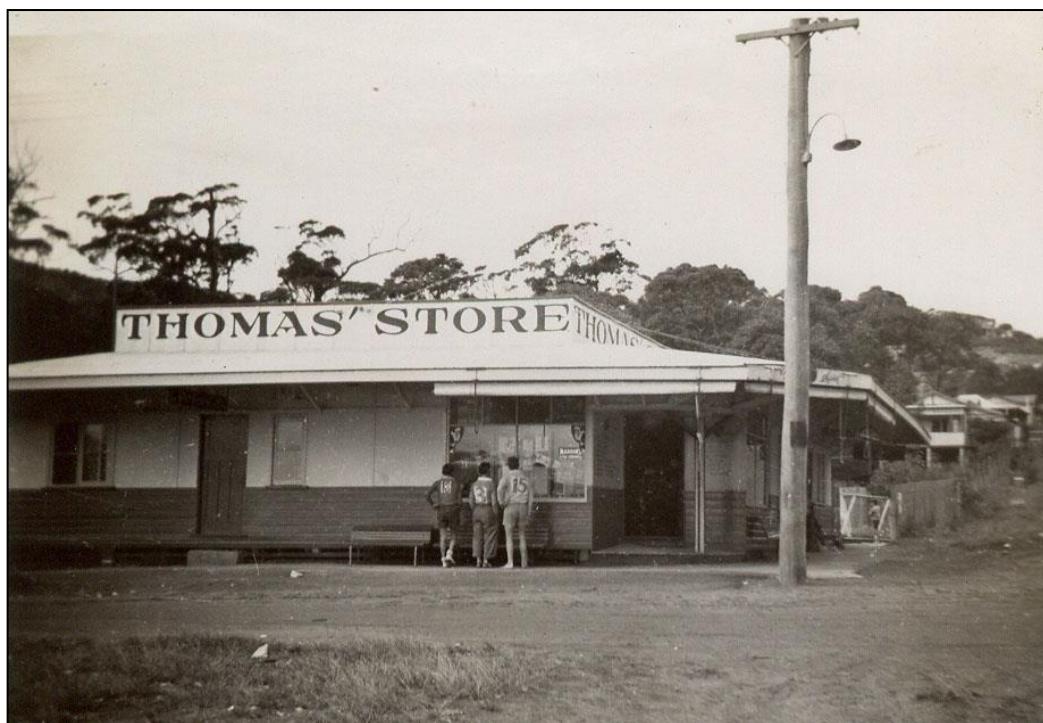
THE OLD KILLCARE STORE

Colleen Smith has extensive knowledge of the corner store now known as The Old Killcare Store. She is adamant that it was not there when she first went to school which would have been in 1932. Colleen remembers the masses of blackberry bushes that were growing on the corner block and in berry season many people picked the berries to make jam and pies. In the mid-1930s, the Hogans, proprietors of the shop next door, bought the block on the corner and built a bigger shop, the Old Killcare Store, as it is now known.

Mr Hogan built the shop in the mid-thirties, about the time that the electricity came through. He built it with the help of an old uncle. Bert Myer also contributed to the story of the stores. He added a detail to the story of the corner store. Mr Hogan became ill, so George Myer finished building the store and ran it for about twelve months until it was taken over by Mrs Eason. Colleen worked for Mrs Eason. The goods sold came by boat. There was no refrigeration, so the butter was kept in the cellar. Mrs Eason often held dances at the back of the store, where there was a piano.

Frank and Lorna Johnson were the next proprietors. Frank Johnson was from *Have-a-Rest* in Araluen Drive. The Johnsons were not able to have children. Lorna loved to baby-sit and would rather ‘ooh and aah’ over the babies, than serve the customers.

Mr and Mrs Thomas followed them. Mr and Mrs Thomas erected a round, lighted ball on a pole attached to the roof to represent an orange (the Central Coast was famous for its oranges) and called it *The Orange Spot*, which name stuck for many years. Missing for just a short time, the lighted ball is still there, restored by owner Malcolm McCall in 2019. Mr Cogill, a one-legged soldier was the next owner, followed by a young couple, Mr and Mrs Connell, and then the Wrights.



Thomas' Store before it became *The Orange Spot*.



In March 1949, Bert (Herbert) and Trudy (Gertrude) Wright leased the general store, known as *The Orange Spot*, opposite the wharf at Killcare. The freehold was owned by Mr Ken Ross of Avoca Beach. The light that is the “Orange Spot” can be seen atop the small post on the corner of the roof in the photo above. The light was still there until 2015 when it was removed. It has been replaced. See photo on Page 230.

The Wrights had several business interests, so they appear several times in this account. As well as running the store seven days a week, Bert also had a few small rowing boats for hire. Their daughter, Hazel, worked in Sydney, helping in the shop at the weekends. Hazel married Ken Johnson, proprietor of Killcare Marina. Ken saw the need for a freezer at the store, because customers often asked for fish. Although frozen fish was not highly thought of at the time, Ken bought a domestic freezer at Gosford and installed it at the shop. Fish became popular with the customers. More of Trudy’s story is told in the story of the Real Estate businesses at Killcare.

The Wright sold the shop business to Mr and Mrs Clive Hubbard in 1951.

The Wrights then purchased Mrs Eason’s house, *Belleview*, in Araluen Drive, which is still there today, reconstructed except for the original stone fence.

Mr and Mrs Clive Hubbard were the next storekeepers. Merle Hubbard ran a very good hair-dressing business as well. The Baillies came after them. Colleen worked for the Baillies for years and believes their stint was the longest. They were there for eleven years. After the Baillies came the Houlihans. Colleen Smith then took on the store and ran it for the next two years, 1968 and 1969. John Goldfinch followed.

Source: Colleen Smith, Hazel Johnson (nee Wright), Bert Myer

29th April:

1983



Malcolm McCall continues the story of The Old Killcare Store.

Ian and Pat McCall bought The Killcare Store's freehold and leasehold in 1971 from John Goldfinch. They, along with their son, Philip McCall, expanded the business's grocery, delicatessen, fruit, vegetable and takeaway lines to a stage where just about everything was stocked including camping and chemist supplies, dry cleaning, surf boards, souvenirs and more.

There was a pool table, pinball machines and the store was the local focal point for young and old. It was staffed by the McCall children and of course Colleen and many of the young locals. It was from this pool of young customers and workers that the Surf Club's first squad of Nippers was founded.

Tragically, after running the shop for nearly eight years, Philip was killed in a car accident. He had become a well known identity among local and weekender people alike.

Soon after, in November 1978, that other large local family, the Woulfes, took over the lease hold and ran the business in a similar fashion until November 1981, when they sold the lease to Ron and Pam Peterson who also owned the Wagstaffe Store.

OUR HERITAGE

Illustrated by GARRY LIGHTFOOT

Words by STEPHEN LACEY

If you wanted to purchase some "sly grog" during the Second World War, the Killcare General Store was the place to go.

A wooden trapdoor led down under the floor of the shop where there was a small iron cellar which held an assortment of "medicinal" beverages.

The Killcare store was built in the mid 1930s by Charlie Hogan. Included in the original store was a dance hall where Dorrie Smith would rattle out *The White Cliffs of Dover* on the piano.

Local resident Colleen Smith remembers these times fondly. Mrs Smith worked at the store from 1939 until the late '70s. In fact it was there she met her first husband.

"He was in the army which was stationed at Putty Beach; the entire stretch of sand was wired off in case the Japanese invaded," Mrs Smith said.

"The soldiers would come into the store to buy their sweethearts a present or to get some illegal alcohol."

Before a proper road was cut through in the 1950s, food for the store had to be brought in by boat on the full tide. This meant that the storekeeper was often up in the early hours of the morning to meet the boats.

Holwell's bakery at Pretty Beach supplied the store with bread. Over Christmas and Easter the demand was such that hot bread was taken by horse and buggy around to the store every few hours.

Ian McCall, who has owned the Killcare store for the past 20 years, is still considered a relative newcomer to the area. Mr McCall is in the process of restoring the shop to its original glory.

For people like Colleen Smith the store will always remain a place where the piano plays and handsome soldiers dance.

Mid 1986, saw Gordon and Pat Hamilton and Brian and Leonie May take on the store. After a couple of years Gordon and Pat bought out Brian and Leonie's share and continued to run the business until 1996 when they bought the Killcare Cellars and moved the general store part of the business to the Cellars.

It was then that Ian McCall's granddaughter, Anna, after several attempts, convinced him to allow her to lease the shop. Anna, along with friends, Ellen McKinney, Luisa Videan and Nick Benson, introduced a coffee machine and expanded the delicatessen, cafe and fresh produce. At this time the shop was renovated and took on its present colour scheme.

The store had now become an eatery. In 1997, Paul Booth and Paul Arrowsmith took over until 1998 when they sold to David and Gillian McClintock who ran the store until 2005.

Peter and Claire Compton bought the leasehold and continued to provide good food, with the option of BYO wine or wine under the licence of their business, Killcare Cellars, across the road. January 2010 saw Ana and Mari-Carmen establish *L'Anxaneta*, a Spanish Restaurant at The Old Killcare Store. The café/restaurant then became *Hardys Bistro*.

The McCall family still own the freehold and hope to maintain one of the Central Coast's last old stores as a vibrant and on-going concern.

Source: Malcolm McCall, Pat Hamilton



THE STORE ON THE SOUTHERN CORNER



Across the road Jim Blacklow and Bill Sawkins operated a general store from a shed on the land, well before 1919. This business was on the southern side of the intersection. Mr Childs built a proper shop for the Morgans and the Smiths, a family with four boys and two girls, who owned it at some stage. Fergusons were also proprietors of this corner store and so were the Moores. Jim and Ethel Moore were there in the 1940s and possibly before.

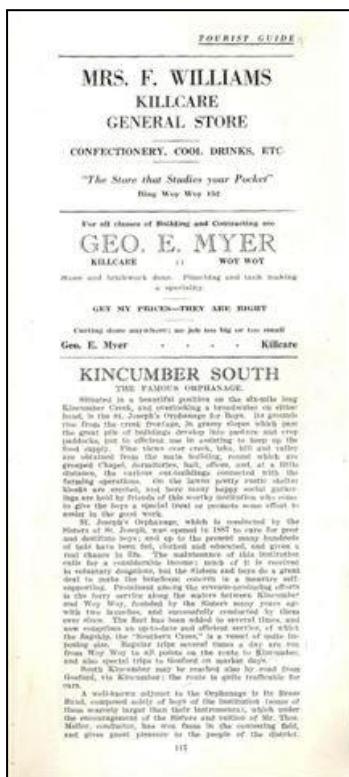
Jim and Ethel Moore were the proprietors of the store for many years. Ethel Ward was a friend of the Hulme family and accompanied members of the family, including Bertha and her husband Alex Martin, when they emigrated to Australia in 1907. Ethel married Jim Moore and it is assumed she and Jim followed the Martins to Killcare. Alex Martin bought land at the beach which became Martin's dairy. Jim Moore had only one leg. He was an electrician and carried out electrical work in the area as well as running the store. Colleen Smith remembers Mrs Moore sweeping the footpath outside the shop at least nine times a day. Jack Battishall remembers how, on occasion, they would dress up his horse with flowered hat, apron and shopping basket and send it into the shop.

The Moores sold out to Cavell and Bricky Barnes, who had two children, David and Gillian, while they were there. At some stage a petrol bowser was introduced, as reported in conjunction with the improvement of The Scenic Road. Another report described the business as able to supply anything needed, such as hardware, building materials and animal produce.

Eventually, the shop was demolished, and a liquor store was built there. The petrol bowser continued to be in use until the early 2000s.

Source: Jack Battishall, Bert Myer

DORSETT'S STORE



This little shop was at No 58 Araluen Drive, the location of the Post Office at one time and architect, John McKinney's business at another. It became a fish and chip shop for a couple of years in 2007-8. Mrs Williams owned one of the shops at some stage and her advertising was rather innovative. Advertising in the Erina Shire Tourist Guide meant she had wide coverage to attract visitors.

MRS. F. WILLIAMS' STORE

KILLCARE GENERAL STORE

CONFECTIONERY, COOL DRINKS, ETC

"The Store that Studies your Pocket."

Ring Woy Woy 151

Close-up of the wording on an advertisement (at left) for Mrs William's Store at Killcare.

SP BOOK-MAKERS

The 'Why Wurrie Boys' who spent time at Killcare, came up from Sydney just as World War 2 began. They worked in protected industries so did not go to war. One young member of the group was Alf Cardi. He married Pam Callcott, a local beauty, whose father was the shopkeeper and Postmaster at Hardys Bay. He was also the SP Bookie. At the time, Cyril Heydon was in the Merchant navy. Cyril had been the SP Bookie at Killcare before the war. His business was taken over by Alf Cardi when Cyril went to war.

Source: Cyril Heydon aged 86, interviewed by Kel Gulliver in 1997. Transcript, Gosford City Library



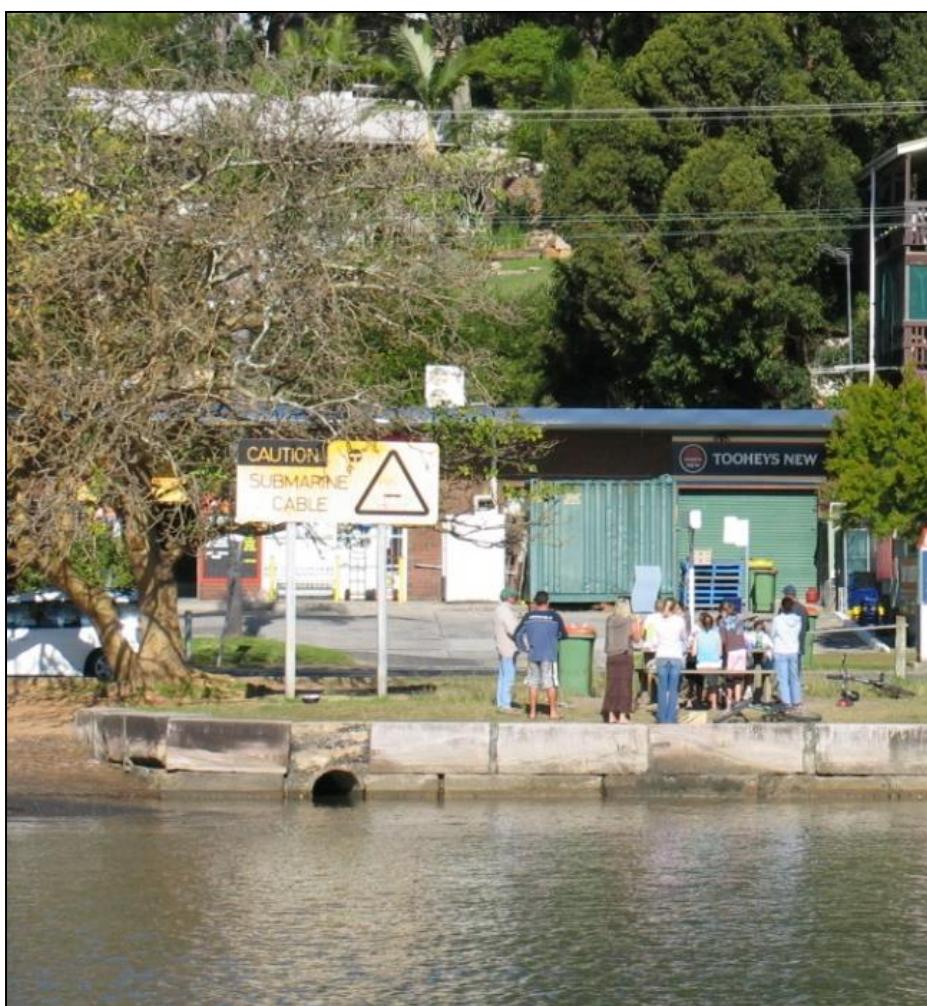
KILLCARE CELLARS

The ‘bottle-shop’ was originally established at the Wagstaffe Store by Harry and Dawn Kinson in 1968. With vision for a more central location to better serve the community, Harry and Dawn purchased the property on the corner of Araluen Drive and Killcare Road. In 1974, when the purpose-built store was constructed by prominent local builder, Norm Holloway, the cellars began operation at its current location and continued to be operated by Harry and Dawn until 1976 when they sold the cellars to Owen and Joy Barker.

In late 1979, two Victorian couples, Bruce and Jill Quirk and John and Sandra Jordan, moved to the Killcare area with their children and purchased the cellars from the Barkers. The Quirks and the Jordans operated the business until May 1985 when it was sold to Colin and Lynne McCrohan, John and Pauline Sterling and Rhonda and Alan Farnhill.

After a few years the McCrohans and the Sterlings decided to purchase a hotel, so Alan and Rhonda Farnhill bought them out and remained as the sole owners of the business. After eleven years, Alan and Rhonda decided to sell so in 1996 John and Sandra Jordan bought the business once again with new partners, Gordon and Patricia Hamilton, who had operated the Killcare General Store across the road for 10 years.

After alterations to the interior of the cellars, the General Store and Post Office were moved across the road and on Christmas Eve 1996, the cellars became a liquor store, mini-mart and post office all under one roof.



In June 2000, Pat and Gordon decided to retire so John and Sandra took up the option to purchase their half and became the sole owners of Killcare Cellars. In 2004, Peter and Clare Compton bought the cellars and operated the business for six years after which the business was closed for a short while until purchased by Garry and Pam Janes in June 2010.

Garry and Pam renovated and restored the business and currently operate the enterprise with their son, Michael. In 2019 the old shop was demolished and a new building, housing the store with home units above, was built with parking within the building.

The popular meeting place under the ‘Yum Yum Tree’ has survived many owners of the shop across the road and continues to be a favourite gathering spot for locals and visitors.

Source: John and Sandra Jorda

KILLCARE MARINA

The Killcare Marine Centre was located at No. 46 Araluen Drive, Killcare. The shed was prefabricated at Balmain, transported and erected opposite the site of the present marina.

Ken Johnson had purchased the property and operated a fishing tackle and bait shop in conjunction with a boat-hiring business from the small boatshed in front of his house, *Cooee*, in Araluen Drive. Ken installed a commercial freezer and sold fish. For a few years he rented *Cooee* to holidaymakers until he got married.

When Ken married Hazel Wright, he had *Cooee* renovated, altering it to what it is today. Local builder, Stan Woods, carried out the renovation.

Ken applied to build a marina in 1962 and Hazel Johnson remembered that Maritime Services approved construction on condition that the wharf was open to the public. Stan Woods built a large shed. The idea was for Hazel to work the business while Ken worked at Chrysler in Sydney.

However, Hazel was involved in a serious car accident, and this put paid to their efforts for a while. It was

difficult to make a living because it was a seasonal business. In summer things were fine but it slowed down in winter and bailing out sunken boats wasn't much fun.

The original boat shed was relocated to the back of *Cooee* and is still there (2010).



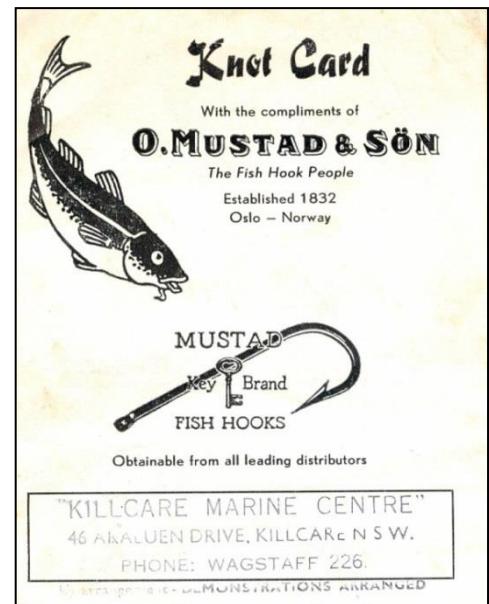
The marina building (type and location), the community knows was first built in 1966.

George Gay bought the marina which was, by that time, being run by members of the Osborne family. Aluminium boats had arrived on the scene.

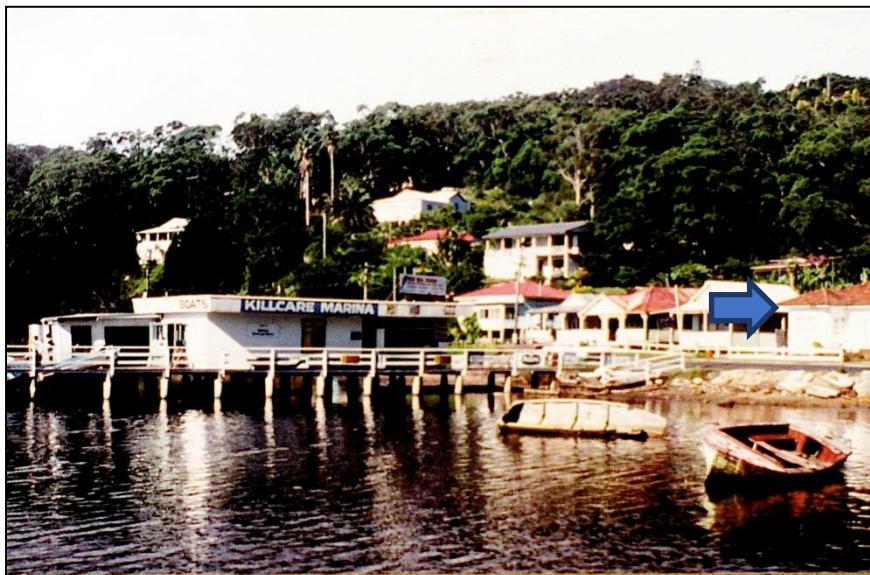
In the photo above right, we can see the building partly gutted by fire. The fire occurred in July 1995 but the circumstances of the fire, are not known.



Above: First marina at Killcare, across the road from *Cooee*. Right: Aftermath of fire in 1995



Following George Gay, there were several owners of the marina recalled by Michael Sparks, but exact dates are difficult to determine. Michael said, "I remember George owning it in 1975 because we had a holiday house in Hardys Bay Parade and Dad bought my first boat off him." Other owners were Alan Beeby, Adrian Lewis and George Koch.



Les and Phyl Sparks purchased the marina from George Koch in 1980.

When the Sparks family took on the business in 1980 the marina operated a small hardware store and marine chandlery; it sold fuel and LPG gas, confectionary, bait and tackle and there was a fresh seafood shop.

A local fisherman Mr Brian Burrows operated the seafood shop for a short period in the late 1980s, selling fresh fish, oysters and prawns.

Brian was a neighbour of the Sparks family in Hardys Bay Parade and a plaque, remembering him, remains attached to the trunk of one of the Yum Yum trees today.

From the beginning, the marina has supported activities and facilities that provide the public with access to Brisbane Water. Such activities include the maintenance of vessels, permanent and casual storage of vessels and dinghies and hire vessels. Until 1989, it was possible to hire a boat at the marina. This service was re-introduced in 2006.



A later photo of Killcare Marina.

The significant fire, recalled by Michael Sparks, occurred in July 1995 when his father owned the marina. This fire led to the total loss of the marina building depicted above. The building we see today was its replacement. Another fire occurred in about 1998 and damaged the front of the existing marina building but this was repaired. The family lost their pet long-billed Corella in this fire from smoke inhalation.



The marina was the location for commissioning of boats built by Dave Warren at Kincumber, from 1994-2006. The photo at left shows a very large and luxurious cruiser which was fitted-out at Killcare.

In 2005, Mr Andrey Kuznetsov, the director of an Australian company, Top 8 P/L, purchased the marina from the Sparks family and Michael Sparks stayed C.E.O.

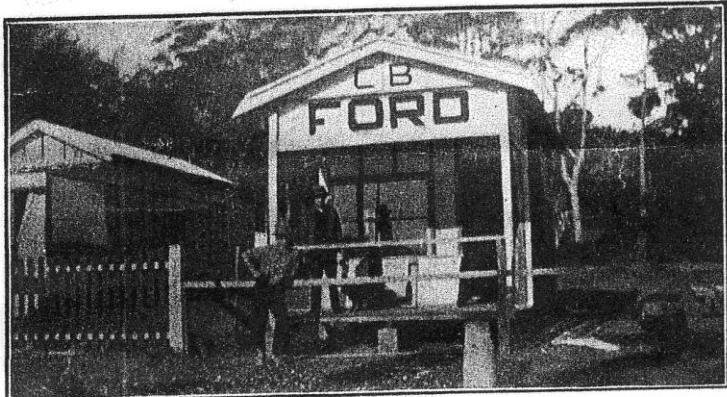
Source: Hazel Johnson, Bert Meyer, Thelma Fraser, Michael Sparks. Photos: Arthur House, Michael Sparks

REAL ESTATE AGENCIES

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

The first sub-division and sale of land occurred at Wagstaffe in 1906 but who was the first Real Estate Agent? The advertisement at left, found in the Erina Shire Tourist Guide tells us that CB (Charles Bentley) Ford operated a business at Killcare. Colleen Smith confirms the fact that C. B. Ford (Charles Bentley Ford) was the first Real Estate Agent. Colleen tells us his office was at No 48 Araluen Drive.

She believes his little business was the shop at No 48 Araluen Drive that became Mrs Briscoe's store. The Ford family believe the agency was at No.60. Bert Myer believes 'Old Ford' was there for a long time before the Myers came in 1919. Charles Bentley Ford was the father of Jack Ford, who owned the dairy.

C. B. Ford was the local agent for the sale of land at Killcare Heights, following its sub-division in 1916. His business handled sales for Arthur Rickard and Co. of Sydney and F. Wheeler of Gosford. The advertisement for land at Killcare Heights (below), found at Gosford City Library, is annotated *Daily Telegraph* 1928. The estate agent again is F. Wheeler, and the local agent is C.B. Ford.

KILLCARE HEIGHTS ESTATE
GOSFORD, HARDY'S BAY, WOY WOY, ETALONG BEACH AND OVERLOOKING BAY

The Subdivision which has no equal in N.S.Wales

AUCTION SALE

TEA SATURDAY, 21 SEPTEMBER

F. Wheeler

NEWTH & COY. LIMITED

AUCTIONEERS COSFORD
AND 105 Pitt St SYDNEY.

IN CONJUNCTION WITH Wingello House, Angel Place SYDNEY

ACCESS Launches ply from Woy Woy to Hardy's Bay within 5 minutes of the Estate. PALM BEACH within 30 minutes run by launch — Day or Night leaves Gosford at 12 noon calling at Woy Woy thence by Car to the Ground. Visitors by road travel via Kincumber and Scenic Road

On the Ground at 2pm.

SITUATION.

Killcare Heights Estate is situated in close vicinity to Hardy's Bay and has quick and frequent access to Woy Woy by launch. It is in close proximity to the Estate are numerous, including as there are extensive routes, motorway and state of the art roads which have been provided for the convenience of the residents. The Main Road, Sydney to Newcastle, is to be completed and is now in a forward state of completion and closed as the most important in the Commonwealth. Gosford to Manly is another route between these towns which will be completed in the near future. Local authorities are progressing in furtherance of the NEW SCENIC ROAD which passes through the Estate.

The R.H.M.A. quote to render the importance of the position have secured land in the immediate vicinity of Killcare Heights Estate and have established a Park there for traps and plants.

LAND VALUES.

Land close to Killcare Heights Estate has sold at many pounds per acre, but the concern placed on the Killcare Heights Estate before any subdivision is to be carried out, makes it a safe bet that the value of the land will be in the vicinity of £100 per acre. The freehold, Sydney to Newcastle, price will be considerably enhanced.

When the Post Service is completed between Ettalong Beach and Wagstaff Point (the service is now well in advance) the Killcare Heights Estate will be easily accessible from Woy Woy and the surrounding areas.

A pleasure steamer has been built capable of carrying about 300 passengers, with the object of plying between Palm Beach and Gosford, calling at Hardy's Bay, within five minutes of the Estate.

TERMS.

The Terms of Sale are most attractive, 43 per cent Deposit and NO INTEREST. Sales spread over a period of five years in twenty equal quarterly payments of about £2 each. Owing to the land coming about direct from the Crown the additional profit has been eliminated, and the buyer accordingly will be in a very favourable position.

MAP OF THE ESTATE.

TORRENS TITLE

MAP OF THE AREA.

Solicitor H.J. Bartier, 11 Catherleigh St, Sydney

Surveyor J.A. Bannister, Gosford

The Sub-division unrivalled in the whole of the state. Views from the Ground are considered by world travellers to be equal to anything they have ever seen. Come and see the beautiful Broken Bay with its Sentinel — Lion Island, Barrenjoey, Palm Beach, Woy Woy and its surroundings with all its charms.

In 1928, F. Wheeler, Estate Agent, Gosford were given the business of selling the 294 lots at Killcare by Newth and Coy. Ltd, Estate Agents, Angel Place, Sydney. Wheeler's appointed local agent was C. B. Ford, Killcare. Potential buyers were invited to make the journey by rail and then by launch or by car via Gosford, Kincumber and The Scenic Road. They would be met by Mr Ford, the Real Estate agent.

The opportunity to build a home at Killcare was compared favourably with that of Manly, Bondi, Pittwater and 'kindred resorts'.

Improved transport possibilities were raised. The reference to the proposed punt service from Ettalong sounds very positive, as though it will happen but of course it never did. There is also mention of the Sydney to Newcastle Road and it wasn't the freeway. Can we imagine what it must have been like to live without that link?

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

Liberal Frontages and Deep Lots

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 this litho.

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 Kinumber, and thence by The Scenic Road.

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

'PHONE 3.

GOSFORD

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

F. WHEELER, ESTATE AGENT,

When writing, please mention this publication.

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

OTHER EARLY REAL ESTATE AGENTS

Trudy Wright, owner of the business at the corner store, obtained a salesman's licence and sold real estate as a sideline. She sold houses and blocks of land in the sub-division at Killcare Heights, but it wasn't until the 1960s that the Heights became a popular place to live.

The shop at No 50 became Jack Stewart's Real Estate Agency for some years. Mr Stewart began business at Wagstaffe and then came around to Killcare. Trudy Wright was friends with Jack Stewart, so she probably worked in with him for a while. They shared the buying of lottery tickets.

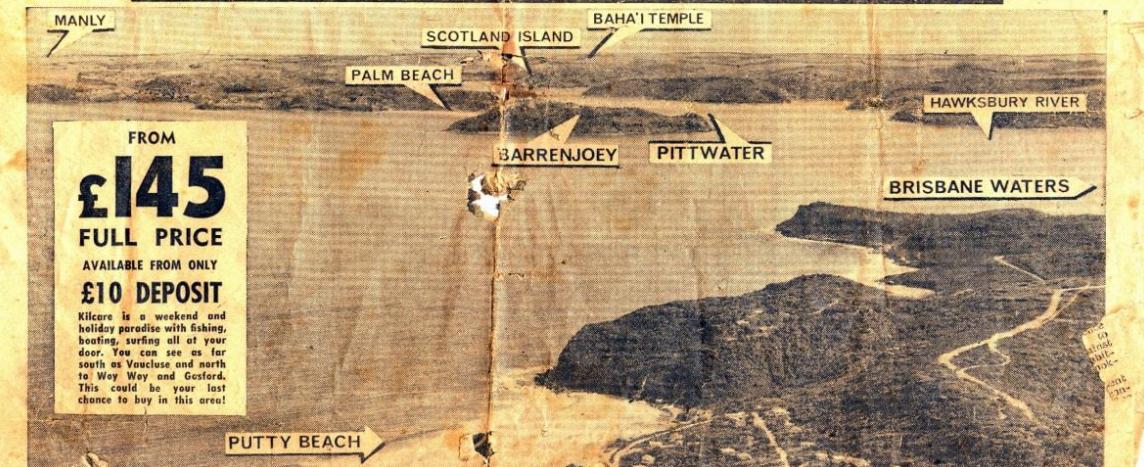
Jack Stewart had a taxi and serviced Killcare, Pretty Beach, Hardys Bay and Wagstaffe. He had a house opposite the Marina and one on the Wagstaffe waterfront. Jack became a very successful real estate agent and sold his agency to Neville Hazzard.

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



Advertisement for land at Killcare at a later date, March 1964.

TOURIST GUIDE

ERINA SHIRE

The Wonderland of N.S.W.

Land, Sea and Mountain Scenery

Killcare Heights Estate

Killcare Heights Estate

HARDY'S BAY :: WOY WOY

The Sub-division 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 294 LOTS 294 LOTS

Liberal Frontages and Depths

Come and see the beautiful Broken Bay with its sentinel—Lion Island—Barrenjoey, Palm Beach, Woy Woy and its surroundings, with all their charms. See the views in this publication of the surrounding District. Look at the photo on the opposite page, which 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 meet you. To visit by car, take road from Gosford to Kincumber, and thence by The Scenic Road.

Has the N.R.M.A. established a camp in false anticipation within half a mile of the Estate? Will land values go back in the locality? Are not the same opportunities offered to you as were extended to others at Manly, Bondi, Pittwater and kindred resorts? Will the proposed Punt Service from Ettalong to Wagstaffe improve values or not? What bearing will the new road—Sydney-Newcastle—have on this Estate? Ask yourself these and other questions. Be your own adviser. 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 GOSFORD

City Representative: Newth & Co. Ltd., Estate Agents, Angel Place

Local Agent: C. B. Ford, Hardy's Bay
When writing, please mention this publication

Paddy Walsh also 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 the local Real Estate business for many years and his wife, Neeta, was the secretary and property manager. They used the garage of their house in Killcare Road and it has remained a Real Estate agency ever since.

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.

ERINA SHIRE

The Wonderland of N.S.W.

Land, Sea and Mountain Scenery

NEVILLE HAZZARD REAL ESTATE

The photo at right shows that Neville Hazzard's office was located at No. 50 Araluen Drive, opposite the bay next to the Killcare corner store. He was the Real Estate Agent throughout the 1950s and 1960s.

He sold the business to George Brand in 1989/90 and Nev's parting words were: "The new owners should put a mirror on the wall so they can watch themselves go broke." (A recession came shortly afterwards, and George Brand left the area to open Real Estate offices elsewhere).

Neville Hazzard was also a jazz musician.



Malcolm and Laurence McCall opened for business in 1974 at the rear of the Killcare Store, before moving over the road to Paddy Walsh's site which was originally the garage to Paddy's house above. The photo (below) 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, Araluen Real Estate, 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 business, Araluen Real Estate. Photo: Hazel Ford.

Source: Bert Meyer, Hazel Johnson, Colleen Smith, Peter Nelson, *Reflections from the Beach and the Bays*, Gosford City Library, Mary Daviel. Photos of advertising material: Bouddi Collection. See also Chapter on Real Estate by Mary Daviel (McKinney).

TOURISM

WOY WOY KILLCARE. Fraser's Bungalow.

Four minutes from Beautiful Surf and Wharf. PUTTY BEACH—Surfing, Fishing, Single Beds and Weekend Accommodation, Cold Luncheon, Soft Drinks, Ice Cream and Cigarettes.

Also to Let Furnished Cottage.

MRS. FRASER,
36 Moore Street, Sydney.

— Also —

Killcare Road, Killcare, Woy Woy.

GT
10/4/1919.

Mrs Fraser's establishment would have been only one of many guest houses offering holiday accommodation in the area.

Colleen Smith worked as a housemaid at Belle View at Killcare, owned by Mrs Eason at the time. Mr and Mrs Dowling from a big sheep property at Cloncurry were guests at Belle View.

There was a high-class Guest House on the waterfront opposite Manly House at Wagstaffe, where the proprietor had invited guests only. In her view, by comparison, only the 'hoi-polloi' stayed at Manly House.

A tourist brochure produced by MURRAY VIEWS PTY LTD GYMPIE, Q. AUSTRALIA, extols the beauty to be found at Killcare, Killcare Beach and its environs. The description begins with an interesting history of the area.

It was designed to encourage visitors but mention of early industries makes it doubly relevant here:

'The history of the Killcare District goes back to the early pioneering days. Killcare was originally named Ward's Bay after the first settler in 1825. Mr Ward built up a considerable timber business and supplied shingles, these being transported to Sydney by open boat. Convicts in this area cultivated bees and sold honey to sailors of passing vessels. Recently, however, valuable rutile was mined here. Wagstaffe Point was named after Captain Wagstaffe who ran a steamer from the Hawkesbury River to Sydney and Brisbane Water. Captain Wagstaffe purchased almost the whole of the land now comprising Wagstaffe Point, on which he successfully farmed watermelons.'

ERINA SHIRE

KILLCARE

This place is aptly named, for no experience is likelier to banish care than a vacation in such a beautiful spot. It is at the eastern end of Hardy's Bay, and the frequent launches from Woy Woy call there regularly. Killcare has a beautiful waterfront, with ample facilities for bathing and boating; and the noted Hardy's Bay fishing grounds, as well as others, are close at hand. Furnished cottages may be rented, with or without boats. By a short walk across the low part of the coastal range to the east, Killcare Beach is reached—a famous surfing beach with a rock bathing pool. On the range itself a feast of beauty awaits the visitor; from every vantage point panoramas of unique interest unfold themselves. Flowers and ferns grow in profusion. Killcare is now opened up by the Scenic Highway, giving road access from Kincumber and Gosford. Killcare Heights, along this new road, is a locality recently subdivided for settlement, and has very strong attractions for vacationers and investors. Although the route per launch from Woy Woy is the readiest method of reaching Killcare for rail passengers, many motorists have visited the place since the Scenic Highway was made trafficable, and the number is increasing as its beauties become known among car owners. There are stores, also P.O. and school, near by.

The history of the shipwrecks would be of interest to tourists.

In the early days, three ships, '*The Rebecca*', a three-masted schooner, '*The Heath*' and the paddle-wheel steamer, '*Maitland*' were wrecked in close proximity to Maitland Bay.

Panoramas, picnic spots, bathing, surfing, the bogey-hole, flowers and ferns, improved access via The Scenic 'Highway', good fishing furnished cottages with or without boats, Sylvan Falls (Fletchers Glen) – all are promised.

Now here is a serious description of the attractions.

The area is now a part of the Bouddi Natural Park which has a wealth of plants and wildflowers. The park is very popular with bush walkers and campers. For the fishing enthusiast there is the beach and still water fishing and all the family enjoy Killcare Beach where there is safe swimming in the Rock Pool and excellent surfing conditions. The area with its sandy beaches, rocky headlands, breathtaking scenery, as well as excellent holiday homes and flats, with all the modern amenities, provides a restful and enjoyable holiday for the tourist and visitor alike.'

It's little wonder that holidaymakers come to the area... and kept coming. Many people, who have helped, by telling their stories and offering photographs for the history project, begin their reminiscences with the year their family started coming to the peninsula.

Magnificent coastal scenery and the first marine park in New South Wales are within the bounds of Bouddi State Park.

AMENDMENTS JULY 1977

The name is now BOUDDI NATIONAL PARK.

The area has increased to 1,067.3 hectares.

Camping at Maitland Bay has been deleted.

Camping at Tallow Beach is permissible, requiring prior application, as in other camping areas.

The address and phone number have been amended as follows

SUPERINTENDENT
NATIONAL PARKS & WILDLIFE
SERVICE
HAWKESBURY DISTRICT
40 MANN ST. GOSFORD 2250
(P.O.BOX 1393 GOSFORD SOUTH)
PHONE: GOSFORD 24 4747
8.30 AM - 5.00 PM MON - FRI

KILLCARE BEACH

For many years this fine stretch of sand on the Pacific Ocean has been known as Putty Beach, but recently the name has been changed to Killcare Beach. It is reached by a short walk across the saddle of the range (at its lowest point) from Killcare, where launches from Woy Woy land visitors. The beach itself is of exceptional length and width, and affords glorious surfing; while in the bush which fringes it, there are many lovely picnic spots. At the southern end there is a large "bogey hole" in the rocks, a favourite and safe bathing place for children. At the northern end there is a cliff which affords a fine coastal view, and also commands Brisbane Water.

Sylvan Falls situated amid charming surroundings and Fletcher Park are well worth a visit. This resort is close to Box Head and Killcare Heights—both vantage points from which unrivalled panoramas are obtained, extending along the coast from Norah Head to Manly, and right across Brisbane Water. No visitor to Woy Woy district should fail to explore thoroughly the beauties of Killcare Beach.

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MRS MONTGOMERY'S HOLIDAY HOUSES

William Montgomery of Belmore, Sydney built the first of several houses at Hardys Bay in 1911. It was called *So Long Letty*. He built three more later and gave them the names, *Monterey*, *You and I* and *Sally*. His son, Bill, recalled his father saying that there were only two other cottages (one was stone) at Hardys Bay at the time. *So Long Letty* was weatherboard and the other three were fibro.

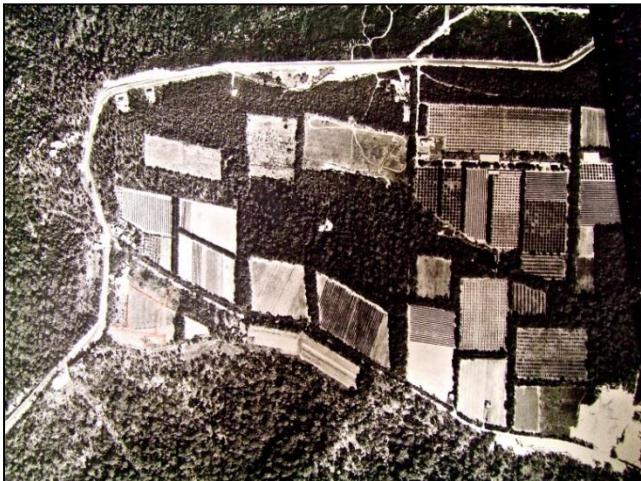
The building materials were brought by ship. To begin with, the Montgelomerys, William and his wife Mary (Polly), holidayed at Pretty Beach, where they also owned and rented properties. The cottages were rented to people for their holidays. They were popular with railway workers.



Every house had a name. Bert and Jean Myer remembered the cottages, *So Long Letty*, *Sally*, *Monterey* and *Tres Bonnie* (or *Tres Bon*) were all named for musical variety shows. *U and I* was another house remembered by Bruce Dunlop. The houses were located in The Reserve (Araluen Drive – see photo at left) and Heath Road.

Source: Jill Baxter, *Reflections from the Beach and the Bays*; Bruce Dunlop; Bert Myer Woolford family; excerpts from publications courtesy of Gosford City Library

FARMING



Aerial view of 'The Triangle'. Large blocks at the intersection of the Scenic Road and Maitland Bay Drive showing extensive farming including, crops of tomatoes, passionfruit vines and citrus.

Photo: Central Mapping Authority; copy held by Gosford City Library.

There were many farms at Killcare Heights, such as that belonging to the first settler there, Clive Walters, whose son Clyde, continued to farm and establish orchards. Other farming families were the Merritts, Squires and Settrees.

Crops included fruit trees (citrus), beans and peas. Chooks were kept too. The detailed story of the farms on 'The Triangle' can be found in the story with that title.

At Killcare, the Myers had a dairy in the first place. The kids looked after it, while their father built houses and roads in the area.



Bert Myer sold fruit and vegetables from the back of his utility.
Photo: Bert Myer

It was subsistence living. Vegetables were grown and they kept chooks. As well as the property in Blythe Street, the Myers owned land and a house at the corner of Fraser Road near Fletcher's Glen.

When his father, Mick, died aged fifty-five, a year before the war (World War 2), Bert took on the responsibility of family and farm.

When Bert went to enlist, he stated he was a dairy farmer. It was a reserved occupation, so he was sent home. His dairy supplied milk to the army, camped at Putty Beach. His little motorboat was not taken to Gosford racecourse with all the other boats. Bert needed it to bring extra milk across from Ettalong. He had a Morris 840 truck to collect extra milk from the factory at Wyong. Ford's dairy was nearby.

(Source: Bert Myer

FORD'S DAIRY FARM AT KILLCARE



Adults from left: Mrs Ford Senior (Jack's mother, Margaret Middleton), Hilda Ford, Mrs Callinan (neighbour), John Thomas (Jack) Ford. Hilda is holding eldest daughter, Betty. The other children belong to neighbours.

Dairyman, Jack Ford, is pictured with his mother, wife and daughter and neighbours in the photograph above. The cow bales and horse-drawn milk cart are in the background.

In the earliest times, the milkman carried the milk to customers in gallon containers. He carried pint and quart measures to deal out the required quantities. At one time Jack Ford was known as the 'midnight milkman' – the morning milk would be delivered any time between 7 a.m. and noon and the night delivery between 4 p.m. and 10 p.m. It was believed that he would give very good value to the customers he knew during the week, but very doubtful amounts to the visitors at the weekend.

The Fords had nine children. Mrs Ford must have been a hard-working woman, a 'tough lady'. Colleen Smith relates this story. Colleen's mother, Mrs Beasley, was the possessor of two white towels which were loaned to each new baby in the district, on its arrival.

She took them along to the Ford household soon after she heard of the birth of a new 'Baby Ford,' only to be told that his mother was in the shed, milking the cows.

Source: Stephen Ford, Hazel Ford, Colle

THE TANK WORKS

Joe Childs was the main tank maker. He was operating when the Myers arrived in 1919. He was still there when Bert was married in 1942. He worked until a year or so after the war. Joe built a big shed on the water's edge. He moved the big heap of stones from Wards' old house to build the wall along the property. He built a lot of tanks and supplied most of the tanks in the area. However, Nick and George Myer built tanks too and supplied them to the houses that they built.

Bert Myer claims the story, which says Joe Childs donated the land for the Fire Brigade, is untrue. The story goes that Joe Childs donated the land in Stanley Street to the Fire Brigade and this has developed as part of the legend. In actual fact, Bert says that his brother, Frank Myer, bought the land from Joe Childs and sold it to GCC. They paid \$1000 for it.

Source: Bert Myer

THE FIRST BUSES

The first bus service to Killcare/Wagstaffe began in 1955. The company was Roberts. It went to Gosford and was a boon to pensioners who had to collect their pensions. People also used the bus to go to the movies in Gosford. The schoolchildren travelled to Gosford High School on the bus along 'The Serpentine', the name given to The Scenic Road. Often it was too slippery to get traction so the kids would have to get off the bus and walk up the hills to wait for the bus at the top, and then continue their journey. The bus travelled by The Scenic Road as Wards Hill Road, built during the Depression, was too steep and rough. Fortunately, Wards Hill Road was finally sealed but was still the scene of falling rocks, bumps on the bends and stalling on the slopes.

Source: Hazel Johnson, Bert Myer

KILLCARE TAXIS

Jim Moore, the proprietor of the mixed business at Killcare, ran a taxi service as well, during the 1940s. Hazel Johnson explained how her parents went into the taxi business in the fifties. Some people (the woman was a dressmaker in Araluen Drive) along the road had the taxi and because there wasn't enough money in it, they sold it. In 1951, Bert and Trudy Wright obtained a hire car licence, and bought the 1935 Pontiac. They operated it, with its base at the store. Their daughter, Hazel, worked in the store and drove the taxi. Their fares were people who arrived by ferry, who wanted them, and their luggage taken to their holiday houses. Some customers wanted a lift to Gosford and there were trips to Sydney as well. Hazel renewed the licence every five years for a 'fair while' but then let it go when the regulations became tighter, and a medical certificate was needed. Source: Hazel Johnson

BOTTLE-OS

Bert remembered Colleen's father, Arthur Beasley, doing a great service for the community as the local Bottle-O. Armed with his chaff bag, he would scout around the area, collecting bottles from the beach, the picnic places and houses, wherever he could find them. One of his sources was well-respected citizen, Miss Lucy Hulme, in Beach Drive.

She would say to him, "Only come before dawn or after sunset. I don't want the neighbours to think the worst." He would stack the bottles very tidily in front of his house and a truck would call every few months and take them away.

However, according to Colleen, her father's interest in the Bottle-O business was only a hobby. The real Bottle-Os were the Annands further down Araluen Drive. They made a serious business of the bottle-collection for many years. They, too, were very well-organised in their management of the bottles and the bottles would be collected and disposed of regularly. They also sold firewood for 1/6 a bundle.

Source: Colleen Smith, Bert Myer

MRS ELLARD'S FLATS

Mrs Eason built four cabins on the block at No.48 Araluen Drive, where the little shop which had been Mrs Briscoe's and before that, the Ford Real Estate Agency had been located. These cabins were very popular with the surf club boys on their weekend visits.

Later on, Mrs Ellard became the proprietor and a tough landlady she proved to be. If anyone was late paying the rent, she would lock the laundry. Among her permanent tenants were brothers, Wingy Bob and George. Wingy Bob only had one arm but great prowess with a fishing rod. He liked to entertain the children with stories like *The Bunyip in the Bay*.

Source: Jim Tubby, Colleen Smith

THE BUILDING INDUSTRY

Bert Myer's father, Nicholas (known as Nick), and older brother, George, were builders. They were responsible for quite a few houses in the area, such as the Beasley's house set high above the water and several on the waterfront at Killcare and Hardys Bay. Bert describes the style, saying they were much like his house, being rectangular with a verandah all the way round.

They were responsible for the stone foundations too. The piers were built from the rock they sawed out of the hillsides. Nick learned the rock cutting skills from a retired stonemason, who lived nearby and passed them on to George. The raw timber, cement, and tank iron was transported on *The Erina*. There was no pre-fabrication of houses in the very early days. They came later.

Jim Moore, the shopkeeper, was an electrician who worked at the trade in the area.

Stan Woods was a cabinetmaker, who worked for Anthony Horderns, the store in Sydney. Later, he built houses on the peninsula. He renovated Ken and Hazel Johnson's house at 46 Araluen Drive. Charlie and Thelma Fraser bought it and it remained Thelma's house until her death.

Hudson Readycut was the first brand of prefabricated homes which were popular especially with home builders. Transported by ship, they were unloaded, carried to the site and erected.

Source: Bert Myer, Jack Battishall, Thelma Fraser

For all classes of Building and Contracting see
GEO. E. MYER
KILLCARE :: WOY WOY
Stone and brickwork done. Plumbing and tank making
a speciality.
GET MY PRICES—THEY ARE RIGHT
Carting done anywhere; no job too big or too small
Geo. E. Myer - - - Killcare

SLY GROG AT KILLCARE HEIGHTS

Another important caterer to those in need of a drink was Ted Sissal who sold sly grog from a shed on his farm on The Scenic Road. The shed and its precious contents were destroyed in the bushfire of 1974, and in the aftermath, parched firefighters witnessed the tragic sight of melted glass bottles and dents and holes, spectacularly evident in the remains of the shed, made by the caps of exploding bottles.

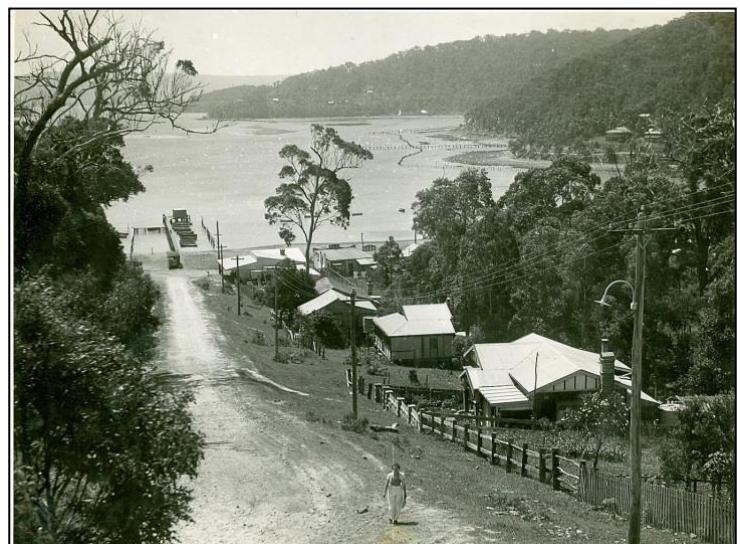
Source: Mary Daviel

ROADS AT KILLCARE

There were walking tracks around the bay from Hardys Bay to Wagstaffe in the early days but no roads. When roads developed, they were first used by horse drawn vehicles. Rowboats, walking and bicycles were the main means of transport during the early years. Bert Myers (see Bio on Bert and Jean Myers) walked all the way to Empire Bay School before the Pretty Beach School opened.

There was a sub-division at Killcare Heights in 1916 but the road up the hill from Killcare to link with the road (track) above, was steep and rough and slippery in wet weather. The road can be seen in the photo at right.

Killcare Road heading towards Killcare Wharf. Photo: Bouddi Collection



THE BUILDING OF GRANDVIEW CRES.
NICHOLAS & TED MYER

??



One of the other occupations that would have been proceeding throughout time was roadbuilding. Gosford Shire Council would have been responsible for much of the road work. Local contractors, such as the Myers seen here, would have been important too. The Myers, seemingly, were very versatile and took on a variety of jobs.

The photo shows ‘The building of Grandview Cres. Nicholas and Ted Myer’. The third man’s identity is unknown.

Photo and Source: Bert Myer

There may have been more than one road built adjacent to the beach. The photographs show houses which appear to have been built on the sand. It is possible that the sand drifted up the beach and covered the original road.



Houses, which appear to have been built upon the sand in the 1930s. Photo: Bouddi Collection



Aerial view of Araluen Drive, Hardys Bay Parade and Fraser Road which loops around the back. Photo: Bouddi Collection

Fraser Road was originally named Government Road. James Burns Fraser of Blythe Street was honoured posthumously for his community work by having Fraser Road named for him.

Tucked away in the corner of Fraser Road is Fletcher's Glen. This little patch of rainforest with its waterfalls was known originally as Sylvan Falls, a much more romantic name. Its name was changed in honour of the local Health Inspector, George Fletcher.



Aerial view of Killcare: Grandview Crescent (foreground); Beach Drive; Putty Beach Drive (running parallel) Road (top left).

Photo: Barry Fulton

In the late 1950s, the Killcare end of The Scenic Road was upgraded from MacMasters Beach, linking the people, who had relied on ferries, boats and the muddy tracks around the foreshores of Pretty Beach and Hardys Bay, with the 'outside world'.

The road's improvement saw an increase in visitors and an increase in business.

Initially, The Scenic Road was a rough track. Alan Strom pointed out that it was not until the 1960s that The Scenic Road was re-formed and sealed with the help of subsidies from the beach-sand mining company, which had a processing plant at Kincumber. Cars could now use the road and a local bus company established a service along this road.

Araluen Drive, running north and south, was originally known as Bay Road and Heath Road was known as Arthur Road in the early days.

BUSINESSES AT KILLCARE BEACH

MARTINSYDE TEA ROOMS

Alex Martin operated a refreshment room, *Martinsyde Tea Rooms*, adjacent to the beach, in conjunction with the dairy. Running of the shop was shared by members of the family who often visited, staying in a self-contained part of *Martinsyde*.



Two views of Martinsyde's Tearoom and Dairy.
Photos: Surf Club collection



MARTIN'S DAIRY FARM AT KILLCARE BEACH

Alex Martin was Scottish and his wife, Bertha Hulme, was born in Manchester, England. They married in 1903 and emigrated to Australia from Great Britain in 1907. Alex purchased the land at Killcare at some time in the next few years. He owned it at the time of his enlistment in 1916. He called the house he built across the road from the beach, *Martinsyde*.

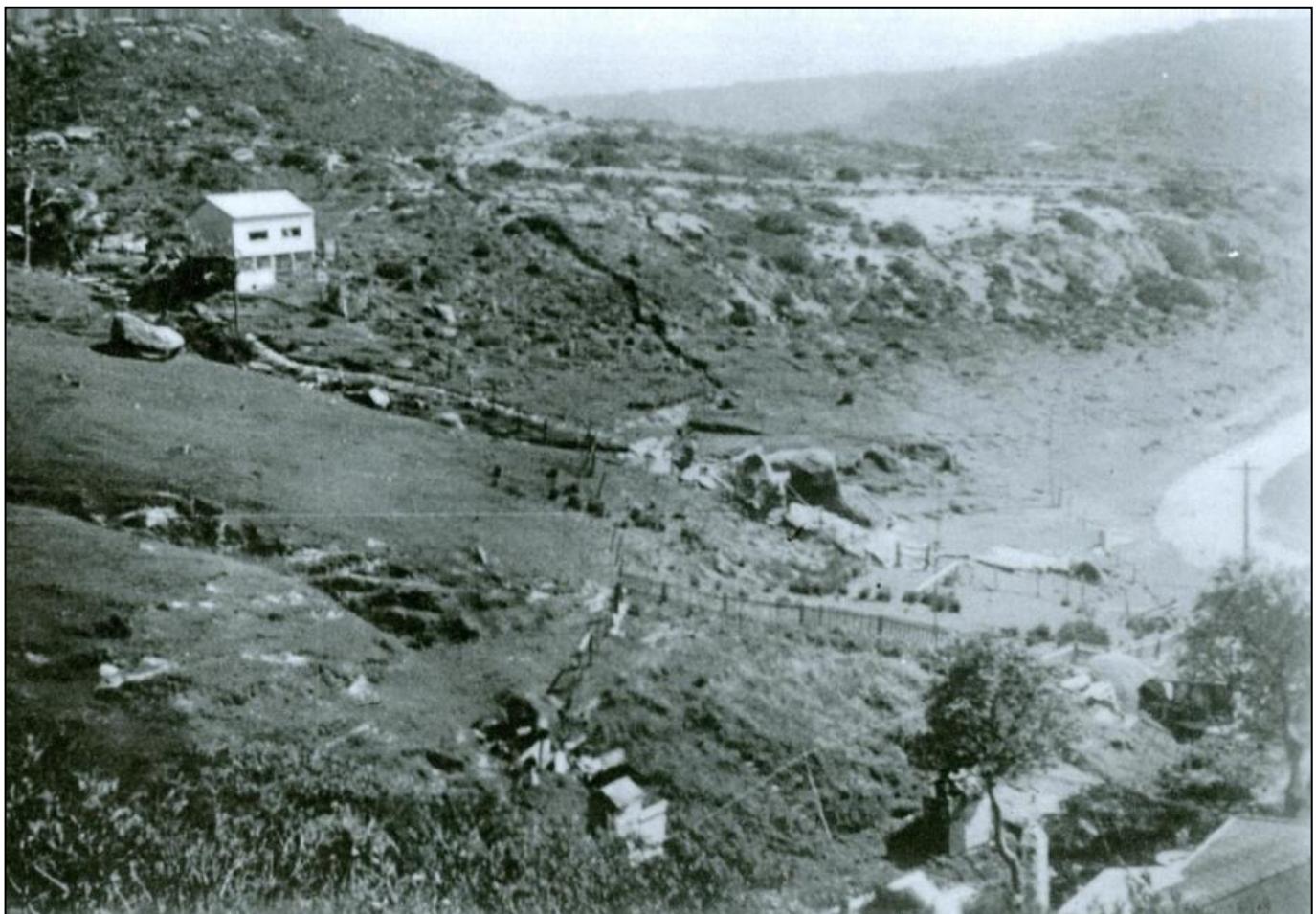
It has been renovated but was still there in 2007, next to the surf club. It was bought by John Singleton in 2008 and demolished. A new house was built on the site in 2009. It was let, too.

The dairy farm at the beach was established on Alex Martin's return from World War 1. Alex suffered badly during the war and at forty, was neither a young or able man.

The work of clearing the land, managing and milking cows would have been hard. Alex and Bertha had no children of their own, so they adopted two Barnardo's boys from England, Alex Blewden and Ray Barsley. Ray changed his name to Martin.

The dairy farm operated until the late 1930s when Alex Martin died in 1939. (Bertha Martin died in 1935). Ray Martin had established a dairy over the hill at Hardys Bay and operated it until he enlisted in WW2 in 1942.

Looking down on Martin's dairy at the beach.
Photo: The Bouddi Collection



Grazing land above *Martinsyde* which can be seen bottom right of the photograph. Photo: Annette Gero

BUILDING THE BOGEY HOLE AT KILLCARE BEACH

Other industries would have been operating throughout time, in order to satisfy the needs of the day and the developing amenity of the place.

Coming across the photo at right, which shows men removing rocks from the southern end of the beach to create a swimming hole, illustrates the point.

When did this occur? Photos dating from the 1950s show the Bogey Hole being used by many swimmers, young and old. It has been a popular spot and the subject of many photos, for a long time.

Building the Bogey Hole at Killcare Beach. Photo: Bouddi Collection.



SAND MINING AT PUTTY BEACH

In the 60s and 70s mining was carried out at Killcare Beach. Valuable minerals, such as rutile and zircon, were extracted from the beach and sand dunes. The beach was left a barren wasteland as a result. Following the mining, *Bitou Bush* was planted to stabilise the dunes. Unfortunately, being indigenous to South Africa, it was a poor choice to introduce into Australia, as it is now a widespread, rampant weed.

However, Colleen Smith sees a different side of the story. She believes that during the mining years, every local had a job, and a car and didn't owe any money. Colleen says the local shops 'had it sweet', because people did not need to ask for 'tick.' Many men gave up their jobs in the city to work locally. Crescent Rutile was the first company to arrive at Fishermen's End in 1958. They worked the sand on the beach, extracting the minerals and pumping it back into the ocean. They claimed to have left the beach 'in pretty good order.' The next company, Northern Rivers, trucked the sand to Kincumber, where it was processed and returned to Killcare. The trucks operated non-stop around the clock. The beach was lighted at night. The companies paid the council 2/- for every ton of sand and with this money, the Council sealed the road.

Local men who worked for the companies included Arthur Beasley, Don Radford, Oliver Holland, Ted White and Roy Frost. Dick Holland gave up a wonderful job in New Guinea to work for Northern Rivers.

Other men recalled by Colleen include Jack Cameron, Alex Stirton, John and Bert Annand, Vic Smith, Clive Murray, Ted McMurtrie and Gordon Hollis. Other employees came from further afield, Empire Bay, Kincumber and beyond.

The dances at the Hardys Bay Community Hall were well-attended in those days.

Ian Fraser, who was from Newcastle, had a beautiful singing voice and was called upon to sing at the dances and weddings held locally. This was in the days before the bottle-shop. The bus drivers were very happy too and provided a good bus service during those busy years.

THE SHOP ON THE SCENIC ROAD: MAITLAND BAY STORE

John and Dulcie Wall purchased the property, five or six acres of bush, from Mr Davis in 1945 and moved there with the four youngest of their children, Donald, Joan, Barry and Roger. They lived in tents: building materials were scarce at the end of the war so John built a temporary dwelling constructed from round bush poles, covered with malthoid. Barry, then aged twelve, helped his father as best he could.

Slowly, building materials became available from Sterland Brothers and W. R. (Bill) Wright's hardware and timber yards in Mann Street, Gosford. Lance and Roy Frost delivered the material to Killcare in their Ford truck. In about 1950, John Wall built the addition to the front of the house which became the store. Because of the slope, the shop level was about three feet above that of the house and a short flight of steps was needed. See Section on Maitland Bay Information Centre

The Halls had taken over the store by 1966. Ian Tisdell can remember the year because it was the year decimal currency came in. He got up early and waited for the store to open to buy some lollies and get some of the new currency but was disappointed when told they didn't have any yet. Jim and Dawn Sanders took over the store sometime after the Halls.



Mrs Hall outside Maitland Bay Store.

The Maitland Bay Centre is now managed by National Parks and Wildlife in conjunction with Killcare Wagstaffe Trust.

It is used as an information centre.

LATER INDUSTRIES ON THE PENINSULA

THE FIRST MILKMEN

Eventually, it was just not viable to operate small dairy farms. Roads and transport had improved. One by one the local dairy farms ceased to exist. The cows were sold off to bigger farms outside the locality. Co-ops were introduced and trucks collected the milk from the farms. However, the peninsula still needed milk. Frankie Vale was the first milkman and John Dale bought the business from him. When Mr Dale operated the business, the milk was transported from Wyong and delivered to Pretty Beach, where it was stored in the cool room built in the corner of his property, behind the house, on the corner of Pretty Beach Road and Como Parade. The milk-run stretched from Wagstaffe to Empire Bay. The next run started at Bensville.

Source: Peter Dale)

PETER DALE EXCAVATIONS

Peter Dale was the son of John and Helen Dale. John Dale was the area's second milkman. The Dales first lived at 18 Wagstaffe Avenue but later moved to the corner of Pretty Beach Road and Como Parade. Peter grew up in a big family. His father was a hard man and his mother worked hard to make family life pleasant. Peter went to Henry Kendall High School, when it was an annex of Gosford High School. He worked as a deckhand on the ferries while still going to school.

When he left school, he became an apprenticed housepainter at Hornsby. He stuck at that for a while, but he really wanted his own business. He started the company, Peter Dale Excavations, and began work locally. His company was responsible for building most of the fire trails in the area. Granny Radford commissioned him to build the road down to San Toy Estate. He's proud of the difficulty overcome in building the driveway to Ron and Angela's (he cannot remember their family name) cliff-top house at Killcare. Peter likes the quiet life. When the peninsula became too busy, Peter took his business to Taree and is still operating in 2008.

Source: Peter Dale)



The first fire-trail leading to Box Head Photo: Bill Foster

BOUDDI NURSERY

Sheila Wilmott and her son, Chris, found the land destined to be Bouddi Nursery at Killcare Heights, in 1978, after travelling from the north shore of Sydney to the Queensland border hoping to find land suitable for a nursery. The Wilmotts had operated a nursery at St Ives, founded by Sheila's mother, Mrs Parry. Sheila said they chose the land on the 'triangle' at Killcare Heights, because of its proximity to the sea. The land comprised of six acres, with another five acres next door. The zoning was 7c3, appropriate for a nursery. The soil was laterite, which proved to be excellent for their purpose. The red laterite soil can be seen in the photo below.

It was part of the property which belonged to the Settree family who dry farmed tomatoes and passionfruit. The Settrees owned the land from the top to the bottom, from the nursery's location to the sea. Mrs Settree died in 1999. Sheila remembers her as quite a character, a woman who was able to grow anything.

The Wilmotts first saw the land before drought struck. It was cleared but covered in bush and did not have an entrance. When they moved on to the land it was dry and brown because of drought. There was hardly a tree, except for windbreaks of she-oaks, turpentines and eucalypts. They went to work. A native nursery was planned, with a few of Sheila's favourite exotics.

Life was difficult but fun, according to Sheila's daughter, Kath. She helped her mother, grandmother and brother begin the nursery. For a year, while the house was being built, they lived 'like gypsies' in a double garage without electricity.

The laterite soil (see photo at right) suited native plants with its ph level and was well-drained. Water was the major problem. A bore was sunk but was of little help and the dam had to be lined in order to retain water. However, Chris being very good at plant propagation, was able to increase their stock.

The waratahs disappeared but banksias and other natives thrived, making a haven for native birdlife.

Landscaping in the area also kept Chris busy. Gradually, a successful small business was established, which was very much appreciated by the householders of the locality. The business remained operational for twenty-five years.

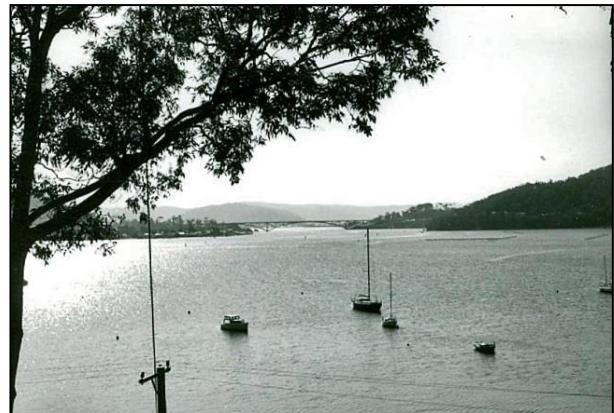


THE RIP BRIDGE

The building of the Rip Bridge brings the story so far to an end. The peninsula was no longer ‘the end of the earth.’



Before the Rip Bridge



The Rip Bridge in the distance.
Photo: Jeannette Thiering

The growth, as expected at the end of World War 2, would eventually demand a bridge of some kind to link Bouddi Peninsula to the Woy Woy district. The Woy Woy Chamber of Commerce also appreciated the potential of such expansion.

The Wagstaffe and Pretty Beach Citizens Association encouraged the short-term possibility of a punt under private ownership between Wagstaffe and Cable Road and/or a block of land to be resumed opposite Davis Street in Booker Bay. Council argued for council ownership of the punt. The ensuing delay because of the uncertainty caused the private party to withdraw and the Council’s interest immediately evaporated.

The Association then lobbied for a bridge to link Wagstaffe and Ettalong. The idea of a bridge linking Ettalong with Wagstaffe was first mooted in the early 50s and in the late 1960s became a more serious proposal.

The largely welcomed isolation of the Bouddi Peninsula continued but times were changing. Vehicle access had improved and a swift increase in vehicle numbers through the affluent 1950s and 1960s effectively killed off the ferry service.

However, the location changed to The Rip when Lesley Hooker, of the company, L.J. Hooker, is said to have agreed with Premier, Robin Askin, that the public bridge would actually be located between Ettalong and Daleys Point and Mr Hooker would obtain development rights to a mangrove and mud island (St Huberts) and would build his own access bridge across to the island. Development of Rileys Island was to follow, but was prevented by community and political action, despite the commencement of the dredging of canals.

Some years later thanks to the importance of the St Hubert's Island development, the Rip Bridge (or the ‘Bridge to Nowhere’) was built, better positioned and so more effective.

The Rip Bridge has to be the most important development in the story of roads and access to the Bouddi Peninsula.

The bridge building began in 1972 due to the combined efforts of Gosford Shire Council and The Main Roads Board. It crosses The Rip, connecting Woy Woy Peninsula to Daley's Point, so making it possible to access Kincumber, Bouddi Peninsula and beyond. Going the other way; not having to travel via Gosford, the distance between Bouddi and Sydney and the suburbs of Sydney, was greatly reduced. The bridge was opened by acting premier of NSW, Sir Charles Cutler, in May 1974. The upgrading of the roads followed.

CONCLUSION TO OUR STORY

The advent of the Rip Bridge and therefore access by road saw great changes in the commerce and industry of the Bouddi Peninsula. People had easy access to Woy Woy and beyond. Many of the little local shops disappeared because they were no longer needed. Soon the residents were visiting supermarkets, shopping centres and department stores. The nature of the industry has also changed.

This story is far from over.

Source of photos:

Photographs, from many sources (some listed below), have been added to the Bouddi Collection and this is the origin of the photographs used here, unless especially acknowledged.

Gosford City Library; Gwen Dundon Collection; State Library of NSW; Rod Radford; Helen Monks; Bouddi Peninsula History Project Photo Collection; Killcare Surf Club Collection; contributors as acknowledged.

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, Robyn Warburton (Eds)

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.

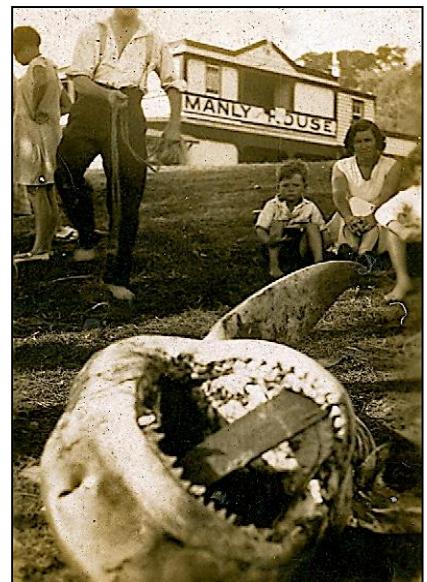


Jewfish were the really big fish and there was much pride in bagging a big one caught in the channels or off Box Head.



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 Pretty 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.

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.

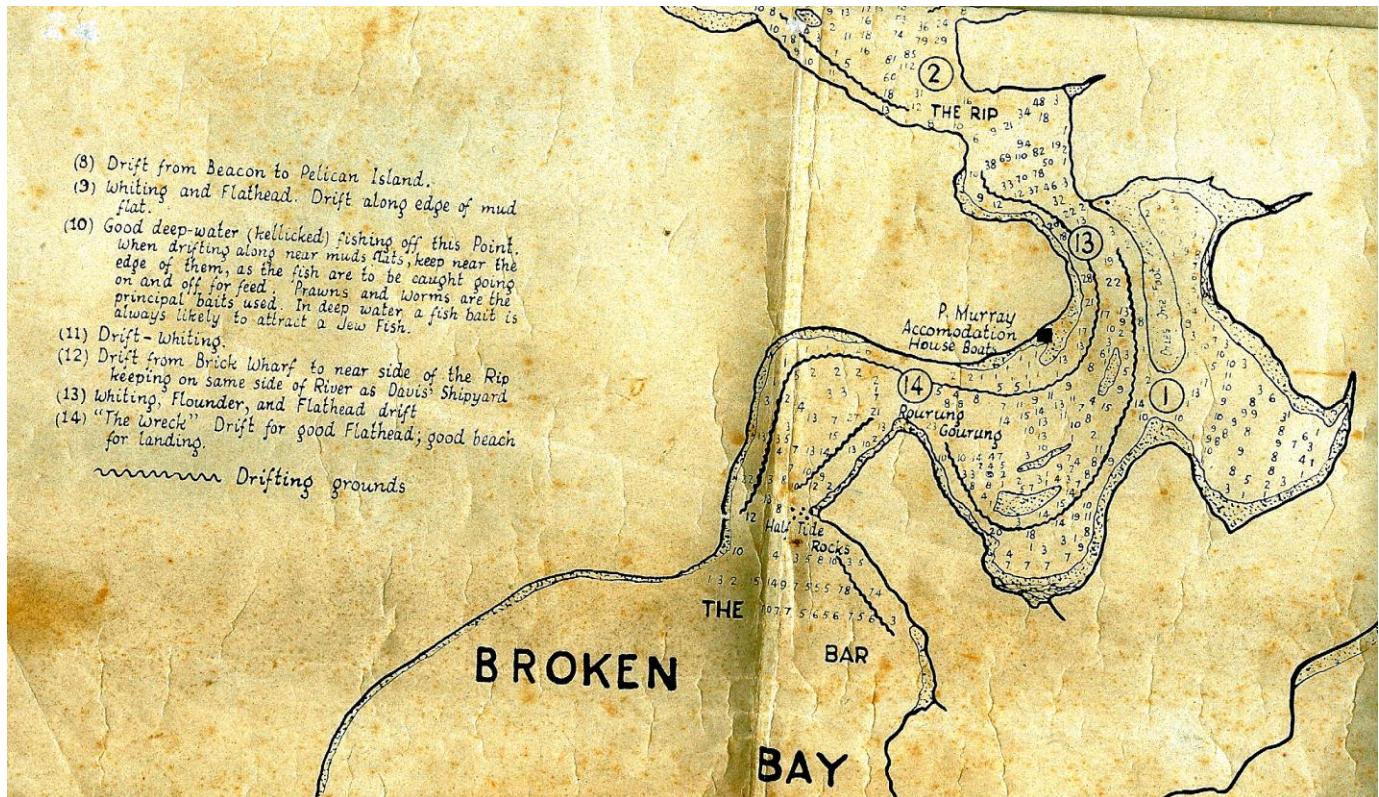
Fred Smith, born 1910, recalled that the fishing was very good off the beaches and the headlands. To get to Box Head, one followed the trail to Big Tallow. There was good fishing at Little Tallow too, where very big jewfish were very common.

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.

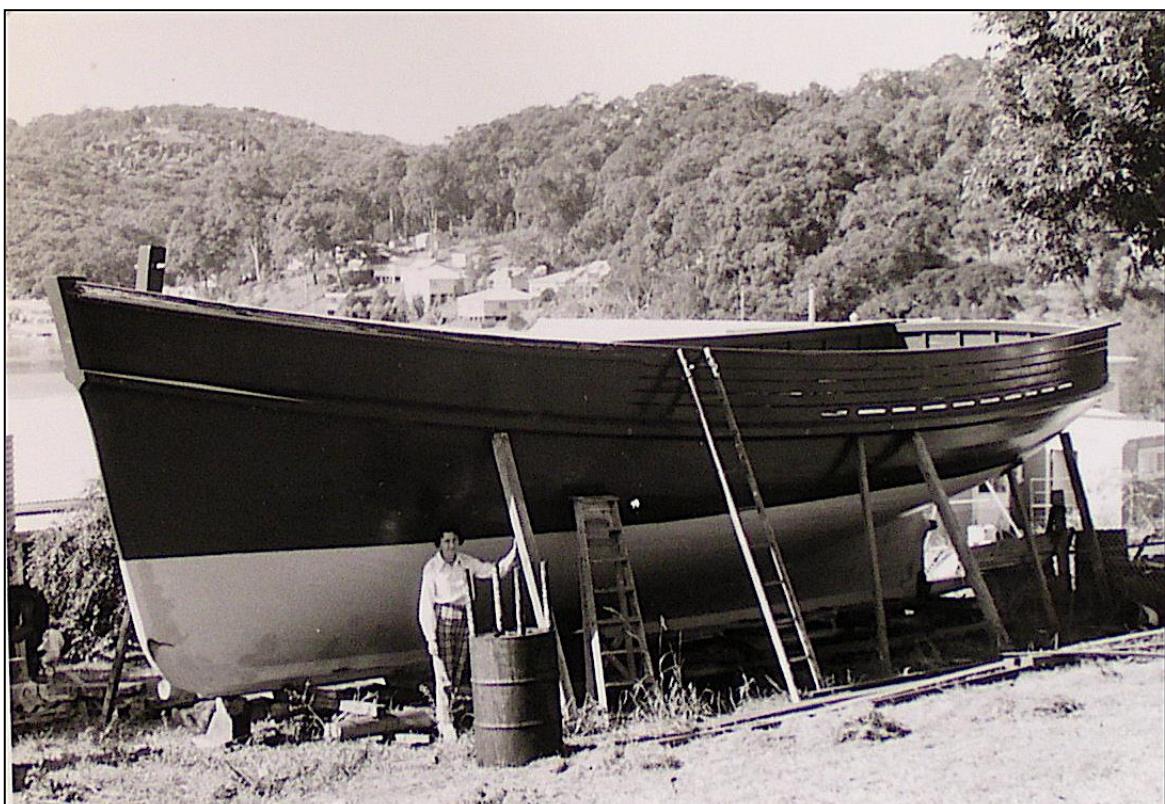


John Perry of Woy Woy was also a great source of fishing stories as his grandfather, his father, himself and his son were, or are still, fishermen. His grandfather, Athol Perry, lived on Heath Rd. above the dog track and his boat *The Wanderer* is seen anchored below in the following photo from the 1940s. 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 lookout 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 Bogey Hole end of Putty Beach from above the sand dunes.



Don Radford's fishing boat. Photo: Bill Foster

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.



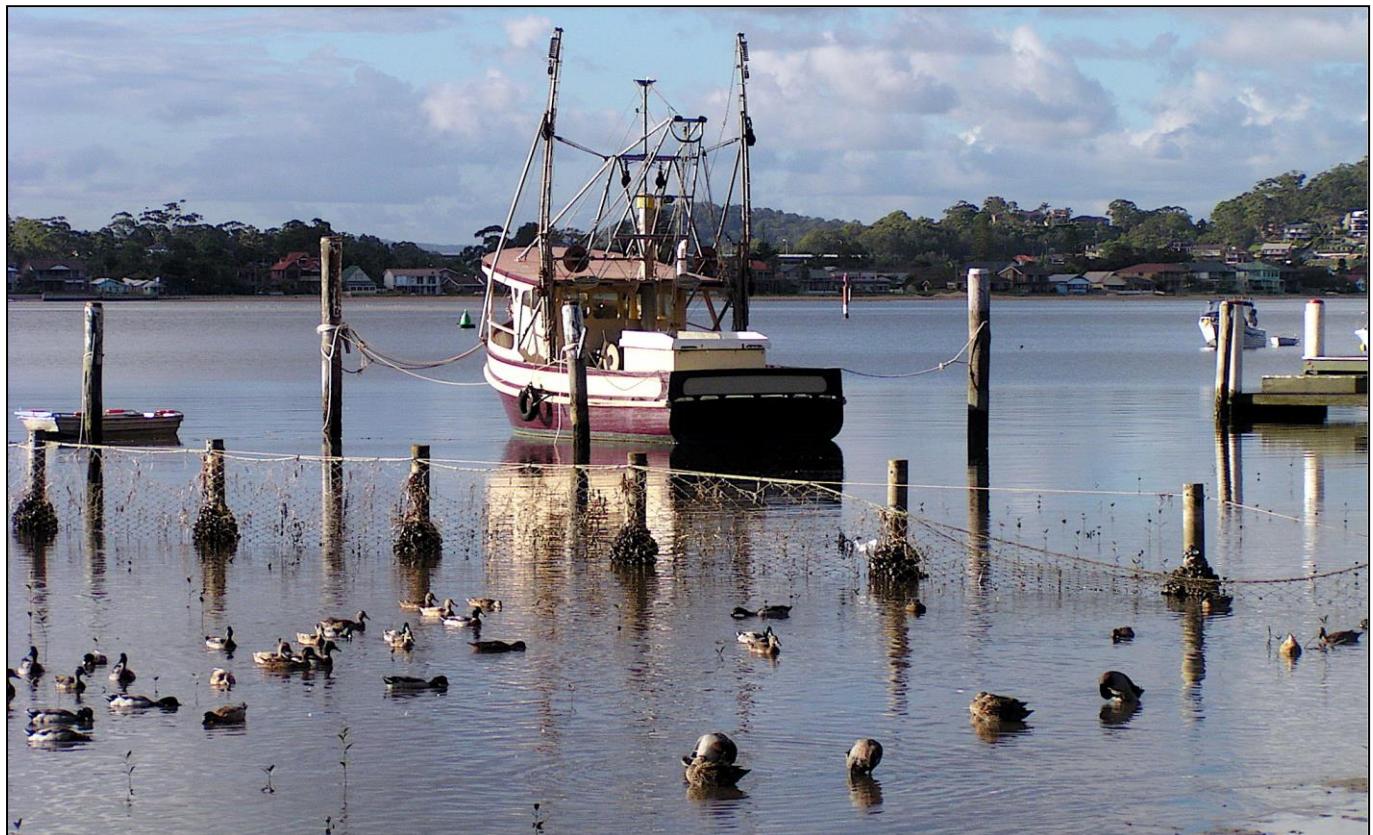
Mullet aboard a fishing boat, 1970s.
Photo: Arthur House



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. 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.

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

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.

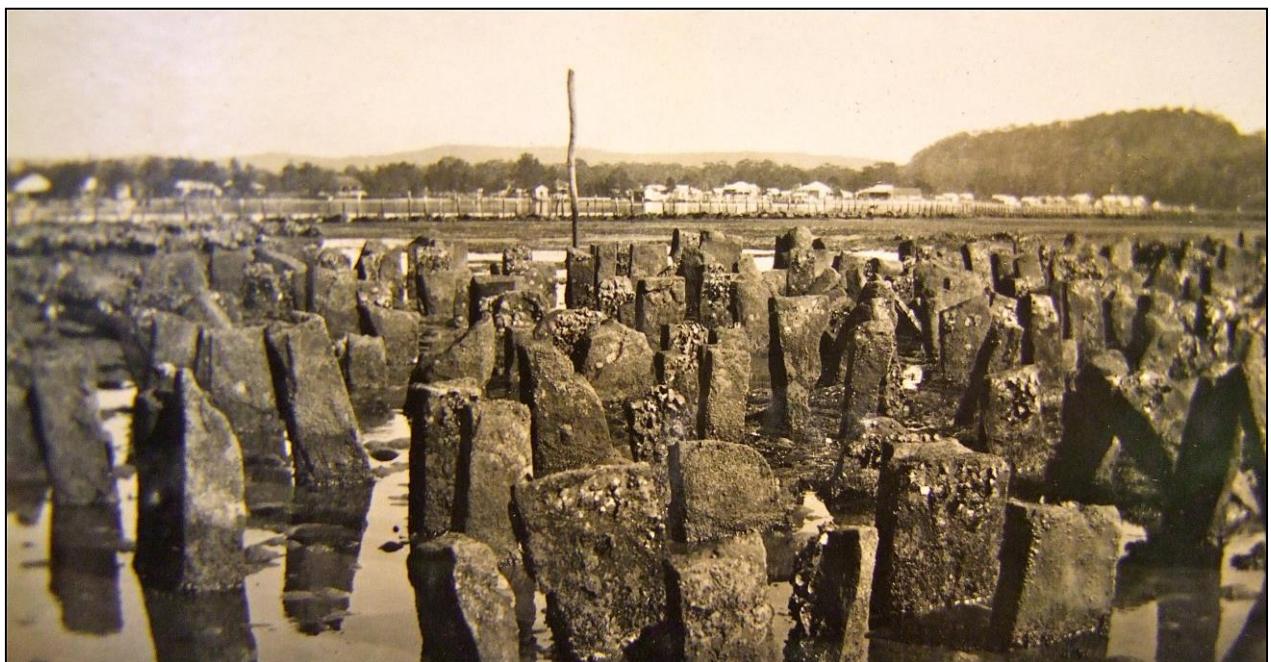
Families fishing off the wharves have always been and still are a common sight at the wharves. Fishing has always been seen as a pastime to be enjoyed when families holiday by the water.

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.



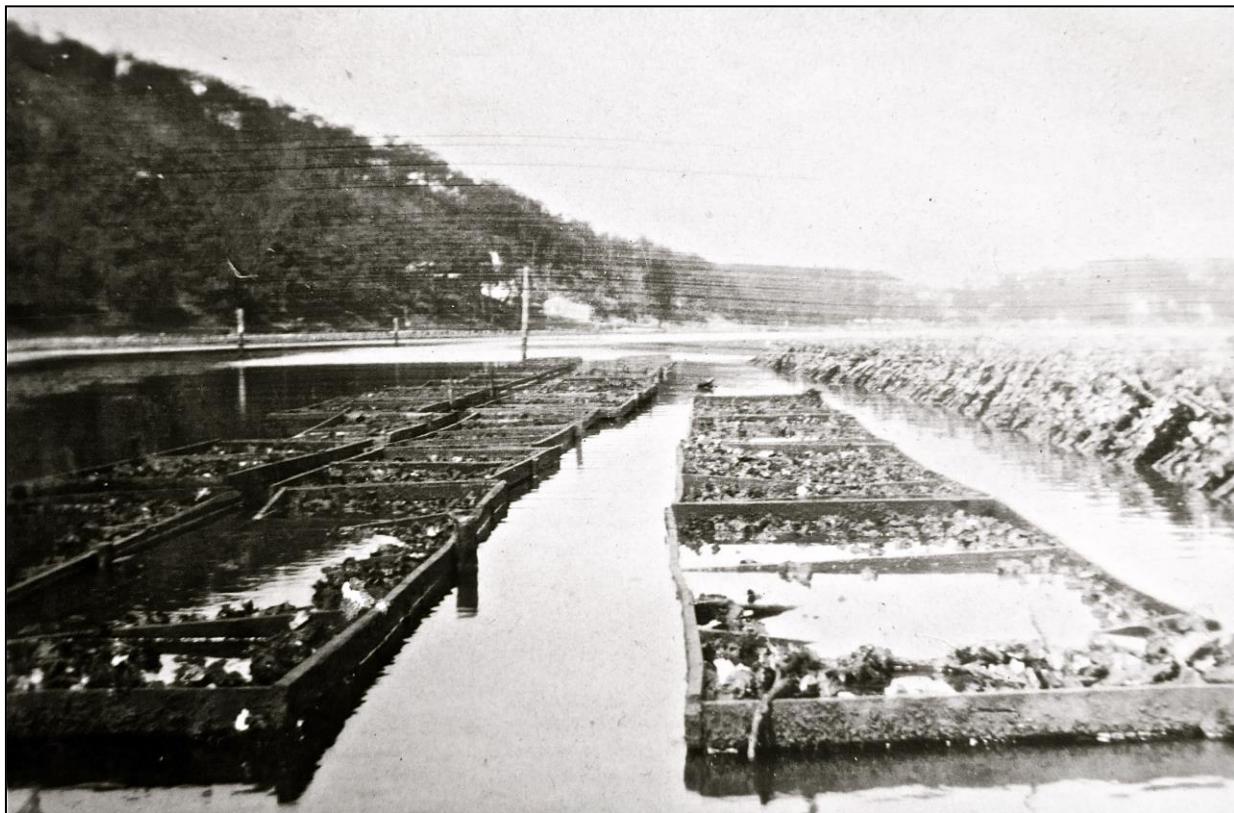
Stones from the Riley property used for oyster-growing. Photo: Quentin Riley

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 nutriments 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.



A good picture to finish the story

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Photos are from the Bouddi Collection, unless acknowledged.

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 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.



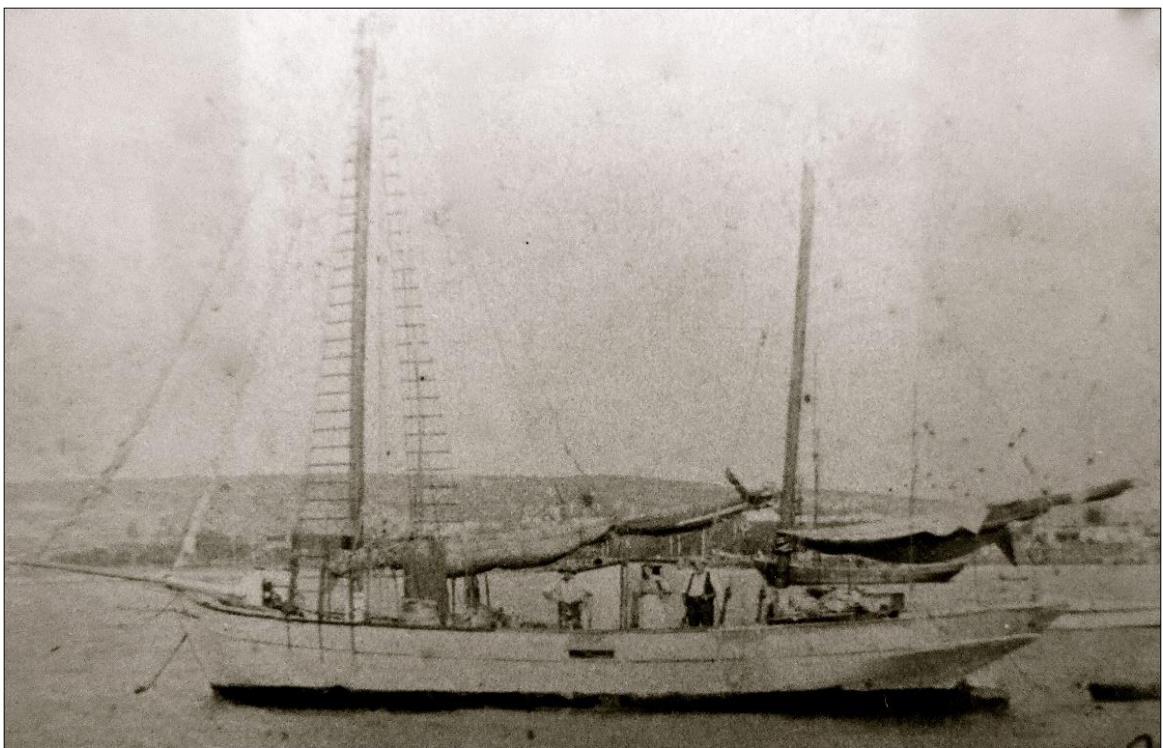
Map of Brisbane Water, County Northumberland, 1901. Source: Gosford City Library.

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 Settree (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 Rileys 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.

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 and 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.

A kilometre 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 Ooro 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). (Note that 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. 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, then loaded into large punts for the final stage to Humphreys Road. 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 was 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. 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 appears to 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 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, 1839. 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 19th 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, (Swamp?) 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.

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.

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.

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 founded: 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 20th 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 1st July 1837 departed this life 1st 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 skillfully 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 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 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.

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).

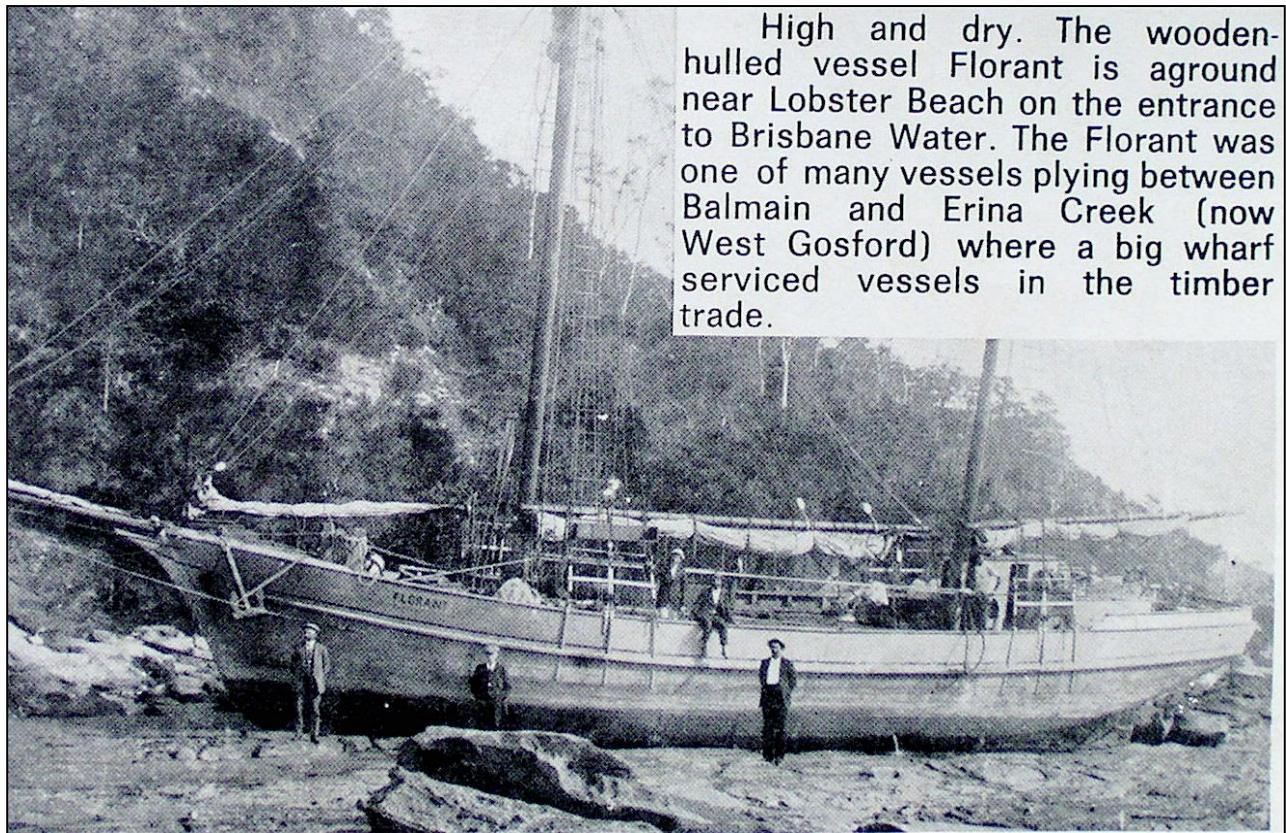
Half Tide Rocks claimed an eight-year-old ketch owned by John Riley, *Brothers**, on 11 September 1876 in a wreck of 'such force that nothing is likely to remain of the boat'.

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.



High and dry. The wooden-hulled vessel *Florant* is aground near Lobster Beach on the entrance to Brisbane Water. The *Florant* was one of many vessels plying between Balmain and Erina Creek (now West Gosford) where a big wharf serviced vessels in the timber trade.

The Sydney-built ketch *Florant* was washed onto the rocks of the south point of 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 appears to 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

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

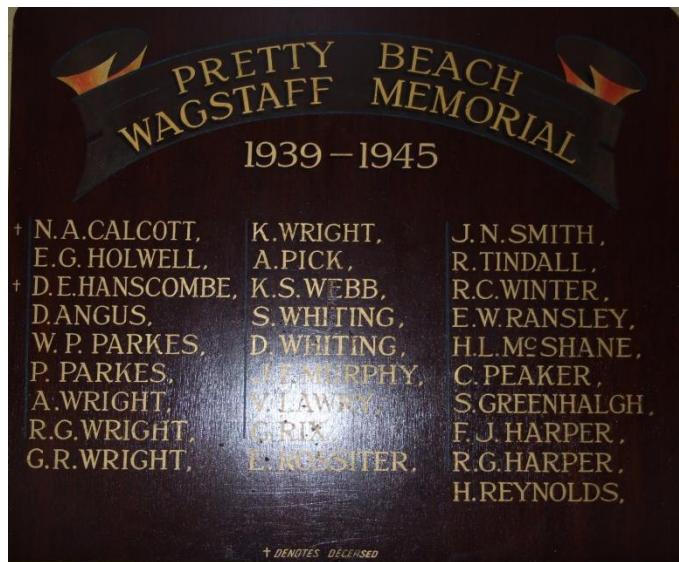
HARDYS BAY RSL SUB-BRANCH

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 and the stories of the four men who did not return. 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

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.

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



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
R. G. WRIGHT

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 8th 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 2/20th was then positioned defensively with other units of the 8th 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 8th 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 20th 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

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 previous page.

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 he 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.

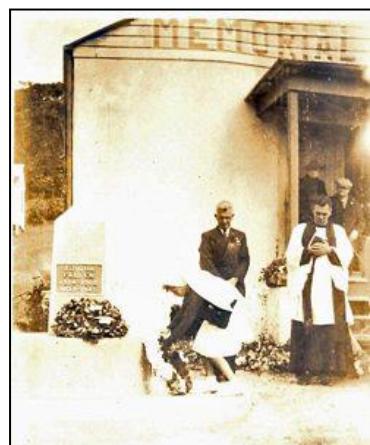
The photographs here show an Anzac Day wreath-laying ceremony at Hardys Bay circa 1950.



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

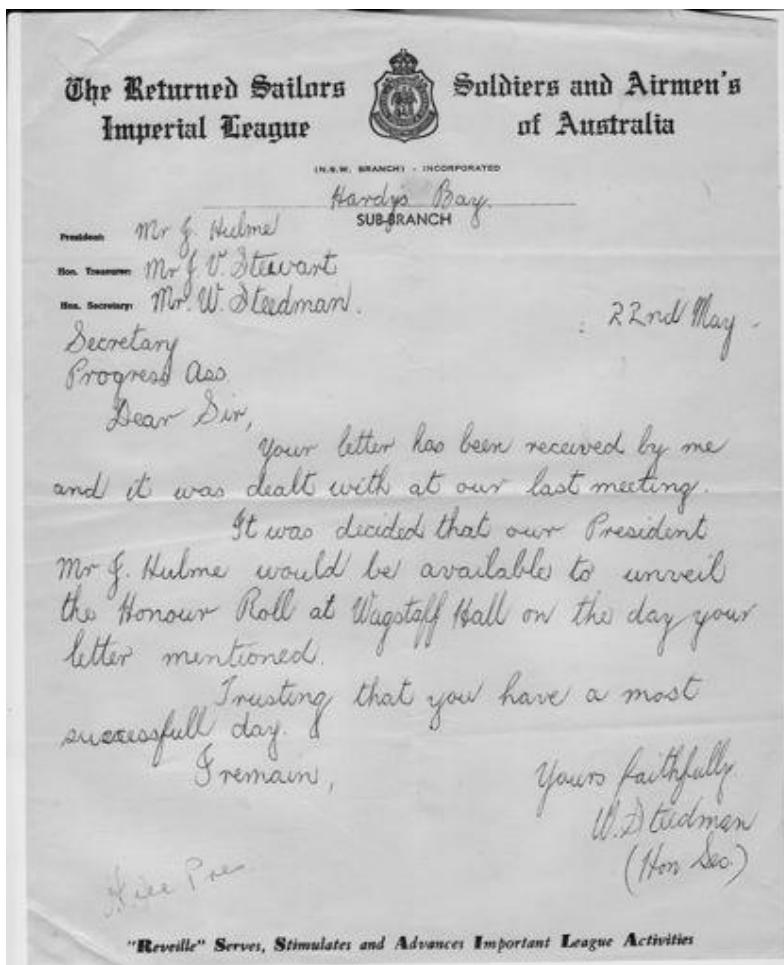
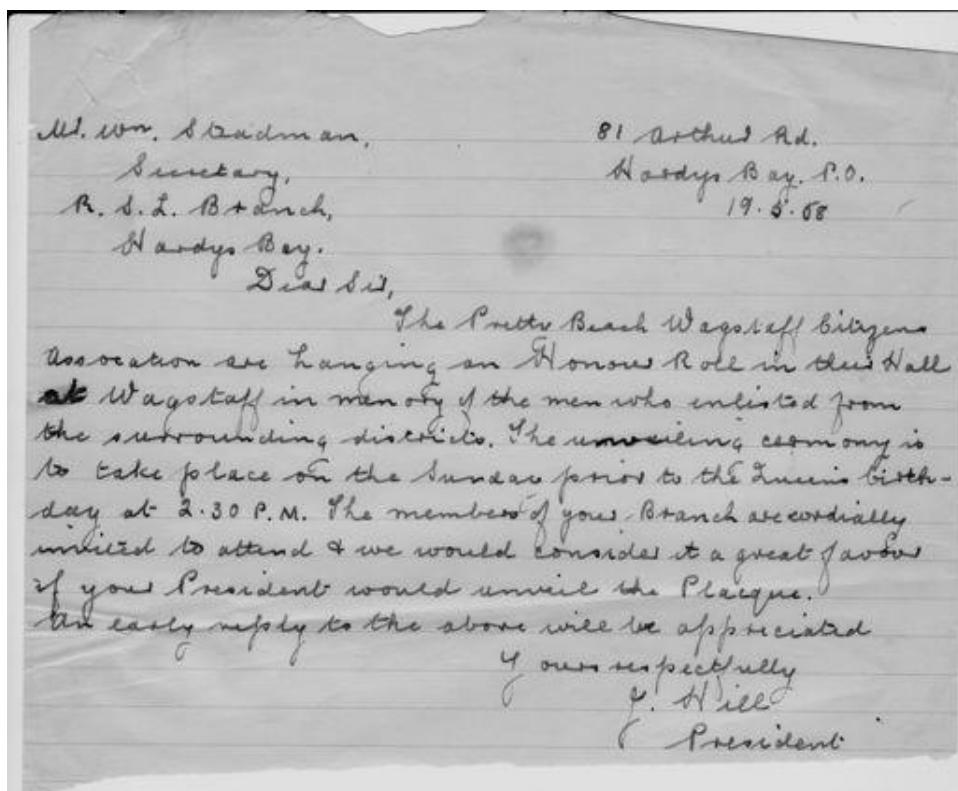
Jim Hulme is the tall man, marching in the foreground, taking part in the Anzac Day march from Killcare to the R.S.L. The march was held each year for many years.



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.

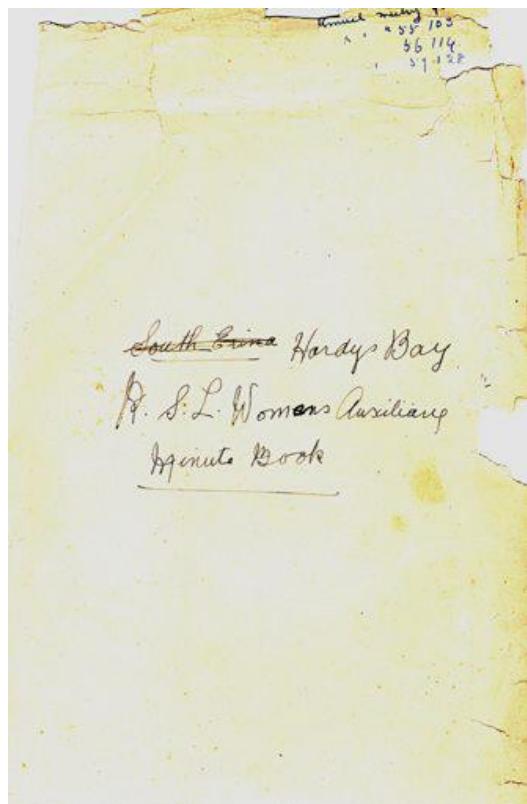
R.S.L. President Jim
Hulme would be
available to perform
the honour.



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
Fr 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.

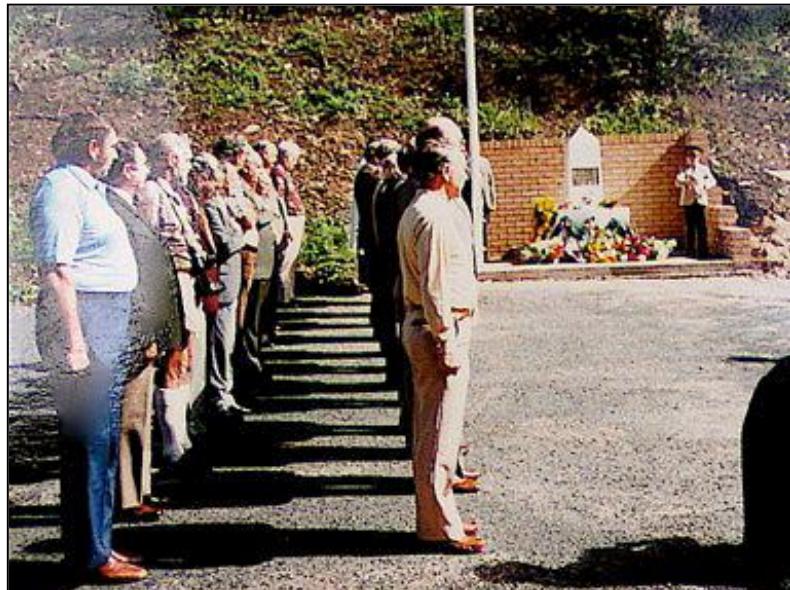
In 1982 the RSL Licensed Club moved to a new building in Heath Road and the Sub-Branch commenced meeting there in early 1983 and provided representative(s) on the Board of Directors. The old building was now empty and looking to be utilised. Prior to 1983, a member of the Ettalong Uniting Church had 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.Dufy (Ed.)

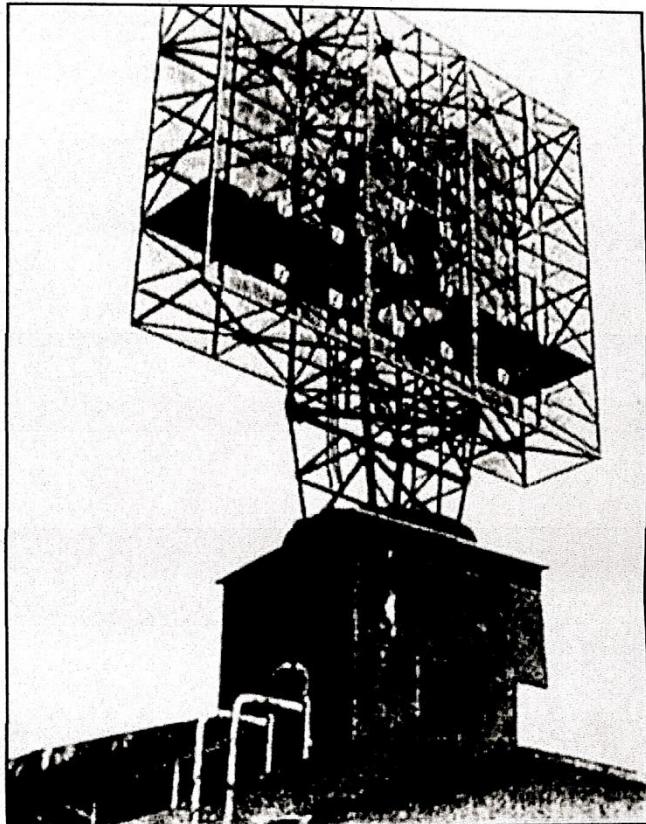


Photo:- via Cameron Alexander

RAAF radar on roof of complex at Shepherd's Hill

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.

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.

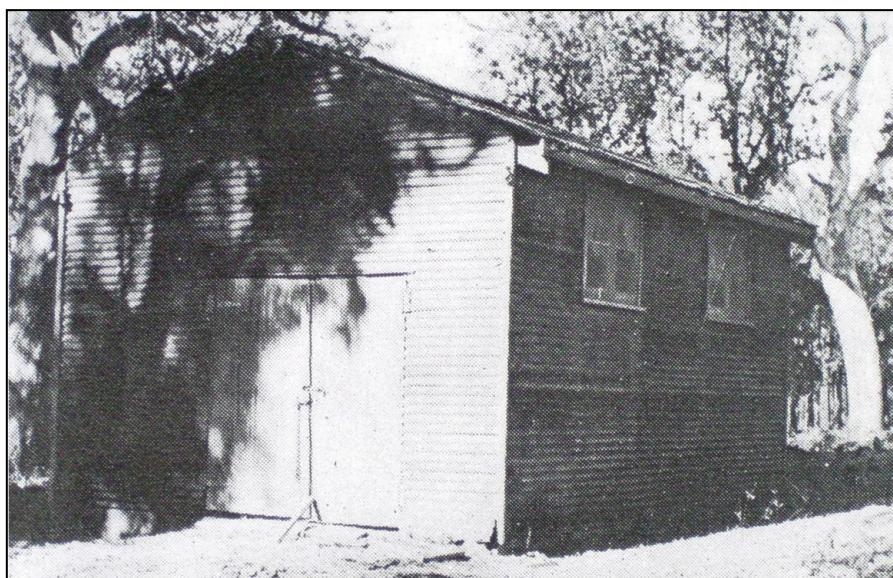
National Archives in Sydney hold various documents relating to the purchase of the

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 pedigree 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.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

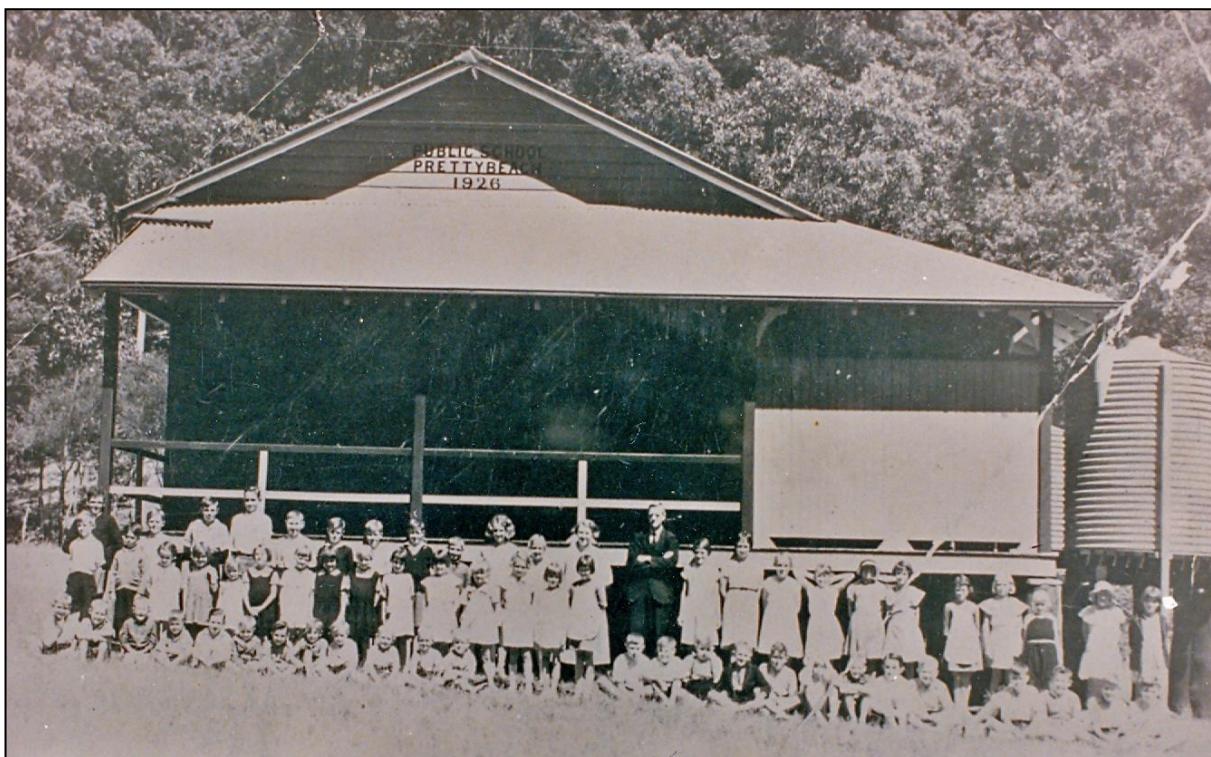
Date	Summary of Events												
OCTOBER													
27	supper and the girls of the unit carried the steaming tea and sandwiches down to the tired firefighters. Needless to say, this was a welcome break and we worked on with renewed vigour. After the fire had been satisfactorily controlled, a watch was left on the fire and after midnight the camp retired. POR 13/44 published AP.												
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> <thead> <tr> <th>Officers: RAAF</th> <th>EST</th> <th>STR</th> </tr> </thead> <tbody> <tr> <td>WAAFs</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> </tbody> </table>	Officers: RAAF	EST	STR	WAAFs	1	1	Airmen	8	12	Airwomen	11	9
Officers: RAAF	EST	STR											
WAAFs	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 PUBLIC SCHOOL** 
~ 2002 ~



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 hangs up her mop

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)

'Mrs Mops' calls it a day

"MRS Mops" Beryl Hughes has spent almost four decades keeping Pretty Beach Public School spic and span.

Now, after 37 years at the school, Mrs Hughes this week received official recognition of her efforts.

And in all those years, serving at a school where she was once a pupil, Mrs Hughes has had only one sick day.

Assistant director general of the Metropolitan North Region Glenice Hancock came to Gosford to present Mrs Hughes with a Certificate of Appreciation.

"A career of that length and dedication to be admired," Dr Hancock said.

Mrs Hughes' principal John Shipton said the school had been sorry to lose her.

However, she still had an open invitation to go back and would be there tomorrow for the school's annual fair.

Her connection with the school will continue as her nephew starts school after Christmas.

He will be the third generation of Hughes' to go to Pretty Beach.

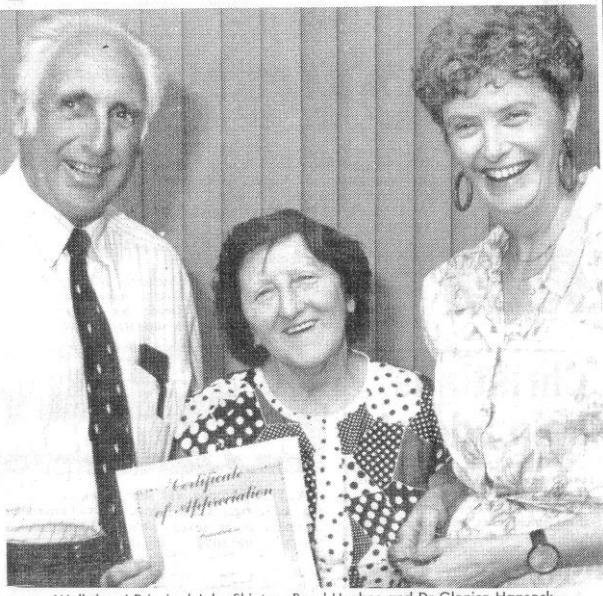
Director of the Woy Woy schools cluster Terry Maguire said it was rare for these certificates to be given out with perhaps only five a year in a cluster.

Mrs Hughes would go close to holding the record for service with only one sick day in 37 years.

Mrs Hughes said she had been "lost" in her first week after retirement.

But now she was busy looking after her family and making craft items and clothes.

But you can be sure the lady the children called "Mrs Mops" won't be far away.



Well done! Principal John Shipton, Beryl Hughes and Dr Glenice Hancock.



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.



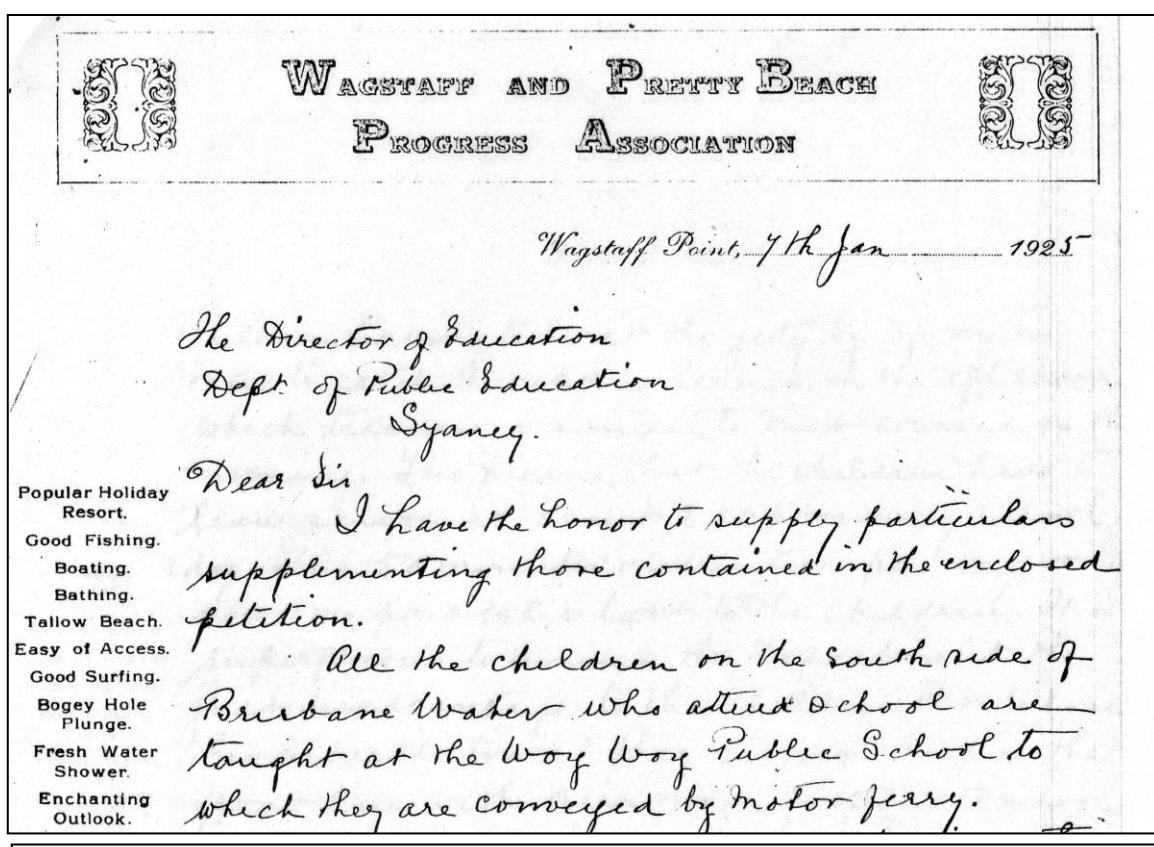
The bay and baths at high tide,
lessons in the lower bush classroom
and the bush track leading to the
upper bush classroom – 2006.



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 7th 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.



Page 1 and Page 5 of the letter to support the application sent by the Wagstaff and Pretty Beach Progress Association 1925

WAGSTAFF AND PRETTY BEACH
PROGRESS ASSOCIATION

Wagstaff Point,

192

be permanently maintained because such an institution would encourage an augmentation of the settled population.

On behalf of my Association I submit these facts supplementing the information contained in the petition, hoping that they will assist the Minister to a favorable conclusion where the request of the petitioners comes before him for consideration.

I Am
Yours Faithfully
J. C Kennedy
Hon Sec

*Wagstaff and Pretty Beach
Progress Association*

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 13th 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

FINAL COMPLETION REPORT

DEPARTMENT OF
EDUCATION
20656 * 23 FEB 1927

IMPORTANT.—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.

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.

District Works Office,

Achiblock Branch

Public School.....

Petty Beach

Nature of Work.....

New School Building

Contractor.....

H. S. Milligan

Amount of Contract, £ 589.00 Stores and Services, £ Total Cost, £ 604.00

Excl. £50.00

Date of Expiration of Builders Risk 18. 12. 26.

Date of Furnishing Insurance Proposal 15. 12. 26.

Date of Expiration of Workmen's Compensation Insurance 18. 12. 26.

Date of Completion of Contract 13. 12. 26.

Floor Area Report Furnished 10. 1. 27

Are any buildings superseded?

If so, are they vested or rented?

Pit or Pan Closets

Pan

Has Furniture been received and fixed?

Yes Registered

8 FEB 1927

Where are keys of Building?

With Mr. Tracy Stonekeeper

(Rule out these spaces that do not apply.)

THE ARCHITECT,
DEPARTMENT OF EDUCATION.

FILED

4 APR 1927

H. S. Milligan
Supervising Engineer.

107127 Teacher instructed to occupy Occupied.....

Sanitary Service.....

Rental Assessment.....

1st Supply Requisition

Occupied.....

THE ACCOUNTANT.....

THE REGISTRAR.....

THE SITE CLERK.....

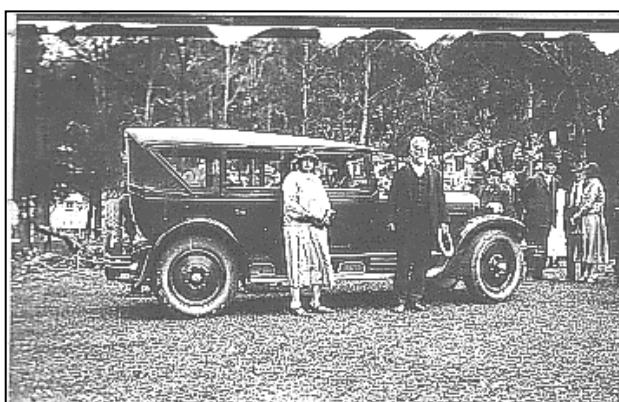
TRAVELLING EXPENSES BRANCH.....

FOR HEAD OFFICE ACTION ONLY.

See w/w FILED

15 JUL 1927

The school opened with the appointment of Mr Charles Allen on 18th 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 11th December 1949, at the age of 63.



Official Opening Celebrations in the school grounds

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 12th 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 10th 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 14th. 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) <u>Public</u>	DEPARTMENT OF EDUCATION
(Name of School) <u>Petty Beach</u>	64116★ 21 JUN 1928
(Post Town) <u>Woy Woy</u>	
(Class of School) <u>9th</u>	
(Date) <u>14th June 1928</u>	
From (Name and office of writer) <u>Charles E Allen, 2B, Teacher in Charge</u> To <u>J Pulland Esq.</u> Inspector of Schools Newcastle South	
SUBJECT (Brief statement of subject matter, written in red ink) <u>Inability to reach Petty Beach School on 14th June on account of heavy gale.</u>	
REFERENCE (Date and Head Office registered number of previous correspondence on this matter)	
<small>NOTE.—Communications respecting different subjects must be made in separate letters. Sign your name at end of your letter.</small>	
22 JUN 1928 <i>LEAVE APPROVED</i> <i>PAY 14 June</i> <i>OSB</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, houses 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 Ellalong 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.

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 20th Birthday in 1947 with a school reunion. Students, parents and teachers dressed up for the occasion.

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



Charles Allen's house in Booker Bay



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

PublicSchool atPretty Beach

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 st Feb, 1927	Charles E. Allen
11	Chasing & robbing cattle & riding same	6 "	*	"	"
9	Disobedience in leaving ground without permission	2 "	*	"	"
9	Disobedience in leaving ground without permission	2 "	*	"	"
6	Cutting and scratching on desks ^{and stools} after being warned	3 Slaps on leg (thigh)	*	24 th Feb.	Chas. E. Allen
7		2 strokes		13 th April	Charles E. Allen
6	Disorder while Rev. Greville was giving religious instruction	2 "		"	"
9		2 "		"	"
7		2 "		"	"
13	Repeated disobedience	14 "		9 th May	Chas. E. Allen
13	Disobedience & insolence	8 "		11 th May	Chas. E. Allen
6 3	Scratching desks	4 "		9 th June	Chas. E. Allen
9	Swearing & fighting	2 "		21 st Sept	Charles E. Allen
13	Disobedience	2 "		1927.	Charles E. Allen
7	Throwing stones.	4 "		23/1/27	Chas. E. Allen
13	Disobedience	4 "		25/1/27	"
13	Larrikinism	4 "	*	1/2/27	Chas. E. Allen
10 1/2	Urging little boys to fight	4 "		28/3/28	Charles E. Allen
10	after having been told not to do so.	4 "		"	"
12 1/2	(second offence)	4 "		"	"
8	Fighting on the way to school & being 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

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
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



Charles Allen
1927



Walter Ingram
1950



Arthur Cains
1955

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 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, Don 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)



Bert and Jean Myer at the school 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.

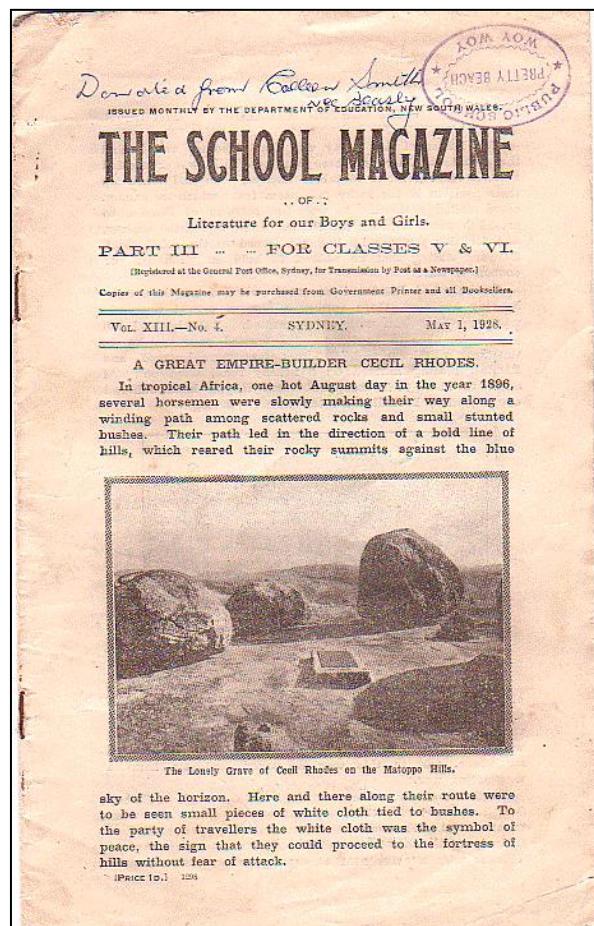
Mr Allen believed in the students knowing about the other side of the world and Colleen remembers him talking about the Baltic Sea and one student asking if the Baltic Sea was near the ‘bogey hole’.

Mr Allen was seen as a strict, but caring religious man who thought girls should behave in

a prim and proper manner. 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.



A copy of the NSW Department of Education School Magazine dated 1st May 1928

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)



Colleen's Gould League Membership Card 1934

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.

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.

PRETTY BEACH PRIMARY		SCHOOL																																										
Report on	LEXIE CAMERON.																																											
Term Ending	December, 1947.																																											
No. in Class	ten	Place in Class second																																										
General Proficiency* Very Good.																																												
Class Teacher	Mrs Allen																																											
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Lex's Year 2 report dated December 1947, written by Charles Allen's wife, Mrs Allen, and signed by Mr Allen
– Lex Cameron

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.

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.

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.

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.



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

Next row l - r: Stella Ward, Carol Ford, Judith Foody, Wendy Annand, unknown, Kinga Gunter,
Valery Harper, unknown

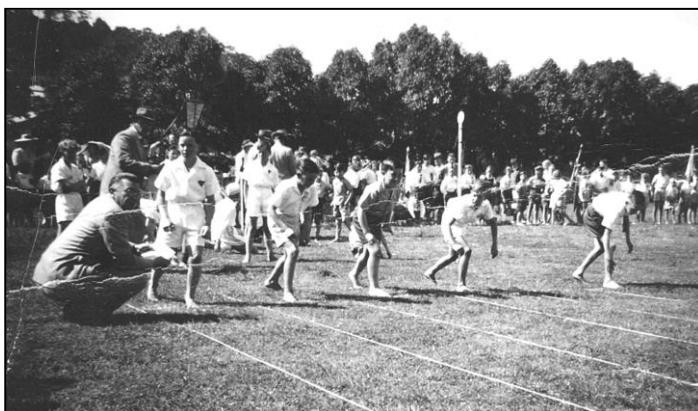
Next row l - r: Trevor Foody, Kerry Baldwin, unknown, Robinson, Johnny Holwell,
Jimmy Murray, John Dale, Bernie McSorley, unknown

Front row l - r: David Robinson, Doug/Alan Dale

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**

Pretty Beach students
assembled
Travelling by ferry for the big day
out
A running race - lining up

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 50th 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 coming to school. 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 18th April 1951

PUBLISHED WEDNESDAY.

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Woy Woy Herald

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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!

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!



Arthur Lockley, Walter Ingram and Lorraine Choras - Staff in 1952

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 Ingolds 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



Mrs Jarrett's house in 1952,
Mr & Mrs Pale's home on the opposite corner

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.



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



Arthur Lockley with his 2/3 class in 1952 or '53



Side view of the school from Pretty Beach Road



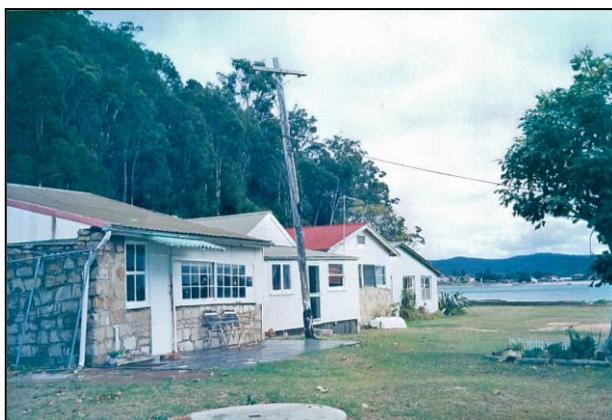
Jan Barnett (or Bennett) and Class K/1 1954



The school's marching team with Arthur Lockley at Grahame Park in Gosford in 1954

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*.

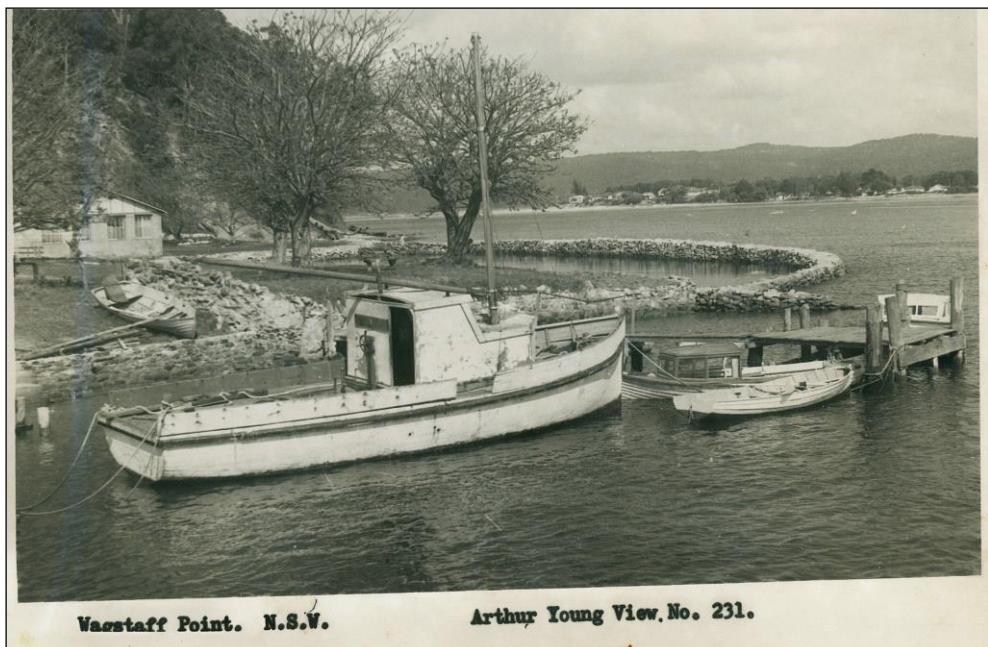
Living conditions were very basic in those days and money was very hard to come by. As a single parent with three kiddies to support it was very tough going for my mother, Margaret Harper, but we always seemed to get by. Families who lived at the point were very close, physically and emotionally.

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.

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.

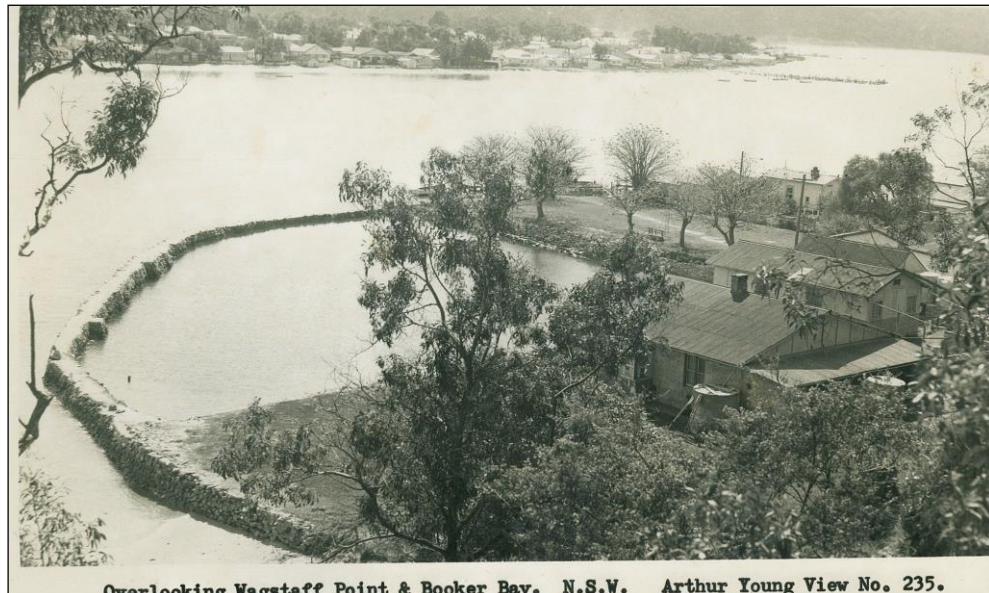
Families on the point would spend days preparing a massive bonfire to celebrate Bonfire Night; the fire site was located on a large span of grass adjacent to the last house on the point. Everyone would gather at the fire to ‘let off’ their crackers, and at the end of the night we would place whole potatoes 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. 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.



Wagstaff Point. N.S.W.

Arthur Young View No. 231.



Overlooking Wagstaff Point & Booker Bay. N.S.W. Arthur Young View No. 235.

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 5th 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.



Gail Harper conducts the class band



Square dancing at Pretty Beach School

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.

Our school was very small, just two buildings in those days. In one room (my teacher was Miss Manning) we had Kinders, 1st and 2nd classes and then in the other building there was 3rd class through to 6th class. The different years were separated by the row in which you sat.



School Concert held on the verandah

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 80th 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.)

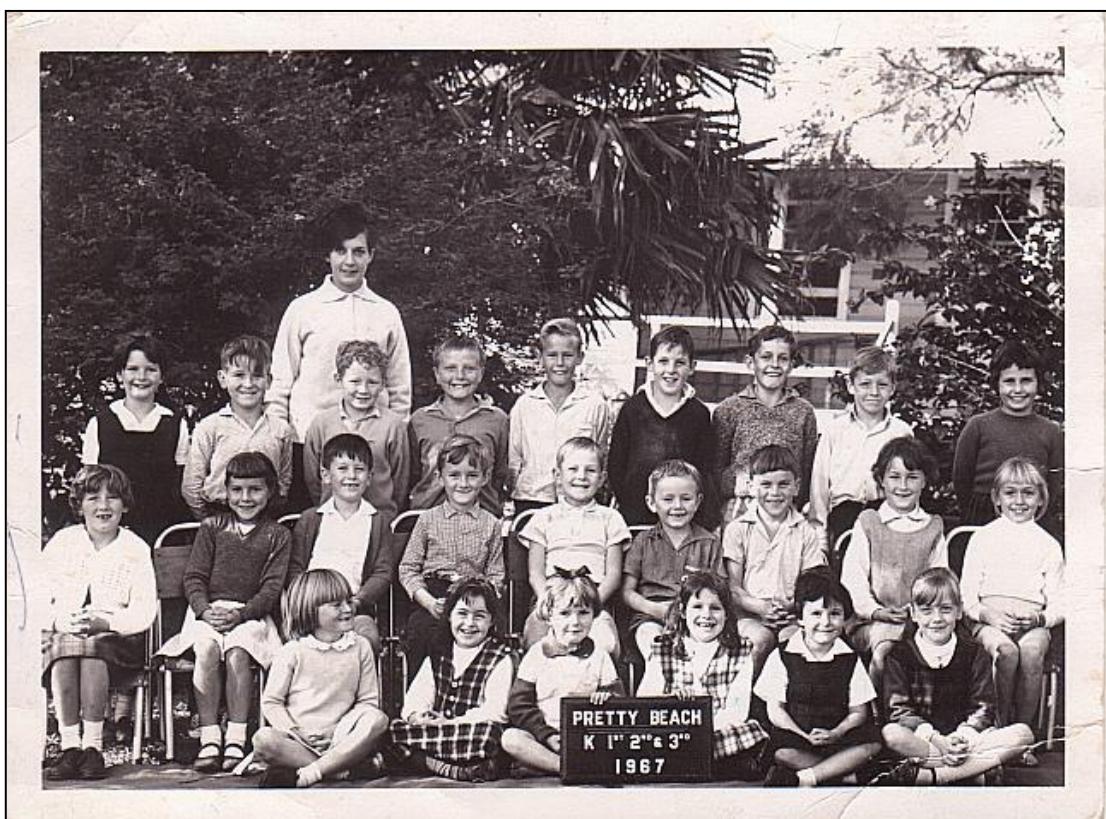
Pam (Hobson) Broderick taught at the school from 1966 – 1967

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

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).

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 and great amusement for Bill and me to watch.



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.



Performances on the Kindergarten verandah

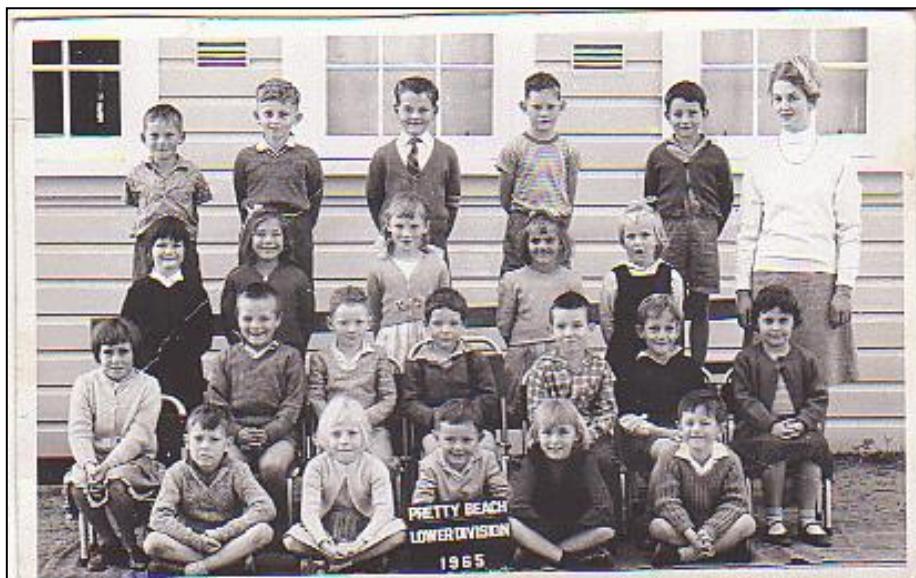


Christmas Concert on the Kindergarten verandah

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.



Esme and Bill Gibbons



Lower Division with Pam Broderick, 1965



Upper Division – 1965 with John James

I found the children to be friendly, respectful and well behaved and their parents always interested and helpful. (2002)



District Sports Day in Gosford - 1968

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 50th 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 dairymen, Mr. and Mrs. Mick Myers, which saw the construction of a single room and porch at Pretty Beach School.

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.

tion member of the first Killcare Surf Club.

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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PERSONAL ATTENTION FOR
ALL BOATING FACILITIES

PAGE 80—CENTRAL COAST EXPRESS ANNUAL, 1977

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, Stirtons, 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

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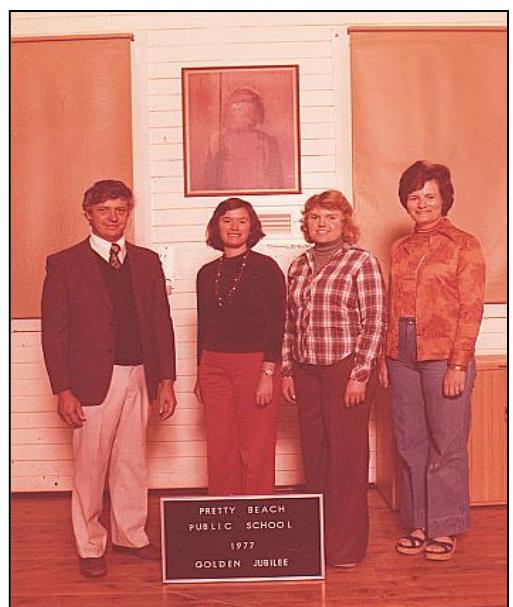
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PHONE GOSFORD 60-1281

Longest established Agent in Killcare



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.



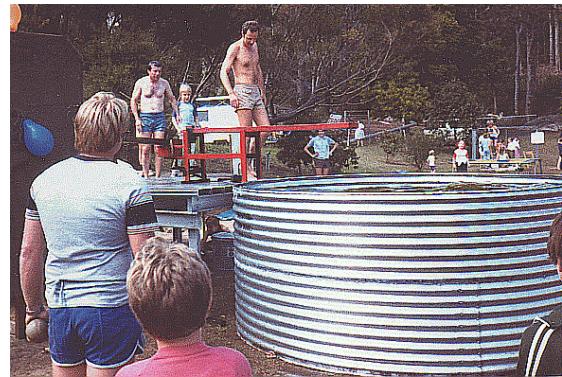
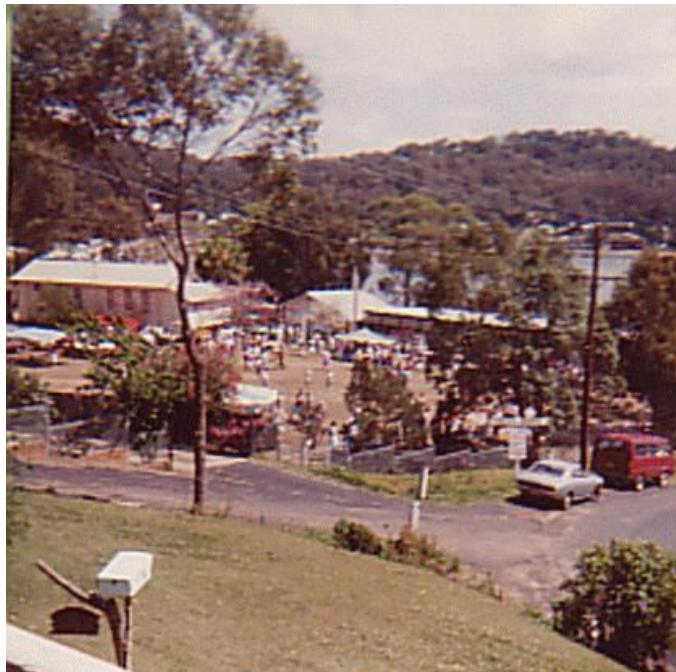
For a while instead of a bell to call students to class, music was played through the PA system. Mr Tarbox was greatly admired, especially when he allowed himself to be dunked in the tank at the annual fete! (2002)



Tree planting in 1982



Staff in 1982



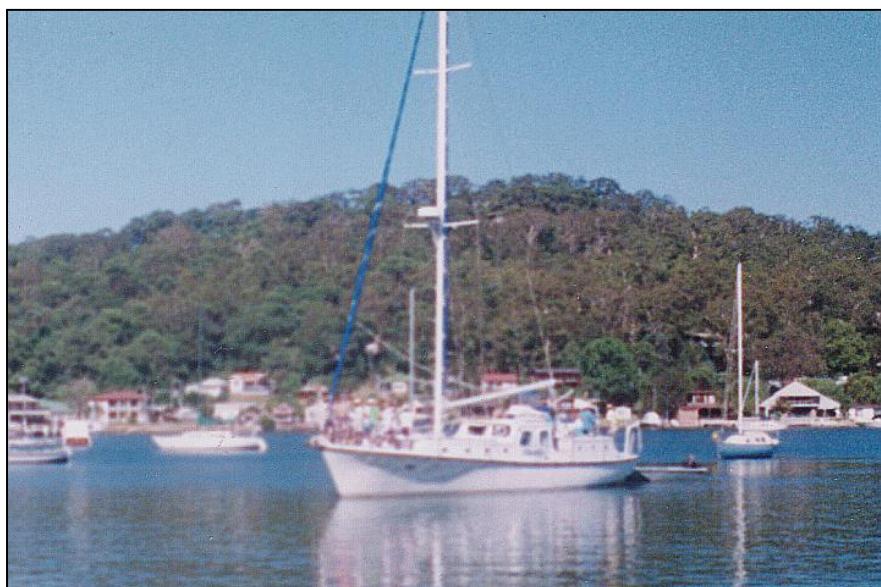
The school fete from above the school and the tank dumping attraction

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 Bridgment 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.

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.



Ashleigh's memorial
'Forever Our Friend'

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 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



The shade shelter, the remains of the V tree and newly planted grass on the playground

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.

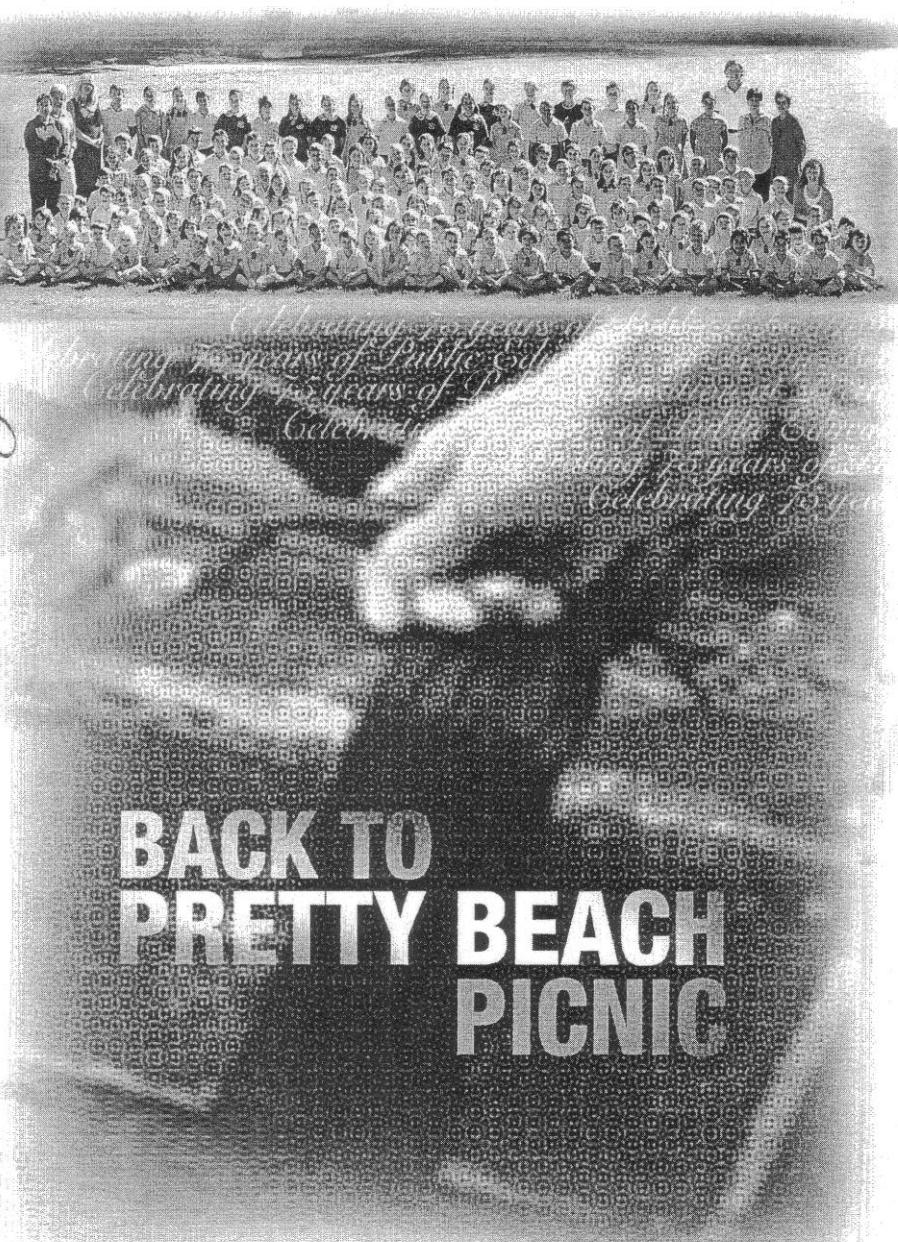
We also held a day of reminiscing for students where they were able to play games and experience lessons that might have taken place in the early days of the school.

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)



75TH BIRTHDAY CELEBRATIONS IN 2002

*Celebrating 75 years
of Public Education at Pretty Beach*



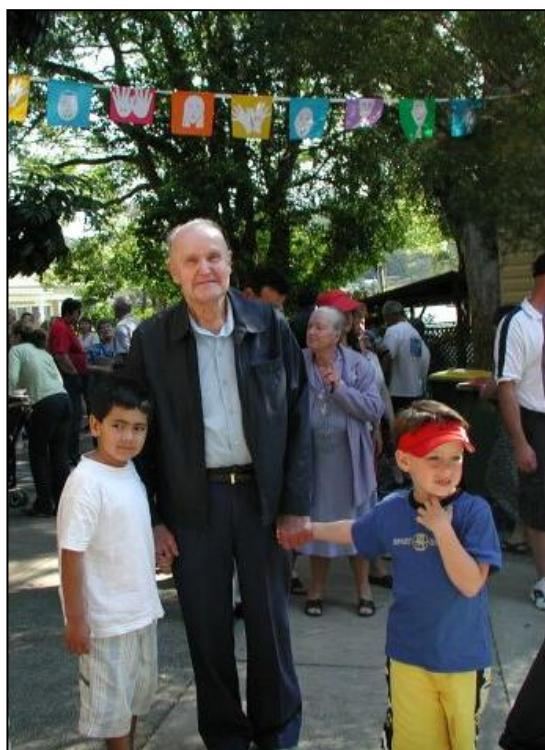
**SATURDAY 14th SEPTEMBER
11.30AM – 3.30PM**



**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

Students' artworks on display in the library (the original school building) for the 75th Birthday
Celebrations



Former students, Bert Myer (1920s) and Colleen Smith (1930s) at the 75th Birthday Celebrations and past students and visitors viewing the memorabilia on display



Enjoying the BBQ, picnic and the craft stalls in the playground
for the 75th 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 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.



One of the rainwater tanks outside the present administration block



The first of the new school buildings, a double classroom now occupied by Years 6 and 4/5

This has resulted in many improvements. The school has been able to plan for the construction of a COLA (Covered Outdoor Learning Area). 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.



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.



The three murals were painted by Sue Richardson, the mother of past and present students

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.

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. 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)

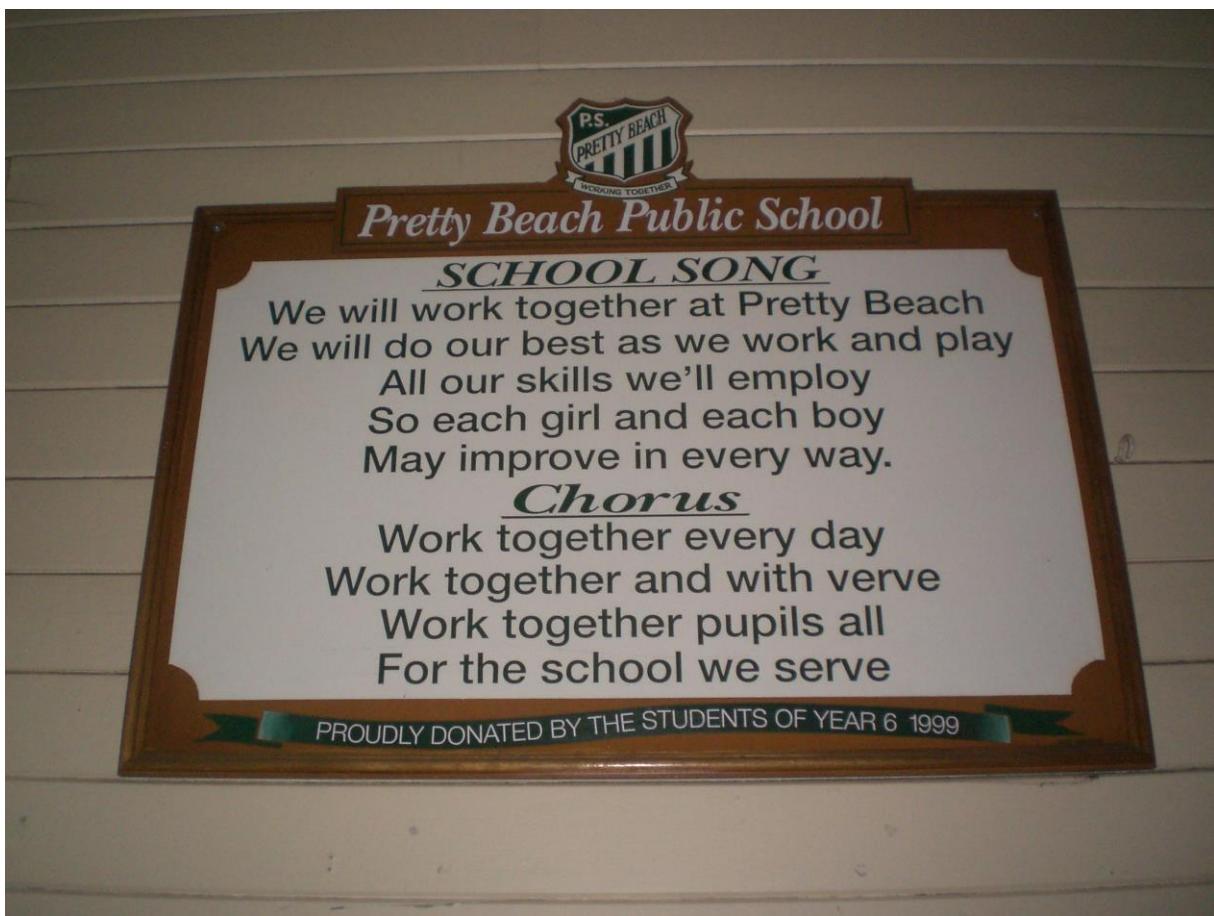


2008
Pretty Beach Public School's Captains and Vice Captains, Joss, Oliver, Jessica & Ashley, and below the Sport House Captains and Vice Captains of The Kookas, Luke, Tom, Tarni & Sunniva, and The Pellies, Dannika, Reece, Madilyn and Alex. Banners held by the students were made by Angela Sparks in 1993





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'
 Writer of words unknown

Notes

In 2002 when Pretty Beach Public School was due to celebrate its 75th 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 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, 26th 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 life saving since 1910; he was also to become the first branch Life Member, another first in the history of Killcare.

April 5th 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.

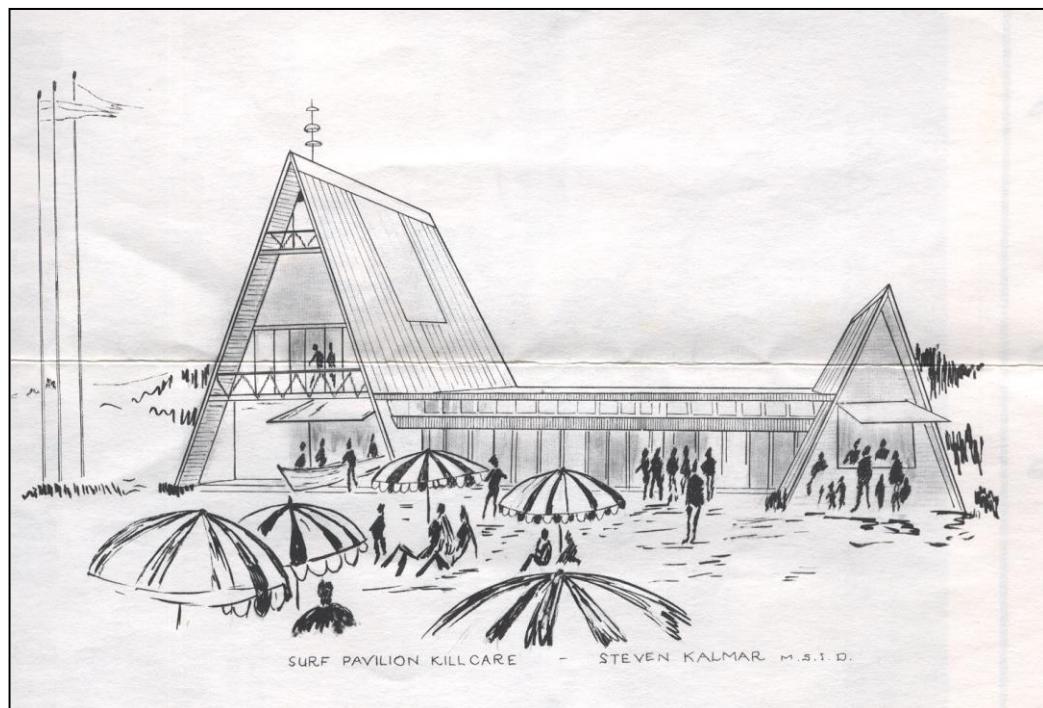
At the Annual General Meeting in September 1969, two Gosford Council Members were invited to inspect the surf clubhouse. They agreed that something had to be done as the general condition was appalling.

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. 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.



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 8th 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

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.

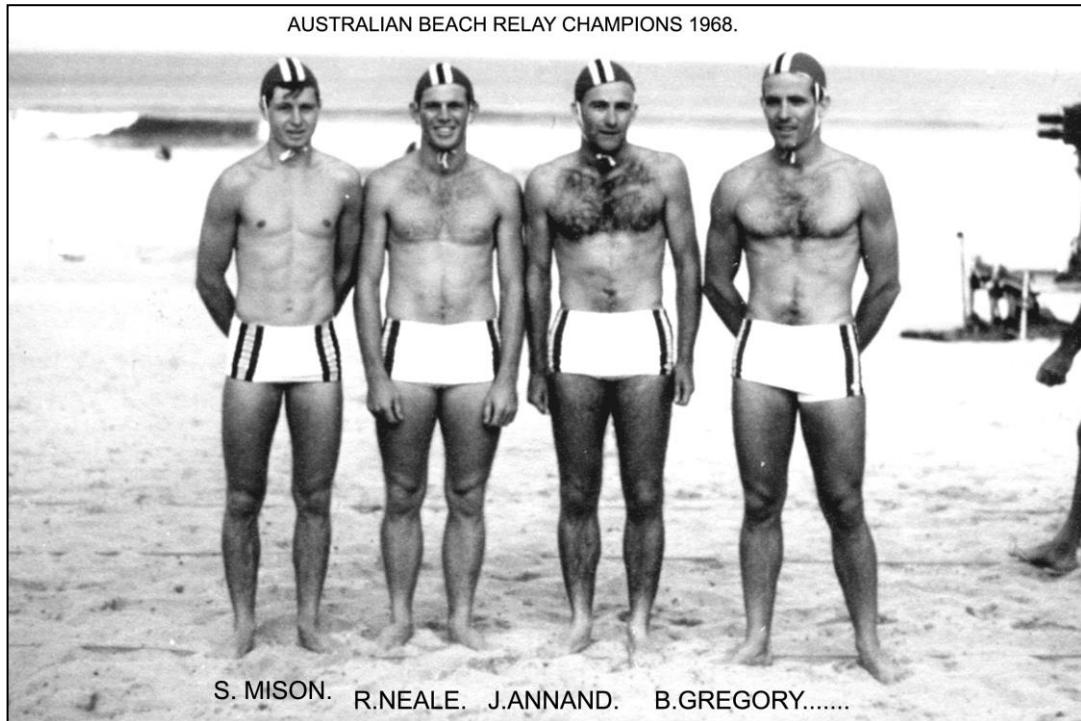
The young Lex Cameron continued to be a competitive force for the club over a period of possibly 20 years and can only be described as a swimming icon. He was still swimming with our Winter Swimmers in 2002. His brothers, Jack and Allan, were keen boatmen, Allan being a sweep for a number of years

Killcare boat crews over the years have been hampered by old and heavy boats but were renowned for their big sea challenges.

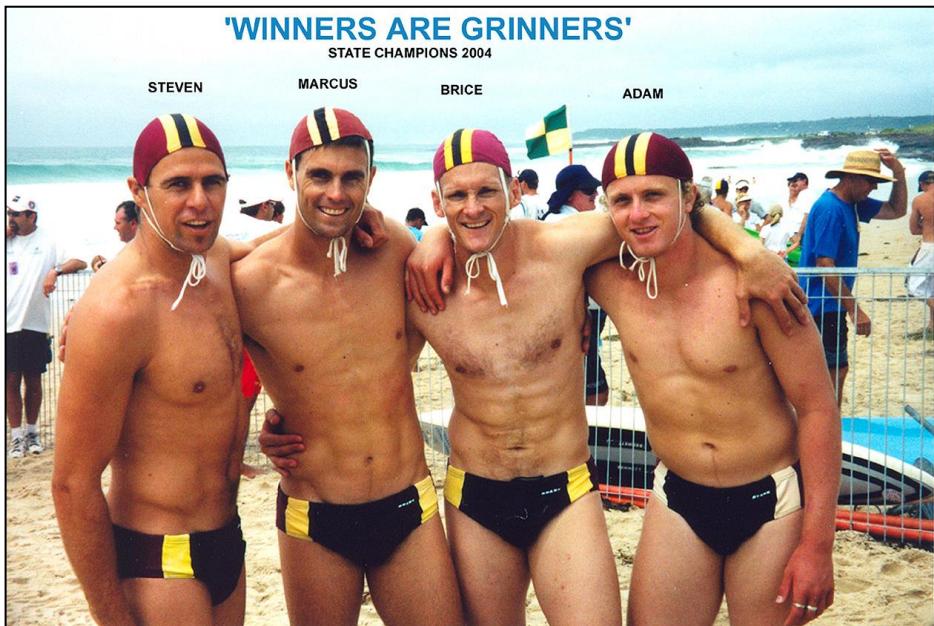
Possibly our best years for boats were in the late '40s when a Junior and Senior branch title were won. 1953, with Ron Walters sweeping, saw us make the semi-final at Manly, only to crack a big one and land at the next beach.

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.

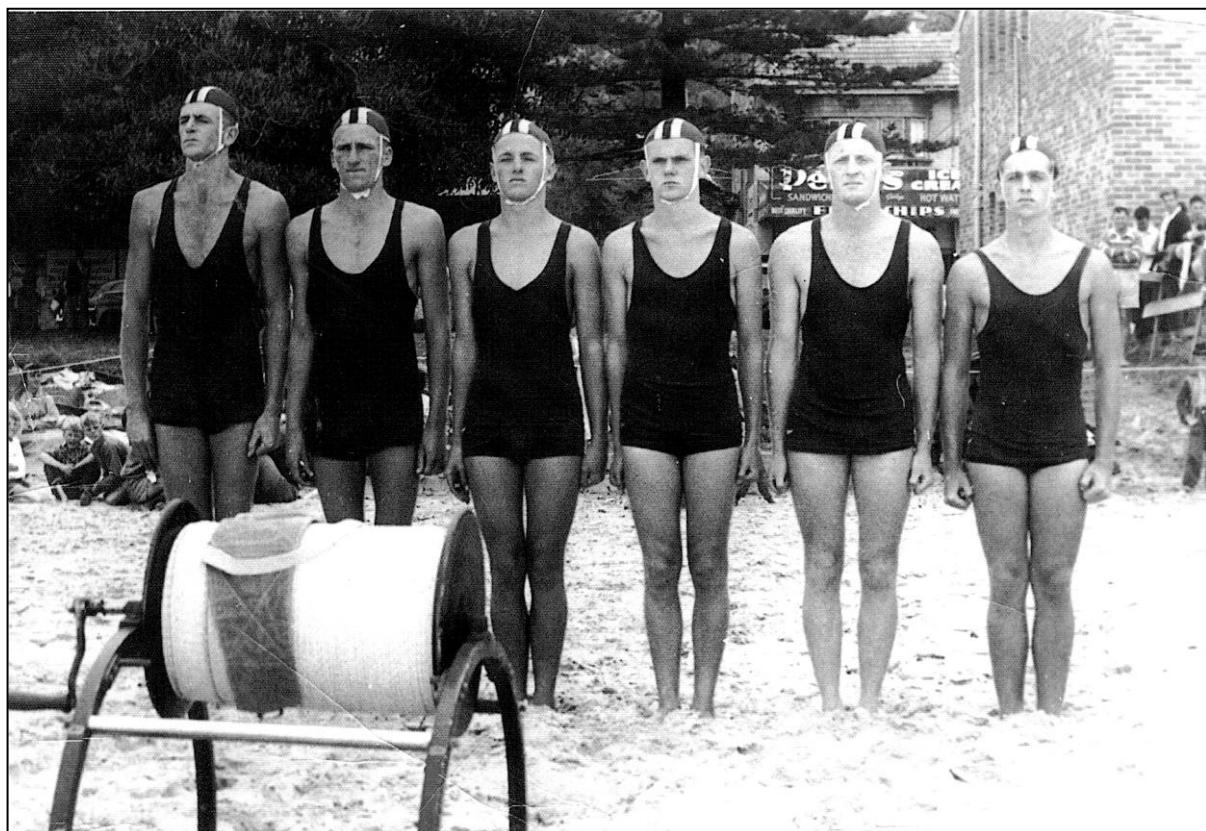
Sunday was club events: swims, beach events, cracking the occasional boomer in the boat. It was all part of that wonderful time of youth at Killcare, a time of growing up, of friendship, competition and the making of a better man.

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 Ginn added to the history with this story of Surf Carnivals written on 22nd August 2003.

Carnivals.



KILLCARE R.& R. TEAM 2ND PLACE BRANCH CHAMPIONSHIP 1958
K. NOWLAND J.SAUNDERS L.CAMERON A.MURPHY B.GREEN W.MURPHY

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 2nd and 3rd 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.

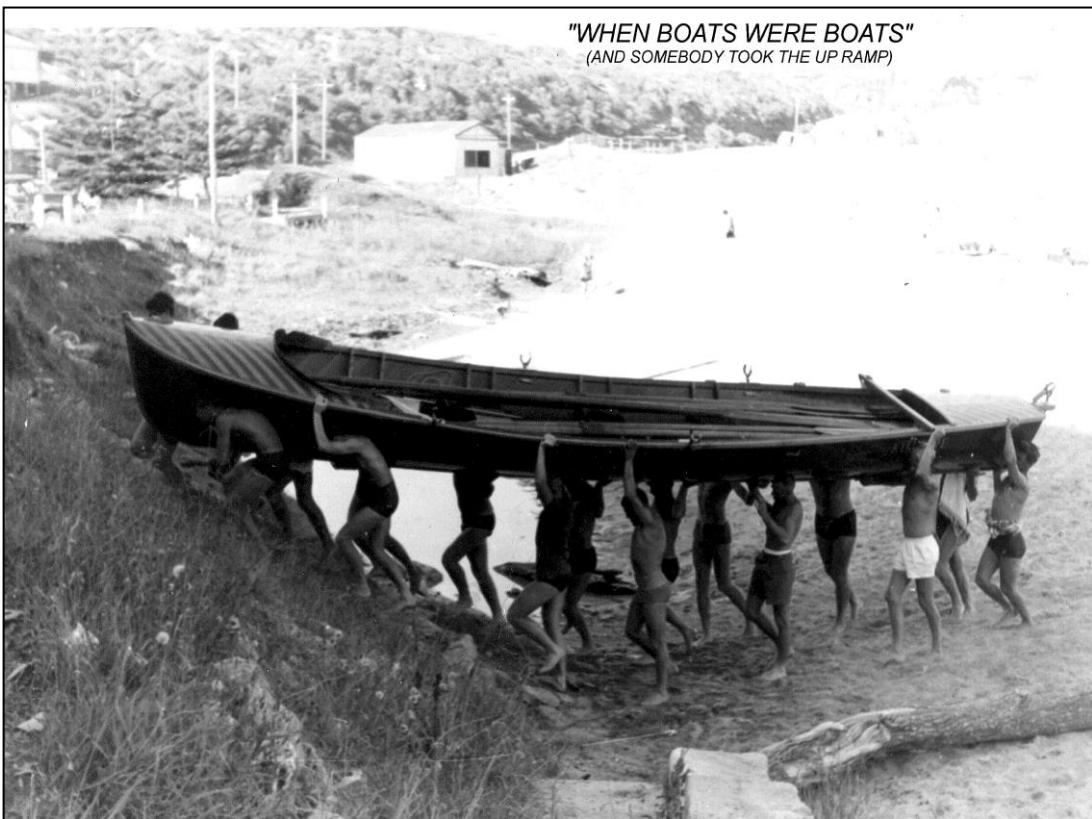
BLUEBOTTLE II (pictured) was a local product. It was a 'two-ender' plank boat, built by local boat builder, Jack Chivers, of Wagstaffe. After many years of service, this very heavy beast was donated to Port Moresby Sea Scouts, with cost of renovation met by Mona Vale Surf Club and freight by Bondi Surf 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.

KILLCARE LADIES AUXILIARY 1955.
LtoR. PAM HOOKER, SHIRLEY BURKE, JAN BURKE, DOROTHY MARTIN, BEV ANNAND,SANDRA BUCKWORTH
JAN TAYLOR, HELEN DICK, IRENE OWENS, PAM McCARTHY, HELEN BLACKALL.





OUR LADIES....SUMMER BALL..JAN..53.



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 18th 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 names, 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 18th 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.

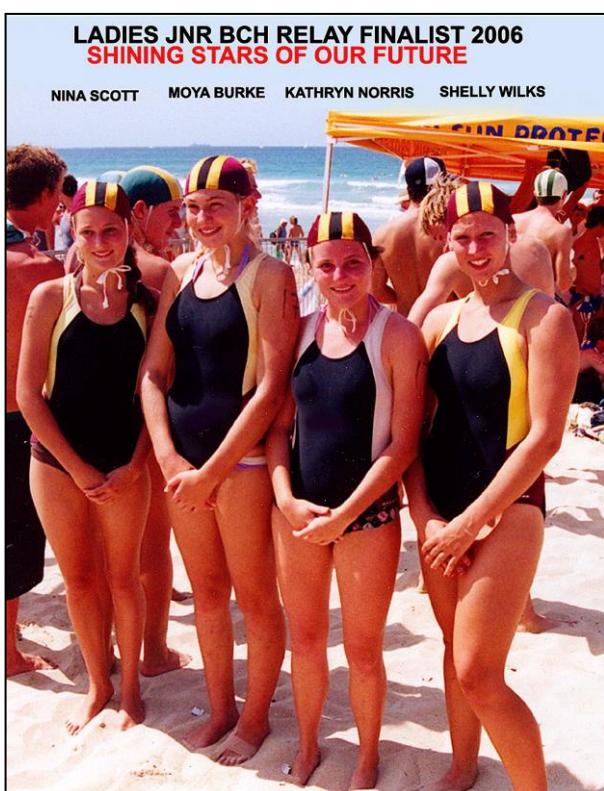
From early 1982 the club commenced to compete at local inter-club carnivals on the Central Coast and at State Titles.

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 14th March 1982.

On the 11th 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
