

Woodleys Cottage
Broken Bay Customs Station
Station Beach, Barrenjoey

*"When worn out with city cares
and weary with its strife,
then hie thee unto Broken Bay
to renew thy lease of life"*

F. S Stacy, Barranjoey Visitors Book
17 March 1900

There was a holiday at Barrenjoey; spent in an old stone cottage called Woodleys Cottage **at the foot of a steep track (smuggler's Track) leading up to Barrenjoey Lighthouse.** - To get there we had to row from Gow's Wharf at Palm Beach, Pittwater. In those days Palm Beach and Cronulla were regarded as far enough to go for a holiday; but on one occasion we let our hair down and rented a cottage at Wallarah Point, Tuggerah Lakes, reached by launch down the creek from Wyong. I can still taste the succulent prawns we used to catch there.

Incidentally, the stone cottage under Barrenjoey was one of three customs cottages built in 1862 together with a substantial stone jetty. The customs station had been established there prior to this, in fact in 1843, as a result of the increased smuggling in Broken Bay. As early as May 1846 the Commissioner of Customs in London reported that the Custom Station at Broken Bay had been "successful in checking smuggling."

Prior to the first World War transport to the Peninsular and Palm Beach in particular was, to say the least, difficult. Proceeding from Circular Quay one took a ferry to Manly, then a horse-drawn streetcar to Narrabeen where a ferry crossing was made of the lake. A sulky continued the journey to Church Point and finally one took another row-boat ferry to Palm Beach.

At the time we were there, **the Summer of 1919/20**, transport had improved to the extent that we were able to travel by launch from Newport to Palm Beach where a small wharf had been built at Gow's boat-shed, **immediately south of Observation Point.** From there we proceeded by row-boat to the old Customs Jetty.

At that time Palm Beach Telephone Exchange had only 14 subscribers, and the Barrenjoey Lighthouse was still lit by a kerosene lamp consuming 4 gallons of kerosene each night.

I'm not sure how my parents came to choose a Barrenjoey custom house for a holiday but I have a vague recollection that it was through their friends Ma and Pa Shimmels who was superintendant of Prison Farm Homes for Juveniles at Mittagong. Many a time we returned from a visit to Mittagong loaded up with fruit and vegetables.

From A life enjoyed. Shorter, James Russel. 1991. Retrieved from;
http://rus.shorter.net/a_life_enjoyed.txt

Smugglers Track

The track above this cottage is what is known as 'Smuggler's Track' and was built by five convicts as an access way to Barrenjoey Headland. It was to be used by the Customs Station which was established at the bottom of the headland.

Directions from Colonel Gibbs of the Customs Service, Sydney was to *"Form a winding path up the south face of the mountain by clearing the bushes and making steps where required, to a flat place on the top near the western end where a sentry box or watch hut is to be built and a flag staff erected."*

When the Customs Station was established, ships were required to report before entry into Broken Bay, so a watchman was posted to observe vessels arriving and departing.

The Smugglers Track is steep and narrow with panoramic views of Pittwater and the coastline south from Palm Beach.

Distance to lighthouse: 500 metres (approx. 20 minutes)

Information from "Tales of Barrenjoey" Jervis Sparks, 1992. National Parks and Wildlife Service NSW

Cottage would have been built of Hawkesbury sandstone.

1843- Customs Station set up under John B Howard. Near ranger's cottage

Further:

Rum, brandy and tobacco smuggled.

1. [Family Notices](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Saturday 15 June 1872 p 7 Family Notices

... Mr. J. L. Beeston, of a son. BLACK-June 8, at **Barranjoey**, the wife of Albert T. Black, of a son. ...

Contour Map: ({{Information|Description={{en|1=Contour survey of part of Barrenjoey Head, Broken Bay - showing position of proposed lighthouse, by James Barnet - NSW Colonial Architect, 1877}}|Source=http://recordsearch.naa.gov.au/scripts/Imagine.asp?B=4957003|Autho)

Abolition: The Commonwealth of Australia Act, 1901.

Administrative history note: As part of a general move to place all colonial customs services under the direct control of the Commissioners of Customs in London Michael Cullin Cotton and Burman Langa were appointed by the British Treasury to be Collector, and Comptroller of Customs in July 1828. These men took up duty from 2 February 1829.

These officers were not only responsible for the collection of local revenues and the regulation of local trades but were also charged with the important duty of enforcing the laws relating to navigation and trade throughout the British Empire. In 1852 the control of all revenues of the Colony of New South Wales was transferred to the local Legislature, however, the Customs

continued to be a kind of semi-Imperial institution. The Tide Surveyors carried out a general supervision of everything connected with Customs afloat, measured vessels under the Merchant Ships Acts, and even carried out provisions of the Chinese Immigration Act of 1861.

The Commonwealth of Australia Act, 1901 transferred of the Customs Department to the Federal jurisdiction. The collections of customs and excise by the New South Wales Government ceased on 31 December 1900.

References:

Golder, Hilary. *Politics, Patronage and Public Works. The Administration of New South Wales 1842-1900* UNSW Press. 2005

McMartin, Arthur. *Public Servants and Patronage*. Sydney University Press. 1983

NSW Government Notices [Blue Books] 1862 - 1869. NSW Government Printer.

NSW Government Gazette. 1834 - 1900. NSW Government Printer.

From:

<http://investigator.records.nsw.gov.au/Entity.aspx?Path=\Agency\4991>

PALM BEACH, Barrenjoey.-Bungalow,,"furnished, _sur.',, fish., tennis.
W. Woodley. 'Ph.. N. S35. PALM. "BEACH-Furnished Cottages to Let or Sale, 2 bedrooms, large verandah, near surf. _ Albert Verrills, Palm Beach, Pittwater.

From: Advertising. (1919, April 26). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 22. Retrieved September 7, 2011, from

<http://nla.gov.au/nla.news-article28098303>

column alphabetically.

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<u>Registration Number</u>	<u>Last Name</u>	<u>Given Name(s)</u>	<u>Father's Given Name(s)</u>	<u>Mother's Given Name(s)</u>	<u>District</u>	<u>Purchase Certificate</u>
9381/1886	WOODLEY	JESSIE MA	ELI	LILLIAS A E	NEWTOWN	Buy Now
10463/1889	WOODLEY	VIOLET D	ELI	LILIAS A E	MANLY	Buy Now
20954/1890	WOODLEY	ATTLE G	ELI	LILIAS A E	MANLY	Buy Now
21744/1893	WOODLEY	WILLIAM A	ELI	LILIAS A E	MANLY	Buy Now

20356/1905	WOODLEY	LILIAS M	ELI	LILIAN A E K	ANNANDAL E	Buy Now
868/1898	WOODLEY	HARRY J	ELI	LILIAS A E K	ANNANDAL E	Buy Now
22055/1909	WOODLEY	ARTHUR E	ELI	LILLIAS A E	ANNANDAL E	Buy Now

< Previous | Start | 1 | End | Next >

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Eli's Death

19810/1939	WOODLEY	ELI	GEORGE	TREW	MARRICKVILLE
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First Marriage;

7375/1921	APLETT	ALBERT H	WOODLEY	JESSIE L	ST LEONARDS

Albert's Death

13321/1936	APLETT	ALBERT HARRY	HENRY ALBERT	ELSI E	CHATSWOOD
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ENGAGEMENTS.

MALCHER -APLETT –The Engagement is announced of Mrs Jessie L. Aplett of Waverton to Mr. J.F.V. Malcher of Lavender Bay.

Family Notices. (1938, June 7). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 10. Retrieved from <http://nla.gov.au/nla.news-article17473566>

Marriage:

14950/1938	MALCHER	JULIUS FRANCISCUS VICTOR	APLETT	JESSIE LILIAN	NORTH SYDNEY	Buy Now
14950/1938	WALCHER	JULIUS FRANCISCUS VICTOR	APLETT	JESSIE LILLIAN	NORTH SYDNEY	

WOODLEY. - The friends of Mr and Mrs ELI WOODLEY and FAMILY are respectfully invited to attend the funeral of their late dearly beloved SON and BROTHFR Harry James to leave their residence 80 Trafalgar Street Annandale Till (Saturday API m NOON at It for C of E Cemetery Rookwood, via Stanmore station.

Family Notices. (1915, January 2). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 9. Retrieved from <http://nla.gov.au/nla.news-article15547824>

1. [Family Notices](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Friday 25 August 1939 p 9 Family Notices
... CHARLES INNES and SON. UW0259. 28 Darcy Street!
Parramatta. **WOODLEY.-The Relatives and Friends of in» »'late ELI WOODLEY date of Canterbury! .iro invited to attend his Funeral; to leave our Funeral ... nterment In the Church Cemetery. WOOD COFFILL LIMITED. MATTHEWS.-The Relatives and Friends of Mr. ELI ...** 2183 words

- o Text **last corrected** on 8 July 2011 by anonymous

2. [Family Notices](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Saturday 26 October 1907 p 26 Family Notices: ... **ELI WOODLEY** are kindly invited to attend the Funeral of their dearly beloved BROTHER, Arthur ... 1806 words; MURRAY -The Friends of Mrs and Mr GUS HOLLEBONE and Mrs and Mr ELI WOODLEY are kindly invited to attend the Funeral of their dearly beloved BROTHER, Arthur (Bob) Murray to move from his late residence 53 Egan-st, Newtown THIS SATURDAY AFTERNOON, at 1 45, for Rookwood LOYAL ST JOHN'S LODGE, No 6, M.U.I.O.O.F.

(Newtown) -The Officers and Members of the above and kindred Lodges are requested to attend the Funeral of our late Brother, ARTHUR J MURRAY, to leave 53 Egan street Ncwtown TO DAY, Saturday, at 1 45 p m, for Newtown station thence to Necro- polis. By order J M. O'DONOHUE, N G , JAMES TRAHAIR, Fin. Secretary.

Eli Woodley, on remand, charged with kicking a boy named Thomas Verney on the arm and breaking it at a picnic given at Emu Plains in September, again appeared before Mr. Crane, S.M., at the Redfern police court on October 31. A portion of the evidence in this case has already been published. Dr. Williams deposed to having examined the boy at the infirmary and finding him suffering from a fracture of the humerus, which might probably have been caused with a kick ; but as there were no bruises about the arm, he rather inclined to the opinion that it was caused by a fall. Edmund Buiko deposed that he witnessed the whole occurrence. The prisoner did not kick the prosecutor ; but pushed him and he fell, and said his arm was broken. Woodley expressed regret at the accident, and said he would not have pushed him but for the provocation he received from Verney and another boy. Several witnesses gave the prisoner a very good character. The S.M. committed him for trial, bail allowed, securities in £850.

Miscellaneous Items. (1883, November 10). *Australian Town and Country Journal* (NSW : 1870 - 1907), p. 13. Retrieved from <http://nla.gov.au/nla.news-article71005491>

1. [Family Notices](#)

The Sydney Morning Herald (NSW : 1842 - 1954) Saturday 20 March 1915 p 16 Family Notices

... and Mrs. **Eli Woodley**, of Annandale. Present address, 220 Sydenham-road, Marrickville.

1. [Family Notices](#)

The Sydney Morning Herald (NSW : 1842 - 1954) **Saturday 30 January 1915** p 14 Family Notices

... Honorah O'Brien. Mr. and Mrs. **ELI WOODLEY**, of SB Trafalgar street, Annandale, desire to return THANKS to ... 7210 words

LINK to Bowen Bungaree History

JUNE 12; 1789 Governor Phillip discovered that Broken Bay was the estuary of a river. He was rowed up the broad stream, to which he gave the name Hawkesbury. Broken Bay was used as a refuge by small coastal vessels for many years. On the southern headland, known as Barranjoey, a Customs House was opened in April, 1843. It continued to operate until the end of 1900

AUSTRALIAN ALMANAC. (1967, June 14). *The Australian Women's Weekly* (1933 - 1982), p. 19. Retrieved from <http://nla.gov.au/nla.news-article43017248>

September 27th, 1919 held the record for heatwave temperatures, reaching 92.3 degrees. Sydney was heading into The end of the The Great War (WWI)

Weather for January 1920: Metrological Unit Commonwealth Weather
Ihn eau, Friday. Average annual rainfall at Sydney Total from January 1, 1920, to date, 270 point Total for corresponding period of 1919 83 points. Barometer-0 am, 2.1831, 3 pm ,0821, 0 p,m , 20 014 ' Temperature-0 am. 70 1, 1 pm, 73 1; 3 pm, C8Ü, maximum 7o2, minimum 04 7 humidity- 0 am, 71 per cent, 3 pm, 67 per cent., 0 p in , 74 per cent Wind -Greatest velocity, 28 miles from the south at 3 20 pm. **Coastal Reports:**

Newcastle, SSE, strong, fine, and clear, sea

METEOROLOGICAL REPORTS. (1920, January 10). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 15. Retrieved from <http://nla.gov.au/nla.news-article15874730>

SATURDAY, DECEMBER 25, 1909. CHRISTMAS IN SYDNEY.

Undismayed Campers.-All day yesterday and up to a late hour last night the Central Railway Station and other places whence campers set out for their Christmas holidays were full of human interest. Undeterred by the prospect of wet holidays bands of young men and many family parties were to be seen carrying tents and the other Impedimenta of campers. The trains to Cowan, Berowra, Hawkesbury, Woy Woy, Tuggerah, and Lake Macquarie were crowded, and an equally large number went to the southern coastal resorts. The mountain trains were well filled, and all the hotels, coffee palaces, and boarding houses should be packed. Thousands

went to Middle Harbour, North Harbour, Manly, Narrabeen, Mona Vale, Bayview, Newport, and Barranjoey. Most of the campers seemed to have prepared for hot weather, which tests the camp-craft of young Australia in a way rarely experienced at Christmas time. There were plenty of complaints about the over-crowding of trains, but good humour and an evident intention to make the best of a limited accommodation were manifested on the whole.

Population of Australia.-A return Just issued by the Commonwealth Bureau of Census and Statistics shows that the estimated population of Australia increased during the three months from June 30 to September 30 by 26,818 persons, the total at the latter date being **4,346,444**. During the period under review New South Wales gained 10,728, Victoria 7647, Queensland 4339, Western Australia 2206, and South Australia 1015, while Tasmania, the solitary State which shows a decrease, shows 17 fewer persons than at the end of the previous quarter. It is also significant that while the total decrease is only 17, Tasmania lost altogether 149 male.?, deducing the total by a gain of 132 females.

The Sydney Morning Herald. (1909, December 25). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 8. Retrieved from <http://nla.gov.au/nla.news-article15075768>

.-October 28, at her mother's residence, Manly, the wife (nee E. L. Geddes) of R. H. B. Crouch, master mariner, of a daughter.

HALES-In sad but loving remembrance of our dear son and our dear brother, Alexander George Hales, who was mysteriously drowned in the sailing boat Gift whilst sailing to Barranjoey November 7 1908 aged 18 years. Inserted by his loving parents brothers and sisters. Thy will be done. English papers please copy.

Family Notices. (1909, November 6). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 14. Retrieved December 3, 2011, from <http://nla.gov.au/nla.news-article15084197>

MADDEN-In loving memory of my dear husband and our dear father, Michael Madden who died on the 10th February, 182(3)7, at Barranjoey Sweet Jesus have mercy on his soul Inserted by his loving wife and children.

Family Notices. (1905, February 16). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 4. Retrieved from <http://nla.gov.au/nla.news-article14699491>

1. [DEATH AT BARRANJOEY.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) **Wednesday 18 March 1891** p 5 Article

... DEATH AT **BARRANJOEY**. The City Coroner held a magisterial inquiry at **Barranjoey**, Broken Bay, yesterday, on the body of a child named John Joseph Eckman, 18 months old, the son of a **Customs** boatman, ... Captain Champion found the child lying in the water near the **Custom's** wharf , the body Was recovered, and ... 168 words

DEATH AT BARRANJOEY.

The City Coroner hold a magisterial inquiry at Barranjoey, Broken Bay, yesterday, on the body of a child named John Joseph Eckman, 18 months old, the son of a **Customs** boatman, Frank Eckman, stationed at Barrenjoey. On Monday tho child, John, was playing on the beach in company with two brothers while the father was gathering seaweed. Suddenly the little fellow was missed. Captain Champion, the father, and others, organised a search party, and in about half-an-hour Captain Champion found the child lying in tho water near the Custom's wharf . The body Was recovered, and efforts to restore animation were resorted to for an hour and a-half, but without success As the nearest doctor was at Manlv, 20 miles away by road, he was not sent for Dr. Watkins, who accompanied the coroner for Manly, viewed the bodv, and was of opinion that death was duo to asphyxia, the result of drowning D10 Coroner found that the child was accidentally drowned.

1. [Old lighthouse cottage now sculptor's studio Art student has lease of ruin on lovely Palm Beach headland for 5'- a week](#)

The Australian Women's Weekly (1933 - 1982) **Saturday 20 May 1950** p 32 Article Illustrated

... **Beach** on the left. **Pittwater** is on the right. Front of the house faces this nay. PICTURESQUE little ... Old lighthouse cottage now Art student has lease of ruin on lovely Palm **Beach** headland for 5'- a ... the **beach** to the lighthouse means strenuous hauling for Bruen, David, and John. Freestone is ... 1809 words

LOST MYOLA.

A preliminary inquiry into the loss of the collier Myola was commenced at the Customs House yesterday morning, before Captain Cumming, Superintendent of Navigation. Mr. Russel represented the owners, the Australian Steamships, Ltd.; and Messrs. Sullivan and Murray appeared for the Merchant Service Guild and the Seamen's Union respectively. The inquiry will be continued at 10.30 a.m. to-day.

Quantities of wreckage supposed to have come from the collier Myola have been picked up on different parts of the coast, between Barranjoey and Manly. Some of this appears to have drifted well away to the northward, as the Navigation Department has been Informed that oars and fittings were washed up at Palm Beach. A large number of coal baskets have also been thrown up on the beach south of Long Reef.

LOST MYOLA. (1919, April 4). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 7. Retrieved, from <http://nla.gov.au/nla.news-article15832730>

Three Fifties And A Ten. Or, Running Contraband on the Hawkesbury.
[FOR the "GAZETTE."] (By COOYAL.)

MANY a queer old yarn have I beard from the old hands on the Lower Hawkesbury about smuggling ; and in my many trips up and down the river from Barranjoey to Windsor, and Windsor to Barranjoey, these old identities have pointed out to me the numerous rendezvous of old where so-and-so had landed their barrels of good French brandy. In foot, I have been assured, more than once, that hundreds of kegs of good spirit are still hidden in the sands up Pitt Water-even close behind the light house. . Smuggling has been indulged in by all peoples-and probably always will be, so long as the iniquitous Customs laws obtain. Some of the best men have smuggled, and have seen no harm in it. More over, there is a spice of danger in it, and this, together with the prospect of gain, gives a zest to the enterprise.

I cōjfrul »pin Borne queer yarn B abouti smuggling on the South Coast of England, in which personal friends-people who moved in good society, too, and who were considered ' sans reproche '--of my own were engaged. I have often heard the parties laughing, over their pipes and grog, at their adventures; and therefore, it is not to be wondered at that I deemed the offence a very small one when I began to sail the briny. To be candid, I have done a bit of smuggling in England, France, and Spain, and once in New South Wales -the latter affair is what I am going to write about. I am not going to take my readers back into the early days-the long ago which so often gives a spice of fiction to what was actually true-but only a few years ago. It was Christmas time, and a party of us-only a round dozen or so, I think, there were-had just finished a fortnight's cruise on the Hawkesbury in a beautiful little half-decked yacht, called the Spray. We had sailed her round from Sydney, and had gone as high up as Sackville. We had enjoyed ourselves immensely -in fact, had had what is termed a " high old time of it."

We had fetched Long Island in the afternoon of Boxing Day, and having dropped the kellick just before the railway embankment, we left the two hired hands aboard, while we went up to Everingham's to have tea before most of our party returned to Sydney by train-for their leave expired that day. Two others and myself, and the two men before mentioned, were going round with the Spray to Port Jackson; and would start, if the breeze held, as soon as the train left with our companions. We gave them a hearty cheer as they steamed away from the platform, and hailed the yacht -lying some fifty yards from land.

While waiting for the boat we were accosted by a stout, middle-aged man, who, by his dress, bronzed features, and general appearance, denoted the sea-faring man. I had noticed him at the hotel, sitting at the next table to us, at tea.

'Fine little craft,' he observed.

Our skipper, Bob Barnard, nodded approvingly.

'Going for a sail?' asked the stranger.

'Yes. We are going home—we have just finished our holiday, and have seen our friends off by the train. What do you think of the wind?' asked Bob, running his quick eye up and down the man's rotund figure.

'We'll have a smart breeze from the nor'east in another hour, if I mistake not. Going home, did you say? That's Sydney, I suppose.'

'Yes; and if the wind makes, as you think it will, we'll be inside the heads before midnight.'

'Yes, no doubt. Boat sails well, I expect.'

'Yes: she's a goer—if the water is not too lumpy.'

'What tonnage?'

'Well, she's called a ten-tonner, but she is really fifteen. Here's our dingy, we must say good night.'

'Hold on a bit—just a word with you you're skipper, I think?'

'Yes. But these two gentlemen are also part owners. Wait a few minutes, chaps.'

Bob called us, and introduced the stranger. . This gentleman would like to make the run round with us. He's a sea faring man, and by some mishap has missed the train.'

'Oh, that's all right,' Jack Joyder and myself answered.

Our dingy was small, and the stranger's bulky form brought her down almost to the water's edge. We chanced it, however, for none of us minded a ducking, and, we guessed, in the event of a capsize, that the sharks would 'go for' our passenger, as being more beefy.

Nothing happened, however, and as the hands had run up the top-mast, which had been housed as we came under the bridge, we soon had all sail set, and were reaching over to the northern shore with just enough wind to fill the sails. With the wind as it was we could make Brisbane Water in two or three hours, and then make a good course outside with the wind a little abaft the beam. It was getting dark and we would much rather have had a straight course out, for neither of us were quite 'au fait' in our navigation along the northern shore. On our next tack we fetched Pitt Water, and then put the Spray on the starboard tack in order to fetch into Brisbane Water. It was now quite dark, and by an observation let drop by our passenger, we found that he was well acquainted with Broken Bay.

Our two hands were for'ard, and Bob steered, and Jack and I attended to the main boom end, while the stranger appeared to be looking for something-for he kept a small field-glass pretty constantly to his eye.

"I expect to find a schooner laying under Elliot Island, so am keeping a look out for her," he said.

As the man looked like the skipper of a coaster, I asked him if he had a command.

'Well, the craft I expect to see partly belongs to me. I sailed her some years ago, but lately I have been living an idle life. My home is up the river-and I may as well tell you you moored one night at my wharf.'

We expressed surprise.

'Yes, you'll remember the place well the end of Foul-weather Beach, where the river turns sharp to the right, with high land on the left.'

We remembered well; though we had not noticed any one living there. We had thought it a deserted farm.

We ran well up into Brisbane Water, and then shaped a course for outside to the east of Elliot Island. No schooner was visible. Our passenger seemed annoyed, and still kept a sharp look-out to seaward.

'I don't think any one at the Lighthouse would be likely to see us to-night' he said ; ' would you mind hauling up a bit so as to give the land a wider berth ?'

'That would mean loss of time ; besides, there's no necessity, for I know the coast well from here to Port Jackson,' replied Bob.

'But I mean for a consideration. It's just this way : It's a very important matter to me that I should meet the schooner and, I conclude, time is not such a very great object with you, but that a few pounds would cover the loss.'

It sounded strange ; and Bob nudged me in the ribs-intending that I should ask for further particulars.

'We don't quite understand. What is it you wish us to do ?' asked I.

'First of all, then keep the boat up a point or two-a mile or two out to sea can make no great difference ; the water is smooth, and the breeze all your own. Steer about east, and all hands keep a sharp look-out.'

We altered our course ; and the Spray laid over to it.

' Well, the truth is I've got five or six ton o' stuff aboard the schooner that I don't want to go to Sydney. I hoped to have found her inside, but as it is fine we can easily tranship the boxes, and then run up the river to my place before morning. What say-fifty apiece, and a fiver each for the two chaps for'ard ?'

' It's smuggling ?' asked Bob.

'Call it by any name you like. There's your money-down on the nail-as soon as you say ' yes' and we board the schooner. Before we part, I may take you into my confidence, and put you up to a thing or two that may be useful.'

' What say, boys ? I see no harm in it -the delay is the only thing-«nd we will be well paid for it/

Our consciences were pretty easy, and we assented.

Just then one of the chaps for'ard said he thought he saw a vessel under sail, but couldn't say which way she was coming. We all saw the dark mass of her sails ; she had no light-neither had we, acting on the stranger's advice.

. We are steering right across his course. Your boat is pretty handy, so you may as well take in the top-sail and let her run free a bit, while I show a tight,' said our passenger; and he took a small coil of magnesium wire from his pocket and lit it. The lurid glare soon showed our locality to those on board the schooner, and a similar glare went up from her deck, and a red tight was waved up and down thrice. She was under full sail, and almost close aboard ÜB. We were running alongside each other, within speaking distance.

'Boat, a-hoy !'

' Schooner, a-hoy ' went up both together; and our passenger roared out . 'Benson!' and some one in return sang out 'Bullock !'

'All right ; when he shortens sail, we'll drop alongside.'

He sang out . 'heave to' ; while we lowered the peak of our mainsail. We thought it better not to run any risk, however, so we kept the Spray away, for though the water was smooth, there was an occasional swell, and our little craft would not stand much bumping from the big hump of a schooner.

' Will one of you gentlemen go on board with me in your dingy ; then we can make arrangements, and use their boat for the stuff.' ' You go Phil,' said Bob ; take one of the hands with you. Shove the dingy out, for'ard.'

In a few moments we were alongside, and on the schooner's deck. Our passenger seemed quite at home-for he said, 'this way, Mister,' and led the way to the cabin. It was rough and dirty, as most coasters are ; but the skipper was a jovial old chap -just the style of our passenger only some years older.

'Where did ye fall in with the steamer ?' asked our friend.

' Off Port Stephens-but we were almost out o' sight o' land. Have somethin' to drink ?'

.'Don't mind ; something good, I suppose ? you'll take a drop, Mister ? as good a drop o' rum as ever paid duty-which this never did, eh, Benson ?'

'Devil a bit I now for the boxes.'

'Get your boat and everything ready. Ten or twelve packages, ain't there, and weigh about five ton ?'

' About that. What's the tonnage o' the craft?'

* Fifteen.*

* Oh, she'll do. Sail a bit, too, I expect.'

While the master was busy getting out his boat and the goods ready for lowering, our friend, who shall be nameless, was paying me as per agreement.

'There your are-there fifties and two fives-and maybe something thrown in when we get up all right.'

He must have spotted us, for he even had an agreement written up between'-on the one part and the owner of the yacht Spray on the other,' to convey to a certain place, named, a number of packages, bales and casks, not to exceed seven tons in weight ; which I signed, and also a receipt for the money. That business concluded, we had another nip, and I went on deck. The schooner's jolly boat was putting off laden with boxes etc ; and I stepped into our own dingy to pull off.

' Send the hands aft for a nip.' He went and returned grinning, for his shirt was bulging out with plug tobacco.

' Here, Mister,' says our friend, ' you had better take this with ye.' And he handed me a small keg, and a couple of cases.

' That's for ships' stores, you know ; it may be a few days before you're home, I'll stay aboard here until everything's alright, then we'll sail like the very devil to get past the bridge before people are about.'

I took charge on board the yacht while Bob and Jock went on board the schooner to have a nip and sign the agreement. We stowed the cargo away very snugly in the cabin most of it-while two or three casks were stowed in the well and covered with a tarpaulin. We hoisted-top sail and jib, and then bowled away with a fine breeze on our starboard quarter. From the time of hailing the schooner to our heading for Broken Bay had not been us more than half an hour : we were about five miles out, and with the breeze freshening from about ENE, we hoped to clear the railway bridge by daylight. We had a splendid run in, for the sea did not make much in our short run to Elliot island ; and then we set the square sail, and the way the Spray cut through the water was a sight for yachtsmen to see. Our friends was in the best of spirits and the bottles in the case were not spared ; and with wine and the very best of cigars in plenty we troubled but little about solids. Our friend confessed to the 'stuff we had on board being worth £3000 as it was, in bulk ; which, when sold to dealers, would be increased fifty per cent.

We lowered the topmast to shoot the bridge-day was just breaking-and then up with it again and cracked on every inch of sail we could carry-almost flew round Milson's Island and then hauled up a bit to clear Bar Point. From here it was straight away ; and no matter whether with the tide or against, we kept her going until the Spray turned her nose into Foul-weather Beach ; then we took in all the flying sails and finally ran into the little cove under main sail and foresail, We had made a ' record* trip, and our 'friend' was loud in his praise of our smart little craft.

'Now we'll have some grub. This is a queer looking old rookery, but it suits me, and there's plenty of good victuals and drink here. We touch nothing on board until night. You're in no great hurry, and I'll do my best to make you comfortable. We'll all, but one, go up to the house ; for our cargo must on no account be seen by any body-in fact, curious folk won't expect to see cargo in a boat like ours.' So we left one of our men aboard, and found the old house large and comfortable within, though sadly neglected without.

An old man and a tall, strong lad came to meet the . master.' He told the old man to go down to the boat and relieve the sailor there, and the boy to 'chuck himself about' and get lunch ready. There was no woman to be seen ; these two comprised the whole 'household' when the master was away.

In an almost incredible short time the boy and the 'master' had prepared a splendid meal, and it was evident that our ' friend' was a first-class cook. The table was load with good things-not, perhaps, set out in much style, but what there was was good -and plenty of it. Clearly, some of it must have been ready before hand. Curried fowl, eggs galore-plain, and in oMELETTE-oysters, fish-perch, bream and schnapper-lobster, ham, corned beef, salad, potatoes, cucumbers, tomatoes, fine Stilton and Cheddar cheese, bottled ale and stout, lager beer, whiskey, schnapps, champagne, claret, port, Hock, and several other wines. Such a profusion I

have rarely seen, and we all wondered where it came from and where the man did his cooking. Then we finished off with biscuits, raisins, fresh fruit and the indispensable cigars and whiskey, while our host spun some queer stories of adventure at sea. We slept during the afternoon, and then had a good tea, and as soon as it was QUITE dark we unloaded-and greatly were we surprised when we were shown the ' storeroom.' At the rear of the house was a low ridge, presenting a face of rocks to the river ; in this was a door-the entry to a lofty cave, which was quite dry, and well lit with several splendid lamps. All round was shelving, full of goods-while hanging from the walls was an immense variety of clothing, boots, saddlery, weapons of all sorts, fishing tackle and fowling pieces. We could not but express surprise ; but we asked no questions-nor did our 'friend* volunteer information, except that he was a 'big trader with all parts of the world,' and he smiled grimly. There was a world of meaning in that smile.

At any rate, we had another splendid meal -this time including coffee, tea and chocolate. We were each of us presented with some memento of our visit ; our men, ' assisted by our host's servants, carried on board tucker and liquor enough to last us for a month's cruise, together with heaps of tobacco and boxes of cigars. And as we said 'Good-bye,' our friend told us to look him up any time we should cruise up the Hawkesbury. We left the little cave about mid-night, and though it was very dark, we happily had a leading wind, and the tide ebbing. We jogged along easy, however, until daylight, and then we made all sail for home, which we did not reach till the afternoon, for the sea was pretty rough, and we had to make one or ?

Our two hands were in high glee when we banded them £5 each, and a quantity of cigars and tobacco, which there was no difficulty in landing, as ' yachts don't generally go in for smuggling.' On leaving the Spray at her moorings one of our men told me that in a conversation with the lad at our ' friend's' place, he had learned that the cases of goods we landed were from one of the China mail-boats-which had "been met by the schooner along the coast to the north of Newcastle ; and the stuff consisted of silk, choice brands of tea, spices, tobacco and cigars, and that most of it would find its way to Sydney, via Windsor, packed in specially consigned cases of fruit.' A little was sold in Windsor and Richmond, and to dealers travelling into the interior.

At any rate, to us the venture was not only a profitable one, but really a first-rate experience and most enjoyable trip. One might mention names, but that is not my object-although no harm could come to our friend who has settled down in Tasmania, where he lives a life of ease upon his easily-and shall I say honorably -earned wealth. And if I were to say that many another in the Hawkesbury does similar bizz-though not quite in so tip top style, perhaps-I should not be far out.

There are possibilities in the yarn which the thoughtful and prudent-and withal, venturesome-might ponder over, with a view to embarking in the

same line. If so, the Spray is still afloat, and her owners are ready at a moment's to undertake a hundred-and-fifty pound job.

Three Fifties And a Ten. (1894, December 29). *Windsor and Richmond Gazette* (NSW : 1888 - 1921), p. 6. Retrieved from <http://nla.gov.au/nla.news-article66445593>

LATE TELEGRAMS.

.. " {From the S. M. Herald.) : -

BARRANJOEY, FRIDAY. .I

The brig Dart and the steamer Eagle, came into collision last night off Cape Three Points. The brig was disabled, and towed into Broken. Bay during the night by the Eagle. The tug Mystery, with the Dart is tow for Sydney, left here at 5p.m.

LATE TELEGRAMS. (1875, July 13). *Clarence and Richmond Examiner and New England Advertiser* (Grafton, NSW : 1859 - 1889), p. 5. Retrieved from <http://nla.gov.au/nla.news-article61902147>

1. [The Sydney Morning Herald. SATURDAY, DECEMBER 25, 1909. CHRISTMAS IN SYDNEY.](#)
The Sydney Morning Herald (NSW : 1842 - 1954) **Saturday 25 December 1909** p 8 Article
... Newport, and **Barranjoey**. Most of the campers seemed to have prepared for wot weather, which tests the ... 2807 words
1. [A RIDE TO BARRANJOEY.](#)
The Sydney Morning Herald (NSW : 1842 - 1954) **Friday 22 March 1867** p 5 Article
.... Just under **Barranjoey** is the pretty cottage of the **Customs** officer, Mr Ross and the residences of ... A RIDE TO **BARRANJOEY**. It seems strange that a portion of the country so near Sy ... hospitable cottage on the way to **Barranjoey** without calling. Here, too, is the cave to which has been given ... 1720 words
1. [LOSS OF THE SYDNEY SCHOONER LENA AND LILIAN.—NARROW ESCAPE OF THE CREW.](#)
The Sydney Morning Herald (NSW : 1842 - 1954) **Monday 18 December 1893** p 6 Article
... LOSS OF THE SYDNEY SCHOONER LENA AND LILIAN.-NARROW ESCAPE OF THE CREW. I A wire received from Mr. W. Champion, of H.M. **Customs, Barranjoey**, Bsrranjoev, yesterday, states that the ketch [?] and Lilian, with a cargo of sawn hardwood, from Port Stephens to Sydney, put in Broken Bay at 2 o'clock oa ... 170 words
2. [WRECKAGE AT BARRANJOEY.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) **Thursday 30 May 1889** p 8 Article

... WRECKAGE AT **Customs.**" The officer of H. M. **Customs** at Barranjoey joe y yesterday forwarded the following lag telegram to the Collector of **Customs** here "Barrenjoey, " Barrenjoey, May 29. " B. Davis ... near the wreck. Will report If further definite news bo obtained. " J. E. BLACK, H. M. **Customs.**" ... 89 words

3. [Family Notices](#)

The Sydney Morning Herald (NSW : 1842 - 1954) **Friday 30 October 1925** p 10 Family Notices

... Eckman, late of **Customs, Barranjoey** and Newcastle, dearly loved husband of Frances Eckman, and father of ... 1746 words

1. [LOSS OF CAPTAIN JOHNSTON OFF BROKEN BAY. \[BY TELEGRAPH.\] \(FROM OUR OWN CORRESPONDENT.\) BARRANJOEY, FRIDAY.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) **Saturday 6 June 1885** p 7 Article

... LOSS OF, CAPTAIN JOHNSTON OFF BROKEN BAY. [BY TELEGRAPH.] (FROM OUR OVO. OWN CORRESPONDENT.) **BARRANJOEY, FRIDAY.** Captain C. Johnston, of the steamer Albatross, fell overboard when whoa the steamer ... steamer, assisted by tho **Customs** launch from ?Barrenjoey, raado unsuccessful ntrompts to recover ... 182 words

2. [CUSTOMS LAUNCH BURNED. THE BRONZEWING DESTROYED. OFFICERS AND CREW ESCAPE.](#)

The Sydney Morning Herald (NSW : 1842 - 1954) **Monday 13 September 1909** p 9 Article

... **CUSTOMS LAUNCH BURNED. ?-1 THE BRONZEWING DESTROYED. OFFICERS AND CREW ESCAPE.** At 12.30 yesterday morning a fire broke out on the **Customs** Office launch No. 1, at one time known as the Bronzewing. It ... moorings In Farm Cove, and at- about midnight two **Customs** officers and others went on board for the ... 454 words

1. [Steaming on the \(Australian\) Rhine.](#)

Windsor and Richmond Gazette (NSW : 1888 - 1921) **Saturday 4 May 1889** p 3 Article

... tumbling in, or down stream to **Barranjoey**, where the Pacific (a misnomer at times) dashes it long rollers ... the bile and its attendant ills, and yarned away until the boat rounded **Barranjoey**, and glided into ... for the officer of **customs'** quarters. Further up, where the river narrows itself into a well-defined ... 1781 words

1. [Family Notices](#)

The Sydney Morning Herald (NSW : 1842 - 1954) **Saturday 20 February 1897** p 1 Family Notices

... -February 16, at his residence, **Barranjoey**, Michael Madden, aged 63 years, for 40 years in H. M. **Customs**, ... 1482 words

A man whose 22ft launch was drifting help- less on to a reef in Broken Bay near Palm Beach last night received aid when his radio SOS was picked up in Ade- laide. Mr. John Condie, 44, of Station Street, Beverley Park, was returning to Kogarah Bay, where he keeps the launch Pudaloo, when it broke down. Mr. Condie said last night: "My launch broke down about 5.30 p.m., close inshore, opposite the Barranjoey Lighthouse.

"I was drifting towards a reef where the Maitland was wrecked. The sea was rough and was breaking on the reef. "Another 100 yards and my launch would have been wrecked," Mr. Conque continued. ' ' !

"Luckily I have a two-way ! wireless. I tried to contact Sydney radio. While trying to do so I managed to pick up { Adelaide radio. ' "Adelaide took the details and contacted Sydney for me." !

Sydney water police communicated with a boatshed at Palm Beach, owned by Mr. * C. B. Gow, who sent out a 35ft fishing trawler to rescue ' the launch. The trawler towed the ' launch into Pittwater, Palm Beach, at 8.20 p.m. The paddle steamer Maitland ran on the reef on the night of May 5, 1898, and 1 15 passengers and 11 of the i crew were drowned.

Adelaide Answers Broken Bay S O S. (1953, September 14). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 1. Retrieved December 3, 2011, from <http://nla.gov.au/nla.news-article18378339>

Timeline of History

- Aboriginal inhabitants in area- Garigal clan of Guringai speaking people. Lands extended from Broken Bay to Port Jackson and to Lane Cove.
- 1770- Captain Cook names Broken bay.
- 1788-1789- area explored by Governor [Arthur Phillip](#) and Captain [John Hunter](#)
- 1788- [Arthur Phillip](#) (1738 - 1814) 2 March 1788, named "Barrenjuee" (Little Kangaroo or Wallaby). Barrenjoey has had at least 9 different spellings.
- 1789- [Smallpox](#) epidemic killed 50%-90% of local Aboriginal population.
- 1806- A sole ship wreck survivor is rescued by Aboriginals in Broken Bay.
- 1816 Land grant 400 acres to Surgeon James Napper RN by Governor Macquarie (1761 - 1824) - Headland to Whale Beach,8/- pa.
- 1804- Pat Flynn had a large garden below Observation Pt (facing Pittwater south of golf course) to supply passing ships.
- 1825- John Howard, an [emancipist](#) who arrived on the first fleet in 1788 lives at Barrenjoey in a cottage with two other fishermen.

- 1843- Customs Station set up under John B Howard. Near ranger's cottage. Constructed Smugglers Track. Smuggling of rum, brandy, tobacco. Today drugs & narcotics.
- 1840- Albert Black (1840-1890) becomes customs officer and adopted grandson of merchant [Simeon Lord](#) famous in early Sydney.
- 1842- Four Convicts build a Customs House at Barrenjoey and build a track to the headland.
- 1855- A navigation light is established on the headland.
- 1863- A Chinese fishing settlement is established at Snappermans Beach.
- 1881- Government repurchased headland for £1250 from the Wentworth family.
- 1881- A stone lighthouse and three cottages are built according to the designs of Colonial Architect James Barnet.
- 1893- A school is established at Palm Beach.
- 1911- Palm Beach is subdivided and an extension to customs House is built.
- 1912- Telephone is connected to Palm Beach.
- 1916-1919 The oldest bungalows were built at Palm Beach during this period.
- 1976- [Customs House](#) burnt down.
- 1978- Mel Gibson stars in the movie "Tim" filmed mostly at Barrenjoey Customs House (1911)
- 2004-2005- Construction of a Museum and a Public Toilet next to the lighthouse.