



Object number:
00009360

Title: William Lockerby's adventures in the South Pacific

Date: 1830 - 1850

Primary Maker: William Lockerby

Medium: Ink on paper, boards

Name: Manuscript journal

History: William Lockerby left Boston on board the JENNY as first officer on 2 June 1807 to return to his family in Liverpool three years and seven months later. He was on an American trading voyage to the Pacific Ocean and China. Lockerby's account details his visit to Sydney in 1807 and the seizure of the vessel for attempted rum smuggling. He then recounts as his adventures while marooned on Fiji and his return to America via China on the "General Wellesley".



Object number:
00038301

Title: Illustrated log of the whaling bark TESSA



Object number:
00003610

Title: Midshipman's log of HMS ORLANDO



whaling barque **TERROR**

Date: 1846 - 1847

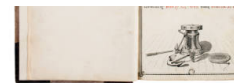
Primary Maker: Henry
William Downes

Medium: Paper, ink,
watercolour ink, leather

Name: Journal

History: The illustrated log of the barque **TERROR** was kept by its master Henry William Downes between 17 September 1846 to 17 July 1847. During this voyage the track of the **TERROR** took it past Moreton Bay (Brisbane), Cato, the Bellona Reefs, the Isle of Pines, along the west coast of New Caledonia, San Cristobal and Malaita (Solomon Islands), the Treasury Islands, and back via Malaita, Stewart Islands, Torres Island, the Banks Islands, Whitsun Island and Paoom, the Isle of Pines and Moreton Bay. Downes, from a sea-faring family from Cork, Ireland, offers us more than an informative insight into Australian deep-water whaling during the mid-19th century, with its detailed descriptions of life on board and the hazardous hunt carried out from the ship's boats.

Downes was a skilled and lively writer, and he conveys vividly the spirit and the language of those intrepid times. In addition, he was an accomplished watercolour artist, and his written account is complemented by his own



HMS ORLANDO

Date: 1888 -1889

Primary Maker: Astle Scott
Littlejohns (1873-1939)

Medium: Ink on paper

Name: Logbook

History: During the 19th century Britain was occupied with increasing its colonial territories and maintaining the empire. The British Royal Navy (RN) at the height of its power divided the world into strategic zones or stations that were manned by a squadron of warships responsible for cruising and protecting British territories and shipping. Until the 1850s Australasia was covered by the East India Station, a vast area that included the Indian Ocean and the waters around Australia. After pressure from the colonial governments of New Zealand and Australia the RN created the Australia Station as a separate command in 1859. The station was established to guard British shipping and trade in the Australasian region and ensure sea routes were open and safe. In 1859 the Australia Station included the territories of New Zealand, Chatham Island, New Hebrides, Loyalty Islands, Fiji and Australia. In 1887 when **HMS ORLANDO** was flagship the Auxiliary Squadron commenced operating in Australia. **HMS ORLANDO** was the lead

complemented by his own illustrations. The log contains about 50 views of different places visited during the 10-month cruise, along with 25 illustrations of whales and 25 paintings of ships, rigging and crew members. Pasted down on the front page of the log is a small carte-de-visite photograph of the author. These fluent sketches invite us to share many facets of the voyage. The drama and danger of the hunt is well-conveyed, as well as the more mundane aspects of the work. Exotic landfalls are captured, as well as their exotic inhabitants. We meet the crew in moments of leisure, and there is a strong sailorly interest in the other ships encountered. Unfortunately for the author, his desire to be an active participant in the whale hunt cost him his life. For his next voyage he was transferred to the barque LUCY ANN, another vessel in the Boyd fleet. The previous captain had difficulties maintaining discipline among the crew, partly due to the poor quality of the provisions, and had to terminate his voyage early when the crew was close to mutiny. Port records for the arrival of the LUCY ANN shows that half of the the crew returned in poor health and suffering from scurvy.

ORLANDO was the lead ship of the Orlando class first-class cruisers built by Palmers Shipbuilding and Iron Company at Jarrow and launched on 3 August 1886. It was sent to the Australia Station and gained popularity as the flagship, visiting all the major ports in Australia and New Zealand during its nine-year career. ORLANDO was the flagship of Charles Ramsay Arbuthnot on the Australia Station from 1892 to 1895. It returned to England in 1898 and was sent to China between 1889 and 1901, to take part in the Boxer Rebellion, later being sold on 11 July 1905. During the Boxer Rebellion in 1900, sailors from HMS ORLANDO formed part of the force led by Vice-Admiral Sir Edward Seymour, attempting to relieve the British Legation in Beijing. A replica of a bell captured from the Taku Forts forms part of a memorial to ORLANDO in Victoria Park, Portsmouth.

suffering from scurvy.
Downes, it would appear,
was a well-liked captain
and was put on board by
his employer Ben Boyd to
remedy the problems of
the earlier voyage. While in
pursuit of a whale,
Downes' boat was taken
down. Like so many sailors
of his time, he was unable
to swim and he drowned.
His friends erected a
plaque to his memory in
Saint Mary's Anglican
Church in Balmain, Sydney.
His brother Captain
Richard Izod Downes
erected a plaque to the
Downes family including
Henry William in Highgate
Cemetery, London.



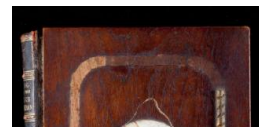
Object number:
00029325

Title: Mrs Cherry's
Illustrated journey from



Object number:
00038619

Title: Sketches from Nature
in Dartmoor and South



Object number:
00054262

Title: LOCH BREDAN ship's
journal of Chief Officer



illustrated journey from England to Australia onboard SS ORMONDE
Date: 1931-1932
Primary Maker: Mabel Edith Cherry
Medium: Watercolour on paper, ink, metal binder, cloth covered boards
Name: Painting album
History: Each watercolour from this album vibrantly and vividly depicts typical and often humorous events experienced by travellers onboard passenger voyages during the 1930s. The individual paintings capture Mrs Cherry while dining with the captain, attending fancy dress events and experiencing bouts of seasickness. Few details are known about the identity of the work's creator, Mrs M E Cherry. A newspaper clipping found inside the album, published in the Social News of an unidentified Adelaide newspaper, mentions Mrs Cherry had been visiting with her sister 'Missus Lungley' in Adelaide, and was scheduled to leave Australia for England with her children onboard SS ORMONDE. SS ORMONDE launched in 1917, was built at Clydebank, Scotland by John Brown and Co and embarked on its maiden

voyage from London to Australia in 1919. In 1933 it was converted to a tourist class only ship and

in Portugal and South America
Date: 1824
Primary Maker: George Rodney Mundy (1805 - 1884)
Medium: Paper, ink, cardboard
Name: Drawing
History: In the 19th century the British Royal Navy (RN) divided the world into strategic zones or stations. Each station had a squadron of warships that protected British interests. The work of the RN's South American squadron included protecting British interests in South America and the Pacific. This occurred until the Australian Station was created in 1859. The Station protected British shipping routes through Asia and the colonies of NSW and Van Diemen's Land. This included patrolling the Falkland Islands and ships passing through Cape Horn via the Pacific for trade. From 1788 convict transports travelling to Australia routinely stopped at Rio de Janeiro in the South American station throughout the first half of the 19th century. The development of Australian commerce and trade was specifically linked to the surveillance work of the South American Station and its Royal Navy ships in the Pacific. These ships included BLANCHE



journal of Chief Officer Robert Robertson Smythe
Date: 1902
Primary Maker: Robert Robertson Smythe
Medium: ink on paper, timber cover
Name: Journal
History: The LOCH BREDAN was a steel-hulled three-masted barque of 950 tons, built in 1882 at the shipyard of Dobie & Company at Govan, on the south bank of the River Clyde in Glasgow, Scotland, for owners D & J Sproat and Company of Liverpool who owned and operated a fleet of ships under the name Loch Line, all named after lochs in the southwest of Scotland. (Although based in Liverpool, the well-known Sproat family of shipowners were natives of Kirkcudbright, in Kirkcudbrightshire, Dumfries and Galloway, Scotland.) The LOCH BREDAN was designed as an ocean-going cargo ship and entered the Australia and New Zealand service in 1883, when it sailed from Glasgow for Sydney on its maiden voyage and, after discharging general cargo, proceeded to Lyttelton where it loaded wool and wheat for England. Sydney Morning Herald Monday 31 March reported a fire on LOCH BREDAN at Cowper Wharf Woolloomooloo. A fire had started in the stores in the

in 1947 commenced service from London to Australia as a one class emigrant ship. In 1939 ORMONDE was requisitioned as a troopship and took part in troop evacuations from Norway and France. ORMONDE returned to commercial service in 1947 and was broken up in Dalmuir, Scotland in 1952.

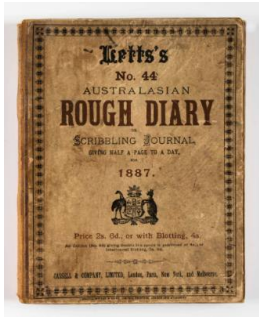
included BLANCHE, CAMBRIDGE, WELLESLEY, ECLAIR and JACKAL. George Rodney Mundy was born in 1805 and served as a midshipman in North America and the Mediterranean during 1821 to 1824. He was then stationed on the frigate HMS BLANCHE during the years of revolution in South America. Mundy was present on the station to see the newly formed Latin American Republics of Brazil, Chile, Peru, Columbia, Mexico and Buenos Aires.

started in the stores in the aft of the ship, it was largely extinguished by Captain Williams and crew with bucket and hose when the metropolitan fire Brigade arrived. The ship had arrived from Tamatave in ballast on 31 January and was wharfside when it caught fire. 'A good save' was reported. In late May 1902 the vessel, loaded with wool and general cargo, was forced to return to port nearly a month after leaving Sydney on its return journey to Liverpool, having run into such severe weather that three lifeboats were smashed and the ship's galley stove in. The Register 26 May 1902 reported that water had found its way into the general cargo. Following repairs LOCH BREDAN left Sydney again on 25 July 1902 under command of Captain Thomas Williams and Chief Officer R Smythe and arrived in Liverpool on 24 November 1902, after a long voyage of 123 days (via Cape Horn), having encountered substantial delay due to severe weather conditions in the South Pacific and Atlantic. This was the voyage recorded in the journal log by the Chief Officer. It sailed again from Liverpool on 18 February 1903 under command of Captain Thomas Williams, was delayed by unfavourable

delayed by unfavourable weather and finally sailed from Holyhead, Wales on 6 March 1903, arriving in Adelaide on 20 June 1903. Again it was a lengthy voyage of 123 days from Liverpool, and there were grave fears for its safety at the time, as the vessel appeared around two weeks overdue. The former Chief Officer and author of the journal, Smythe had signed off after arriving in Liverpool in November 1902, intending to stay ashore for good. The voyage recorded in this journal was to be the LOCH BREDAN's last homebound voyage, as, following its subsequent return to Australia in 1903, the vessel was lost without trace en route from Australia to South Africa sometime in November 1903. All on board were lost including Captain and Mrs Williams and several crew mentioned in Chief Officer Smythe's logbook /journal, which makes this last record all the more poignant. After visiting Sydney, Auckland and Lyttelton LOCH BREDAN sailed again from Adelaide on 1 September 1903 for Liverpool (via South Africa). It was never heard from again and no scrap of wreckage was ever found. The crew on that fatal last voyage consisted of: Thomas Williams (master), J M Scott (first mate), C

J.M.Scott (first mate), G. Howell (second mate), J.A. Gibbons (carpenter), C.L. Williams (sailmaker), W. Williams (cook and steward), A.Gaerkens, H. Skinner, D.Friel, T.Williams, T.T.Gunn, J.L.James, G. Hartfield, L.J.Monaghan, C. Burns, S.Thomas (boy). The captain's wife (Mrs Williams) was also on the articles as stewardess, and their two-year old daughter Betty was with them. Four men: N.M.McKenzie, F. Bucknall, R.Leppar, C. Nelson had joined the vessel at Port Adelaide. The author Robert Robertson Smythe (variously spelt with 'e' on journal but no 'e' on certificates Robert Robertson Smyth (no "e") is listed as was born in Glasgow, Scotland in 1873. When he was granted a Certificate of Competency as First Mate of a foreign-going ship on 1 November 1899, he was living at 62 Elderslie Street Glasgow, an address where he he had been living for some years. Documents show that he lost the tin box which held his Certificates, Discharges and Testimonials in Lane Cove, Sydney Harbour in March 1899. He was Cautioned for desertion from the FERNFIELD in January 1901. His career in the merchant marine was as follows: • as apprentice on SUSSEX from September

SUSSEX from September
1888 to May 1893 • as
Second mate on
ABERFOYLE from August
1893 to October 1894 • as
Second mate on KILMALLIE
from December 1894 to
December 1895 • as First
mate on the ORTHES from
March 1896 to February
1897 • as First mate on the
OAKBANK from Glasgow •
as First mate on OAKBANK
from May 1897 to June
1898 - from New York to
Java • as Third mate in
FERNFIELD from New York
to Sydney arrived 17
September 1898 •
desertion from the
FERNFIELD (105704) in
Sydney on 21 March 1899
• as Able Seaman (AB) on
the SS CUZCO which sailed
from Sydney to London
from 31 August 1899 to 19
October 1899. • October
reported papers lost in
Lane Cover River in
Glasgow, replacement
papers issued. • as Second
Mate on the HOUNSLOW
which arrived in Sydney on
3 September 1901 from
The Bluff • as Chief Officer
on LOCH BREDAN which
left Sydney on 25 July 1902
and arrived in Liverpool,
England on 24 November
1902 via Cape Horn. • RR
Smyth signed off after
arriving in Liverpool at the
conclusion of the LOCH
BREDAN voyage



Object number:

00018195

Title: Katie Binder's diary
of her voyage from Sydney
to Plymouth

Date: 1893

Primary Maker: Katie Binder

Medium: Ink, pencil, paper,
cardboard, cotton

Name: Diary



Object number:

00027222

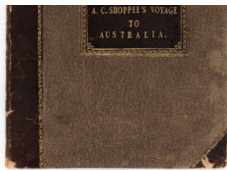
Title: The voyage of Alfred
Charnock on the



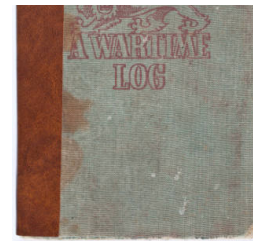
Object number:

00044998

Title: Wartime Log written
by Robert Ross



Shoppee on the WOOLLOOMOOLOO from London to Sydney
Date: 1852 - 1853
Primary Maker: Alfred Collett Shoppee
Medium: Gilt, leather, cloth covered boards, Ink on paper
Name: Manuscript
History: The WOOLLOOMOOLOO was a 645 ton (gross), wooden, three masted ship, designed and built by Walter Hood and Co of Aberdeen, Scotland in 1852 for George Thompson of the Aberdeen White Star Line. The ship was designed specifically for the Australian run and developed a reputation as a fast sailing ship aided by the classic 'Aberdeen Bow'. On the outward passage, whether to Sydney or Melbourne, the Aberdeen White Star Line carried only a few first class passengers. It was only during the very height of the Victorian gold rush in the 1850's that they carried second and steerage class passengers. This daily travel account contains a number of interesting observations on the passage from London to Sydney on the first ocean voyage of the Aberdeen Clipper WOOLLOOMOOLOO in 1853. These observations include meeting the American vessel CONDOR which "went away" in an



by Robert Rose
Date: 1941-1945
Primary Maker: Robert Lionel Aloysius Rose
Medium: Paper
Name: Manuscript
History: Rose's manuscript describes the sinking of his ship the MAREEBA by the German raider KORMORAN in the Indian Ocean on 26 June 1941, eight months imprisonment at sea in two German ships and a submarine, imprisonment in a prisoner of war camp in Germany until his release in 1945, and transfer to England before repatriation to Australia. The account is written in pen and ink in a Wartime Log for British Prisoners provided by the War Prisoners' Aid of the YMCA in Geneva. It appears to have been written shortly after the events recounted. It includes family snapshots sent to Robert Rose in the prison camp, and detailed records of sporting events held in the camp. It also contains 16 snapshots of Robert Rose's wife and family sent to him at the prison camp, and photographs of the 'Sale RUFC' and other sporting teams at the camp. It contains the names and addresses of a number of people he met in the camp or in England after his release. It also contains meticulous records of Rugby Union, cricket and athletic matches and

which went away...in an unlady (sic) like manner without even thanking us or saying Goodbye" and "Shaving Day - Mr Barber came along who with his brush well lather'd your whiskers with something quite different to Honey Soap then with his razor he scraped you, which was liking having your face rubbed with a brick." On arrival of the ship in Sydney Shoppee notes "at 5pm we arrived at Sydney where the Pilot came on board for to run us up the Harbour which is the finest view I ever beheld. Mountains & Bush each side." Alfred Shoppee would go on to Ballarat where he opened a china and glass business with his brother, Charles Shoppee and brother-in-law Henry Biggs. In 1857 it is recorded that Charles bought Alfred out of the business and would later go on to be a prominent member and mayor of Ballarat and the Victorian Parliament.

athletics matches and competitions held in the camp, which Robert Rose was active in organising. Rose was aware of the deep effects these events had on him, and at the end of his account he commented on the changes he saw in himself, chiefly a loss of 'my old faith in the human race'.



Object number:
00045200

Title: Mrs Pexton's diary on
board the convict transport



Object number:
00053717

Title: Lighthouse keeper
journal from Rocky Island



Object number:
00054385

Title: WWI diary of
Marshall Navy aviator



board the convict transport
PILOT

Object Names: Still image

Date: 1816

Primary Maker: Mrs Pexton

Medium: Ink on paper,
cloth covered with ribbon
tie

Name: Diary

History: Until the early
19th century prisons were
administered locally and
were not the responsibility
or property of central
government, with the
exception of King's Bench,
Marshalsea, Fleet Prisons
and Newgate Gaol which
were all Crown prisons
attached to the central
courts. Prisons were used
for the correction of
vagrants and those
convicted of lesser
offences, for the coercion
of debtors and for the
custody of those awaiting
trial or the execution of
sentence. For nearly all
other crimes the
punishments consisted of a
fine, capital punishment or
transportation overseas.
From the early 1600s
European societies used
the transportation of
criminals overseas as a
form of punishment. When
in the 18th century, the
death penalty came to be
regarded as too severe for
certain capital offences,
such as theft and larceny,

transportation to the
British colonies in North
America became a popular
form of sentence. The



journal from Booby Island
and Goode Island

Date: 1893 - 1929

Primary Maker: William
Benjamin Norgate

Medium: Handwriting and
printing inks on a range of
papers, silver gelatin photo

Name: Journal

History: "Booby Island
lighthouse was built in
1890 to light the western
entrance to Torres Strait.
Following a common
Queensland design, the
lighthouse tower is wood
framed, with galvanised
iron plating. Standing at 18
metres tall, the lighthouse
was originally fitted with a
Chance Brothers lantern
and Second Order lens.
Upgrades to the light have
included the kerosene wick
burner being switched to
incandescent kerosene in
1917; the installation of a
mercury float pedestal in
1928 and the conversion to
diesel electric operation in
1958. In 1991 solar electric
operation was introduced
and the original Second
Order lens was replaced by
sealed beam array. Booby
Island itself has a
significant history, from
ancient Torres Strait
Islander creation legends,
to Captain Cook's landing
in 1770, and the landing of
the mutinied Captain Bligh
in 1789. Booby Island is
sometimes also known as
Post Office Island for the
practice started in 1820 of
passing ships leaving
messages in a cave. This



merchant navy engineer
Armstrong

Date: 1915

Primary Maker: George
Armstrong

Medium: Ink on paper

Name: Diary

History: George Armstrong
was born in Scotland. His
maritime career began on
CLAN MACPHERSON on 25
November 1903 to 24
August 1904 as 5th
Engineer. He moved up to
4th Engineer by 1905. In
July 1905 he was 4th
Engineer on CLAN GRAHAM
and CLAN CAMERON in
1906. He was elevated to
3rd Engineer on CLAN
CHATTAN (sp?) in 1908
and CLAN MCKINNON in
1909. Armstrong was
based in Australia at the
start of WWI and as a
merchant mariner served
on merchant vessels
during the war. The
HESSEN was one of 25
German vessels captured
in Australia at the start of
WWI; 'The last German
vessel to come to hand
was the North German
Lloyd steamer Hessen,
which entered Port Phillip
Heads on 3 September,
nearly a month after the
outbreak of war. Captain
Reiners was astounded,
stated there was no sign of
trouble when the ship left
Antwerp on the 19 July.
This was a fine vessel of
5108 tons register, loaded
with a valuable general
cargo, she had averaged
nearly twelve knots on the

American War of Independence (1776-1781) put an end to the mass export of British and Irish convicts to America and many of the convicts in Great Britain's gaols were instead sent to the hulks (decommissioned naval ships) on the River Thames and at Portsmouth, Plymouth and Cork (Ireland) where they were employed on river cleaning, stone collecting, timber cutting and dockyard work while serving out their sentence. In 1784, under the Transportation and Penitentiaries Act, felons and other offenders in the hulks could be exiled to colonies overseas which included Gibraltar, Bermuda and in 1788, the colony of New South Wales. Between 1788 and 1868 over 160,000 men, women and children were transported to Australian colonies by the British and Irish Governments as punishment for criminal acts. Although many of the convicted prisoners were habitual or professional criminals with multiple offences recorded against them, a small number were political prisoners, social reformers, or one-off offenders. Mrs Pexton's diary is a very scarce handwritten account of a voyage to Australia, on the three-masted, 392 ton,

messages in a cave. This practice continued until 1874 when Thursday Island became the major port in the Torres Strait. In 1995, the sealed beam array was removed from the lighthouse and a Vega VRB-25 beacon was installed. In the same year, Booby Island lighthouse, which had been the most northerly manned lighthouse in Australia, was de-manned. The original Booby Island lighthouse lens and mechanism can be seen at the Green Hill Fort Museum on Thursday Island." [www.asma.gov.au} This journal by William Norgate is extraordinarily detailed and meticulously kept. In addition to the day to day events of life which generally revolved around maintenance of the lighthouse and associated fixtures, life on the island is recorded through transcribed letters to and from Norgate. In one letter Norgate talks of the trials of sharing the island with the other keepers; "Our principal work is of course to watch the light and keep it burning bright. During the day it is cleaning everything, there is very little else to do. It is very lonely here for Lizzie, for though we live close to one another, she scarcely ever sees or speaks to anyone but myself. Of course there is no fear of quarrelling being like this, but I think

nearly twelve knots on the outward voyage round the Cape direct.' (see footnote below) Armstrong took a position on the HESSEN. He is mentioned in the memoirs of Gus Guthrie 'The Captured German Ships in Egypt and the Dardanelles'. Guthrie joined the HESSEN which was renamed A45, Captain Ronald Arthur Thomas Wilson. Guthrie recalls Armstrong, the Second Engineer, as 'a burly Tynesider'. A45 was scheduled to transport the 2nd Reinforcements of the Field Artillery, and arrangements were under way for the accommodation of 410 horses and 150 artillerymen'. It left Melbourne on 17 January 1915, trailing the convoy badly with either poor Australian coal or former German crew sabotage of the engines according to Guthrie, and arrived in Alexandria in March. After unloading its troops, artillery and mules on 25 April 1915, the A45 (later renamed BULLA) moved out of artillery range and remained at Gallipoli for another three weeks as a store ship. Armstrong recorded daily the events he could see happening on the shores of the Gallipoli peninsular. A45 later returned to Australia and then served in the North Sea, Mediterranean Sea

Newcastle ship PILOT. It carried 120 male convicts from Cork, Ireland, with a military guard of a sergeant and 30 privates from the 46th and 48th Regiments under the command of Lieutenant Franklin of the 69th Regiment, to the penal colony of Port Jackson in New South Wales. Written by Mrs Pexton, wife of the ship's Captain William Pexton, the diary describes the seven-month voyage, from 18 December 1816, including a stopover in Rio de Janeiro and an attempted mutiny by the convicts. About half of the 75-page journal describes the voyage out and her sojourn in New South Wales and Van Diemen's Land (Tasmania). The penal colony had been established in New South Wales, at Port Jackson, in 1788 and the author gives an interesting, anecdotal account of the colony in its early days. Arriving in July 1817 in Sydney, the author writes extensively of the town and vicinity, the social life, and the convicts along with descriptions of the inhabitants, and wildlife (including a tame kangaroo). Mrs Pexton then accompanied the PILOT transporting 280 convicts - 'The very worst which they can make nothing of at Sydney' - to Van Diemen's Land.

being like this, but I think she carries it too far. The Boss' people seem very nice but, much like herself, like to keep at home. " (5th February 1892). On Thursday 3 July 2008 Ron Coleman the former Curator of Maritime History and Archaeology at the Queensland Museum in Brisbane and the former State Maritime Archaeologist for Queensland died. Besides being the first State appointed maritime archaeologist he was also instrumental in the establishment of the Maritime Archaeological Association of Queensland in July 1982. Ron Coleman was a very well known, well published and highly respected archaeologist who worked on and had a serious professional interest in early colonial maritime history, maritime archaeology, Pacific exploration and ship technology. He was especially noted for his work on Jean François de Galaup, comte de La Pérouse, HMAV BOUNTY, HMS PANDORA and the British Royal Navy. He oversaw several seasons' excavation work on the wreck site of HMS Pandora, led the first of two Australian expeditions to Vanikoro to examine the sites of La Pérouse and carried out extensive survey and excavation work on the

Sea, Mediterranean Sea, Indian and Pacific Oceans. Guthrie diary; <http://www.thefreelibrary.com/The+Captured+German+Ships+in>

Staying in Hobart, she describes the area and is relieved when her husband, Captain William Pexton, decides against buying a farm there. Returning to Sydney, the transport ship took on a cargo of horses, and after the deposing of two convict stowaways, departed for Batavia (now Jakarta), Java. Storms, illness and a leaking ship forced the Pextons to take up residence in the city for several months, leaving on 7 May 1818. In her usual anecdotal style, Mrs Pexton gives a graphic description of the Dutch colony in about 12 pages - 'Pity it is so unhealthy for it is a beautiful country'. With a cargo of rice, the PILOT next sailed for Port Louis, Isle de France (Mauritius), via Cheribon, India ('we got our muskets and arms ready...this coast is very much infested by pirates - frequently 200 together a boat...'. Again sickness and a leaking ship ('Mr. P. and the mate were obliged to assist in pumping night and day') necessitated a stay of about three months in British India. An often derogatory description of the colony is given. Leaving India for England on 30 August 1818, the author writes some 12 pages on the voyage. The PILOT carried 58 time-expired British soldiers

excavation work on the Great Barrier Reef and in the Coral Sea. Ron Coleman left behind an archive of more than 150 books, photographs, field notes and 150 manila document folders which provide a snapshot of one of the pioneers of maritime archaeology in Australia.

under a Lieutenant Gordon ('it was said he was mad'). Mrs Pexton gives a detailed description of St Helena and, although she did not see Napoleon Bonaparte, she gives several pages describing his situation on the island - 'he has lately been sullen refusing to speak to anyone - or go out of his house'. After a stop at the Ascension Islands, England was sighted on 26 November 1818. 'I have only been two years and am not able to express half the pleasure I feel at the sight of it...we shall be safe in London in a few days'. The journal is an insightful account by a very literate - and adventuresome - Englishwoman. The PILOT was a three-masted, wooden ship of 392 tons that was built in Newcastle, England in 1814 for the ship broking firm of Clark and Company. The twin decked, copper sheathed vessel was given a rating of 12A1 at Lloyds - its highest rating. The ship was sold to the shipping company of Somes and Co in 1815 who then dispatched it to Batavia. On its return to England in 1816 the vessel was chartered to the British Government as a convict transport - an unusual occupation for a vessel ranked 12A1. When the transport arrived in Port Jackson in July 1817,

Charles Queade, the ship's surgeon-superintendent, forwarded to the Governor of New South Wales a copy of the instructions which he had issued to Captain Pexton and the Commander of the guard on board. As surgeon-superintendent Queade, obviously a man of some experience, was able to direct both the Captain and the Commander in all matters regarding the health, welfare and security of the convicts - including the order and number of guards on duty, the loading and placement of guns, possibly small cannon or swivel guns on the afterdeck pointing down into the waist of the ship, the arming of the ship's officers and placement of blunderbusses or muskets into the main and mizzen tops. Queade also forbade soldiers and sailors from abusing, insulting or irritating the convicts, prohibited the trafficking of alcohol and tobacco, and oversaw the inspection of rations, ventilation, washing, hygiene and the securing of the convicts at night.



Object number:
00029425

Title: Navigational notes
and watercolour sketches
by Captain Joseph Church,
volume 1

Date: 1841 - 1849

Primary Maker: Captain
Joseph John Church

Medium: Paper, ink, pencil,
watercolour, boards, vellum

Name: Watercolour album

History: Captain Joseph
Church was born in
Chelsea in 1821 and joined
the British Merchant
Service at the age of 17.
He spent his life in the
service. He was the captain
of the JANE in 1845 and
1846 and later in 1854 and
1855 he was the captain of
the RORY O'MORE. This
particular vessel was
renown to be particularly
fast and it was said that if
she were "loaded properly
she could outsail any
vessel afloat". Captain
Church was married in
Launceston in 1855 to
Janet Bain but died at sea
in 1860.



Object number:
00029326

Title: Mrs Cherry's
Illustrated travels on the



Object number:
00006718

Title: Flags of all Nations
book



Illustrated travels on the SS ORONSAY
Date: 1932 - 1939
Primary Maker: Mabel Edith Cherry
Medium: Watercolour on paper, ink, board, leather
Name: Painting album
History: Each watercolour from this album vibrantly and vividly depicts typical and often humorous events experienced by travellers onboard passenger voyages during the 1930s. The individual paintings capture Mrs Cherry while dining with the captain, attending fancy dress events and experiencing bouts of seasickness. Few details are known about the identity of the work's creator, Mrs M E Cherry. A newspaper clipping found inside the album, published in the Social News of an unidentified Adelaide newspaper, mentions Mrs Cherry had been visiting with her sister 'Missus Lungley' in Adelaide, and was scheduled to leave Australia for England with her children onboard SS ORMONDE. SS ORMONDE launched in 1917, was built at Clydebank, Scotland by John Brown and Co and embarked on its maiden voyage from London to Australia in 1919. In 1933

it was converted to a tourist class only ship and in 1947 commenced service from London to



BOOK
Date: 1813
Primary Maker: Brightly and Childs
Medium: Ink on paper, leather bound boards
Name: Book
History: Flags have been used throughout history as banners or standards which are flown to represent tribes, armies or fleets. Over time the use of the flag has evolved from its role in assisting the coordination of military action on battlefields to a more wide-ranging use as a signaling and identification tool. This became particularly important at sea where communication was limited prior to the advent of technology. It is thought that national flags made their first appearance on vessels during the 12th Century. For smaller regions that lacked a clear head of state, the use of national flags during this time were essential in establishing a unifying identity. Generally speaking smaller states or countries adopted a particular colour or saint on their national flag. Larger countries, such as France and England, however used the banner of the sovereign lord as their national flag. Flags were also used for ceremonial purposes, including "half-masting" - lowering a flag halfway

Australia as a one class
emigrant ship. In 1939
ORMONDE was
requisitioned as a
troopship and took part in
troop evacuations from
Norway and France.
ORMONDE returned to
commercial service in 1947
and was broken up in
Dalmuir, Scotland in 1952.

lowering a flag halfway
down the flag pole as a
sign of mourning.



Object number:
00003592

Title: The sketchbook of
John Selwicks



Object number:
00040486

Title: A Compendium of the
Art of Navigation



Object number:
00015758

Title: Diary of voyage from
Cape Horn to Melbourne



John Schutze

Date: c 1910

Primary Maker: Frederick Julius George Schutze

Medium: Ink on paper, cloth

Name: Book

History: John Schultz served on a number of international sailing ships in the years 1903 to 1905, he became affectionately known as 'German John' or 'Big John' to his crew. Schultz joined the crew of the POLTALLOCH a fully rigged, four masted ship which sailed regularly between Australia and North America. The ship then was under the command of Captain Armstrong. John Schultz was a popular member of the crew of the POLTALLOCH, appreciated for his good humour and artistic talents. He was a noted song writer, singer, musician and artist. For a time he left the sea to work on the rail bridge of the Hawkesbury River. Returning to the sea he sailed the Tasman for a time before again joining the larger international sailers where he later studied for command of his own ships. One such ship being MARY ISABELLE. In that age of steam, the Nineteenth Century, Newcastle was the

principal coal port of the Pacific region, supplying fuel for locomotives, steam ships, smelters and gas



ART OF Navigation

Date: 1819

Primary Maker: John Edmund Ludlow

Medium: Paper, ink, leather

Name: Folio

History: This manuscript by John Ludlow consists of 160 pages with eight full-page coloured pen drawings of ships, charts, a compass, planispheres and numerous geometric and perspective ink drawings. The major part of the manuscript is designed as an illustrative aid for solving navigational problems common to sailors in the early 19th century. Topics covered include - Compass points, deducing the time by celestial observation, tidal prediction, making a chart, plane sailing, calculating a ship's position from observation of a coastal feature of known height, midlatitude sailing, how to maintain a log, etc. The manuscript also includes description of the parts of a merchant sailing ship, and the log kept by Ludlow while Mate of the SYLVIA a voyage from England to the Canary Islands. The text includes worked examples of common navigation calculations and is generally extremely informative on daily routines for establishing position at sea. A poem on the title page and a generic letter given to graduates of Ludlow's



Gravesend to Melbourne on board the ROMAN EMPEROR

Date: 1852

Primary Maker: Frederick Geard

Medium: Ink on paper, leather

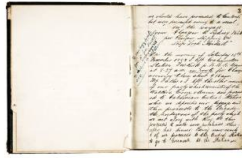
Name: Diary

History: The ROMAN EMPEROR, brought migrants to Sydney Australia and Lyttleton New Zealand, and sailed a number of times in the 1850s and 1860s under Captain Champion (whom Geard is critical of this diary). Of note in the journal is the authors recounting of daily life on board: "We often find difficulty in killing time, we read, exchange books, and read again, until we have run over with information - discuss politics, religion & Champagne till we are all red in the face then "turn in" & have a long nap , after which wake up with the natural color of our faces restored, and in a most amiable temper dive into some light amusement for the evening...How tired we all are of seeing the same faces day after day, of hearing the same speeches playing the same games & quarrelling the same quarrels. Three months & a half of unvaried scenery is trying and often makes us impatient & disposed to murmur."

companies to Asia, Oceania, South America and North America. One third of all coal produced in New South Wales went into its overseas trade and San Francisco took hundreds of thousands of tons from Newcastle between 1850 and 1915. The collieries of the Hunter River district were insignificant until about 1830 when the development of steam navigation began to create a commercial market for their output. Australian paddle steamers consumed most of their coal but occasional cargoes went overseas and in 1850 the first significant exports went to the United States. The discovery of gold in California in 1849 created a rush to that isolated region of North America and steamships began to ply between Panama and the goldfields. Coal had to be found in the Pacific and in 1850 twenty American ships sailed to Newcastle to pioneer what was to be one of Australia's most important nineteenth century trading links with the United States. A visit to the port at that time, the Presbyterian clergyman, politician, missionary and author, John Dunmore Lang, was amazed at the change in Newcastle: "Formerly, like the Dead Sea, no sign of life upon its still waters,

graduates of Ludlow's classes suggests the author held strong religious beliefs. The main headings are: Plane sailing (p.9), Traverse sailing (p.14), Middle Latitude Sailing (p.19), Mercator's sailing (p.25), Oblique Sailing (p.34), Current Sailing (p.37), Tides (p.38), Navigation by Examples (p.40), To Work an Observation to Find Latitude (p.41), Method of Finding Latitude by Double Altitudes (p.51), Journal of a Voyage from London to Teneriffe (pp.55 - 64), Rule for Determining the Rate of chronometers (p.68), Example of How to Make a Chart (p.72), Heights and Distances (p.73), Description of the Celestial Globe (p.76), To Find the Apparent Time and thereby Regulate a Watch (p.80), Method of Calculating Shot in Piles (p.82).

except when a solitary steamer was passing to and fro between Hunter's River and the capital now full of life and motion flaunting with stars and stripes." Recognising the importance of this development, the coal merchants arranged a farewell for the captain, officers and passengers of the first of the American ships, the SACRAMENTO. This, by far the most important foreign order for Australian coal up to that time, had been arranged by the Australian Agricultural Company, the principal Newcastle coal producer, through its head office in London.



Object number:
00016964

Title: On the voyage from
Glasgow to Sydney per
Glasgow Shipping
Company LOCH MOIDART

Date: 1883 - 1884

Primary Maker: Robert
Shields

Medium: Cloth, leather, Ink
on paper

Name: Logbook



Object number:
00046730

Title: Manuscript ship's log
of the American ship
VERSAILLES

Date: 1854 - 1855

Primary Maker: Captain
John Henry

Medium: Leather, paper,
cardboard

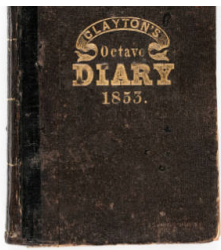
Name: Logbook

History: The VERSAILLES
was built in Medford
Massachusetts in 1848 by J.
T. Foster. The vessel was
133 feet in length, 30 feet
beam and 20 feet depth of
hold. The loaded draft was
17 feet. The ship was
described as a full mode)
with deck cabin and was
built of oak with copper
and iron fastenings. 'It
made a voyage from
Boston to San Francisco in
128 days aniving on 24
March 1852 under the
command of Captain
Knowles. The VERSAILLES
also 'made an early voyage
in the tea trade from
Canton to London. In
addition to this voyage the
ship called at Melbourne in
December 1861, departing
25 January 1862 for Otago
New Zealand.



Object number:
00000497

Title: Henry Long's diary
from his voyage from New



from his voyage from New York to Melbourne on the ALBUS

Date: 1852 - 1853

Primary Maker: Henry Long

Medium: Ink on paper

Name: Diary

History: The diary begins on Sunday December 5 1852 in New York when Henry Long boarded the ALBUS carrying 200 passengers to Melbourne. Most of these would have been bound for the gold rush, then about 18 months old. Shipboard life quickly seems to have settled into a routine once initial bouts of seasickness had been overcome. The route taken was the normal one between Australia and the Americas via the Cape of Good Hope and Cape Town. This port was reached on February 15 and Long's entries for the next 10 days describe touring the city and its environs. He notes that there are a large number of vessels here bound for Australia. Having left Cape Town his thoughts turn to his final destination. On March 23rd 1853, he writes 'we are quite busy making our tent to live in when we get to the gold mines'. Finally on April 7 'we came in sight of land, the Eldorado of all our hopes,

all are straining their eyes to the utmost to behold Australia for the first time'. By April 10 Port Philip Bay

had been reached 'This
bay of Port Phillip is very
fine as well as very large.
We let go our anchor at a
past 5,126 days from York,
the news from the mines [?]
Is not very good, but here
we are, I suppose we shall
have to make the best of
it'.



Object number:
00029426

Title: Watercolour sketches
by Captain Joseph Church,
volume 2

Date: 1854 - 1856

Primary Maker: Captain
Joseph John Church

Medium: Paper, ink, pencil,
watercolour, cloth covered
boards

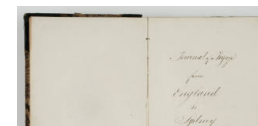
Name: Painting album

History: Captain Joseph
Church was born in
Chelsea in 1821 and joined
the British Merchant
Service at the age of 17.
He spent his life in the
service. He was the captain
of the JANE in 1845 and
1846 and later in 1854 and
1855 he was the captain of
the RORY O'MORE. This
particular vessel was
renown to be particularly
fast and it was said that if
she were "loaded properly
she could outsail any
vessel afloat". Captain
Church was married in
Launceston in 1855 to
Janet Bain but died at sea
in 1860.



Object number:
00005662

Title: Under Steam, Notes
from a Captain's Log Volume



Object number:
00036438

Title: Journal of a Voyage
from Greenock to Sydney



from a Sailor's Log: volume 2

Date: 1889 - 1937

Primary Maker: James Bryce Conder

Medium: Ink on paper, boards, photos, clippings, lithographs and watercolours.

Name: Diary

History: James (Jim)

Bryance Conder was one of thousands of ordinary Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN. Conder joined the Royal Navy in Australia in 1891 aged 19, having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served in the flagship of the Australia Station, HMS ORLANDO, when it escorted the ships of the new Australasian Auxiliary Squadron (paid for by the colonies, but manned by the Royal Navy) around the coasts to be shown to the colonists. He signed up for

an initial period of six months with an option to extend that to 12 years but chose to leave and return



from Gravesend to Sydney on the CITY OF EDINBURGH

Date: 1833 -1834

Primary Maker: Eliza Taylor

Medium: Paper, ink, leather

Name: Journal

History: The CITY OF EDINBURGH was a copper-sheathed, wooden-hulled, three-masted barque built at Coringa, Cochin, India in 1813. The vessel made a number of trips to Australia between 1837 and 1840 carrying cargo and passengers, as well as two voyages as a convict transport in 1828 and 1832. In 1840 it ran aground in Lillies Bay, Flinders Island after encountering a series of gales. On 29 October 1833 the CITY OF EDINBURGH left Gravesend, England under the command of Captain W F Baker carrying passengers and cargo bound for Sydney, New South Wales. The ship arrived in Port Jackson on 29 March 1834 after five months at sea. The barque carried 20 passengers and a cargo including salt, alcohol, plate ware, seeds, soap, blankets, candles, cotton, silks, flannels, iron ware, corks, wheat mills, scales, clothing, butter, printers ink, paints, gunpowder, stationery and saddlery. Passengers on board included Captain Gore RN, Mrs Gore, Mr Edward Gore, Misses Charlotte and Elizabeth Gore, Mr Henry Taylor, Mrs

to family and home in Melbourne. His decision not to remain in the navy may have been influenced by a somewhat emphatic letter from his sister Alice on behalf of their mother, 'Whatever you do don't sign any papers to join for twelve years or any longer', and in case he didn't understand her plea, 'So Dear Jim, don't join.' So it was that he instead joined the Victorian Colonial Navy and was posted, in succession, to the turret ship HMVS CERBERUS (its remains can still be seen today in Black Rock), the old battleship HMVS NELSON (the wonderful figurehead of the famous Admiral is displayed in the museum's Navy exhibition) and the gunboat HMVS ALBERT. In 1896, some four years into his service and with financial cutbacks in the offing, Conder left the navy, married Victoria Agnes Nihill and became a policeman. But it wasn't long before he returned to the sea and naval life joining, in 1904, the transitional Commonwealth naval defence forces which had been formed after Federation. His first ship was HMS KATOOMBA where, as bosun's yeoman, his job was to help train new recruits. This third period of naval service for Conder continued in HM

Gore, Mr Henry Taylor, Mrs Taylor and Miss Taylor, Mr James Curtis, Mrs Mary Curtis, Miss Foster, Mr James Manning, Mr Edward Pegson, Mr Edward Allen, Surgeon Mr Richard Crisps, Mrs Sarah Crisps, Mr Robert and Jane May, Mr George Holliday, Mr William Kean and Mr George Phillipson. Eliza Taylor kept a private journal of the CITY OF EDINBURGH's voyage. She completed four sketches of Cape Town, the Cape of Good Hope, the peak of Tenerife and Porto Santo. On arriving in Sydney in 1834 Eliza was dismissive of the architecture of the still relatively small settlement but enthusiastic about the natural beauty of the colony, writing 'the cove is considered very beautiful and the anchorage so good that the largest ship of war may come close to the wharf. The Botanic Gardens are well worth seeing'.

Ships CHALLENGER and PSYCHE and included voyages to Fiji, the New Hebrides, Singapore and New Zealand as well as regular and routine cruises to Australian ports. In 1909 once again Conder left naval life for shore-based civilian work until 1913 when he was recruited to the RAN Naval College at Osborne House in Geelong. He remained with the College - through its moves from Geelong to Jervis Bay NSW and then Crib Point, Victoria - until 1937 as a study corporal, training midshipmen according to the practices of the Royal Navy and helping to ensure that its traditions were carried into Australia's Navy. Conder described his seagoing years in the memoirs he wrote later in life. For each of his children he produced a two-volume handwritten journal, lovingly illustrated with his own paintings and drawings, with photographs, poems, concert tickets and other mementoes. His journals tell of the conflict between his love of the sea and his desire to be with his wife and family. The set of memoirs produced for his daughter Alice, with some other articles recalling his naval life, were donated by family members in his memory.



Object number:
00033054
Title: Journal of James
Leveque, Royal Navy



Object number:
00018508
Title: Account of a voyage
from Malabar to London



Object number:
00018412
Title: Logbook of the
sloop James Leveque



Lawson, Royal Navy

Date: 1869 - 1878

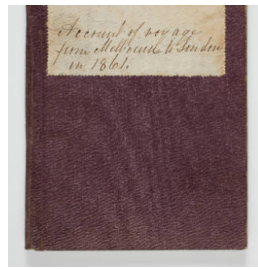
Primary Maker: James Lawson

Medium: Ink on paper, leather

Name: Journal

History: This handwritten journal of 143 pages is contained within a hardcover book with marbled paper front and back and a leather spine. It was written by James Lawson and records details of life from the five ships in which he served: HMS COSSACK (1869-1873), HMS VOLAGE (1874-1875), HMS PYGMY (1875-1876), HMS MARTIN (1876-1878) and HMS EURYALUS (1878); and also the two shore establishments HMS EXCELLENT (1873) and Sheerness Barracks (1878). In succinct terms and a neat hand, Lawson records the daily routine aboard a Royal Navy ship including cleaning the ship, washing clothes, make and mend days, coaling duties in port, caulking, painting and holystoning, Divisions and Church services every Sunday, incoming and outgoing mail drops in port and with other ships, general quarter drills and exercises, scraping guns, target and under steam practice, visitors, and gun

salutes. Out of the ordinary events are also mentioned such as the following, W. 13th. Court Martial on the



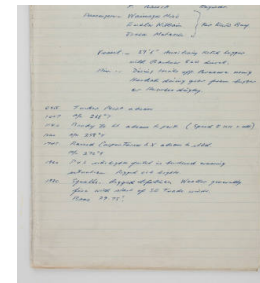
from Melbourne to London on the AGINCOURT

Date: 1861

Medium: Cloth, card, ink, ruled paper

Name: Diary

History: The account describes, with deep feeling, the marital breakup and subsequent custody battle over the children of a fellow passenger, along with her thoughts on the "monotonous and off repeated service of the Church of England, a part of which is chanted by the audience" and the behaviour of other passengers "some of our first class passengers are frivolous and volatile kind of people, of loose moral character, whose loud laughter often annoys us" The AGINCOURT left Melbourne on 30 March 1861 bound for England via The Auckland Islands and Cape Horn under the command of Captain George Tickell. On board were 21 first class passengers and 191 second and third class. From looking at the passenger list for this voyage, it is possible that the writer was either a Mrs Mollis or Mrs Heby. This supposition is based on the age of the women and their husbands and that they were unaccompanied by children. There is no 'Madame Cotton' on the passenger list, although



pearling lugger JOHN LOUIS

Date: 1971

Primary Maker: Captain Peter Cumming

Medium: Ink on paper

Name: Logbook

History: The log was written by Captain Peter Cumming who was Marine Superintendent of Pearls Pty Ltd from 1966 to 1972. Cumming was skipper of the JOHN LOUIS from 3 April to 23 June 1971 and used the vessel to trial the use of hookah breathing apparatus in collecting pearl shell. Other vessels at that time carried crews of about 12 Japanese and Malay divers using hard hat diving methods. Captain Cumming hired abalone divers from Victoria and used them to trial the use of hookah gear. They worked with two divers on outrigger booms collecting pearl shell and one tender. Three other crew members processed the pearl shell. With half the number of crew JOHN LOUIS was able to collect as much pearl shell as other vessels and with the obvious advantages of hookah gear it was soon adopted by other boats to become the standard technique in the industry. JOHN LOUIS worked on two pearl shell areas off Thursday Island and one in Papua New Guinea. The air compressor which was used was comprised of a Grishy air compressor

gunner for drunkenness, dismissed the service. T. 14th. Came aboard. Fleeted to privilege leave 2 days pay working watch F. 15th. Do. Do. S. 16th. Corporal discharged for thieving, and got another gunner Mr Wallace. F. 19th. Sighted a raft at daylight & picked it up 2 chests found on it and provisions but no lives 10th Our Paymaster Mr. Metford drownd[sic] the same night in trying to swim off to the ship. S. 5th. Tom Peters crewman died. Buried him same evening. F. 15th. Good Friday. Mr Hood midshipman jumpd[sic] overboard that night. drunk. tried by court martial. dismissed the ship S. 31st. under steam and sail. French mail boat passed us bound for Mauritius. Made signal that France and Prussia had declared war. S. 25th. Christmas Day, not up to much. got drunk that night. 3. P.M. Matuka Bay fine looking people the natives T. 9th. at anchor natives traded with yams and pigs for brass buttons and coppers. 9 of the natives brought from Sydney jumped overboard in the middle watch and swam ashore they belonged to Solomon Island. Upside down at the back of the book Lawson has written the words to a number of sailor songs and poems:

passenger list, although she is mentioned in the manuscript as being the "only female companionable for me". Mr RH Jesper and the Rev Darling are listed and are noted as being friendly to the writer and her husband.

Grisby air compressor attached to a Compac engine. The crew usually worked with two divers on outrigger booms collecting pearl shell and one tender. Three other crew members processed the pearl shell. The boat carried three Torres Strait Islanders working their passage to Kuri Bay. In contrast to the new hookah method, boats with Japanese and Malay divers using hard hats carried 12 divers. On the most of the islands which Peter visited he planted coconut palms because he liked to think that they would provide fruit for visitors and would be a record of his visit.

Affection, The Sailors
Farewell, The Queens
Letter, Song of the
Haymakers, The Soldiers
Dream, The Flying
Dutchman, The Village
Born Beauty, Homeward
Bound, A Gift from o'er the
Sea, Will Watch, The Sea
Boys Farewell, A Baby was
Sleeping, The Picture on
the Wall, Ring the Bell
Watchman, The Stolen
Child, The Sailor Boys
Dream, Take Me Home,
Rolling Home across the
Sea.



Object number:
00018289

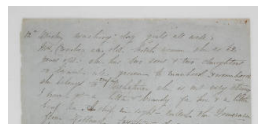
Title: Diary of Mary
Armstrong, matron on the
emigrant ship SEVERN in
1863

Date: 1863 - 1864

Primary Maker: Mary
Armstrong

Medium: Ink on paper

Name: Diary



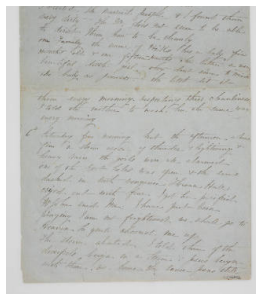
Object number:
00046486

Title: Loose pages from the
diary of Mary Armstrong



Object number:
00015738

Title: Journal of voyage
from London to Sydney on



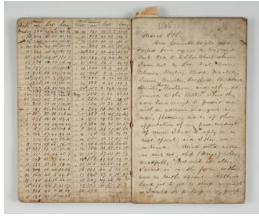
diary of Mary Armstrong, matron on the emigrant ship SEVERN in 1863
Date: 1863 - 1864
Primary Maker: Mary Armstrong
Medium: Ink on paper
Name: Diary
History: Mary Armstrong, an English woman, entered a contract with the New South Wales Government in 1863 to occupy the position as Matron on the emigrant ship SEVERN in return for a salary and free passage to New South Wales for her son. Mary kept a detailed diary of this voyage recording most useful information about daily life on an emigrant transport. The diary touches on the hardship and grief associated with the death of emigrants and their children. She was also involved with the emigrants' spiritual care and notes in detail the various services and prayers practised enroute. The SEVERN completed the voyage towards the end of 1863. Mary did not, however, remain long in New South Wales for the diary continues with a return voyage to England on January 1864 on the ALFRED, this part of the diary follows the fate of settlers returning home. The dangerous nature of these long sea voyages is evidenced by the death of a baby one day from port. The diary is accompanied



from London to Sydney on board the ship KATE
Date: 1853
Primary Maker: Howell
Medium: Ink on paper
Name: Letter
History: The ship KATE, 904 tons, was built in Plymouth in 1836. This journey to Australia outlined in the journal was not the first for the ship and seemed typical in the events that are outlined by the author. The major anomaly that appears is the duration of the voyage. The author laments that the ship ELLENBOROUGH had arrived in Sydney two weeks before the KATE despite having left London three weeks after it. The cause of this was the "calms, light and adverse winds that so lengthened our voyage; but on the whole it was pleasant, and in no way disastrous." Three month voyages at this time were filled with the ups and downs of life aboard a cramped ship surrounded by strangers. The monotony of shipboard life led to flare ups amongst passengers and crew but as the author records "unanimity is not expected to exist long in society formed of persons promiscuously brought together and, consequently, uncontrolled by a policy of dependence on each other." Despite this the distractions of nature such as whales and

The diary is accompanied by Mary Armstrong's Emigration Board Contract, dated July 1863, setting out the instructions and duties of Matron on emigrant ships. A manuscript addition is attached to the contract. It is signed by the New South Wales Agent General and details Mary's salary. Book of Prayers. This contains favourite prayers and sermons collected by Mary during the 1850s (paper watermarked 1855). She obviously used the prayers during religious instruction of the emigrants.

nature such as whales and sharks and the beauty of the skis went along way to sooth tensions. The author talks of ship board pursuits such as rat hunting, bird shooting and shark catching as diversions in addition to the excitement that the changing weather brought.



Object number:
00015742

Title: Diary of a voyage
from Melbourne to London
aboard the GREAT BRITAIN
in 1865

Date: 1865

Medium: Paper, leather
bound boards.

Name: Diary



Object number:
00009003

Title: Account of my trip to
England, W Davies

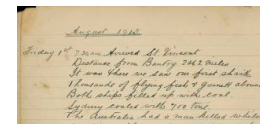
Date: 1895

Primary Maker: W Davies

Medium: Ink on paper,
cardboard

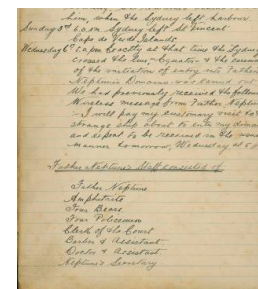
Name: Diary

History: W Davies left
Brisbane aboard SS
BARRABOOL and travelled
to Sydney. From there he
boarded SS GAIA [?] to
Melbourne, Adelaide and
then onto England. In each
port he stops at Davies
goes ashore and describes
the city and sights. He
seems to have been a
religious man who made a
point of visiting churches
at each location, praying
for protection and speaking
to the local minister when
available. Throughout the
journey Davies was very
unwell from seasickness
which did not abate as the
ship hit the monsoon
season.



Object number:
00008534

Title: Commission of HMAS
SYDNEY and record of



SYDNEY and record of steaming 25 June 1913 to 9 July 1917

Date: 1913-1917

Primary Maker: Frank Trevor Jones

Medium: Ink on paper

Name: Logbook

History: Frank Trevor Jones was born in Wales in 1892. He joined the Royal Navy in 1908 and transferred to the RAN in April 1913. Jones served on HMAS ENCOUNTER in 1913, HMAS SYDNEY from early 1914 to 1919, HMAS AUSTRALIA 1919 to 1921 and was stationed at HMAS CERBERUS from 1921 to 1928. He received 2 good conduct badges and meritorious service mentions for New Guinea and the SYDNEY-EMDEN action. SMS EMDEN (1908-1914) was a 'Dresden class' light cruiser of the Imperial German navy, named for the city of Emden on the Ems River. Her raiding cruise in the last months of 1914 has become one of the most legendary stories from the annals of the naval history of World War I. The EMDEN's crew raided Allied shipping in the Indian Ocean, causing chaos in commerce and sinking or capturing twenty three merchant vessels and two Allied warships. In terms of sheer daring and tonnage of Allied shipping sunk or captured, the exploits of EMDEN's crew were the

EMDEN'S crew were the most successful of the entire Imperial German navy. The conduct of her officers and men and the various fates they experienced are the stuff of adventure stories replete with proverbial derring-do. The cruiser was run aground in November 1914 by her captain (Karl von Müller) to prevent sinking, after engaging HMAS SYDNEY off the Cocos-Keeling Islands. The cruiser SMS EMDEN was ordered in 1905 as a replacement for the obsolete SMS PFEIL. The cruiser's keel was laid at the Imperial yards in Danzig; she was the last ship in the Imperial navy to be fitted with a 3-cylinder triple expansion reciprocating engine. Her sister ship, SMS DRESDEN, was fitted with steam turbines. EMDEN was launched in May 1908 and upon completion in 1909 started sea trials in the Baltic, during which she was also honoured by a request to escort the German Imperial yacht HOHENZOLLERN. On 12 April 1910 she departed from Kiel bound for Germany's East-Asian colonies via South American ports. Several days after arriving in Montevideo, the EMDEN sailed to Buenos Aires to participate in celebrations of the centenary of

of the Centenary of Argentinean independence. Continuing her journey, the EMDEN made two more stops for coal along the South American coast before visiting Tahiti and finally arriving at Apia in German Samoa, where she met up with the cruiser SMS SCHARNHORST, the flagship of Germany's East Asia squadron. After finally arriving in Tsing Tao, the capital and main port of Germany's Chinese colony, EMDEN saw her first action against the 'Sokehs' rebels on the island of Ponape in the German Caroline Islands in January 1911. Subsequently she was despatched on flag-flying cruises in Pacific and South East Asian waters, visiting Hong Kong as well as ports in China and Japan. In May 1913, EMDEN's famous commanding officer, 'Korvettenkapitän' (Commander) Karl von Müller, joined the cruiser's complement. Von Müller's innate gentlemanly demeanour and sense of honour earned him the respect of friend and foe alike, standing in stark contrast to the image of the "blood-thirsty, baby-killing Hun" Allied propanganda had initially depicted of the German enemy. During the Second Chinese Revolution, von Müller was ordered to take the EMDEN to the Yangtze

the EMDEN to the Yangtze River to put down a Chinese revolt. In August 1913, EMDEN, with several British and Japanese warships, bombarded a rebel Chinese stronghold into submission. After another visit to Japan in company with SMS SCHARNHORST, EMDEN visited Shanghai and eventually returned to Tsingtao for an engine overhaul. Upon the outbreak of the First World War, EMDEN raided Allied shipping in Tsuchima Strait, capturing a Russian mail ship; but was subsequently ordered to join the East Asia squadron off Pagan in the Northern Marianas. Operating under command of Vice Admiral Maximilian, Graf von Spee, the German East Asia squadron attempted to outrun the various, much heavier Allied warships arrayed against it and make for Germany via Cape Hoorn. However, von Müller persuaded von Spee to agree to his plan to distract the Allies by detaching his cruiser - accompanied by a supply vessel and a collier- from the home bound German China-squadron and giving it permission to raid Allied shipping at will in the Indian Ocean. By doing so they would draw the RN's attention to an effective and dangerous 'commerce-raider' disrupting British

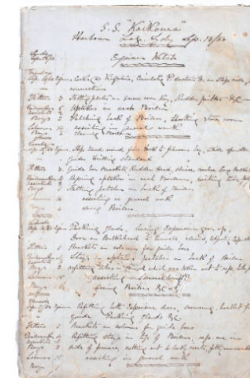
raider disrupting British merchant shipping and commerce in and around the Indian Ocean. In the following 3 months the EMDEN -disguised as a British 'Town class' cruiser (actually as HMS YARMOUTH) by the addition of a fourth (false) funnel- under von Müller achieved a reputation for seamanship, daring and gallantry unparalleled by any other German crew or navy captain. The EMDEN's successes were of extreme concern to the Admiralty in London -where Winston Churchill presided as First Sea Lord- and also to the Australian and New Zealand governments; to such an extent that troop transports from Australia were suspended as well as merchant shipping on various 'runs' - e.g. Bombay to Aden and Colombo to Singapore. By the end of October 1914 no fewer than 60 allied warships were pre-occupied with the hunt for the EMDEN in the Indian Ocean. Von Müller was pedantic about avoiding casualties among civilian non-combatants. For instance, having taken fourteen prizes and raiding shore installations by the end of September 1914, the only non-combatants killed by the EMDEN's guns were five locals who died in Madras during a shore bombardment of British oil

bombardment of British oil tanks. During a later daring raid on Penang EMDEN subsequently sank the Russian cruiser ZHEMCHUK and the French destroyer MOUSQUET. Thirty-six French survivors from the MOUSQUET were rescued; and when three died of wounds a few days later, they were buried at sea with full honours. The remaining Frenchmen were then transferred to a British steamer, NEWBURN, which was stopped by the German cruiser, but not attacked, to take on board and transport the French prisoners to Sumatra in the neutral Dutch East Indies. On 9th November 1914 the EMDEN was off the Cocos-Keeling Islands, intent on attacking the radio and telegraph facilities there and to rendezvous with a collier and supply vessel to take on board stores and coal to fuel her own requirements; while waiting for the supply vessel, a well-armed shore party of nearly 50 men under 1st Lt. von Mücke - EMDEN's first officer and 2-ic- landed on Direction Island to destroy the radio-station and cut the submarine cables between Australia and Colombo and Mauritius and Batavia. Faced by the large numbers of armed men in the shore party, the station's civilian operators offered no resistance.

offered no resistance, however before the shore party could wreck the radio- and telegraph system, one of the operators managed to get an emergency radio message out, reporting the presence of the EMDEN. This signal was picked up by the RAN's cruiser HMAS SYDNEY, which detached itself from a convoy that happened to be nearby and very soon appeared on the scene to investigate. The EMDEN was caught unaware and in the ensuing engagement - being by then the most hunted German raider in the world, with up to 70 allied warships searching for her- the German cruiser was relentlessly shelled by the SYDNEY's superior firepower. After receiving more than 100 hits, Von Muller beached his stricken vessel on North Keeling Island. HMAS SYDNEY then immediately left the scene in pursuit of the EMDEN's supply ship, and when it returned the next day, von Müller, with the rest of his surviving crew, many of them wounded, were captured and eventually taken to Malta via Colombo. EMDEN's crew had suffered 131 killed and 65 wounded, from a total complement of 360. The SYDNEY's casualties were much lighter, with only 4 dead and less than 15 wounded. During the

wounded. During the SYDNEY's absence in pursuit of the supply ship, von Mücke and his shore party seized the Cocos Islands' 120-ton, three-masted copra-carrying schooner AYESHA and made for neutral Padang on Sumatra, where they were able to rendezvous with a German merchant vessel. Von Mücke's party made their way to Turkey by way of the Red Sea and the Arabian peninsula. They eventually reached Germany and received a heroic welcome in May 1915. Although still a prisoner of war, von Müller was awarded the Iron Cross First Class by the Kaiser; as did every other surviving officer who had served in the EMDEN. 50 of EMDEN's petty officers and ratings were awarded the Iron Cross Second Class. Von Müller was later relocated to England while his men remained on Malta as prisoners of war. In October 1918, von Müller was released as part of a prisoner exchange. Returning home, he was presented with the 'Pour le Merite' (Blue Max) medal and promoted to the rank of full captain (Kapitän zur See) He later retired due to ill-health and died suddenly on March 11th, 1923. As a special mark of honour, the German government later allowed all of the EMDEN's

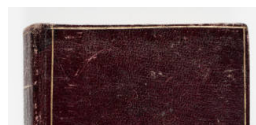
all of the EMDEN'S
surviving officers and men
to hyphenate their name
by adding as a suffix the
word 'Emden' to their
surname; this honour is
upheld to this day, witness
the numerous 'X-Emdens'
amongst German citizens
still extant; most notably
Prince Franz-Jozef von
Hohenzollern-Emden, who
had served in SMS EMDEN
as a junior officer. The
wreck of the EMDEN on
North Keeling Island is a
protected site under
Australia's 'Historic
Shipwrecks Act 1976' A
personal narrative of the
'Battle of Cocos' by one
HMAS SYDNEY's sailors can
be read at:
[http://cocossydney.
blogspot.com/2008/08/7.
html](http://cocossydney.blogspot.com/2008/08/7.html)



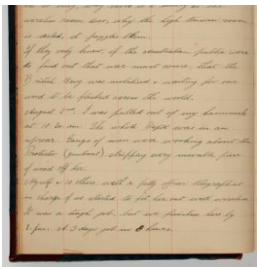
Object number:
00048037
Title: Engine Room log
book SS WONGA WONGA
and SS KAIKOURA
Date: 1860s - 1870s
Primary Maker: William
Gray
Medium: Ink on paper
Name: Manuscript
History: The log book
relates to material from
ship model maker E B Bell.
It contains information
from voyages of the SS
FENWICK, SS
NORTHUMBERLAND, SS
AUCKLAND and HMS
BRITON from the 1860s
and the SS WONGA
WONGA and SS KAIKOURA
from the 1870s. The screw
steamers operated from
New Zealand. There are
several specifications for
the construction of screw
steamers, two by James
Laing at Deptford yard
Sunderland for the mail
service between San
Francisco and Australia.
The book also contains
several poems with
religious and nautical
themes, some of which are
annotated as being written
whilst on various passages
of the ships in the log book.



Object number:
00001711
Title: Journal of wireless
telegraph operator John

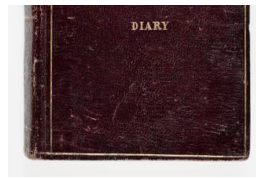


Object number:
00040910
Title: Diary of James
Phillips and Family



telegraph operator John Brown of the Royal Australian Navy
Date: 1914 - 1919
Primary Maker: John Henry Shadwell Brown
Medium: Ink on paper
Name: Diary
History: This journal covers the period 1914 to 1919 commencing with action against German New Guinea and concluding with returning to Australia from England via the Suez Canal. In between these years Brown records his life as his ship undertakes patrols and ship searches, drills and battle practice. After German New Guinea (HMAS PROTECTOR), Brown is deployed to HMAS WARREGO which undertakes service on the China Station (Timor, Singapore, Bangkok, Saigon and Hong Kong patrols) in 1915-16 before returning to Sydney for coastal patrols off NSW and Victoria for the remainder of 1916. This is followed in early 1917 by deployment to HMAS BRISBANE for patrols off Western Australia, the Northern Territory and the Solomon Islands before returning to Sydney in mid-1918. The ship is then deployed on more patrols off the east coast of

Australia primarily searching for German submarines, mines, and ships carrying contraband.



Phillips and Family
Date: 1850
Primary Maker: James Phillip
Medium: Leather, Ink on paper
Name: Diary
History: WILLIAM STEVENSON The wooden, 729 ton, three-masted sailing ship, WILLIAM STEVENSON was built in Quebec, Canada in 1849 for George Gibson and Company of Leith, Scotland and Registered at London, England. At 141.6 x 29.9 x 21.6 the vessel was exceptionally large for the times. (Lloyd's Register of British and Foreign Shipping, 1850) The rating of 5 A1 at Lloyds in 1850, a surprisingly low survey rating for a vessel only one year old, is no doubt a reflection of Lloyd's bias against colonial-built vessels using foreign timbers such as beech, hackmatack and pine and the use of iron bolts rather than copper or bronze under the copper sheathing. (Lloyd's Register of British and Foreign Shipping, 1850) On its 1850 voyage to Melbourne, via Port Adelaide, the WILLIAM STEVENSON carried 79 cabin and intermediate passengers (including the Phillips family) to Adelaide, Melbourne and Sydney and 62 Irish needlewomen in steerage along with a mixed general cargo

In October 1918 BRISBANE is finally sent to the war front via Colombo and the Suez Canal but en route receive news of the armistice. The ship continues to the Mediterranean and through the Dardanelles (still littered with mines) to Sebastopol; troops and the wounded are picked up for transport to Portsmouth where they arrive in January 1919. After 38 days leave, BRISBANE returns to Sydney. The following extracts from Brown's journal are typical of his style and observations: Williamstown Naval Depot July 20th 1914. Without a doubt something is going to happen shortly. I was up all night last night decoding & decyphering messages, that came by wireless through several of the big wireless stations, from Whitehall right across the world to this station. July 31st. The past week has opened my eyes, I never knew that the British Navy possessed[sic] so much power. The wireless here has been crackling & crashing every night from 6 p.m. to 6 a.m. We are in direct communication with Whitehall, by land line & cable. I have been coding and decoding, cyphering & decyphering until now I nearly know the vocabulary signal book off

mixed general cargo. George Gibson and Company can trace its origins back to 1797 when the company was originally involved in ship broking. In 1844 the company decided to buy and operate its own vessels and established regular sailings to European and Australian ports. The company continued to operate to those ports until the mid to late 1960s when the company made the transition into the carriage of liquefied natural gas. (Somner, Graeme. 1988, World Ship Society) Diary of James Phillips Sometime in the late 1840s or early 1850 the Phillips family consisting of James Phillips, his wife Eliza Phillips, his mother, and either five (Walter, Mary, Jane, Sarah and Charlotte) or six children (+Rosalie) made the arduous decision to leave Europe - at the time they were living in France - and migrate to Australia. The decision to remain in Europe or to migrate to the prosperous colonies of Australia or the new countries of the Americas was one faced by millions of migrants in the 19th century. Although the reasons behind the Phillip family's decision to migrate to Australia is unclear from the diary it could have been based on one of many reasons including a quest for

by heart. All night long messages have been coming in from Whitehall & all night long the wireless has been sending out its messages to the fleet 1000 miles away. Even now as I write the destroyer flotilla is steaming northward at full speed to keep an eye on the German cruiser Scharnhorst, anchored off Townsville. Every ship in the British Navy has its sailing orders. The fleets are stripped ready for battle. The patrols are told off for their different patrol areas. Every available ship will be at sea by midnight to night, ready to do battle with the best of Germany's navy. Sydney HMAS PROTECTOR August 5th 1914 The submarines go to sea every day for a dip. There is something wrong with the port engine of AE1, it fails nearly every time they want to use it. Something will happen to her one of these days. They still go out diving in her. New Guinea HMAS PROTECTOR September 18th 1914 Submarine A.E. 1. reported lost at sea with all hands. The news was received with great sorrow throughout the fleet. She went down with 36 bluejackets & 2 officers. & it is thought that she exploded while she was submerged. Parramatta went to sea with her & A.E. 11, on the morning of

including a quest for religious or moral freedom, better health, financial well being or a sense of adventure. The diary commences on Monday 13 May 1850 with James Phillips paying half of the passage money into a bank in Europe - possibly France although this is unclear - and the family boards the WILLIAM STEVENSON in the afternoon of the following day. The diary then follows the day to day activities of those on board - detailing sickness amongst the family and the other passengers, divine services on Sunday led by the ship's surgeon or by one of steerage passengers a Mr. Huntingdon. The vessel arrived in Plymouth on 21 May 1850 and remained anchored in Plymouth Sound until 27 May taking on additional passengers and cargo. By early June shipboard confinement was taking its toll on the passengers with Phillips recording in his diary that he had taken exception to five or six gentlemen and had spoken to them several times regarding improper conduct. Phillips also reports that Captain Williams had also spoken to some of the passengers, had imposed a 10 o'clock curfew, put one of the needlewomen on a bread and water diet and told the passengers the crew will compel passengers to

September 13th. While steaming along, the Parramatta made a signal to both subs. "Are you all right". AE.11 replied "Yes", AE1 replied "I have had trouble with the port engine but it is now all right." Later, AE1 made to Parramatta, "I am going to submerge a little, can you see me." Parramatta replied "Yes, carry on." A.E. 1 submerged until only her conning tower was visible, she then made to Parramatta, "Everything is all right, I am going to dive". A.E.1. dived & was never seen again. On returning to Rabaul A.E.11 reported that an explosion had been heard while she was submerged. Nobody will ever know how those lads died, they had enough air to last them for 24 hours. Sydney HMAS WARREGO April 1915 We then proceeded to Clarence River, calling at three towns on the river, Maclean, Grafton, & Harwood. The river is not very wide & all the way up, people were rushing out of their houses cheering & waving flags. In the different places we called at, there was great excitement, there were banquets & concerts in our honour, in fact everybody was Navy mad.

compel passengers to behave onboard ship. The passengers' committee, of which Phillips is a member, resign on masse in protest against the Captain's actions, and the Captain has one of the passengers - a Mr. Linthorn - placed in irons. Tensions between the Captain, crew, the ship's surgeon and the passengers remain high for the next few weeks with several written formal protests being made to the Captain on behalf of passengers. As the voyage continues the diary records Phillips falling out with several passengers, including Mr. Huntingdon, whom he calls a 'fat martyr' and 'much disliked by the passengers in general' and John Cope whom he calls the 'runaway bankrupt Copes'. Phillips describes a 'tempest' on the 21st July off the Cape of Good Hope, the continued sickness of his younger children, tooth extractions performed by the surgeon and increasing problems between passengers and crew and between the crew and the Captain. Further storms were encountered in early August which brought down the main top mast yard, mizzen topmast and top gallant mast along with several seas washing over the vessel and getting below into the sleeping compartments. The vessel

compartments. The vessel arrived in Holdfast Bay (Adelaide) on Thursday 5 September 1850 after a voyage of 102 days from Plymouth. Although desperate to get off the ship Phillips reports that he found Adelaide very disappointing and because of the fleas and bugs decided to remain on board the vessel, despite the drunkenness of the crew. On Wednesday 2 October Phillips records that his wife, Eliza, had given birth to a daughter; on 25 October that they were finally leaving Port Adelaide for Melbourne; on 27 October that the Doctor had jumped ship in Adelaide leaving his wife on board and on the 13th November the Phillips family had safely arrived in Melbourne. Manuscript accounts, journals and diaries of sea voyages to Australia in the 19th century are rare. Although several thousand are known to exist most of these date from the late 1800s and tended to be written after the events with the contents modified to placate family members back home, where many of these passenger accounts ended up.



Object number:
00000950

Title: Sketches of travels
including voyages to
Australia

Date: 1870 - 1882

Primary Maker: William
Field

Medium: Paper, watercolour

Name: Painting album

History: William Field's
home in Blackdown,
Warwickshire, is still
standing and changed very
little from the image in the
album of his work.
Although we know very
little about Field or what
happened to him, we do
know he left home to travel
and came to Australia
aboard the CARLISLE
CASTLE and where he
painted numerous scenes.
Field also travelled to the
United States and parts of
Europe including
Switzerland and Italy.



Object number:
00046176

Title: Diary of Sergeant
Thomas Henry Stafford



Object number:
00006441

Title: A Voyage Round The
World In The Year 1766



Thomas Henry Stafford

Date: c 1913

Primary Maker: Sergeant

Thomas Henry Stafford

Medium: Ink on paper

Name: Diary

History: Sergeant Thomas Henry Stafford records in his 1913 diary that he served in the British Army for 14 years and 126 days. He then transferred to the Army Reserve and was employed at the Royal Arsenal Woolwich for seven years. Stafford worked for the next seven years at London County Council, before being appointed as superintendent to almost 300 lads emigrating from England to Australia. He sailed with the boys from London on TSS HAWKES BAY on 1 July 1913. In Australia Stafford was employed by the Victorian government for some time, before securing a job at the Colonial Ammunition Works, which he held until the outbreak of World War I. He joined the 7th Battalion of the Australian Imperial Force on 7 August 1914, and was at both the landing at Gallipoli and the eventual evacuation. Stafford won his promotion at Lone Pine, and writes he was 'going strong' in France until Brigadier General Elliot sent him for a rest to England. During this time he had a nervous breakdown, and as a consequence was sent back to Australia as



world in the years 1766, 1767, 1768 and 1769

Date: 1772

Primary Maker: Louis De Bougainville

Medium: Ink on paper

Name: Book

History: Louis-Antoine de Bougainville (1729 - 1811) had started a promising career in mathematics before joining the French army in 1754 and fighting in Canada against the British forces. Yet in 1763, having returned to France, Bougainville joined the navy. It what appears to be under his own proposal and funding, Bougainville was sent to the Falklands to establish a French colony there at Port Louis. He had held a long standing interest in exploration and certainly his time spent aboard had heightened this. To the Falklands he took two ships, three expelled Arcadian families from Canada and instructions and best wishes from King Louis XV with him. The colony was established as a small but generally robust fortress and Bougainville returned to France. Despite the success and passion Bougainville had poured into the established at Port Louis, it had been negotiated by the powers in Paris to hand the settlement over to Spain. Bougainville would be financially compensated

back to Australia as medically unfit after 1,350 days service. Stafford was the first superintendent appointed by the government of Victoria to supervise the emigration of boys from British orphanages, homes and reformatories to undertake rural employment in Australia. Following this first party of 292 boys, he was to 'organise for a further 3,000 boys under W Sedgwick' - an English philanthropist and advocate of juvenile emigration from Great Britain. Stafford's diary entry on 1 July 1913 describes the 'splendid sea like a mill pond' as TSS HAWKES BAY departed Tilbury at 6 o'clock. HAWKES BAY was built by Workman, Clark & Co, Belfast for the Tyser Line, and launched on 27 September 1912. She made her maiden voyage from London to Sydney in January 1913. Stafford's diary is an invaluable record of the voyage from London to Melbourne, with entries ranging from the personal ('wrote 2 letters one for wife and children' on 1 July) to the mundane ('gave books out to boys'; 'threading the needle and sharpening lead pencils for girls and boys' on 2 July), from daily technical details such as mileage, speed, latitude and longitude, to information about other

immigrants compensated and part of the negotiations and hand-over, but the Falklands were no longer French. It was at this time, 1766, that Louis XV agreed to fund a circumnavigation by Bougainville of the globe. He would be the first French man to do so and it was hoped new territories would be discovered, particularly in the Pacific. Tensions and competition with England was fierce. Pressure from the loss of the Seven Year Wars in North America and increasing interest in exploring and establishing overseas colonies saw exploration gain in popularity - 'Enlightenment Expeditions' as they became referred to - fed into the Age of Enlightenment where man, nature and the unknown were discussed in salons, academies and books by writers such as Rousseau. Bougainville's instructions were first to handover the Falklands (Malvinas), which to Spain, France's ally, and then to proceed towards China via the Straits of Magellan and the South Sea, investigating the islands or continent lying between the Indies and the western seaboard of America. Having claimed possession of Tahiti, unaware of Wallis's visit less than a year before, he finally

information about other passengers ('feeling my way about ship introducing myself to the officers on board'; 'Maytron [sic] Mrs Edmunds in charge of British girls bound for Melbourne' on 2 July). Most important are Stafford's records of the activities which kept the party of 292 boys entertained during the 41-day voyage - running drills on deck, parades, inspections after breakfast, games, concerts, dances, church services, photography sessions, pillow fights, and a sports program including sack races, cock fights, three-legged races, egg and spoon races, tug of war and blindfolded boxing. Stafford's diary also contains insightful observations about the boys in his care, many of whom are prone to 'filthy language.' On 11 and 12 July Stafford notes that complaints have been lodged by other passengers about the boys' conduct and language. He writes he is 'feeling tired out' with eight cases of children with measles on board, adding 'I don't think anyone will be allowed to land at Cape Town.' However, when HAWKES BAY arrived at Cape Town on 21 July, officials visited the ship and 'past [sic] alright,' and the lads went ashore at 10.30. The visit at Cape Town was the only

year before, he finally reached the New Hebrides archipelago and "La Austrialia del Espiritu Santo", discovered by Quiros in 1606 and believed to be part of the supposed Southern Continent. The only way to determine this, Bougainville resolved, was to head westward a further 350 leagues in the hope of sighting the eastern coast of New Holland." This he did, only to be impeded by the Great Barrier Reef and, although several of his crew claimed to have sighted land, this was not confirmed and the ships were headed to the north. Nevertheless, Bougainville concluded that he was close to some extensive land and, in running westwards from Espiritu Santo, he had dared to face the risk of the legendary lee-shore of New Holland and New Guinea, even though prudence, shortage of food and the condition of his vessels would have justified his heading northwards at an earlier date. " (Colin Jack-Hinton, *The Search for the Islands of Solomon*, Oxford, 1969, p.256) Perhaps if Bougainville had of persevered, "he would have come to the Australian coast near Cooktown, and would, likely enough, have been wrecked where Cook was wrecked two years later"

at Cape Town was the only stop on the voyage, before HAWKES BAY arrived in Melbourne on 11 August 1913. On 12 August The Argus reports on the large number of immigrants that had arrived: 'One of those busy scenes which are occasionally presented at the wharfside in connection with our immigration scheme was provided yesterday by the arrival of the Tyser liner HAWKES BAY from Great Britain with 938 new settlers - men, women and children - on board. 'Some unfavourable comments were heard on the vessel as to the conduct of the contingent of British lads on board, but upon being interrogated on the subject the vessel's officers either evaded the question with a smile or openly declined to express an opinion. Their manner, however, conveyed the impression that the behaviour of some of the large contingent of lads was not all that could be desired, one officer stating that, while he himself preferred to say nothing, the matter had been brought under the notice of the immigration authorities here. In discussing the subject a passenger said that, while some of the lads were rather noisy at times, especially in the direction of 'sing-songs,' their general conduct was no

wrecked two years later .

general conduct was no more boisterous than might have been expected from a lot of healthy lads, though perhaps other people might take a different view upon the point. 'Employment was obtained for some of the farm labourers and boys after their arrival yesterday, but the immigration officials do not expect to place all the newcomers until the end of this week. The contingent which landed yesterday is the largest which has been brought to Victoria this year. It included 67 farm labourers, who represent 101 persons, and 290 lads. In consequence of the lack of accommodation at the departmental building, the Presbyterian Hall, at the corner of Lonsdale and William streets, has been transferred temporarily into a labour bureau, and farmers who require assistance are asked to attend there. It is proposed to distribute the domestic servants among employers today. Situations will be obtained for 65 girls.'



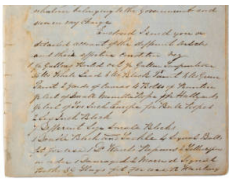
Object number:
00016513
Title: South Head Signal
Station letters relative to



Object number:
00033940
Title: Journal of
Midshipman George Knox



Object number:
00009359
Title: William Lockerby's
account of life aboard



Station letters relating to the shipwreck of the DUNBAR in 1857 copied from the Signal Master's log book

Date: 1857

Primary Maker: James Graham

Medium: Paper, ink

Name: Manuscript

History: The 1850s was a period of great social and economic growth in Australia, spurred on by the gold rush and an increasing population. This rapid growth increased the demand for goods and services which could only be met by expansion within agriculture, industry and commerce. This economic climate and demand for passenger ships persuaded the well known ship-owner and merchant Duncan Dunbar to finance the construction of a clipper ship. The DUNBAR was a 1167-ton wooden three-masted sailing ship built in 1852 by the English shipbuilders James Laing & Sons at Sunderland. Costing over 30,000 pounds and constructed from British oak and Indian teak, it was held together by copper fastenings and iron knees. It was designed to carry passengers and cargo quickly between England

and Australia but was initially used as a troop transport in the Crimean War. In late May 1857



Midshipman George Knox, RAN (part 1)

Date: 8 February 1931- 31 December 1931

Primary Maker: George Frederick Edmund Knox

Medium: Card, linen, paper, ink. Red, open spine journal is bound with linen

Name: Journal

History: These two journals (00033940 and 00033941) by Midshipman George Knox provide detailed information about naval training, education and daily life on British and Australian naval ships in the period from 1927-1932. Upon its formation in 1911, the Royal Australian Navy replicated the entire ranking structure used in the Royal Navy. The British midshipman was originally a petty officer under the command of the boatswain. They were placed in charge of a ships boats, keep watch at sea and in harbour under the eye of a senior officer, and generally play a part, under supervision in all the ships activities. They also attended lectures and participated in exercises designed to familiarise them with all aspects of life on a naval ship. At the end of their midshipman's time they took an examination in seamanship for promotion to sub-lieutenant. The rules for use of the Journal were outlined for the midshipman on the



account of life aboard JENNY

Date: 1810 - 1820

Primary Maker: William Lockerby

Medium: Ink on paper, leather covered boards

Name: Manuscript

History: William Lockerby was born at Ashbridge near the town of Lockerby in the county of Dumfries on the 6 January 1782. Moving from Scotland to England Lockerby made Liverpool his home and became a successful merchant and shipowner up on his return from Fiji. He died on 29 June 1853. The manuscript is an invaluable first hand account of an American trading voyage to Australia in the first decade of the nineteenth century. Lockerby, from Liverpool, was first officer on the American merchant vessel, the JENNY. Family lore suggests that Lockerby was the victim of an American press gang in Liverpool and signed on the JENNY at Boston. The principal part of the narrative relates Lockerby's 'adventures while marooned in the Fiji Islands. The JENNY, a 205 ton ship, was owned by John Dorr & Co. of Boston and captained by William Dorr Jnr. It voyaged to the Pacific in 1807 searching for goods to trade with China, specifically seals and sandalwood. Sydney was a convenient port of

DUNBAR departed London for its second voyage to Australia, carrying 63 passengers, 59 crew and a substantial cargo, including dyes for the colony's first postage stamps, machinery, furniture, trade tokens, cutlery, manufactured and fine goods, food and alcohol. Many of the ship's first-class passengers were prominent Sydneysiders, who had made good 'currency' in the colony, and after visiting their 'home' in England were returning to Australia. After a relatively fast voyage the vessel approached Port Jackson on the night of 20 August 1857, in a rising south easterly gale and bad visibility. The Macquarie Light near South Head could be seen between squalls, however the night was very dark and the land almost invisible. Captain Green was a veteran of eight visits to Sydney, being First Mate onboard AGINCOURT and WATERLOO and Commander of WATERLOO, VIMEIRA and DUNBAR. Shortly before midnight he estimated the ship was six miles away from the harbour's entrance and ordered the vessel on, keeping the Macquarie Light on the port bow. Shortly afterwards the urgent cry of 'Breakers Ahead' was heard from the

midshipman on the introductory page of the journal. The midshipman was required to enter information (in their own language) of their own observations about matters of interest and importance, with a focus on work that is carried out on their stations, in their fleet or in their ship. A midshipman was also expected to include descriptions of places visited and of people he came into contact with. These were supported by sketches and maps and notes on weather conditions and currents. Knox's journals also include technical drawings of early diving equipment and weapons. The journal was checked and initialled by a senior officer at least once a month and also by the Captain. The main object of keeping the journal was to train midshipmen in a) the power of observation, b) the power of expression and c) the habit of orderliness. The journal was presented at the examination in seamanship for the rank of Lieutenant and a maximum of fifty points could be awarded to a midshipman. Midshipman Knox includes hand drawn maps and charts of places visited during his time aboard the different vessels. These include depictions of Fremantle Harbour, the Derwent

was a convenient port of call for American ships bound for Canton. Under the Navigation Acts American vessels had no legal authority to trade with British colonies and could only do so when colonial governors ignored the law. The JENNY arrived in Sydney in November 1807 carrying 5,000 gallons of rum. Ordered to leave port for attempted smuggling, the JENNY returned four days later to Broken Bay where it was seized in the act of smuggling spirits. Despite strong evidence, the vessel was not condemned for the act prompting Major Johnston to comment: 'the condemnation of a ship for smuggling will not easily be accomplished in NSW.' While in Sydney, Lockerby sold some tobacco for \$3 a pound to a corrupt marine. He was also taken to the bench and fined when upon seeing some local soldiers stealing his cargo he shouted 'damn you and the Governor too'. The JENNY was still in port when Bligh was put under arrest by the Lieutenant Governor. Lockerby records his jubilation: "I felt myself more than rewarded for the loss of my twenty pounds in witnessing the downfall of the tyrant. It was a fine, calm evening, and I expended a whole box of candles in lighting the ship

Second Mate in the forepeak. Captain Green, confused by the squalls, and believing the vessel had sailed too far towards North Head mistakenly ordered the helm hard to port. In doing so the vessel sailed closer towards the cliffs instead of the entrance to the Heads. The DUNBAR struck the cliffs just south of the Signal Station at South Head - midway between the lighthouse and The Gap. Within a few minutes the ship had begun to break up. All 63 passengers and 58 of the crew perished in the disaster. The only person to survive the wreck was a young seaman called James Johnson. He was hurled from the deck onto a rocky ledge - from here he climbed up to the cliff face out of the reach of the waves. He remained there until being rescued on 22 August by either the Iclander Antonia Wollier or the diver Joseph Palmer (depending upon sources). Charles Wiseman, skipper of the small coastal steamer GRAFTON (who had decided wisely to stand off the coast that night rather than enter the Heads) realised that a large vessel had been wrecked off the Heads when he sailed through the entrance and noticed large quantities of timber,

harbour, the Derwent River, Coral Sea, Great Barrier Reefs, Jervis Bay and the Adriatic Sea. He also includes leisure time and personal reflections. His entry of January 20 1931 is an example of his writing style; 'This day representing one of the most momentous of my career, I was naturally slightly apprehensive when I arrived at Man O War steps in Sydney to join my first ship. The other cadets of my "year" who were joining on that day arrived soon after myself.' Knox also describes training exercises at sea in detail eg Journal Entry 19 January 1933: 'The submarines left harbour at varying times during the day and our object was to locate them and report them to the hunting subdivisions. Several submarines were located by us, but one, passing under us, we could not pick up again and she must have got through.'

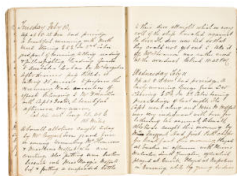
cargoes in lighting the ship, fore and aft, as she lay directly opposite the Governor's door." The bulk of Lockerby's narrative concerns the time he spent in Fiji after he was left behind by the JENNY (he provides two divergent accounts of this incident). The first European and American vessels (MARCIA of Port Jackson and FAIR AMERICA) called at the islands in 1804, for sandalwood. Four years later Lockerby provides fascinating detail of relations between Europeans and Fijians, inter tribal conflict, cannibalism, the strangling of widows, Fijian society, and his personal experience of a war. Lockerby left Fiji for Canton on the GENERAL WELLESLEY on 2nd June 1809. American merchant vessels were some of the earliest visitors to the young colony of NSW. The Alliance, the first American vessel to sight Australia, passed the Tasmanian coast enroute to Canton in 1787, three months before the arrival of the First Fleet. The remote settlement of Sydney became a convenient port of call for vessels sailing to China and for sealing vessels to refit and refresh. Some of these vessels carried speculative cargoes which were sold to the struggling colony. Between

bedding and bales floating in the water. By the time he arrived at Sydney more reports were filtering in from Watson's Bay and Manly about bodies being washed ashore. Dawn gradually unveiled the enormity of the event to the community of Sydney, as mailbags and other items washed ashore indicating the vessel was in fact the DUNBAR. Many of the local population knew the people on the passenger manifest, consisting of 122 men, women and children. Large crowds were drawn to the scene to watch the rescue of the single survivor, the recovery of the bodies and the salvage of some of the cargo. For days afterwards the newspapers were filled with graphic descriptions of the wreck and the public interest in the spectacle. The victims of DUNBAR were buried at St Stephens Church in Newtown. The funeral procession attracted an estimated 20,000 people who lined George Street. Banks and offices closed, every ship in the harbour flew their ensigns at half mast and minute guns were fired as the seven hearses and 100 carriages went past. The great loss of life caused by the wreck immediately led to an outpouring of letters demanding the upgrade of the Head's lighthouses.

struggling colony. Between 1792 and 1813 approximately 60 American vessels called at Sydney. Lockerby seems to have made attempts to have the manuscript published in the early 1850s. No record exists of such a publication. However the journal was published by a descendent of Lockerby's in 1925.

They were sent to the newspaper editors at the Empire (28/08/1857) (29/08/1857) and Sydney Morning Herald (27 - 30/08/1857). The upgrade issue was also raised at Question Time in Parliament and recommended by the jury at the DUNBAR inquest. 'The verdict of the jury meets with pretty general concurrence. We may observe that the attention of the authorities is now directed to the subject of improving the arrangements for lighting the entrance to the harbour...' (Brennan, 1993). This recommendation was followed in 1858 and the Hornby Lighthouse was constructed. The effect of the DUNBAR wreck on Sydney is evident by the number of letters to paper editors, lithographs, paintings, poems, narratives and accounts which were published just days after the event. These publications were sold in their thousands. Besides the pamphlets and brochures other items began to appear in Sydney as part of the memorabilia associated with the tragedy. Salvors had acquired bits of the vessel and were manufacturing items including a set of chairs marked, ' Made from the wreck of the Dunbar', along with 'Church, house

and Garden Furniture' manufactured to any design, from the wreck of the DUNBAR in teak and oak. The impact of the DUNBAR disaster is hard to imagine in these days of safe and efficient air and sea travel. For those living in the emerging colony of Sydney during the 1850s the tragedy had a lasting emotional effect.



Object number:
00031061

Title: Manuscript diary kept
on board the LOCH SHIEL
sailing from Glasgow to
Melbourne

Date: 6 December 1879 - 1
March 1880

Primary Maker: Richard
Beaty

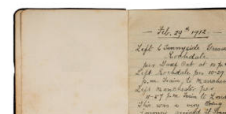
Medium: Paper, ink, cloth
covered boards

Name: Manuscript diary



Object number:
00051276

Title: Historie van Indien,
waar in alle werelt is



Object number:
00039553

Title: Edward Moulding's
diary kept during his

waer inne vernaelt is
avonturen die de Hollantse
schepen bejegenet zijn, T
Eerste Boeck.

Date: 1617

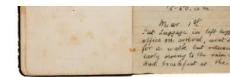
Primary Maker: Michiel
Colijn

Medium: Vellum, paper, ink

Name: Book

History: Early edition of the most important account of the very first journey of the Dutch to the East Indies under Cornelis de Houtman (1540-1599). The journal is written by Willem Lodewijcksz., a clerk on board Houtman's ship MAURITIUS, the first Dutch ship that reached the East Indies on a trip during the years 1595-97. Originally published by Cornelis Claesz in 1598, this version was published in Amsterdam in 1617 by Michiel Colijn. Brothers Cornelis (1540 -1599) and Frederik de Houtman (1571-1627) navigated and led the first Dutch trading expedition to the East Indies, an area whose trade had previously been regarded as a Portuguese monopoly. Sent to Lisbon in 1592 as commercial representatives, the brothers were imprisoned by the Portuguese for attempting to steal secret charts of East Indian sailing routes. After their release

in 1595 they returned to Amsterdam, where Cornelis was appointed commander of a fleet of



diary kept during his
voyage to Australia on SS
ORAMA 1 March - 8 April
1912

Date: 1912

Primary Maker: Edward
Moulding

Medium: Paper

Name: Diary

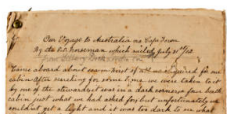
History: Elizabeth Walls married Edward Moulding in 1904 in the town of Blackrod, Lancashire. Her sister Mary, married Edward's brother Peter. Elizabeth worked in the cotton mills as a weaver and Edward was trained as a mechanical engineer. The Moulding brothers decided to migrate to Australia after Peter's doctor recommended 'a long seajourney' as a remedy for his chronic asthma. Dorothy suggests that bigotry against Methodists in the district and unrest in the mills may have also motivated the brothers' decision to leave. Edward and Peter were unsure if life in Australia would be 'fit for a lady' and decided to send for the sisters after they had tested the waters. Once they arrived, Peter secured a job as an electrical engineer in Melbourne and Edward eventually found work in Queenstown, Tasmania. He despised the working conditions there and soon found work as a mechanical engineer in the IXL jam factory in Hobart. Several months later the

four merchant ships of the Verre Company, a syndicate founded by Amsterdam merchants to break Portugal's monopoly on the pepper trade. The fleet, consisting of the MAURITIUS, AMSTERDAM, HOLLANDIA and a smaller vessel* (Jacht) left Texel in April 1595 with 248 officers and men on board. The expedition (known as the First Schipvaert) followed the routes described by Jan Huygen van Linschoten who had previously voyaged to India as secretary to the Portuguese Archbishop of Goa. His publication 'Itinerario: Voyage ofte schipvaert van Jan Huyghen van Linschoten naar Oost ofte Portugaels Indien ...1579-1592' effectively revealed the Portuguese route to India, opening the way for other European countries to enter the trade. After reaching the East Indies in 1596, Cornelis established trade relations with the rulers of Java, Sumatra, and Bali. In 1597 the expedition arrived back in Amsterdam. Despite a high mortality rate, a second expedition was sent to the East Indies the following year. During this voyage Cornelis de Houtman was killed and Frederik was captured in a battle against the forces of the Sultan of Aceh. Frederik

Several months later the brothers sent for Elizabeth, Mary, and Mary's two children. Bill (8) and Annie (12). Elizabeth settled with Edward in Hobart eventually transferring to IXL in Sydney. In 1919, at the age of 45, she gave birth to her only child, Dorothy. The Mouldings never returned to England, although Dorothy believes that this was mainly due to financial considerations.

studied the Malay language during his confinement and, after his release and return to Amsterdam in 1602, wrote the first Malay dictionary (1603). He later served as governor of Amboina (1605-11) and the Moluccas (1621-23). In 1619 he discovered shoals off the west coast of Australia (New Holland) which he named the Houtman Abrolhos.

*According to Hordern House 2011 catalogue - 'The Great South Land' - the smaller vessel was the DUYFKEN. Although the DUYFKEN is not named in Lodewijcksz's account, it is in Isaac Commelin's work - *Begin ende voortgangh, van de vereenighde Nederlantsche geoctroyeerde Oost-Indische Compagnie ...*



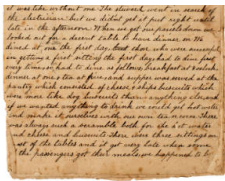
Object number:
00039552
Title: Our voyage to
Australia via Cape Town by



Object number:
00027249
Title: Account of a voyage
from Liverpool to



Object number:
00000498
Title: Sketch of a sea
creature



Australia via Capetown by the SS NORSEMAN which sailed July 31st 1912

Date: 1912

Primary Maker: Elizabeth Moulding

Medium: Paper

Name: Diary

History: Elizabeth Walls married Edward Moulding in 1904 in the town of Blackrod, Lancashire. Her sister Mary, married Edward's brother Peter. Elizabeth worked in the cotton mills as a weaver and Edward was trained as a mechanical engineer. The Moulding brothers decided to migrate to Australia after Peter's doctor recommended 'a long seajourney' as a remedy for his chronic asthma. Dorothy suggests that bigotry against Methodists in the district and unrest in the mills may have also motivated the brothers' decision to leave. Edward and Peter were unsure if life in Australia would be 'fit for a lady' and decided to send for the sisters after they had tested the waters. Once they arrived, Peter secured a job as an electrical engineer in Melbourne and Edward eventually found work in Queenstown, Tasmania. He despised the working conditions there

and soon found work as a mechanical engineer in the IXL jam factory in Hobart. Several months later the



from Liverpool to Melbourne aboard the MERMAID

Date: 1855-1856

Primary Maker: Charles Frederick Warner

Medium: Cardboard, Ink on paper

Name: Manuscript diary

History: With the discovery of gold in Australia in the late 1840's the 12,000 mile voyage from England to Melbourne, the closest port to the goldfields, became the 'race-course' of the ocean. Rivalry between the various shipping companies was intense with the duels between ships regularly reported in The London Times and The Melbourne Argus, with large sums wagered on the winning vessels. This rivalry was intensified by the ships builders who wanted to prove that English built vessels were faster than North American built ships and vice versa. One of the most famous of the sea rivalry was the one between Pilkingtons and Wilson, (later The White Star Line) and The Black Ball Line, both of whom signed contracts with the Post - Master General in 1854 -1855 for the carriage of Mails to Australia. Under the terms of the severy lucrative contracts the shipping companies agreed to land the mail in Australia within 68 days of leaving England or pay a penalty of £100



voyage

Date: 1859-1861

Primary Maker: Morgan Hayden

Medium: Ink on paper

Name: Manuscript diary

History: An informative account of a long sea voyage over two years, during which the world was circumnavigated twice . This journal has probably been written up from a diary, and intended as a memoir. The author appears to have been a member of the crew, although it is never openly stated. He does, however, mention that 'Sundays and liberty's [sic] days were usually spent in rambling...' thus tending to confirm this supposition. The NEPTUNE left New York on 21 November 1859 "deeply laden with a valuable cargo consisting of an assortment of almost everything that Yankee ingenuity and skill could produce to supply the inhabitants of the land of gold with the necessities and luxuries of life. There were also on board forty passengers who were about to seek their fortunes in that far off land of gold." On 18 March 1860, the Australian coast was sighted ' the first land we had seen for three months', the route having been across the Atlantic and Indian Oceans. 'The same night we were safely anchored in Melbourne

brothers sent for Elizabeth, Mary, and Mary's two children. Bill(8) and Annie (12). Elizabeth settled with Edward in Hobart eventually transferring to IXL in Sydney. In 1919, at the age of 45, she gave birth to her only child, Dorothy. The Mouldings never returned to England, although Dorothy believes that this was mainly due to financial considerations.

or pay a penalty of £100 per day. Ships such as the MARCO POLO, RED JACKET, LIGHTNING and CHAMPION OF THE SEAS became synonymous with speed, the delivery of the mails and 'The Race to the Diggings'. Although not as well known as the other ocean greyhounds RMS MERMAID was regarded as being one of the fastest and finest of the sea clippers, making a number of very fast passages to Melbourne coming second only to RED JACKET in 1854. The 1321 ton, wooden ship MERMAID was built at St John's, New Brunswick in 1853 for the Liverpool based shipping company, Pilkingtons and Wilson, the founders of the famous White Star Line. The MERMAID was built specifically to carry passengers and mail between England and Australia during the Victorian gold rushes and was known as a very fast, colonial clipper ship. The granting of the Royal Mail contract to the MERMAID, is a very good indication of the vessels speed and reliability. The vessel made at least six voyages to Australia between 1853 and 1859 when it was put on the England - New Zealand run. Unlike many other passage accounts, when Charles Frederick Warner came on board RMS MERMAID as

anchored in Melbourne Harbour after a passage of one hundred and twenty days — Melbourne is a very beautifully situated and thriving city at the head of Hobsons Bay in the colony of Victoria... ' The NEPTUNE spent over a month in Melbourne before setting sail for Calleo, Peru. From Calleo the ship sailed to Mauritius past Cape Horn and the Cape of Good Hope arriving there in January 1861. From there it sailed to Calcutta, India. On 2 May 1861 it left Calcutta arriving in St Helena on 1 September. From there it sailed to Boston arriving on 14 October 1861.

RMS MERMAID ON

Wednesday 21 November

1855, his accounts show none of the part awe, part fear of a new sailor, obviously familiar with ships and the sea, Warner's account reads more like that of a mid shipman or petty officer than a green passenger. His use of nautical terms flow easily off the pen, painting a lively and accurate picture of life on board a Royal Mail clipper ship. The ship's position is given at regular intervals throughout the account, along with details of the weather, life on board and the complaints of fellow passengers. On the 1855 - 1856 passage to Australia, the MERMAID carried 12 cabin and 236 intermediates and steerage passengers along with a very large general cargo consisting of iron goods, nails, butter, chicory, clothing, paper, watches, shovels, salted meats, cheese, books, bacon, smith's bellows, spades, cordage, water pipes, coal, jewellery, silverplate, saddlery, hams, boots, leather goods, glass bottles, candles, stamp heads, sardines, sacking, bars of iron, preserved provisions, barley, cigar tubes, lead shot, 2582 newspapers, blankets, one cart, cart wheels, metal pans, sieves, ink, stoves, beer, china ware and wine

beer, china ware and wine.



Object number:
00030839

Title: Diary of a voyage
from Melbourne to London
on board RENOWN

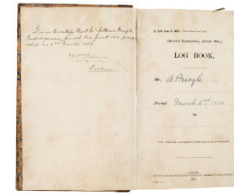
Date: 1876

Primary Maker: Edward
Warner

Medium: Ink on paper

Name: Manuscript diary

History: Edward Warner
was born in England in
1852 and migrated to
Australia with his family
soon after. In 1876 he was
on board the RENOWN
sailing back to England
presumably to visit
relatives or perhaps to find
work. He wrote a diary of
this voyage which is lively
and well written, although
there is little punctuation.
His diary includes weather
and navigational details as
well as the more important
reports of shipboard life.



Object number:
00028329

Title: Log book from HMS
ROYAL ARTHUR

Date: 02 March 1893

Primary Maker: Arthur
Pringle

Medium: Ink on paper,
leather

Name: Logbook

History: HMS ROYAL
ARTHUR first served as the
flagship of the Pacific
Station from 1893 to 1896
and then as the flagship of
the Australian Station from
1897 to 1904. In that role
she provided escort for the
royal yacht OPHIR carrying
the future King George V
and Queen Mary to
Australia to open the new
Federal Parliament in
1901.



Object number:
ANMS1397[001]

Title: Diary of the Ship
CLAYDON from Durban



CLAVERTON from Durban
South Africa to Cette
France

Date: 1910 - 1930

Primary Maker: William
Simon Stewart Fowler

Medium: Paper, ink

Name: Diary

History: John Alexander
Fowler was born in Elgin,
Scotland in the 1870s and
joined the Scottish Police
Force before immigrating
to Queensland in 1890.
Fowler joined the New
South Wales Police Force in
1894. In the early 1900s he
was promoted to the newly
established finger print
branch of the force in
Sydney. Fowler retired in
1926 with the rank of
Inspector Superintendent
of Detectives in the
Criminal Investigation
Bureau. John Fowler's son
William Simon Stewart
Fowler was born in Sydney
in 1903. William's early
career was on sailing
vessels - his second ship
was the MAID OF ENGLAND
a three masted
barquentine. As the son of
a forensic Police officer,
Fowler was reasonably well
educated and whilst at sea
wrote long and descriptive
letters to his father. His
mother died in 1926. By
the 1930s Fowler had sat
Master's exams and
advanced to the rank of
Second Officer. He joined
the Moller Line - a small
but expanding Hong Kong
listed shipping company
based in Shanghai in

based in Shanghai - in
January 1936 as Second
Officer on the SS MARION
MOLLER. Fowler was
quickly promoted to Chief
officer in March, then to
acting Master in January
1937. A later reference
from the Moller line was
full of praise for his service
with the company. Fowler's
career took an eventful
turn when in April 1937 the
MARION MOLLER was
'chartered for four months
to a firm in London' as
Fowler wrote in a letter to
his father from Hamburg.
He noted that 'it was
originally intended for us to
load in Hamburg after
docking but later they
changed their plans and
we are now en route to
Antwerp to load, I believe,
a cargo of grain,
destination unknown, but
from hints dropped, I think
it will be Spain.' Fowler
wryly noted that; 'Spain of
course isn't too pleasant a
spot just now, but one
can't have everything and
it is better than returning
to the Orient as was first
hinted and where I would
most likely have been
relieved by some senior
Master and had to go back
to Mate.' Fowler's letters
during this period, now in
the Australian War
Memorial collection, are an
excellent and poignant
record of events during the
Spanish Civil War that an
Australian sea captain
became entwined in. The

became swept up in. The Spanish Civil War began in Spain in July 1936 after a rebellion by a group of right-wing generals against the centre-left Republican Government and its supporters. The military arm of the rebel coup was led by General Franco. Franco's forces received the support of Nazi Germany and the Kingdom of Italy, as well as neighbouring Portugal, while the Soviet Union intervened in support of the Republican government. The other major European powers remained neutral. The Civil War became notable for the passion and political division it inspired around the world. Tens of thousands of civilians on both sides were killed for their political or religious views. It also became a testing ground for Adolf Hitler's German airforce, which most notably—and controversially— carpet-bombed the non-military target of the Basque town of Guernica in April 1937, killing hundreds of civilians. The Spanish Republican forces were seriously hampered by the policy of non-intervention proclaimed by France and the United Kingdom. Although France in particular turned a blind eye, the importation of food and materials into Spain became a

Spain became a clandestine affair of running the Fascist naval and air blockade of the 3 mile Spanish territorial limit. Many non-Spaniards joined the International Brigades, believing that the Spanish Republic was a front line in the war against fascism. Around seventy Australian men and women such as Joe Carter, a Port Kembla wharf labourer, and several nurses went to Spain during the Spanish civil war of 1936-1939. There has been little attention paid to the actions of the merchant vessels that ran the blockade during the civil war, and, until now, nothing widely known about the Australian sea captain and his Chinese crew that ran the blockade several times and rescued thousands of war refugees. William Fowler was correct that his cargo vessel's destination was to be Spain. He wrote to his father on the 18th of May describing how the MARION left Antwerp with a cargo of foodstuffs, mostly grain. They stopped at Dover to take an observer aboard. All shipping near Spanish waters had to have an observer aboard to see that the '3 mile limit' was kept. The MARION was protected by HMS SHROPSHIRE up to the limit and as the weather

limit and as the weather was hazy and there were no vessels in sight, Fowler took the MARION in to the port of Musel near Gijon in northern Spain. He described the poor condition of the people there, near to the front line of the war. After unloading, Fowler returned to England - he suspected for another run of food for northern Spain. In June the MARION MOLLER once more ran the blockade and delivered food to northern Spain. At Gijon they took on a cargo and Fowler noted in a letter dated 28th June that it was 'just at this time that Bilbao fell and Santander was rapidly filling up with refugees - who were machine gunned by planes when fleeing to Santander.' Fowler then arrived at Santander and took on refugees. All was proceeding well, despite constant air raids, until around 1am in the morning when 'the mob took charge' and 'the crowd surged forward and all count was lost.' At 5.30am Fowler refused to take any more passengers and left port - a later head count revealed 1,883 on board. The events were described by Anne Caton in a pamphlet issued in Britain by the National Joint Committee for Spanish Relief in 1938: 'The captain [Fowler] who hoped to take the short trip to St. Jean de

the short trip to St. Jean de Luz, allowed 2,000 to fill the decks before sailing in the early hours of the morning. They were, however, not allowed to land at St. Jean de Luz and were obliged to proceed to La Rochelle. The ship was without accommodation or supplies of food. Two and a half days were spent at sea in cold, wet weather with nothing but scanty tarpaulins to cover the refugees on deck. The plight of the children was more than the men could bear witness; the officers and crew gave up all the accommodation available including their own cabins to the refugees, as well as all the food they had on board, and were themselves without food or shelter until the port was reached.' It appears that the Spanish Relief Committee then approached Fowler as a sympathetic merchant captain. Anne Caton sailed with Fowler this time from Antwerp in July 1937 'with gifts of food from various societies'. Fowler does not mention this in his log and diary, only the official cargo on board, which had been purchased by the Asturias government. Fowler noted in his log book that the MARION MOLLER with a cargo of 78 Ford motors, was for many days 'unable to break the blockade of insurgent

blockade of insurgent
cruisers'. In fact, in a letter
to his father on the 17th of
July Fowler noted that
apart from the cars, the
vessel carried 'the greatest
assortment of cargo
possible' including flour,
beans, cocoa, eggs, car
tyres, lard and salted cod.'
When the MARION MOLLER
arrived off the Asturian
coast, the rebel blockade
had become more intense.
Various French and British
merchant ships were
waiting outside Spanish
territorial limits attempting
to run the blockade. One
British ship was fired upon
and captured. The MARION
MOLLER was also fired
upon at one point, but a
nearby patrolling British
destroyer came to its
rescue. After two weeks of
attempts, Fowler had
almost given up hope
when 'a break occurred'. A
Spanish Republican sea
and air attack on the
insurgents created an
opportunity to run into the
port and the MARION
MOLLER followed another
British vessel into
Santander. The first vessel
was bombed from the air
and damaged, but just
made it in to the port. With
engines at full steam the
MARION MOLLER - and
what Fowler described as
'the longest 24 minutes
I've put in', evaded shell
fire from a distant ship and
was greeted with 'wild
cheering' from the crowds

cheering from the crowds assembled on the quay. According to Caton, 'the captain had quite an ovation when he landed.' Fowler noted that the Spaniards in Gijon were wild with excitement' and that 'they badly needed our 6000 tons of food.' After yet again running the blockade and then refuting charges that the vessel was carrying militia, Fowler embarked the refugees near La Rochelle in France and headed for Antwerp via London, expecting to make yet another trip to Spain. However the ship's owners then turned down the proposition put to Fowler to take another 1,000 refugees out of Gijon. The MARION MOLLER left port uneventfully and headed to Falmouth to load with a cargo for Shanghai. Caton pointed out the risks the merchant blockade runners met. The captains were at once responsible to their owners 'who order them to take no risks' and to 'the Spanish authorities who have purchased the cargo at great cost and are in desperate need of it.' As Fowler himself noted in a letter to his father on the 28th of May, 'I'm between the owners and the charterers and if anything goes wrong, it is the Master who carries the proverbial "'baby"'. A copy of Caton's pamphlet 'The

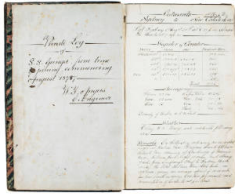
of Caton's pamphlet 'The Martyrdom of the Basques' is in the collection of Fowler's material, including a 'with compliments of the author' slip. Fowler underlined a section where Caton wrote; 'An account has yet to be written about the courage and devotion of merchant seamen during the Spanish war.' Yet it was not all a matter of courage and devotion - Fowler was most excited to later find 250 pounds sterling had been lodged in his bank account as 'credit for breaking the blockade' and he was 'very sorry to leave the Spanish trade when this money is circulating around.' Still, Fowler obviously had an interest in the Spanish Basques and their struggle against the Franco led forces. He noted in one letter how 'things dont look too good for the Basques now that Bilbao has fallen, and I'm really sorry as I like the Basque people very much.' Fowler then took the MARION MOLLER back to head offices in Shanghai. He went from one war to another, arriving in Shanghai just after the Japanese and Chinese forces had been fighting over the city at the start of the Second Sino-Japanese War in August 1937. Fowler noted the 'Japs parading around' and the 'packed troopships pouring up the Yangtze

pouring up the Yangtze
bound for Hankow.' The
MARION was taken to Hong
Kong and Fowler wanted to
get back to Europe as he
foresaw a major war in the
East and that 'the Orient'
would 'not be much good
for any Europeans inside a
few years - if not less.' He
ended up in Japan
however, and after
anchoring in a bay whilst
sheltering from a storm
was put under arrest for
'entering a fortified zone.'
He was placed under a
guard, tried for espionage,
and not released until
extensively interrogated a
few weeks later. Fowler
then did several cargo trips
between various ports in
China, French Indo-China
and Japan - on one trip he
noted the 'havoc and
devastation' near
Shanghai, with 'whole
villages razed to the
ground'. After 'a long spell'
on the 'old Marion' - from
January 1936 to April 1938
- Fowler had taken the
MARION MOLLER into dry
dock and was called up to
take charge of the ROSALIE
MOLLER, whose captain
had been 'taken ill.' After a
short stint on the ROSALIE,
Fowler was put in charge of
the Moller line flagship the
NILS MOLLER. In mid-1939
he suffered a bout of
typhoid and after a
recovering was about to
take over another Moller
vessel when war was
declared and he

declared and he volunteered for service in the Royal Navy. At Shanghai at the time, Fowler continued to work on cargo vessel runs through late 1939 and early 1940 - again running a blockade, this time the Japanese blockade of Chinese ports. But he was desperate to join the war effort in Europe and hoped that Moller's Line ships would be requisitioned by the British Navy. In August 1940 Fowler got his wish and was transferred to the LILLIAN MOLLER which had just been requisitioned by the British government. In Calcutta in September 1940 the vessel was fitted with a 4 inch anti-aircraft gun and the crew all trained in its use. The Chinese crew members according to Fowler 'kicked up plenty of trouble' at this, 'wanting all sort of things, extra food, bonuses, etc.' Fowler wished for a 'reliable white crew'. After taking on a cargo from Calcutta bound for Britain and joining a convoy at Cape Town in South Africa, Fowler's last letter to his father was written on the 24th October 1940 from Freetown, Sierra Leone. On the 18th of November, the LILLIAN MOLLER had been dispersed from its convoy when it was torpedoed and sunk by the Italian submarine MACCIARE

SUBMARINE MAGGIORE
BARACCA. There were no survivors. There were 42 Chinese crew members on board and 7 British officers. Ironically, Fowler's vessel was sunk by the Italians, whom he had often derogatively labelled 'dagos' in his letters home. The collection of material William Fowler sent home to his father over his years on the 'China Coast' and in the Atlantic includes photographs taken by Fowler of various vessels and ports visited, as well as postcards and letters written to his family, during his merchant career in the 1920s and 1930s. There is also a 'A Diary of the Ship CLAVERDEN from Durban South Africa to Cette, France'. Fowler illustrated the front page with a crude drawing of the vessel. Significantly, the material includes the telegram sent by the Minister of War Transport informing John Fowler that his son William 'who was serving in the Merchant Navy as a Master has been drowned whilst on service with his ship.' The letter is dated 28th September 1943. Fowler was 37 years old when he died. The collection also includes a telegram from King George the VIth in its original packet labelled 'On His Majesty's Service' which states; 'The Queen and I offer you our

and I offer you our
heartfelt sympathy in your
great sorrow. We pray that
the Empire's gratitude for a
life so nobly given in its
service may bring you
some measure of
consolation.' Sources:
Amirah Inglis (ed) Letters
from Spain - Lloyd
Edmonds George Allen &
Unwin, Sydney 1985
Amirah Inglis, Australians
in the Spanish Civil War,
Allen and Unwin, Sydney,
1987 Australian War
Memorial Commemorative
Roll, [http://www.awm.gov.
au/research/people
/commemorative_roll
/person.asp?p=565989](http://www.awm.gov.au/research/people/commemorative_roll/person.asp?p=565989) 'SS
Lilian Moller' Convoy Web,
[http://www.convoyweb.org.
uk/sl/mem/53_3.htm](http://www.convoyweb.org.uk/sl/mem/53_3.htm)



Object number:
00016988

Title: Private log of SS
GUNGA by W T Angus

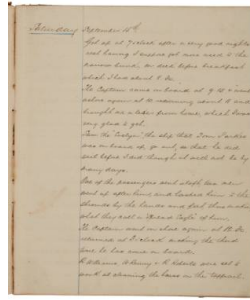
Date: 1877 - 1879

Primary Maker: W T Angus

Medium: Cloth, leather, Ink
on paper

Name: Logbook

History: The SS GUNGA was built in 1864 in Hull originally as a passenger ship for the Bombay & Bengal Steamship Co, Liverpool. After a refit in 1871 the ship was sold in 1877 Larrieu & Roque, registered Saigon and ran the Australia - Hong Kong route and the Pacific and Fiji trade. After running onto a reef near Cagayannes Island on a return journey to Hong Kong in approximately 1896, SS GUNGA was finally scuttled off Fremantle in 1912.



Object number:
00047851

Title: Journal of a Voyage
to Melbourne and back, on
board the DONALD MACKAY

Date: 1866

Medium: Ink on paper

Name: Journal

History: The DONALD MACKAY was an extreme clipper launched in 1855, at the shipyard of Donald McKay in East Boston, Massachusetts for the Black Ball Line of Liverpool. The vessels dimensions were 266 feet long, 46 feet 3 inches beam and 29 feet 5 inches deep. In 1866 the ship was sold to Thomas Harrison of Liverpool, and chartered back to the Black Ball Line. It was during this time the ship sailed for Melbourne with immigrants. After 1868 the vessel was employed in general trading. The figurehead from the ship, which is a figure of a Highlander in the McKay tartan, is preserved at the Mystic Seaport Museum, USA.



Object number:
00008288

Title: Journal of Oliver E
Hurd on the Boston Express



Hurd on the Boston parque
HIRAM EMERY - second
draft

Date: 1884-1885

Primary Maker: Oliver E
Hurd

Medium: Leather bound
boards, Ink on paper

Name: Diary

History: The HIRAM EMERY
was a 799 ton merchant
vessel built in the shipyard
of Captain Nathaniel Lord
Thompson at

Kennebunkport, Maine, in
1877. It sailed from Boston
on 11 May 1884 and in
August was approaching
Australia. Hurd writes on 7
August: "Sydney is a great
place, I understand, for
fights on shipboard
resulting from men trying
to run away and today I
was set to work cleaning
handcuffs and making
them ready in case of
emergency." On the 18th,
the vessel arrived in

Sydney. Hurd offers a few
notes on the beauty of the
port and notes that two
men tried to jump ship,
and regrets not having
kept up his journal while in
Sydney. On 22 September
the HIRAM EMERY cleared
Newcastle, New South
Wales, for China, arriving
there on the 8th November
and Hurd remarks on the
unloading of coal by
Chinese wharf workers. He
writes that the sailor's
boarding house in Hong
Kong was kept by a sailor
from Baltimore. From Hong
Kong they went to Manila

long they went to Manila, and thence home to Boston. The details of this journal are unusual, and range from an admission of striking the mate with a piece of wood (he was provoked), to his falling overboard while painting (he caught the end of the spanker sheet and was hauled back aboard). He notes not only the shipboard duties, but leisure activities as well, noting at one point that the carpenter cut the spine out of a shark for "a cane". Although written four years after the events, it was clearly written from the original journal.



Object number:
ANMS1105[001]
Title: Primary logbook for
WAVEADER



Object number:
00006850
Title: Journal of Captain
John George of the coast



Object number:
00006059
Title: Manuscript log of
HMS FLY by Lieutenant

WAYFARER

Date: December 1945 - March 1958

Medium: Ink on paper

Name: Logbook

History: Peter Luke launched WAYFARER early in World War II. It was built by Charles Larson in the early 1940s at his yard in Gladesville, Sydney. Larson had experience building a yacht from the same designer, John Alden from the USA. Once the yacht was rigged WAYFARER served with the Volunteer Coastal Patrol on Sydney Harbour and along the NSW coast until the war ended in 1945. In 1944 Peter Luke was one of the co-founders of the Cruising Yacht Club and the Sydney to Hobart race. He sailed WAYFARER in the first Sydney to Hobart yacht race in 1945, finishing last, with a time of of nearly 10 days . They went ashore twice, taking a casual attitude to the event. The logbooks are hand written by Luke and his crew and some include a number of small black and white images taken by Luke. They cover the period of the war when Luke was part of the coastal patrol, the first Hobart race and the 1948 Trans-Tasman race in great detail. Later

entries often provide daily information but as Luke gets older the entries become irregular. He and



John Groves of the convict transport ELIZA II

Date: 1832-1835

Primary Maker: Captain

John Groves

Medium: Ink on paper, leather

Name: Diary

History: The ELIZA II made numerous voyages transporting convicts from England and Ireland to Australia, this particular voyage by Captain Groves carried nearly 200 convicts. It appears from the outset that Captain Groves was of a melancholy mind, already lamenting the journey to Australia even before they had left Ireland, or 'Erin's green'. Wednesday May 9th. 1832 "Rec'd on board the convicts in number 198 and 2 free settlers and next morning May 10 weighed and proceeded to sea. Bid adieu to Erins green [sic] so be without regret, tired of Cove, a dull miserable place but wished to have remained untill [sic] Sunday. Expected a letter from my dear Polly but must go without it sad disappointment. May 11th. Fine Wr. and a light but fair Wind. No land in sight I suppose we shall see it no more, but I care not, I have now 12 months of Exile to undergo and it matters not whether it be on land or on the sea, would that I could fall asleep for that time awake in the dawn [?] and find myself homeward



HMS FLY by Lieutenant John Ince

Date: 1845 - 1846

Primary Maker: Lieutenant

J M R Ince

Medium: Ink on paper, leather, boards

Name: Logbook

History: The survey expedition of HMS FLY was intended to explore the Great Barrier Reef and to survey the gaps in order to establish and mark a safe passage through these openings. The FLY was commissioned under Captain Francis Price Blackwood with John M R Ince as Lieutenant, and sailed from Falmouth on 11 April 1842 with her tender, the cutter HMS BRAMBLE. The expedition was noteworthy for being the first to be despatched to Australia on a purely surveying mission. The FLY arrived in Sydney in November 1842. Surveying north of Port Stephens began in December, and by September of the next year they had returned to Hobart via the Swan River in Western Australia. In January of 1844 the FLY returned to Sydney, not leaving until March. At the end of May they began the building of a large beacon on Raine's Island which was superintended by Ince and completed in September. During August and September Endeavour Strait was surveyed. At the end of September the FLY

his family lived aboard WAYFARER for many years. Luke was a well known in Australian yachting, living a vagabond lifestyle, and was a close colleague of Jack Earl and his family. WAYFARER is listed on the Australian Register of Historic Vessels, HV000152. The yacht remained in Luke's possession throughout his life, and was sold by the estate in 2008, a year after his death.

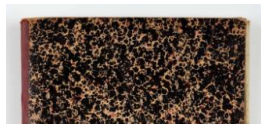
and myself homeward bound with what pleasure would I anticipate my meeting those I have left behind but Patienra [?] (and I may add per force) and that time will come. May 12. Fine beautiful Wr. Wind fair but very light. Every thing wearing a serene and even happy appearance but it affects me not I am doomed to be a melancholy miserable being perhaps I ought not to be so but so it is, but must try to overcome it. May 13 / Sunday dark cloudy Wr. but little wind. Divine Service read to convicts - did not attend, had some melancholy [sic] thoughts about the (What ought to have been) happy Sundays that I spent at Home tho' perhaps they were not spent in the way the Church commands but n' importe [sic] I have spent many worse. May 14. Fresh breezes and rain at time [sic]. Today broaching some provisions for the gentlemen. May 15 / Cloudy Wr. and light Winds. May 16 / Light Winds and Calms Miserably tiresome a calm better have a gale -".

end of September the FLY sailed for Java, touching at Port Essington in the Northern Territory on the way. At the beginning of 1845 the FLY returned with the BRAMBLE to Torres Strait with the monsoons, and from February to mid-April they surveyed the area. The log written by Lieutenant Ince begins on the 4 April, during the important survey of the central and north-eastern parts of the Torres Strait, in which they successfully established a safe passage for shipping around the northern outskirts of the Great Barrier Reef through the inner reefs and islands, to the entrance of Endeavour Strait. The log describes their coastal surveying in New Guinea during late April and May 1845, including a group of Papuan natives visiting the ship on 13 April, and the discovery of the opening of Fly River on 1 May. A number of small boats went out surveying on 2 May 1845, but had not returned after seven days, causing a panic among the expedition. Captain Blackwood set off for land in a cutter with provisions for 10 days, however returned the next day having lost it all in heavy seas. The expedition continue to search for the missing boats for almost a month, setting their sails loose during the day to

house during the day to attract their attention, firing their cannon, and setting blue lights at night. The survey work continued, but there was clearly increasing anxiety about the fate of the missing crew. On 20 May Mr Pollard, the Master's Assistant, returned on board from a coastal visit and it is clear from the log that he disobeyed strict instructions from the Captain, and is informed he will be court-martialled. At the beginning of June they gave up the search and sailed back through Torres Strait, landing near Cape York on 5 June. On 12 June, they arrived at Port Essington - to be confronted by the missing boats, which had made their own way having found themselves separated from the ship. On 18 June, while at Port Essington they received 55 passengers for the voyage to Singapore, including the passengers from the English merchant ship HYDERABAD and CORINGA PACKET, which became lost on their passage from Sydney to India. They sailed though Alass and Banca Straits, arriving in Singapore on 5 July, disembarking their passengers on 7 July. At Malacca on 9 July, the Court Martial of Mr Pollard was held aboard HMS VERNAL, which resulted in

VERBAL, which resulted in an official reprimand. The log also records that on 15 July a sentence of 18 lashes for Jno. Toomey for mutinous language to the second master. Several other punishments are recorded at various points in the log. On 18 July, the FLY set sail again stopping at Singapore for 12 days, and then sailing for the Western Australian coast. They anchored at a few island stops on the way, going aground once on 11 August, but managing to float off. Late August was spent sailing down the west coast, and during September strong south-westerlies carried them quickly along the south coast, through Bass Strait and up to Sydney, mooring off Garden Island on 25 September. The Sydney visit lasted almost three months, during which "13 Crown prisoners lent for service and 8 Crown prisoners for passage to the hands of the Authorities" were disembarked, the Observatory and spare stores were landed on Garden Island, the crew and supplies were put on shore and finally the ship was towed to Mossman's Bay and there hove down for repairs. The log records the death of two crewmen during the Sydney stay. On 18 December the FLY was reloaded and left Port

reloaded and left Port Jackson, heading south. On the 20th, Lieutenant Ince records, they "sold the effects of Henry Hardy and Wm. Boon deceased and also Richd. Johns and Wm. Mallet deserters". Christmas Day saw the FLY in Bass Strait and four days later they arrived in Port Phillip (Victoria) and anchored in Hobsons Bay, staying there for two weeks. On 12 January 1846 they sailed for Glenelg, anchoring on 16 January in Holdfast Bay, Gulf of St Vincent. A week was spent in South Australia and they sailed again, anchoring in the Swan River on 10 February. A cutter was sent out to survey Peel Harbour, returning on 17 February; two days later they set sail for the Cape of Good Hope, arriving in England later that month.



Object number:
00055410

Title: Scrapbook from the
Hakusaka boatyard



Object number:
00055395

Title: Account book for the
Hakusaka boat building



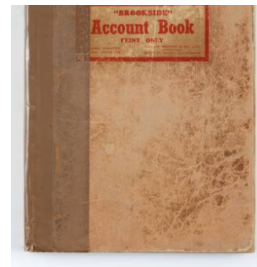
Object number:
00055396

Title: Takings and
expenditure book for



Halvorsen boat yard
Date: 1930-1960
Medium: Paper
Name: Scrapbook
History: Four generations of Halvorsens have been active in designing and building craft in Australia since the founder Lars Halvorsen arrived in Sydney in 1924. They are known nationally for their motor launches with a classic style that gradually evolved over many decades. Lars Halvorsen came to Sydney after a short period working in South Africa. He immediately set up a boatbuilding business, and was soon joined by his sons. Lars and his family were originally from Norway, but he also gained experience working in American yards. He had been forced to sell up and move from Norway to South Africa in 1922 after a failed business venture involving an uninsured vessel that was lost at sea. In 1924 he moved to Sydney, where the Lars Halvorsen's boatyard was soon known for the excellent workmanship and the fine design of their motor launches and sailing yachts. Lars was the principal designer, and his sons worked in the yard as

soon as they were old enough, learning the trade as they grew up. Lars died in 1936 and the family



Halvorsen boat building yard
Date: 1925-1976
Medium: Paper
Name: Account book
History: Four generations of Halvorsens have been active in designing and building craft in Australia since the founder Lars Halvorsen arrived in Sydney in 1924. They are known nationally for their motor launches with a classic style that gradually evolved over many decades. Lars Halvorsen came to Sydney after a short period working in South Africa. He immediately set up a boatbuilding business, and was soon joined by his sons. Lars and his family were originally from Norway, but he also gained experience working in American yards. He had been forced to sell up and move from Norway to South Africa in 1922 after a failed business venture involving an uninsured vessel that was lost at sea. In 1924 he moved to Sydney, where the Lars Halvorsen's boatyard was soon known for the excellent workmanship and the fine design of their motor launches and sailing yachts. Lars was the principal designer, and his sons worked in the yard as soon as they were old enough, learning the trade as they grew up. Lars died in 1936 and the family



expenditure book for Halvorsen boat yard
Date: 1925-1940
Medium: Paper
Name: Account book
History: Four generations of Halvorsens have been active in designing and building craft in Australia since the founder Lars Halvorsen arrived in Sydney in 1924. They are known nationally for their motor launches with a classic style that gradually evolved over many decades. Lars Halvorsen came to Sydney after a short period working in South Africa. He immediately set up a boatbuilding business, and was soon joined by his sons. Lars and his family were originally from Norway, but he also gained experience working in American yards. He had been forced to sell up and move from Norway to South Africa in 1922 after a failed business venture involving an uninsured vessel that was lost at sea. In 1924 he moved to Sydney, where the Lars Halvorsen's boatyard was soon known for the excellent workmanship and the fine design of their motor launches and sailing yachts. Lars was the principal designer, and his sons worked in the yard as soon as they were old enough, learning the trade as they grew up. Lars died in 1936 and the family

business continued as Lars Halvorsen Sons Pty Ltd from 1937 with eldest son Harold as principal designer and managing director and other family members as directors. The firm was originally based in Neutral Bay, and then established additional premises at Ryde, where they continued to produce launches of all sizes. During World War II Halvorsens were contracted to build hundreds of vessels for military purposes including Fairmile launches, crash boats and patrol boats. Their workforce rose from 24 to 350. Harold Halvorsen designed many of these vessels. The highlights were the luxury motor launches, some up to 27.4 m (90 ft) long. For a brief period after World War II a small number of these were exported to the USA, where the boats were lauded by the press. But despite the success of this venture it was not continued for very long and only four craft were involved. Whilst the firm has always been well known for its elegant launches, throughout its existence Halvorsens also built tugs, trawlers, mission boats and other commercial craft. At one point they owned a business Halvorsen Fisheries Pty Ltd, which

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operated between Eden and Sydney. The launch hire business they ran from premises at Bobbin Head near Sydney gave them access to the Hawkesbury River and Cowan Creek waterways. This gave many people the opportunity to get out on the water and enjoy recreational boating for the first time. The simple but classic boats remained in service for many years. The business closed as Lars Halvorsen Sons in 1975, and became Kong and Halvorsen operating in Hong Kong and China. In 1986 it was purchased by the Halvorsens and renamed Halvorsen Boats Pty Ltd with Harold's son Harvey as Managing Director. Harvey also ran a US based dealer network for the Island Gypsy range. In 2000 Harvey Halvorsen returned to Australia and took over the Bobbin Head marina after the death of his father. In 2006 Halvorsen Boats Pty Ltd sold the marina and Harvey retired as General Manager. Harvey also continued the tradition of excellent motor launch design, initially working in California. When he returned to Sydney he launched a new range of handsome powerboat designs into the Australian and international market. Harvey's son Mark is

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working with the business and will carry on the family tradition. Halvorsen vessels are collector's items and a strong club is active in maintaining and displaying their craft. Many have been restored around the country and are kept in superb condition.

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Object number:
00055397

Title: Notebook from the
Hakkaran basketry



Object number:
00055398

Title: Wages book from the
Hakkaran basketry



Object number:
00055399

Title: Day book from the
Hakkaran basketry



Halvorsen boat yard

Date: 1930-1960

Medium: Paper

Name: Notebook

History: Four generations of Halvorsens have been active in designing and building craft in Australia since the founder Lars Halvorsen arrived in Sydney in 1924. They are known nationally for their motor launches with a classic style that gradually evolved over many decades. Lars Halvorsen came to Sydney after a short period working in South Africa. He immediately set up a boatbuilding business, and was soon joined by his sons. Lars and his family were originally from Norway, but he also gained experience working in American yards. He had been forced to sell up and move from Norway to South Africa in 1922 after a failed business venture involving an uninsured vessel that was lost at sea. In 1924 he moved to Sydney, where the Lars Halvorsen's boatyard was soon known for the excellent workmanship and the fine design of their motor launches and sailing yachts. Lars was the principal designer, and his sons worked in the yard as

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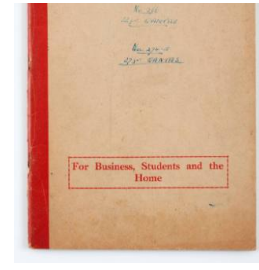
Halvorsen boat yard

Date: 1930-1931

Medium: Paper

Name: Book

History: Four generations of Halvorsens have been active in designing and building craft in Australia since the founder Lars Halvorsen arrived in Sydney in 1924. They are known nationally for their motor launches with a classic style that gradually evolved over many decades. Lars Halvorsen came to Sydney after a short period working in South Africa. He immediately set up a boatbuilding business, and was soon joined by his sons. Lars and his family were originally from Norway, but he also gained experience working in American yards. He had been forced to sell up and move from Norway to South Africa in 1922 after a failed business venture involving an uninsured vessel that was lost at sea. In 1924 he moved to Sydney, where the Lars Halvorsen's boatyard was soon known for the excellent workmanship and the fine design of their motor launches and sailing yachts. Lars was the principal designer, and his sons worked in the yard as soon as they were old enough, learning the trade as they grew up. Lars died in 1936 and the family business continued as Lars



Halvorsen boat yard

Date: 1941

Medium: Paper

Name: Book

History: Four generations of Halvorsens have been active in designing and building craft in Australia since the founder Lars Halvorsen arrived in Sydney in 1924. They are known nationally for their motor launches with a classic style that gradually evolved over many decades. Lars Halvorsen came to Sydney after a short period working in South Africa. He immediately set up a boatbuilding business, and was soon joined by his sons. Lars and his family were originally from Norway, but he also gained experience working in American yards. He had been forced to sell up and move from Norway to South Africa in 1922 after a failed business venture involving an uninsured vessel that was lost at sea. In 1924 he moved to Sydney, where the Lars Halvorsen's boatyard was soon known for the excellent workmanship and the fine design of their motor launches and sailing yachts. Lars was the principal designer, and his sons worked in the yard as soon as they were old enough, learning the trade as they grew up. Lars died in 1936 and the family business continued as Lars

business continued as Lars Halvorsen Sons Pty Ltd from 1937 with eldest son Harold as principal designer and managing director and other family members as directors. The firm was originally based in Neutral Bay, and then established additional premises at Ryde, where they continued to produce launches of all sizes. During World War II Halvorsens were contracted to build hundreds of vessels for military purposes including Fairmile launches, crash boats and patrol boats. Their workforce rose from 24 to 350. Harold Halvorsen designed many of these vessels. The highlights were the luxury motor launches, some up to 27.4 m (90 ft) long. For a brief period after World War II a small number of these were exported to the USA, where the boats were lauded by the press. But despite the success of this venture it was not continued for very long and only four craft were involved. Whilst the firm has always been well known for its elegant launches, throughout its existence Halvorsens also built tugs, trawlers, mission boats and other commercial craft. At one point they owned a business Halvorsen Fisheries Pty Ltd, which

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operated between Eden and Sydney. The launch hire business they ran from premises at Bobbin Head near Sydney gave them access to the Hawkesbury River and Cowan Creek waterways. This gave many people the opportunity to get out on the water and enjoy recreational boating for the first time. The simple but classic boats remained in service for many years. The business closed as Lars Halvorsen Sons in 1975, and became Kong and Halvorsen operating in Hong Kong and China. In 1986 it was purchased by the Halvorsens and renamed Halvorsen Boats Pty Ltd with Harold's son Harvey as Managing Director. Harvey also ran a US based dealer network for the Island Gypsy range. In 2000 Harvey Halvorsen returned to Australia and took over the Bobbin Head marina after the death of his father. In 2006 Halvorsen Boats Pty Ltd sold the marina and Harvey retired as General Manager. Harvey also continued the tradition of excellent motor launch design, initially working in California. When he returned to Sydney he launched a new range of handsome powerboat designs into the Australian and international market. Harvey's son Mark is

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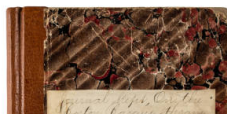
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Object number:
00055232

Title: Log of HMS SIRIUS
1797 - 1799



Object number:
00008287

Title: Journal of Oliver E
Wood on the Boston voyage



Object number:
00044626

Title: Manuscript journal
Leaving Copenhagen



1787 - 1792

Date: 1787-1792

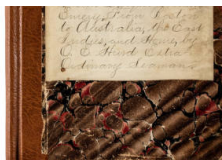
Primary Maker: Lieutenant William Bradley

Medium: Leather, Iron gall ink, paper Paste, Japanese tissue, fimoplast P tissue, reversable PVA, Mull and handmade paper linings, calf 18th century style (spine), marble slides

Name: Log book

History: William Bradley was appointed First Lieutenant of HMS SIRIUS on 25 October 1786, and sailed in her with the First Fleet in May 1787. After arriving at Port Jackson on 26 January 1788, he was immediately deployed to assist Captain John Hunter on a series of surveys of Sydney Harbour. Bradleys Point, now known as Bradleys Head, on the north shore of Sydney Harbour was named for him in 1788. From October to May 1789 he sailed with Hunter to the Cape of Good Hope, via Cape Horn, to collect provisions for the settlement. Bradley sailed to Norfolk Island in March 1790. The SIRIUS was wrecked on arrival on 19 March, and Bradley was forced to remain on the island for 11 months. He undertook a survey of the island during this period before returning to Port

Jackson on the SUPPLY. In March 1791 Bradley returned to England on board the chartered Dutch



Hurd on the Boston barque
HIRAM EMERY

Date: 1884-1885

Primary Maker: Oliver E Hurd

Medium: Ink on paper, boards

Name: Diary

History: The HIRAM EMERY was a 799 ton merchant vessel built in the shipyard of Captain Nathaniel Lord Thompson at Kennebunkport, Maine, in 1877. It sailed from Boston on 11 May 1884 and in August was approaching Australia. Hurd writes on 7 August: "Sydney is a great place, I understand, for fights on shipboard resulting from men trying to run away and today I was set to work cleaning handcuffs and making them ready in case of emergency." On the 18th, the vessel arrived in Sydney. Hurd offers a few notes on the beauty of the port and notes that two men tried to jump ship, and regrets not having kept up his journal while in Sydney. On 22 September the HIRAM EMERY cleared Newcastle, New South Wales, for China, arriving there on the 8th November and Hurd remarks on the unloading of coal by Chinese wharf workers. He writes that the sailor's boarding house in Hong Kong was kept by a sailor from Baltimore. From Hong Kong they went to Manila, and thence home to



logging proceedings aboard the HMS GLADIATOR as recorded by Robert O Leach, 1848-49. **Date:** 30 November 1848-10 March 1849 **Primary Maker:** Robert Owen Leach **Medium:** Paper, ink, leather, board **Name:** Journal **History:** This is one of three manuscript journals which contain a series of 'logs' detailing the life at sea of Robert O. Leach, Cadet, Midshipman and Lieutenant in the British Royal Navy from 17 February 1846 to 31 March 1861. The whole period is covered consecutively, they chronicle the development of Robert Leach from Cadet aboard a large paddle wheel frigate HMS GLADIATOR, 4 x 10inch and 2 x 110pwt guns, moored in or cruising off Oporto, Portugal between March and August 1846 during the Portuguese Wars, then cruising in the Mediterranean and at Malta, Leghorn, Genoa, Palermo and Messina. Journal Two continues the voyage of HMS GLADIATOR to Naples, Genoa and Tangier before returning to England and the dockyards at Woolwich where Leach is transferred to HMS GANGES a wooden, three masted, 84 gun ship of the line built at Bombay, India. On board GANGES Leach

ship WAAKSAAMHEID, sailing via the Philippines. In England he was one of several officers, including Hunter, court martialled over the loss of the SIRIUS. All were honourably acquitted. Following Governor Phillip's request, Bradley was promoted to the rank of Master and Commander, in July 1792. Special reference was made of his survey work on Norfolk Island. He rose to the rank of Rear Admiral of the Blue and was superannuated in September 1812. Comparison of Bradley's log of HMS SIRIUS with the William Bradley's journal entitled 'A Voyage to New South Wales, December 1786 - May 1792', held in the State Library of New South Wales has confirmed that the hand of the two manuscripts is the same. Given that one leaf in the Bradley's Journal bears an 1802 watermark, it shows that it was compiled sometime after that date - indicating that it is a fair copy of the original. It contains 29 watercolours, 22 charts and 14 maps, and very important observations of the native inhabitants and the natural history of the Sydney area. Like Bradley's Log, Bradley's Journal is also a fair copy, and it is reasonable to speculate they were executed at a similar date,

and thence home to Boston. The details of this journal are unusual, and range from an admission of striking the mate with a piece of wood (he was provoked), to his falling overboard while painting (he caught the end of the spanker sheet and was hauled back aboard). He notes not only the shipboard duties, but leisure activities as well, noting at one point that the carpenter cut the spine out of a shark for "a cane". Although written four years after the events, it was clearly written from the original journal.

On board GANGES Leach sails back to the Mediterranean and cruise there between the 2 May 1849 and 27 January 1852 voyaging constantly between Malta and the Dardanelles. Leach returns to Sheerness, England in early 1852 and is transferred to HMS VICTORY in Portsmouth Harbour. Journal Three commences on the 28 January 1852 and details life and work onboard HMS VICTORY until 6 July 1852, where he passed for the rank of Lieutenant and was appointed to HMS PORCUPINE, a three gun, 140hp paddle gunboat on the 17 July 1852. He cruises extensively around Britain and Ireland before being sent on the 6 April 1854 to the Baltic, joining Admiral Napier's Squadron fighting the Russians in the Baltic part of the Crimean War. The PORCUPINE cruised extensively in Swedish and Finish waters and amongst the Aland Islands and took part in the landing of soldiers and bombardment of Bomarsund Fortress on 11 August 1854. On the 1 October 1854 Lt. Leach transferred to HMS Conflict, an 8 gun, 400 hp screw steam sloop patrolling off Gotland, taking prizes and going off on small boat expeditions until the vessel returned to England for a refit between

some time after Bradley
had returned to England.

England for a rent between
21 December 1854 and
February 1855, after which
it was ordered back to the
Baltic to continue
operations. On the 17
march 1856 Lt. Leach was
appointed to HMS
CORMORANT, a six gun,
300hp paddle sloop fitting
out at Chatham Dockyards
and he stayed with the
ship for sea trials until May
1857 when he was
appointed to HMS
CORDELIA, a new wooden,
three masted, 579 ton
screw sloop armed with 11
x 32 pws. By August 1857
Leach and the CORDELIA
were in Simonstown and
until May 1858 patrolled
and worked between
Mozambique, the Arabian
Peninsula and India.
Australia Station In the
early 1850s the worsening
relations between Britain
and Russia, the discovery
of gold in New South Wales
and Victoria coupled with a
growing awareness of
isolation and vulnerability
made the Australian
colonial governments
make a series of urgent
request to the British
government for a stronger
Royal Navy presence in the
region. The British
Government subsequently
strengthened the naval
forces based at Port
Jackson and in 1859
established Australia as a
seperate station from the
East Indies Station allowing
Captain William Leach of

Captain William Loring of HMS IRIS to hoist a commodore's Blue Pennant and to assume command as Senior Officer of Her Majesty's Ships on the Australian Station. (Bastock, 1975) On 13 June 1858 Leach and the CORDELIA sailed for the Australian Colonies, reaching Sydney 29 July 1858. On board CORDELIA were Sir George Bowan, First Governor of Queensland and his wife Contessa Diamantina Roma and their daughter Nina. The CORDELIA subsequently took the new Governor and his family to Moreton Bay. (Harris, 2006, <http://www.health.qld.gov.au/pahospital/history/contessa.asp>) Lt. Leach and HMS CORDELIA subsequently went on to visit Norfolk Island, The Fiji Islands, Samoa and New Caledonia, charted parts of the Great Barrier Reef and acted as a supply vessel for missionaries in the Pacific, notable Rev John Gibson Paton and John Coleridge Patteson. Between February 1860 and March 1861 Leach and the CORDELIA in company with HMS ELK, IRIS, NIGER and PELORUS were sent to New Zealand to assist European settlers during the Taranaki Wars against the Maoris. In December 1860 HMS CORDELIA and Lt. Leach sailed for England. Leach's journal

England. Leach's journal ends on the 31 March 1861. Also included with the journals is Cadet's Leach's mathematical and navigational workbook which begins on the 13 August 1846 whilst he is on board HMS GLADIATOR and progress into more complex navigational workings and exercises until 19 March 1848.



Object number:
00004421

Title: Private logs of HMS MINOTAUR, HMS NORTHUMBERLAND, HMS DUKE OF WELLINGTON, HMS ORLANDO, HMS CALLIOPE

Date: 1886 - 1889

Primary Maker: Hugh Fitzroy Hopkinson

Medium: Ink on paper, boards

Name: Logbook

History: Midshipman (later Captain) Hugh Fitzroy Hopkinson was born 11th October, 1871 and died 5th June 1922. He joined the Royal Navy as a cadet in 1884 and promoted from sub lieutenant to lieutenant in 1893. In 1894, Hugh Hopkinson was Lieutenant on HMS PYGMY and later granted Portuguese Military Order of Avis (1918) and Portuguese Order of Christ (1919) for services rendered in transporting the Portuguese Army from Lisbon to Brest during 1917.



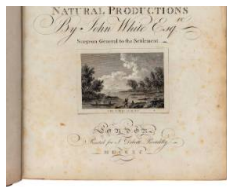
Object number:
00055487

Title: A Journal of a Voyage to New South Wales



Object number:
00004451

Title: Sketchbook of whaling scenes



to New South Wales

Date: 1790

Primary Maker: John White
(Surgeon-General)

Medium: Paper, ink, leather

Name: Book

History: This published journal by John White begins on the 5th March 1787 with the entry: "I this day left London, charged with dispatches from the Secretary of State's office, and from the Admiralty, relative to the embarkation of that part of the marines and convicts intended for Botany Bay; and on the evening of the seventh, after travelling two days of the most incessant rain I ever remember, arrived at Plymouth, where the CHARLOTTE and FRIENDSHIP transports were in readiness to receive them." So begins a remarkable account of the journey and early months of British settlement in New South Wales. Surgeon John White's journal is one of five first-hand accounts written by members of the First Fleet. Arriving as Principle Surgeon on the transport CHARLOTTE, White was appointed Surgeon-General of the colony. In November 1788, White sent his manuscript and natural specimens home to England for

editing, illustration and preparation for publication. His journal, published in 1790, is renowned both for



whaling scenes

Date: 19th century

Medium: Watercolour on paper, ink on paper, pencil on paper, leather covered boards.

Name: Painting sketchbook

History: Whaling played an essential part in 19th century life. Industry and households depended on whale products for which there was little substitute. Whale oil was used for lighting and lubrication until 1860 when kerosene and petroleum started to gain popularity. The pure clean oil from sperm whales was a superior source of lighting and the finest candles were made from the whale's wax-like spermaceti. Sperm oil was the first cargo export of New South Wales, and it was not until 1833 that whale oil was surpassed in export value by the land based wool industry. Whale oil was also used in soaps, medicines and the manufacture of paints. Light and flexible, baleen - the bristle-fringed plates found in the jaws of baleen whales - had many uses in objects which today would be made out of plastic, including brushes, handles, and corsets. From the 18th century, the ports of the Australian colonies were frequented by British and American whaling vessels where they outfitted their ships and recruited whalers as the deckhands of the

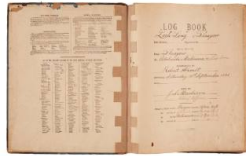
its natural history engravings (many of which were drawn in watercolour by Sarah Stone and Frederick Nodder) and for his written account of the voyage and early months in New South Wales. White provides important observations and insights into the privations and challenges in the early days and months of the colony. In his role as Surgeon General he was responsible for the health and wellbeing of the colony. He writes about explorations and desperate efforts to feed the colonists, the search for new food sources and anti-scorbutics, the practices and interactions with local Indigenous communities, and the administration of convicts. This first edition features 65 hand-coloured engravings and was originally sold by subscription; the names of the subscribers are listed in the first pages. These include Sir Joseph Banks and his friend James Smith, who acquired the Linnaean collection of natural history specimens. As a man of science in the Age of Enlightenment, White was inspired by novelty of the wildlife of Port Jackson and in this publication communicated his aim 'to promotion of your favourite science' to his friend and benefactor, Thomas Wilson

on the doorstep of the fruitful whaling grounds of the Pacific. By the mid 19th century all of the cities of the Australian colonies were seaports, and Sydney and Hobart had developed into important whaling ports, with large populations of sperm whales off the coast. Until the production and widespread use of harpoon guns, explosive harpoons and steam whaling vessels in the 1860s, whaling was an extraordinarily dangerous occupation which had remained virtually unchanged for centuries. Whales were hunted from long open boats rowed by men who were armed with hand-held harpoons and killing lances. The hand-thrown harpoon attached a rope to the whale which was fastened to the boat. The wounded whale would tow the boat and crew in an effort to rid itself of the painful harpoon. Each time the whale surfaced to breath it would be lanced by the headsman. Killing the whale was a dangerous and lengthy process, and once the whale was dead, the crew had to tow the whale to the ship or station for processing. The whaling barque HELEN was still using this method as late as 1899 operating out of Hobart. No part of the whale was wasted in the modern whaling process

Esquire. The success of White's publication shows the interest and enthusiasm for knowledge of the new colony in enlightenment circles with about 700 copies printed and subsequent translations in German, Swedish and French. The majority of the copies were engraved in black and white, but this edition features the hand-coloured engravings. Of note is John White's well-known description of Sydney Harbour on 26 January 1788: "Port Jackson I believe to be, without exception, the finest and most extensive harbour in the universe, and at the same time the most secure, being safe from all the winds that blow. It is divided into a great number of coves, to which his Excellency has given different names. That on which the town is to be built, is called Sydney Cove. It is one of the smallest in the harbour, but the most convenient, as ships of the greatest burden can with ease go into it, and heave out close to the shore. Trincomalé, acknowledged to be one of the best harbours in the world, is by no means to be compared to it. In a word, Port Jackson would afford sufficient and safe anchorage for all the navies of Europe". John

modern whaling process. Teams of flensers started from the head and stripped the blubber and then hacked it into manageable blocks. Pressurised steam digesters separated the oil from the liquid product which was dried, ground into powder and sold as whale meal for animal feed. In the 19th century, great iron cauldrons called trypots were used at sea and on shore for the stinking, greasy job of boiling down whale blubber. Pairs of trypots surrounded by bricks were called the tryworks. The blubber was heated and stirred until the precious oil separated out. It was then ladled into large copper coolers and later poured into casks for storage and shipment.

White is also responsible for the creation of the Charlotte Medal believed to have been commissioned by him to the convict Thomas Barrett to create to commemorate the journey, possibly from the surgeon's silver kidney dish. The medal is recognised as being Australia's earliest colonial artwork. On 27 February, White records the death sentence of Barrett, who was hung from 'the fatal tree" for stealing 'beef and pease' from government stores.



Object number:
00056133

Title: LOCH LONG ship's log

Date: 1896-1897

Primary Maker: Chief
Officer J S Maclaren

Medium: Paper and ink

Name: Logbook

History: The LOCH LONG was an iron three masted ship built for the General Shipping Co. of Glasgow as a wool clipper to Australia. In 1903, under the command of Captain Strachan, the LOCH LONG was sent to New Caledonia to load nickel ore. Departing New Caledonia on 29th April, the vessel failed to arrive at its destination. Debris discovered on the east coast of the Chatham Islands indicated that the LOCH LONG had been wrecked on the northeast tip of the Chathams in fog and all hands lost. It was noted that the Captain had experienced misgivings about the heavy weight of the ore cargo and the conditions of that time of year.



Object number:
00056165

Title: HMS LILY Log

Date: 18th January - 7th



Object number:
00056168

Title: Private Journal of
Quartermaster William H. David



Date: 18th January - 7th May 1855
Primary Maker: Midshipman William Howorth
Medium: Paper
Name: Journal
History: HMS LILY was a 16-gun Racer-class brig-sloop built for the Royal Navy in 1837. Deployed from the China Squadron under Commander John Sanderson, it arrived in Melbourne just after Christmas 1854. Departing on 23 January 1855, LILY was bearing 11,000 ounces (over 300 kg) of gold from the Victorian goldfields, worth £40,000. This high-value cargo suggests why an Admiralty vessel was employed on the otherwise standard clipper route to England via South America. The author of the LILY log was the ship's mate, Midshipman William Howorth. Howorth had reportedly served aboard the sloop HMS ELECTRA in 1854, at the time when it operated alongside the brig HMS FANTOME as the primary naval defenders of Melbourne. Many of ELECTRA's crew and guns were deployed to assist in suppressing the Eureka uprising in November 1854 (these events are related in the ship's 1852-57 log, held by the State Library of Victoria). After he left LILY, Howorth was promoted to Lieutenant (1856) and



Gunner William H Bound, RN Detailing Service Aboard HM Schooner SANDFLY
Date: 1874-1876
Primary Maker: William H Bound
Medium: Paper, ink, cardboard
Name: Manuscript journal
History: This journal is one of two associated with HM Schooner Sandfly, one of five vessels specially constructed by Sydney shipbuilder John Cuthbert during the early 1870s for use by the Royal Navy to conduct anti-blackbirding operations in the South Pacific. Sandfly was launched from Cuthbert's shipyard at Millers Point on 5 December 1872 and commenced service with the Australia Station the following year. William H. Bound, RN joined Sandfly as the schooner's gunner on 22 May 1873 and served aboard the vessel for nearly three years. Shortly after Bound joined Sandfly's crew, the schooner was involved in the seizure of the brig Aurora in October 1873. Aurora was engaged in blackbirding and was seized for violating the Imperial Labour Act, which banned the practice. Sandfly participated in hydrographic surveys in the waters of Papua New Guinea early the following year, but suffered damage to its rudder during a

Commander (1867). His postings include the Crimean War (1855), China (1859–63), the West Indies and North Atlantic (1873–75), where he became involved in surveying and overseeing fishing rights and the independence of Newfoundland. For this reason he is recorded in the Canadian Dictionary of Biography. The 1855 log of HMS LILY is therefore linked not only with transshipment of gold during the height of the 1850s rush, but also with maritime defence of the nascent colony of Victoria and one of the pivotal events in the development of Australian democracy.

to its rudder during a severe storm and had to be assisted back to Sydney by the crew of the paddle sloop HMS Basilisk. During Sandfly's third voyage during the latter half of 1874, the vessel was attacked by a large group of islanders in canoes while operating near Santa Cruz in the Solomon Islands. Sandfly is perhaps best known for the 'Sandfly Incident', which occurred in October 1880 (after Bound had left the vessel) while the schooner was conducting hydrographic survey work near Guadalcanal in the Solomons. The schooner's commander, Lieutenant James Bower, went ashore at nearby Mandoliana Island with five of Sandfly's crewmen to survey the eastern shoreline of the adjacent island of Nggela Pile. While encamped, the survey crew came under attack by a group of islanders from nearby Gaeta. Four of the sailors were killed in the initial assault; Bower escaped but was later captured and killed, while the remaining crewman eluded the attackers and swam 16 kilometres to the community of Honggo on Nggela Pile, where he was rescued and taken to safety by other islanders. On 22 October the surviving sailor reached Sandfly and reported news

Sandfly and reported news of the attack to the schooner's officers, who in turn undertook a punitive raid at Rita Bay, opposite Mandoliana Island. No islanders were encountered, but several canoes were burnt on the beach. As the shore party returned to Sandfly, they were fired upon by a group of islanders, resulting in the death of one sailor and wounding of another. Sandfly subsequently returned to Sydney to report the incident, and reprisal raids carried out by the crews of HM Ships Emerald, Cormorant, Alert and Renard resulted in destruction of several houses, canoes and crops belonging to the islanders, as well as the execution of four of the perpetrators who attacked Bower and his men. Sandfly was paid off three years later and sold for £1000 to Messrs. Sahl and W.H. Moseley. In an ironic twist, it was soon bound for Tonga to participate in trade with the South Sea Islands--a venture that during the 1880s often included blackbirding. By August 1884, Sandfly had reportedly been bought by the Tongan government. It was later purchased in March 1890 for £350 by Mr H. Beattie on behalf of a Sydney-based syndicate. On 3 December 1893, Sandfly was wrecked on

Sandfly was wrecked on the island of San Christobal in the Solomon Islands while undertaking a trading voyage. All of the crew survived. William H. Bound, RN was born on 20 January 1844 and joined the Royal Navy on 22 December 1855 at the age of 11. He served as a seaman for four years before being promoted to Petty Officer in 1859. Bound was assigned the rank of Gunner 2nd Class on 15 September 1870 and detached to the 104-gun First Rate ship of the line HMS Royal Adelaide. He joined the crew of the 22-gun corvette HMS Clio for passage to Sydney (where Clio was serving as the flagship of the Australia Station) and was transferred to Sandfly upon his arrival. Following his service on Sandfly, Bound transferred to the 21-gun screw corvette HMS Pearl (which replaced Clio as the flagship of the Australia Station) on 11 January 1876. He returned to the United Kingdom in June 1876 and was assigned to HMS Excellent, a shore-based installation in Portsmouth, where he served as a 'theoretical instructor' of naval gunnery. Bound served as a Gunner 2nd Class on several other British warships between 1882 and 1892, including HM Ship Monarch (the first

ships monarch (the first seagoing British warship with gun turrets), Hibernia (which transported convicts to New South Wales in 1818-1819), Neptune (an ironclad turret ship originally built for Brazil, but acquired by the Royal Navy in 1878), and Pembroke (a 74-gun Third-Rate ship of the line). On 1 August 1889, Bound was assigned to HMS President, a drill and training ship berthed at London's West India Docks, and served there until January 1896. During his time aboard President he was promoted to Chief Gunner. Bound's final assignment with the Royal Navy was at the Admiralty, where he was promoted to Honorary Lieutenant and served between 20 January 1896 and 31 March 1904. He was pensioned on 1 April 1904 and died at the age of 75 on 12 January 1919.