

Object number:
00015519

Title: Instruction sheet for 'Buccaneer' board game
Date: 1940s
Primary Maker: John Sands Pty Ltd
Medium: Ink printed on paper
Name: Board game accessory
History: Board games were widely distributed before World War II, before the advent and popularisation of television. Manufacturers across Australia often created individual designs for each board game which resulted in highly detailed pieces that became artworks in their own right. They were often used for educational purposes and provided an engaging storytelling exercise for children. The vibrant nature of these board games conveys a long history of fascination surrounding maritime adventure and exploration. They illustrate how maritime themes and history, especially about pirates, permeated cultural activities and entertainment and were cemented in children's imagination as folklore.

Object number:
00054041

Title: Instruction sheet for Blachon's for Greenpeace jigsaw puzzle
Date: 1980s
Primary Maker: Roger Blachon
Medium: Ink on paper
Name: Jigsaw Puzzle
History: Greenpeace was established in 1971 by a small group of activists protesting against nuclear testing in Alaska. Six years later they held their first demonstration in Australia against the Cheynes Beach Whaling Company and were significant players in banning whaling in Australia and New Zealand by generating public awareness of the issue. Greenpeace NSW and Greenpeace Adelaide joined in 1987 to become Greenpeace Australia which has since expanded to become Greenpeace Australia Pacific. Dedication to the protection of the marine environment is still a primary goal of the movement in the region including sustainable fishing and protection of the ocean's biodiversity.



Object number:
00028206

Title: Instruction sheet for the game Catchalot
Date: 1936
Medium: Paper
Name: Game instructions
History: Chester S. Howland was a renowned New Bedford MA resident, whaling expert and lecturer. He was the author of *Thar She Blows!* and the son of Captain George Howland, a whaling captain. A brochure about Mr. Howland is available on the object file or online at: <http://sdr.lib.uiowa.edu/traveling-culture/chau1/pdf/howland/4/brochure.pdf> <http://sdr.lib.uiowa.edu/traveling-culture/chau1/pdf/howland/2/brochure.pdf>



Object number:
00006083

Title: A Race to the Gold
Diggings of Australia board



Object number:
V00006083

Title: A race to the gold
diggings



Object number:
00006409

Title: Keel belonging to
model ship FLYING FISH



Diggings of Australia, board

Date: c 1855

Medium: Linen, paper ink

Name: Board game board

History: Children's board games offer an insight into the ideals and values of the society that manufactured them.

During the 1800s most children's games presented a moralistic view that often emphasised the value of hard work and persistence. The gold rush emphasised a different focus in the production of games. It glorified the chances of quick wealth and fortune in the exciting new colony. Dice were associated with gambling during the 19th century and were not used in children's games. Instead an instrument known as a teeotum, a numbered spinning tool was used to indicate how many places a player could move. In many ways the discovery of gold in Australia echoed the California gold rush of 1849. Edward Hargraves discovered gold in New South Wales in 1851 after returning from the Californian diggings. This discovery started a gold rush that tripled Australia's population in just ten years. Gold brought people and wealth to both

countries, dramatically changing their societies and environments. Miners came from Britain, Europe,



diggings

Date: c 1855

Medium: Ink on linen with wooden box and lead tokens

Name: Board game

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Californian diggings. This discovery started a gold rush that tripled Australia's population in just ten years. Gold brought people and wealth to both countries, dramatically changing their societies and environments. Miners



model SKIFF FLYING FISH

Date: 1940

Primary Maker: Jim Lamond

Medium: Lead and steel

Name: Model keel

History: David Payne of the Australian National Maritime Museum is very familiar with the world of model skiff racing and here recounts their popularity: "Model skiff designs were based on their larger, fully crewed 18 foot cousins and usually built by their skipper. The big skiff origins go back to the 1870s when a number of classes raced regularly on Sydney Harbour. The 1890s saw the 18-footers begin their rise to dominance as the showpiece skiff class, and the massive 22-footers and 24-footers faded into history. Meanwhile as always, there were people playing with and racing model boats, largely on ponds and lakes. In Sydney, the south of the city, the natural water plains and ponds that drained towards Botany Bay had been landscaped to become parklands, areas now known as Centennial Park and Moore Park. The lakes were ideal model boat venues and the pond boats were a regular weekend feature. View historic images of a 1947 race in Rose Bay, Sydney. About a year or so before 1910 some model yachtsmen developed the

America and China to mix in harsh conditions on the diggings. This changed Australian beliefs, politics, economics and technology. Most of the gold was exhausted in Victoria and New South Wales by 1861 but the impact of the gold rush continued to be felt 150 years later.

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Yachtsmen developed the idea of open water model skiffs, sailing on Sydney Harbour or Parramatta River. The first club was at Berrys Bay in North Sydney. Soon after a club was created on the opposite shore at Balmain and another started at Iron Cove. In 1918 a state council was formed with various pond and open water clubs participating. At least 10 clubs were formed to race the skiffs on open water, some were short lived, others such as the Iron Cove 2 ft Club spanned almost the full history of the skiffs. Whilst most were located in the inner western suburbs along Parramatta River there was an outpost at Sans Souci on the Georges River, and briefly, another at Cammeray on Middle Harbour. Racing appears to have stopped by 1954, but during the four decades before hand racing was extremely active. Designs evolved, racing reached great heights and the support from competitors and spectators was very strong. The model skiff and pond classes were quite numerous - from eight to 10 inches up to 32 inches. However, the predominant classes for the open water skiffs were 12 inch and the mighty two foot class. The skiffs were raced in winter; summer was for the real boats. An integral part of

boats. An integral part of racing was for the skiffs to be followed by their skippers in rowing boats. No ordinary rowing boat either, something at least three metres (10 feet) long. There was also someone else on board to row - sitting aft and facing forward with the skipper in the bow. The rower could be a colleague of the skipper, or a family member - many were women; sisters, cousins or girlfriends. It was a team effort, but the rower's principle job was to manoeuvre the dinghy alongside for the skiff's skipper to make adjustments to his boat during the race. While the skipper and rower had their independent tasks, in some instances they worked together on tactics and shared observations on the conditions and their rival's position. The rower had to make sure he kept clear of other skiffs and their rowers. Interference or contact with the opposition could bring instant disqualification from the officials adjudicating the race. The skipper had a pair of oars too; in between fiddling with his boat he had to row as well so they could keep up with the speedy blighters. With 20 or more skiffs racing in a strong breeze, the sight must have been something to

have been something to behold. Spread out over a bay in panorama was a migrating flock of little white sails and emblems being herded and chased by people in clinker dinghies. Yet this was serious stuff for the skippers, many had designed and built their craft. Built at home, often on the kitchen table, the hulls and fittings were a true example of expert craftsmanship, and these days are treasured like artefacts. Some people won't even put them in the water. The early examples were hollowed out of a solid timber, usually the light Queensland red cedar. Later craft had miniature skiff construction with keels, frames, floors, planks, beams and knees. Brass fittings were hand made from sheet and stock sections, halyards and sheets with sliding cleats and jappara sails. It was all big boat design and construction on a ridiculous scale. And not for show under a glass case either - these racers had to work in a good breeze out on the Harbour." Story contributed by By David Payne - a yacht designer and curator at the museum. [<https://anmm.wordpress.com/2009/11/12/history-of-the-model-skiff-racer/#more-1307>]



Object number:
00006410

Title: Rudder belonging to
model skiff FLYING FISH



Object number:
00006408

Title: Hull of model skiff
FLYING FISH

Object number:
00006367

Title: Square tailed Oregon
redwood surfboard



MODEL SKIFF FLYING FISH

Date: 1940

Primary Maker: Jim Lamond

Medium: Cedar, brass

Name: Model rudder

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historic images of a 1947 race in Rose Bay, Sydney. About a year or so before 1910 some model



FLYING FISH

Date: 1940

Primary Maker: Jim Lamond

Medium: Cedar, ash, brass, steel, bamboo, copper

Name: Model hull

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REDWOOD SURFBOARD

Date: 1930s-1940s

Medium: Oregon redwood, paint

Name: Surfboard

History: Though Australia was first introduced to surfing in the late 19th century by traders and travellers who had passed through Hawaii, the surfing demonstration of Hawaiian Duke Kahanamoku at Freshwater Beach in 1914 was a significant moment in Australia's surfing history. Solid hardwood planks were common on Australian beaches between World War I and World War II, and pre-dated the Australian surfing boom of the late 1950s and early 1960s. Designs were often similar to the Duke's 1914 board, which was shaped from sugar pine purchased from Hudson's Timber Mill in Sydney, and incorporated many of the standard Hawaiian design characteristics. Wooden boards were covered in layers of varnish, oil or shellac to prevent the board from becoming waterlogged. They were finless until the early 1950s, and often featured a brass or copper band or sheet fitted to the nose to prevent the wood from splitting. Redwood was recognised as being tough and durable, though much lighter boards in balsa and alwood were also popular

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Object number:

0000716

Title: Unvarnished wooden
surfboard

surfboard

Date: 1920s

Medium: Wood

Name: Surfboard

History: Though Australia was first introduced to surfing in the late 19th century by traders and travellers who had passed through Hawaii, the surfing demonstration of Hawaiian Duke Kahanamoku at Freshwater Beach in 1914 was a significant moment in Australia's surfing history. Solid hardwood planks were common on Australian beaches between World War I and World War II, and predated the Australian surfing boom of the late 1950s and early 1960s. Designs were often similar to the Duke's 1914 board, which he shaped from sugar pine purchased from Hudson's Timber Mill in Sydney, incorporating many of the standard Hawaiian design characteristics. Wooden boards were usually covered in layers of varnish, oil or shellac to prevent the board from becoming waterlogged. They were finless until the early 1950s, and often featured a brass or copper band or sheet fitted to the nose to prevent the wood from splitting. Redwood

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