





**Object number:**  
**00029235**

**Title:** Coral concretion from  
HM Endeavour



**Object number:**  
**00029247**

**Title:** Coral concretion from  
HM Endeavour showing



**Object number:**  
**00029248**

**Title:** Coral concretion  
showing the tooth hole



an HMB ENDEAVOUR cannon with the cipher of King George II  
**Date:** 1770-1969  
**Medium:** Coral, iron oxide  
**Name:** Concretion  
**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as Botany Bay. Here on 29 April 1770, Cook and his crew first set foot on Australian soil. The



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showing the touch hole from one of the cannons of HMB ENDEAVOUR  
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**Object number:**  
**00029249**

**Title:** Coral concretion  
showing the fusion of a



**Object number:**  
**00029250**

**Title:** Coral concretion from  
one of the corners of the



**Object number:**  
**00029255**

**Title:** Coral concretions  
from the corners of UMB



snowing the trunion of a cannon on HMB ENDEAVOUR  
**Date:** 1970s  
**Medium:** Coral, iron oxide  
**Name:** Concretion  
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**Object number:**  
**00029243**

**Title:** Coral concretion from  
a corner of UMB

**Object number:**  
**00029244**

**Title:** Coral concretion from  
a corner of UMB



**Object number:**  
**00029245**

**Title:** Coral concretion from  
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a cannon of HMB  
ENDEAVOUR  
**Date:** 1970s  
**Medium:** Coral, iron oxide  
**Name:** Concretion  
**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as

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**Object number:**  
**00029246**

**Title:** Coral concretion from  
one of the corners of UMB



**Object number:**  
**00029251**

**Title:** Coral concretion from  
one of the corners of UMB



**Object number:**  
**00029252**

**Title:** Coral concretions  
from the corners of UMB

00029246

a cannon of HMB

ENDEAVOUR

**Date:** 1970s

**Medium:** Coral, iron oxide

**Name:** Concretion

**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as

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**Object number:**  
**00029253**

**Title:** Coral concretions  
from the core of UMD



**Object number:**  
**00029254**

**Title:** Coral concretions  
from the core of UMD



**Object number:**  
**00031636**

**Title:** Samples of iron taken  
from concretions from UMD

00029253

from the cannons of HMB  
ENDEAVOUR

**Date:** 1970s

**Medium:** Coral, iron oxide

**Name:** Concretion

**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as

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from concretions from HMB  
ENDEAVOUR

**Date:** c 1970

**Medium:** Iron oxide

**Name:** Concretion

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**Object number:**  
**00031637**  
**Title:** Fabric fragments in  
concretion from UMB



**Object number:**  
**00031643**  
**Title:** Coral concretion from  
ss UMB ENDEAVOUR



**Object number:**  
**00031644**  
**Title:** Coral concretion from  
ss UMB ENDEAVOUR



concretion from HMB  
ENDEAVOUR

**Date:** c 1970

**Medium:** Coral, iron oxide,  
hessian

**Name:** Concretion

**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a

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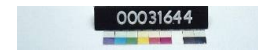
00031643

an HMB ENDEAVOUR  
anchor stock

**Date:** c 1970

**Medium:** Coral, iron oxide  
**Name:** Concretion

**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as Botany Bay. Here on 29 April 1770, Cook and his crew first set foot on Australian soil. The extensive report he



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**Date:** c 1970

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**Object number:**  
**00031645**

**Title:** Coral concretion from  
an anchor chain of UMR



**Object number:**  
**00031650**

**Title:** Coral concretion from  
an anchor chain of UMR



**Object number:**  
**00031651**

**Title:** Coral concretions  
from one of the anchors of



an HMB ENDEAVOUR gun carriage  
**Date:** c 1970  
**Medium:** Coral, iron oxide  
**Name:** Concretion  
**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as

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an anchor shank of HMB ENDEAVOUR  
**Date:** c 1970  
**Medium:** Coral, iron oxide  
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from one of the anchors of HMB ENDEAVOUR  
**Date:** c 1970  
**Medium:** Coral, iron oxide  
**Name:** Concretion  
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**Object number:**  
**00029236**

**Title:** Coral concretion from  
one of the corners of UMB

**Object number:**  
**00029241**

**Title:** Coral concretion from  
a corner of UMB

**Object number:**  
**00029242**

**Title:** Coral concretion from  
a corner of UMB



one of the cannons of HMB  
ENDEAVOUR

**Date:** 1970s

**Medium:** Coral, iron oxide

**Name:** Concretion

**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as

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**Medium:** Coral, iron oxide

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**Object number:**  
**00031638**

**Title:** Coral concretion from  
the stock of an anchor



**Object number:**  
**00031639**

**Title:** Coral concretion from  
the stock of an anchor



**Object number:**  
**00031640**

**Title:** Coral concretion from  
the stock of an anchor



the stock of an anchor from HMB ENDEAVOUR  
**Date:** c 1970  
**Medium:** Coral, iron oxide  
**Name:** Concretion  
**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as Botany Bay. Here on 29 April 1770, Cook and his crew first set foot on Australian soil. The



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**Object number:**  
**00031641**

**Title:** Coral concretion from  
the shark and stock of an



**Object number:**  
**00031642**

**Title:** Coral concretion from  
an UMB ENDEAVOUR



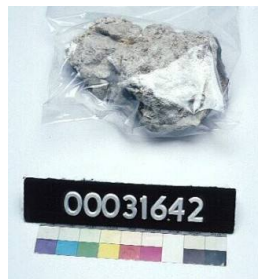
**Object number:**  
**00031646**

**Title:** Coral concretion from  
an anchor shark from UMB

00031641

the shank and stock of an anchor from HMB ENDEAVOUR  
**Date:** c 1970  
**Medium:** Coral, iron oxide  
**Name:** Concretion  
**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a

calm bay, now known as Botany Bay. Here on 29 April 1770, Cook and his crew first set foot on



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**Date:** c 1970  
**Medium:** Coral, iron oxide  
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00031643

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**Date:** c 1970  
**Medium:** Coral, iron oxide  
**Name:** Concretion  
**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as Botany Bay. Here on 29 April 1770, Cook and his crew first set foot on Australian soil. The extensive report he

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**Object number:**  
**00031647**

**Title:** Coral concretion from  
an anchor chain from UMB



**Object number:**  
**00031648**

**Title:** Coral concretion from  
an anchor chain from UMB



**Object number:**  
**00031649**

**Title:** Coral concretion from  
an anchor chain from UMB



an anchor shank from HMB  
ENDEAVOUR

**Date:** c 1970

**Medium:** Coral, iron oxide

**Name:** Concretion

**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as

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**Date:** c 1970

**Medium:** Coral, iron oxide

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**Object number:**  
**00029237**

**Title:** Coral concretion from  
one of the corners of UMB



**Object number:**  
**00029238**

**Title:** Coral concretion from  
one of the corners of UMB



**Object number:**  
**00029239**

**Title:** Coral concretion from  
one of the corners of UMB



one of the cannons of HMB  
ENDEAVOUR

**Date:** 1970s

**Medium:** Coral, iron oxide

**Name:** Concretion

**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as

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**Object number:**  
**00029240**

**Title:** Coral concretion from  
a wreck of UMB



**Object number:**  
**00025850**

**Title:** Concretion recovered  
from the wreck of the



**Object number:**  
**00025851**

**Title:** Concretion recovered  
from the wreck of the

a cannon of HMB  
ENDEAVOUR

**Date:** 1970s

**Medium:** Coral, iron oxide

**Name:** Concretion

**History:** Cook's famous ship of discovery was built in 1764 and initially named the EARL OF PEMBROKE. It began service as a collier on the east coast of England and was later purchased by the British Admiralty in 1768, fitted out for a voyage to the South Pacific with the intention of viewing the transit of Venus and locating the Great South Land. The Royal Navy renamed the vessel HMB ENDEAVOUR. Under Cook's command and during his first expedition to the Pacific HMB ENDEAVOUR arrived in Tahiti to view the transit of Venus in June 1769. Cook then sailed south and reached New Zealand in October 1769, as 'discovered' by Abel Tasman in 1642. After mapping both the north and south islands, Cook started the journey home. It was during this voyage that he first approached eastern Australia. An attempt to land on 28 April 1770 failed due to rough surf, and Cook sailed ENDEAVOUR round to a calm bay, now known as

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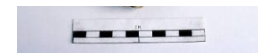
from the wreck of the  
DUNBAR

**Date:** Before 1857

**Medium:** Alloy, glass

**Name:** Concretion

**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 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 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



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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 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 commanding WATERLOO, VIMEIRA and DUNBAR. Shortly before midnight he estimated the ship was six miles away from the harbour 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 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

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it as a troop transport. It is believed that the British sank the ship with nine other vessels in 1778 at the entrance to Newport Harbor, Rhode Island, USA during an attempt to blockade French ships.

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**Object number:**  
**00025852**

**Title:** Concretion recovered  
from the wreck of the



**Object number:**  
**00025853**

**Title:** Concretion recovered  
from the wreck of the



**Object number:**  
**00003021**

**Title:** Flakes of spermaceti  
from head of sperm whale



from the wreck of the  
DUNBAR

**Date:** Before 1857

**Medium:** Alloy

**Name:** Concretion

**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 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 DUNBAR departed London for its second

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from head of sperm whale, Tilbrook 85, Part of spermaceti from 00006554  
**Date:** 20th century  
**Medium:** Spermaceti  
**Name:** Spermaceti  
**History:** The processing of oil from the sperm whale was an exhausting and time consuming process but the financial rewards at the time made it a profitable venture. The sperm whaling industry was well and truly established by American industries during the mid C18 and later Britain and France were involved. By the time of settlement in Australia, the demand for whale products was at its peak. Hunting for sperm whales took place off shore where, after the whale was hunted and killed, it was then processed on the whaling ship itself. An account of this process describes it as "If the head was of a manageable size, it was brought on deck; if not, it was rigged to the side of the ship, nose down. Right, bowhead, and fin whales were relieved of their baleen, while sperm whales had the spermaceti, a substance contained in a head organ known as the case, bailed out in bucketful's. "This is the good stuff," says Philbrick... "It's as clear as vodka when you first open" the spermaceti organ, "but as soon as it touches air, it begins to oxidize," taking

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**Object number:**  
**00025450**  
**Title:** Antler recovered  
from the wreck of the



**Object number:**  
**00025451**  
**Title:** Unidentified object  
(possibly bone)



**Object number:**  
**00025459**  
**Title:** Shark tooth  
Date: Before 1957



from the wreck of the  
DUNBAR  
**Date:** Before 1857  
**Medium:** Bone  
**Name:** Antler  
**History:** On the night of  
Thursday 20 August 1857,  
the clipper DUNBAR  
approached the heads of  
Sydney Harbour after a  
voyage of 81 days.  
Launched in 1853, the  
vessel was owned by  
Duncan Dunbar, and was  
the sister ship of the  
PHOEBE DUNBAR, the  
DUNBAR CASTLE and the  
DUNCAN DUNBAR. Under  
the command of Captain  
Green, the DUNBAR was on  
its second voyage to  
Sydney. Despite the  
treacherous weather  
conditions on the night,  
Captain Green and his  
crew attempted to enter  
Sydney Harbour that  
evening, rather than wait  
until morning. The DUNBAR  
was driven into the reef at  
the foot of South Head and  
began to break up  
immediately. In the hours  
that followed, all but one of  
the passengers and crew  
perished. The survivor,  
Able Seaman James  
Johnson clung to a ledge  
on the cliff face until he  
was rescued on the  
morning of 22 August,  
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**Medium:** Tooth  
**Name:** Shark tooth  
**History:** On the night of  
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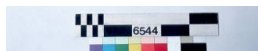
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**Object number:**  
**00006544**  
**Title:** Inner ear bone of  
sperm whale



**Object number:**  
**00006554**  
**Title:** Flakes of spermaceti  
from head of sperm whale



sperm whale

**Date:** 19th century

**Medium:** Whalebone

**Name:** Inner ear bone

**History:** The processing of oil from the sperm whale was an exhausting and time consuming process but the financial rewards at the time made it a profitable venture. The sperm whaling industry was well and truly established by American industries during the mid C18 and later Britain and France were involved. By the time of settlement in Australia, the demand for whale products was at it its peak. Hunting for sperm whales took place off shore where, after the whale was hunted and killed, it was then processed on the whaling ship itself. An account of this process describes it as "If the head was of a manageable size, it was brought on deck; if not, it was rigged to the side of the ship, nose down. Right, bowhead, and fin whales were relieved of their baleen, while sperm whales had the spermaceti, a substance contained in a head organ known as the case, bailed out in bucketful's. "This is the good stuff," says Philbrick... "It's as clear as vodka when you first open"

the spermaceti organ, "but as soon as it touches air, it begins to oxidize," taking on white, waxy properties"



from head of sperm whale, associated with jar 00003021

**Date:** 20th century

**Medium:** Spermaceti from sperm whale

**Name:** Spermaceti

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