





**Object number:**  
**00047055**

**Title:** Double kayak LOT 41  
**Date:** 2006



**Object number:**  
**V00047055**

**Title:** Double kayak LOT 41  
**Date:** 2006



**Object number:**  
**00031052**

**Title:** Bow position arm  
**Date:** 2006

**Date:** c 2000

**Primary Maker:** Rob Feloy  
**Medium:** Fibreglass (GRP), Kevlar, carbon fibre, epoxy resin, polyurethane, polystyrene, PVC, polycarbonate, polyester, acrylic, synthetic rubber, nylon, other plastics, iron alloys, copper alloy, aluminium alloy, lead, nickel plating, 2-pack polyurethane paint.

**Name:** Kayak

**History:** On 13 November 2007 Sydney-based James Castrission and Justin Jones left Forster, on the mid-north coast of Australia, to become the first successful kayak expedition to cross the Tasman Sea. Sixty-two days later on 13 January 2008, after paddling 3318km, they arrived at Nganotu Beach near New Plymouth on the North Island of New Zealand. Naming their expedition 'Crossing the Ditch' after the colloquial expression used to refer to travel between Australia and New Zealand, the pair had achieved both the 'world first' of successfully kayaking across the Tasman Sea, and attained the world record for 'the longest trans-oceanic kayaking expedition undertaken by two expeditioners'. Their remarkable voyage, which was tracked in real time through their website, is the subject of a documentary film and

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from quadruple rowing shell used by Oarsome Foursome

**Date:** c 1991

**Primary Maker:** Empacher

**Medium:** Aluminium

**Name:** Bow position arm

**History:** The modern Olympic Games have become the most important sporting event in the world. Over the past 100 years profound shifts in attitudes have reshaped approaches to training, female competitors, sponsorship and professionalism. Australian Olympic rowing has been no exception. Until 1980 Olympic rowers were solely male and strictly amateur. Going to the games meant funding your own trip, on your own time and training around the commitments of full-time work. Australian Olympic rowing was transformed in the 1980s by the government-funded Australian Institute of Sport and the inclusion of women. Television coverage attracted greater public interest and new sponsorship opportunities and Australian women rowers won their first gold medal in 1996. The Oarsome Foursome™ won successive Olympic gold medals in 1992 and 1996 in the Men's Coxless four event. A Melbourne journalist coined their catchy nickname in 1990. It became synonymous with the crews success

documentary film and book, both of which were published and released in 2009. Castrission and Jones' achievement is inextricably linked to the ill-fated attempt by Australian adventurer Andrew McAuley to become the first solo kayaker to cross the Tasman Sea in February 2007. After paddling for over a month from Tasmania's east coast, McAuley was lost at sea within sight of the South Island of New Zealand. His kayak and its remaining contents, retrieved two days after his disappearance, were donated to the ANMM by his widow Vicki McAuley and friend Paul Hewitson in December 2007. Castrission and Jones chose a more northerly route across the Tasman than McAuley, selecting their departure and arrival points on their topographical reputations as safe and protected harbours. The double kayakers were acutely aware that the most dangerous parts of their voyage were the landfalls, in particular, the final coming ashore in New Zealand. In 2009/10, Castrission and Jones, as successful ocean-going adventurers, were engaged as motivational advisors to 16 year-old Australian sailor Jessica

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with the crew's awesome achievements and was crucial in lifting the public profile of Olympic rowing. After their first gold medal, the crew signed with a management team and several sponsors. In 1998 the Oarsome Foursome™ registered their name and logo with the Trademarks Office, giving them exclusive rights to use it within Australia.

Australian sailor Jessica Watson as she prepared for her attempt to become the youngest person to sail solo non-stop and unassisted around the world.

Australian sailor Jessica Watson as she prepared for her attempt to become the youngest person to sail solo non-stop and unassisted around the world.



**Object number:**  
**00031057**

**Title:** Stroke position  
arm from quadruple




**Object number:**  
**00031058**


**Title:** Stroke position arm  
from quadruple rowing

**Object number:**  
**00031050**

**Title:** Quadruple rowing  
shell used by Germany



outrigger from quadruple rowing shell used by Oarsome Foursome  
**Date:** c 1991  
**Primary Maker:** Empacher  
**Medium:** Aluminium, black plastic  
**Name:** Outrigger  
**History:** The modern Olympic Games have become the most important sporting event in the world. Over the past 100 years profound shifts in attitudes have reshaped approaches to training, female competitors, sponsorship and professionalism. Australian Olympic rowing has been no exception. Until 1980 Olympic rowers were solely male and strictly amateur. Going to the games meant funding your own trip, on your own time and training around the commitments of full-time work. Australian Olympic rowing was transformed in the 1980s by the government-funded Australian Institute of Sport and the inclusion of women. Television coverage attracted greater public interest and new sponsorship opportunities and Australian women rowers won their first gold medal in 1996. The Oarsome Foursome™ won successive Olympic gold medals in 1992 and 1996 in the Men's Coxless four event. A Melbourne journalist coined their catchy nickname in 1990.



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shell used by Oarsome Foursome  
**Date:** c 1991  
**Primary Maker:** Empacher  
**Medium:** Fibreglass, wood, metal, cloth, paint, plastic  
**Name:** Rowing scull  
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**Object number:**  
**00031051**

**Title:** Bow position  
outside from kentledge



**Object number:**  
**00030892**

**Title:** Replica  
compensative served



**Object number:**  
**00029121**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



outrigger from quadruple rowing shell used by Oarsome Foursome  
**Date:** c 1991  
**Primary Maker:** Empacher  
**Medium:** Aluminium, black plastic  
**Name:** Outrigger  
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commemorative oar used by the Oarsome Foursome™  
**Date:** 2000  
**Primary Maker:** Mercantile Rowing Club  
**Medium:** Wood, plastic, rubber, metal  
**Name:** Oar  
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from HMB ENDEAVOUR  
**Date:** 1760s  
**Medium:** Pig iron  
**Name:** Ballast  
**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 compiled on Botany Bay

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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.



**Object number:**  
**00029123**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029124**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029129**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Object number:**  
**00029130**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029131**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029132**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

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FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**History:** Space and weight were always important issues for Cook as he attempted to strike a compromise between the necessity of carrying sufficient supplies for long voyages and maintaining the good sailing qualities of his ships. On the HMB ENDEAVOUR voyage Cook reduced the amount of iron ballast carried in the bottom of the ship, arguing that the weight of stores more than compensated for the reduction. As the stores diminished during the voyage, the HMB ENDEAVOUR's stability was maintained by bringing aboard stone ballast. On 10 June 1770 during Captain James Cook's first journey to the Pacific aboard HMB ENDEAVOUR, the ship ran aground on the Great Barrier Reef. In order to lighten the vessel the crew threw stores, ballast and cannons overboard. In total, approximately 48 ton of material was discarded and HMB ENDEAVOUR was eventually kedged off the reef by the use of five anchors, one of which became stuck in the coral and was abandoned. The vessel was then taken to the mouth of a nearby river where for seven weeks repairs were carried

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weeks repairs were carried out and the ENDEAVOUR made sea worthy again. This river is now known as Endeavour River and became the location where extended contact was made with the Indigenous Australians of the region, the Guugu Yimithirr, and the Europeans were able to spend time studying the local flora and fauna. In 1969 an American expedition sponsored by the Philadelphia Academy of Natural Sciences recovered the cannon and a number of other artefacts. An Australian team recovered the ship's anchor in 1971.

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**Object number:**  
**00029137**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029138**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029139**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th Century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Object number:**  
**00029140**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029141**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029146**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th Century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Object number:**  
**00029147**

**Title:** Piece of kentledge  
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**Object number:**  
**00029148**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029149**

**Title:** Piece of kentledge  
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FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Object number:**  
**00031053**

**Title:** Two position  
exterior frame, two double




**Object number:**  
**00031054**

**Title:** Two position arm  
frame, two double, exterior




**Object number:**  
**00031055**


**Title:** Three position  
exterior frame, two double



outrigger from quadruple rowing shell used by Oarsome Foursome  
**Date:** c 1991  
**Primary Maker:** Empacher  
**Medium:** Aluminium, black plastic  
**Name:** Outrigger  
**History:** The modern Olympic Games have become the most important sporting event in the world. Over the past 100 years profound shifts in attitudes have reshaped approaches to training, female competitors, sponsorship and professionalism. Australian Olympic rowing has been no exception. Until 1980 Olympic rowers were solely male and strictly amateur. Going to the games meant funding your own trip, on your own time and training around the commitments of full-time work. Australian Olympic rowing was transformed in the 1980s by the government-funded Australian Institute of Sport and the inclusion of women. Television coverage attracted greater public interest and new sponsorship opportunities and Australian women rowers won their first gold medal in 1996. The Oarsome Foursome™ won successive Olympic gold medals in 1992 and 1996 in the Men's Coxless four event. A Melbourne journalist coined their catchy nickname in 1990.



from quadruple rowing shell used by Oarsome Foursome  
**Date:** c 1991  
**Primary Maker:** Empacher  
**Medium:** Aluminium  
**Name:** Bow position arm  
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It became synonymous with the crew's awesome achievements and was crucial in lifting the public profile of Olympic rowing. After their first gold medal, the crew signed with a management team and several sponsors. In 1998 the Oarsome Foursome™ registered their name and logo with the Trademarks Office, giving them exclusive rights to use it within Australia.

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**Object number:**  
**00031056**

**Title:** Three position arm  
from quadruple service




**Object number:**  
**00029125**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR




**Object number:**  
**00029126**


**Title:** Piece of kentledge  
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**Primary Maker:** Empacher  
**Medium:** Aluminium  
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from HMB ENDEAVOUR  
**Date:** 18th century  
**Medium:** Pig iron  
**Name:** Ballast  
**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 compiled on Botany Bay



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**Object number:**  
**00029127**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029128**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029133**

**Title:** Piece of kentledge  
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FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Medium:** Pig iron

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**Medium:** Pig iron

**Name:** Ballast

**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 compiled on Botany Bay

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**Object number:**  
**00029134**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029135**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029136**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

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**Object number:**  
**00029142**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR

**Object number:**  
**00029143**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029144**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR





FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Object number:**  
**00029145**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029150**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00029151**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**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

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**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

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**Object number:**  
**00029152**

**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Object number:**  
**00047058**

**Title:** Dagger board on  
doubtless board LOT 41



**Object number:**  
**00047059**

**Title:** Paddle used on  
doubtless board LOT 41





FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Pig iron

**Name:** Ballast

**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

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double kayak LOT 41

**Date:** c 2006

**Primary Maker:** Rob Feloy

**Medium:** Metal, hardwood, fibreglass, paint

**Name:** Dagger board keel

**History:** On 13 November 2007 Sydney-based James Castrission and Justin Jones left Forster, on the mid-north coast of Australia, to become the first successful kayak expedition to cross the Tasman Sea. Sixty-two days later on 13 January 2008, after paddling 3318km, they arrived in New Zealand, landing at Nganotu Beach near New Plymouth on the North Island. Naming their expedition 'Crossing the Ditch' after the colloquial expression used to refer to travel between Australia and New Zealand, the pair had achieved both the 'world first' of successfully kayaking across the Tasman Sea, and attained the world record for 'the longest trans-oceanic kayaking expedition undertaken by two expeditioners'. Their remarkable voyage, which was tracked in real time through their website, is the subject of a film documentary and book, both of which were published and released in 2009. Castrission and Jones' achievement is inextricably linked to the ill-fated attempt by Australian adventurer Andrew McAuley to

double kayak LOT 41

**Date:** c 2006

**Primary Maker:** Rob Feloy

**Medium:** Carbon fibre

**Name:** Paddle

**History:** On 13 November 2007 Sydney-based James Castrission and Justin Jones left Forster, on the mid-north coast of Australia, to become the first successful kayak expedition to cross the Tasman Sea. Sixty-two days later on 13 January 2008, after paddling 3318km, they arrived in New Zealand, landing at Nganotu Beach near New Plymouth on the North Island. Naming their expedition 'Crossing the Ditch' after the colloquial expression used to refer to travel between Australia and New Zealand, the pair had achieved both the 'world first' of successfully kayaking across the Tasman Sea, and attained the world record for 'the longest trans-oceanic kayaking expedition undertaken by two expeditioners'. Their remarkable voyage, which was tracked in real time through their website, is the subject of a film documentary and book, both of which were published and released in 2009. Castrission and Jones' achievement is inextricably linked to the ill-fated attempt by Australian adventurer Andrew McAuley to become the first solo

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**Object number:**  
**00047060**

**Title:** Paddle from LOT 41  
**Date:** 2006

**Object number:**  
**00047056**

**Title:** Green rudder used on  
double keel LOT 41



**Object number:**  
**00047057**

**Title:** Spare orange rudder  
carried on LOT 41

**Date:** c 2006  
**Primary Maker:** Rob Feloy  
**Medium:** Carbon fibre  
**Name:** Paddle  
**History:** On 13 November 2007 Sydney-based James Castrission and Justin Jones left Forster, on the mid-north coast of Australia, to become the first successful kayak expedition to cross the Tasman Sea. Sixty-two days later on 13 January 2008, after paddling 3318km, they arrived in New Zealand, landing at Nganotu Beach near New Plymouth on the North Island. Their double kayak LOT 41 was named after the auction lot number of the famous New Zealand-born race horse Phar Lap. Known only as 'Lot 41' when it was sold from Wellington to a Sydney trainer in 1928, the horse crossed the Tasman to become Australia's most famous race horse Phar Lap. Naming their expedition 'Crossing the Ditch' after the colloquial expression used to refer to travel between Australia and New Zealand, the pair had achieved both the 'world first' of successfully kayaking across the Tasman Sea, and attained the world record for 'the longest trans-oceanic kayaking expedition undertaken by two expeditioners'. Their remarkable voyage, which was tracked in real time

double kayak LOT 41  
**Date:** c 2006  
**Primary Maker:** Rob Feloy  
**Medium:** Stainless steel, timber, fibreglass, paint  
**Name:** Rudder  
**History:** On 13 November 2007 Sydney-based James Castrission and Justin Jones left Forster, on the mid-north coast of Australia, to become the first successful kayak expedition to cross the Tasman Sea. Sixty-two days later on 13 January 2008, after paddling 3318km, they arrived in New Zealand, landing at Nganotu Beach near New Plymouth on the North Island. Naming their expedition 'Crossing the Ditch' after the colloquial expression used to refer to travel between Australia and New Zealand, the pair had achieved both the 'world first' of successfully kayaking across the Tasman Sea, and attained the world record for 'the longest trans-oceanic kayaking expedition undertaken by two expeditioners'. Their remarkable voyage, which was tracked in real time through their website, is the subject of a film documentary and book, both of which were published and released in 2009. Castrission and Jones' achievement is inextricably linked to the ill-fated attempt by Australian adventurer Andrew McAuley to

carried on LOT 41  
**Date:** c 2006  
**Primary Maker:** Rob Feloy  
**Medium:** Stainless steel, paint  
**Name:** Rudder  
**History:** On 13 November 2007, James Castrission and Justin Jones left Forster, on the mid-north coast of Australia, to become the first successful expedition to kayak the Tasman Sea. Sixty-two days later after paddling 3318km they arrived in New Zealand on 13 January 2008, landing at Ngamotu Beach near New Plymouth on the North Island. Their double kayak LOT 41 was named after the auction lot number of the famous New Zealand-born race horse, Phar Lap. Known only as 'Lot 41' when it was sold to a Sydney trainer in 1928, the horse crossed the Tasman to become Australia's most famous race horse. Naming their expedition 'Crossing the Ditch' after the colloquial expression used to refer to travel between Australia and New Zealand, the pair had achieved both the 'world first' of successfully kayaking from west to east across the Tasman Sea, and attained the world record for 'the longest Trans-Oceanic kayaking expedition undertaken by two expeditioners'. In February 2007, a few months before Castrission and Jones started their

through their website, is the subject of a documentary and book, both of which were published and released in 2009. Castrission and Jones' achievement is further contextualised by the ill-fated attempt by Australian adventurer Andrew McAuley to become the first solo kayaker to cross the Tasman Sea in early 2007. After paddling for over a month from Tasmania's east coast, McAuley was lost at sea within sight of the South Island of New Zealand. His kayak and its remaining contents, retrieved two days after his disappearance, were donated to the ANMM by his widow Vicki McAuley and friend Paul Hewitson in December 2007. Castrission and Jones chose a more northerly route across the Tasman than McAuley, selecting their departure and arrival points on their topographical reputations as safe and protected harbours. The double kayakers were acutely aware that the most dangerous parts of their voyage were the landfalls, in particular, the final coming ashore in New Zealand. In 2009/10, Castrission and Jones, as successful ocean-going adventurers, were engaged as motivational

Andrew McAuley to become the first solo kayaker to cross the Tasman Sea in February 2007. After paddling for over a month from Tasmania's east coast, McAuley was lost at sea within sight of the South Island of New Zealand. His kayak and its remaining contents, retrieved two days after his disappearance, were donated to the ANMM by his widow Vicki McAuley and friend Paul Hewitson in December 2007. Castrission and Jones chose a more northerly route across the Tasman than McAuley, selecting their departure and arrival points on their topographical reputations as safe and protected harbours. The double kayakers were acutely aware that the most dangerous parts of their voyage were the landfalls, in particular, the final coming ashore in New Zealand. In 2009/10, Castrission and Jones, as successful ocean-going adventurers, were engaged as motivational advisors to 16 year-old Australian sailor Jessica Watson as she prepared for her attempt to become the youngest person to sail solo non-stop and unassisted around the world.

and Jones started their voyage, the Australian adventurer Andrew McAuley left Tasmania aiming to be the first solo kayaker to cross the Tasman Sea. McAuley chose to cross the Tasman below the 40th parallel south in a 6.4 metre customised kayak. During his journey, he faced brutal seas and capsized after being hit by gusts of up to 70 knots and 10 to 12 metre waves. On 9 February 2007, the New Zealand Coast Guard received a distress call from McAuley. Two days later, his kayak was found within sight of Milford Sound. After a three-day search and rescue operation found no sign of the adventurer, McAuley was presumed drowned. In December 2007, McAuley's kayak and its contents were donated to the Australian National Maritime Museum by his widow Vicki McAuley and friend Paul Hewitson. Prior to the two voyages in 2006, McAuley, Castrission and Jones had met many times and spoke about their separate expeditions. Castrission and Jones decided on a more northerly route across the Tasman than McAuley, selecting their departure and arrival points based on their topographical reputations as safe and protected harbours. The

advisors to 16 year-old Australian girl Jessica Watson as she prepared for her attempt to become the youngest person to sail solo non-stop and unassisted around the world.

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pair the catch up before reaching the finishing line. Castrission and Jones were the youngest team to reach the South Pole and, along with Gamme, they became the first unsupported team to complete the return journey between Hercules Inlet and the South Pole.



**Object number:**  
**V00047061**  
**Title:** Stand for LOT 41  
**Date:** 2006



**Object number:**  
**00029234**  
**Title:** Hemp wadding from  
one of the gun services of



**Object number:**  
**00029172**  
**Title:** Piece of rock ballast  
from HMS ENDEAVOUR

**Date:** c 2000

**Primary Maker:** Rob Feloy

**Medium:** Metal

**Name:** Kayak stand

**History:** On 13 November 2007 Sydney-based James Castrission and Justin Jones left Forster, on the mid-north coast of Australia, to become the first successful kayak expedition to cross the Tasman Sea. Sixty-two days later on 13 January 2008, after paddling 3318km, they arrived in New Zealand, landing at Nganotu Beach near New Plymouth on the North Island. Their double kayak LOT 41 was named after the auction lot number of the famous New Zealand-born race horse Phar Lap. Known only as 'Lot 41' when it was sold from Wellington to a Sydney trainer in 1928, the horse crossed the Tasman to become Australia's most famous race horse Phar Lap. Naming their expedition 'Crossing the Ditch' after the colloquial expression used to refer to travel between Australia and New Zealand, the pair had achieved both the 'world first' of successfully kayaking across the Tasman Sea, and attained the world record for 'the longest trans-oceanic kayaking expedition

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one of the gun carriages of HMB ENDEAVOUR

**Date:** 1760s

**Medium:** Hemp

**Name:** Wadding

**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



from HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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 compiled on Botany Bay

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**Object number:**  
**00029173**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029174**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029175**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Medium:** Rock

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**Object number:**  
**00029180**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029181**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029182**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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FROM THE HMB ENDEAVOUR

**Date:** 18th Century

**Medium:** Rock

**Name:** Ballast

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**Object number:**  
**00029183**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029184**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029189**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

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**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

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**Object number:**  
**00029190**

**Title:** Piece of rock ballast  
from the HMS ENDEAVOUR



**Object number:**  
**00029192**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029197**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



from the HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Date:** 18th century

**Medium:** Rock

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**Medium:** Rock

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**Object number:**  
**00029198**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029199**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029200**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029206**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029207**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029208**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Medium:** Rock

**Name:** Ballast

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**Object number:**  
**00029223**

**Title:** Remains of a bed bolt  
from one of UMB



**Object number:**  
**00029122**

**Title:** Piece of miscast or  
broken hatchets from



**Object number:**  
**00029154**

**Title:** Piece of rock ballast  
from UMB ENDEAVOUR

from one of HMB  
ENDEAVOUR gun carriages  
**Date:** 18th century  
**Medium:** Iron  
**Name:** Bolt  
**History:** Cook's famous  
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**Date:** 18th century  
**Medium:** Pig iron  
**Name:** Ballast  
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from HMB ENDEAVOUR  
**Date:** 1769-1770  
**Medium:** Rock  
**Name:** Ballast  
**History:** Cook's famous  
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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:**  
**00029155**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR




**Object number:**  
**00029156**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029157**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029163**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029164**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029165**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR

FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029166**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029171**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029176**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR

FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**00029177**

**Title:** Piece of rock ballast  
from the HMS ENDEAVOUR



**Object number:**  
**00029178**

**Title:** Piece of rock ballast  
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**Object number:**  
**00029179**

**Title:** Piece of rock ballast  
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from the HMB ENDEAVOUR

**Date:** 18th Century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029185**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029186**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029187**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR

FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029188**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029193**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029194**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029195**

**Title:** Piece of rock ballast  
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**Object number:**  
**00029196**

**Title:** Piece of rock ballast  
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**Object number:**  
**00029201**

**Title:** Piece of rock ballast  
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FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029202**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029203**

**Title:** Piece of rock ballast  
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**Object number:**  
**00029204**

**Title:** Piece of rock ballast  
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FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029205**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029153**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029158**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR

FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Date:** 1760s

**Medium:** Rock

**Name:** Ballast

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FROM HMB ENDEAVOUR

**Date:** 1769-1770

**Medium:** Rock

**Name:** Ballast

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**Object number:**  
**00029159**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029160**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029161**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029162**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029167**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029168**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR

FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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**Object number:**  
**00029169**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00029170**

**Title:** Piece of rock ballast  
from HMS ENDEAVOUR



**Object number:**  
**00031634**

**Title:** Wood samples from  
the stock of an HMS



FROM HMB ENDEAVOUR

**Date:** 18th century

**Medium:** Rock

**Name:** Ballast

**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

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the stock of an HMB ENDEAVOUR anchor

**Date:** c 1970

**Medium:** Wood, 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:**  
**00031635**

**Title:** Wood samples from  
the sternpost of an



**Object number:**  
**00000200**

**Title:** Section of sternpost,  
possibly from HMS



**Object number:**  
**00025764**

**Title:** Garton and Jarvis  
stern post, DUMBAR



the snank square or an HMB ENDEAVOUR anchor  
**Date:** c 1970  
**Medium:** Wood, 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

possibly from HMS RESOLUTION  
**Date:** c 1770  
**Medium:** European white oak  
**Name:** Relic  
**History:** Captain James Cook was born at Marton, North Yorkshire on 27 October 1728. By the age of 20 he was serving an apprenticeship in the port of Whitby, gaining skills in navigation and mathematics under the coal shipper John Walker. In 1755 Cook joined the Royal Navy and was made master's mate on HMS EAGLE. Soon after he was promoted to Master of the PEMBROKE and conducted survey work on the St Lawrence River in Quebec, and the coasts of Nova Scotia and Newfoundland. In 1768 Cook was chosen by the Admiralty to conduct an expedition to the Pacific in command of HMB ENDEAVOUR, to view the transit of Venus and locate the Great South Land. He undertook two more voyages to the Pacific, the second in command of RESOLUTION and ADVENTURE with the hope of finding the Great South Land and the third in command of RESOLUTION and DISCOVERY to locate the Northwest Passage. It was during this third voyage that Cook visited Hawaii (then called the Sandwich Islands by Cook) and was killed on 14



stove vent, DUNBAR shipwreck collection  
**Date:** Before 1857  
**Primary Maker:** Garton & Jarvis  
**Medium:** Alloy  
**Name:** Vent  
**History:** Part of the cargo of the DUNBAR consisted of two shipments of stoves from the company Garton & Jarvis of Exeter in Devon, England. One consignment was shipped by Reed & Hawley, Shipping Agents, London destined for Australia and onshipping to New Zealand. The second was a consignment ordered by William McDonnell, who was connected with the Colonial Stores in Sydney. The total number of stoves on board (packed in sections for shipping and ready for assembly) was in excess of 40. The models shipped included the Medium, Exonia and the Cottage, all of which incorporated the vent described here. On assembly the vent would have been afixed to the doors enabling the controlled flow of air. It was a fixture common to most models of stove produced by the company. Ambrose Parker Jarvis and John Garton formed the company Garton & Jarvis in 1836 (although the history of the company can be traced back to 1661) and specialised in wrought iron work gates, railings, fire

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and was killed on 14 February 1779 in an altercation with the Hawaiians. Cook's second expedition left for the South Pacific in July 1772 with the intention of proving conclusively if a great southern continent existed. With the ships HMS RESOLUTION and HMS ADVENTURE Cook travelled round the Cape of Good Hope and into the ice of the Antarctic Circle. After charting many islands around the Pacific, Cook concluded that the great southern land did not exist. He arrived back in England during July 1775, having circumnavigated the globe via Cape Horn and South America. Cook's third and final voyage was to chart the north-west passage between the north Atlantic and Pacific oceans. He departed England in 1776 in command of HMS DISCOVERY and RESOLUTION and sailed to New Zealand, then headed north to the Cook Islands and Hawaii. He then charted the coast of British Columbia and Alaska before returning to Hawaii for the winter. On 14 February 1779 Cook was killed following an altercation with the Hawaiians over the theft of one of the ship's boats.

work, gates, railings, fire grates and fire fenders. With the purchase of Kingdom & Sons in the mid-1840s Garton & Jarvis branched out into greenhouse heating, commercial, large domestic and cottage stoves. Later they became one of the first firms to produce coil and cast iron radiators - cast in their foundry in Waterbeer Street in the centre of Exeter. At the Great Exhibition of 1851, Garton & Jarvis won two bronze medals for their portable stoves and following a commendation from Prince Albert, who had installed a Garton & Jarvis Cottage stove in his Model Cottage in Hyde Park, they were appointed stove makers to Queen Victoria and could display the Arms of Royal Appointment. By 1857 Garton & Jarvis stoves were being exported all over the world including the Australian colonies. Many wrought iron gates and railings from Garton & Jarvis were installed around Exeter, including the Cathedral Green, the Royal Clarence and the Deer Stalker statue when it was originally located in Bedford Circus. Sadly, most of this work was lost in World War II when it was removed for war production. In 1865 Ambrose Jarvis died and John Gould King joined the

LORD SANDWICH and used 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.

John Gould King joined the firm which was renamed Garton & King. Two years after the name change John Garton died - and a new partner named Munk briefly joined the firm creating King & Munk, but this was not a success, the partnership dissolved, and the Garton & King name was reinstated. Garton & King became a limited company in 1925 and the foundry was relocated to the outskirts of the city in 1939. It was involved in wartime manufacture but reverted back to production of municipal castings such as gullies, manhole and inspection covers, bollards, lamp standards, gear wheels and pulleys. The production of cast iron ranges declined in the early 1900s. The company became one of the first agents for the AGA cooker (invented by the Swede, Dr Gustaf Dalen) in the very early 1930s. The foundry closed in 1990 and following a buy-out by certain members of the staff of the company from the Holladay family - who took it over in 1900 - it continues to trade as it did in Garton & Jarvis's day under the 'Sign of the Golden Hammer'. Today (2012) it trades as GartonKing Appliances retailing quality kitchen equipment and AGA and Rayburn cookers. The

Rayburn Cookers. The complete history of the company 1661-1990 is to be found at [www.exeterfoundry.org.uk](http://www.exeterfoundry.org.uk)

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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

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 59 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 there he climbed up the cliff face out of the reach of the waves. He remained there until being rescued on 22 August by either the Icelfander 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 when he sailed through the entrance and noticed large quantities of timber, 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. Down gradually

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 the DUNBAR wreck 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. 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



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. As well as 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

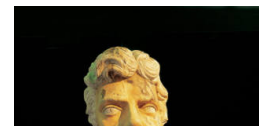
DUNBAR disaster is hard to imagine in these days of safe and efficient air and sea travel. For those living in the emerging colony of Sydney during the 1850s the tragedy had a lasting emotional effect.



**Object number:**  
**00025765**  
**Title:** Garton and Jarvis  
statement, DUNBAR



**Object number:**  
**00001320**  
**Title:** Anchor chain section  
from the wreck of the

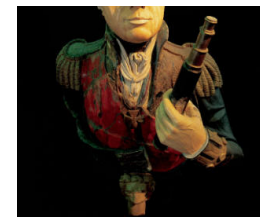


**Object number:**  
**00004040**  
**Title:** Admiral Lord Horatio  
Nelson, flounthead

stove vent, DUNBAR shipwreck collection  
**Date:** Before 1857  
**Primary Maker:** Garton & Jarvis  
**Medium:** Alloy  
**Name:** Vent  
**History:** Part of the cargo of the DUNBAR consisted of two shipments of stoves from the company Garton & Jarvis of Exeter in Devon, England. One consignment was shipped by Reed & Hawley, Shipping Agents, London destined for Australia and onshipping to New Zealand. The second was a consignment ordered by William McDonnell, who was connected with the Colonial Stores in Sydney. The total number of stoves on board (packed in sections for shipping and ready for assembly) was in excess of 40. The models shipped included the Medium, Exonia and the Cottage, all of which incorporated the vent described here. On assembly the vent would have been afixed to the doors enabling the controlled flow of air. It was a fixture common to most models of stove produced by the company. Ambrose Parker Jarvis and John Garton formed the company Garton & Jarvis in

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from the wreck of the DUNBAR  
**Date:** 1852-1857  
**Medium:** Metal  
**Name:** Anchor chain  
**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



nelson figurehead  
**Date:** 1814  
**Primary Maker:** King's Yard, Woolwich, England  
**Medium:** Wood, paint  
**Name:** Figurehead  
**History:** He never visited Australia but his impact in setting the values and traditions of the Royal Australian Navy (RAN) has loomed large. Lord Horatio Nelson – great naval tactician and British admiral of the late 18th and early 19th centuries – also features prominently in the museum's collection, in the form of a 1,500-kilogram figurehead from the wooden 120-gun First Rate of Line battleship HMS NELSON. The celebrated image of Nelson – the sight of his right eye lost at the Seige of Calvi, Corsica in 1794 against the French, and his right arm lost in the Battle of Santa Cruz de Tenerife in 1797 against the Spanish – is still a symbol of naval heroism. When it was launched at Woolwich naval dockyard in 1814, HMS NELSON's design was already outdated as such large ships were no longer necessary. It lay idle and unfinished for almost 40 years. In 1854 NELSON underwent the first of many conversions and alterations, and in 1860 it was fitted with a steam engine and single propeller. The work was performed at the

work, gates, railings, fire grates and fire fenders. With the purchase of Kingdom & Sons in the mid-1840s Garton & Jarvis branched out into greenhouse heating, commercial, large domestic and cottage stoves. Later they became one of the first firms to produce coil and cast iron radiators - cast in their foundry in Waterbeer Street in the centre of Exeter. At the Great Exhibition of 1851, Garton & Jarvis won two bronze medals for their portable stoves and following a commendation from Prince Albert, who had installed a Garton & Jarvis Cottage stove in his Model Cottage in Hyde Park, they were appointed stove makers to Queen Victoria and could display the Arms of Royal Appointment. By 1857 Garton & Jarvis stoves were being exported all over the world including the Australian colonies. Many wrought iron gates and railings from Garton & Jarvis were installed around Exeter, including the Cathedral Green, the Royal Clarence and the Deer Stalker statue when it was originally located in Bedford Circus. Sadly, most of this work was lost in World War II when it was removed for war production. In 1865 Ambrose Jarvis died and

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 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

performed at the Portsmouth Naval Dockyard, and it was here that a new figurehead was also added. The original figurehead was a bust of Lord Nelson in his naval uniform complete with large gilt epaulettes. On either side of Lord Nelson was a trumpeting female figure - probably representing Fame and Britannia. The 1860 figurehead was designed and carved for the significant sum of £54, and it is the figurehead we see today: Nelson's right sleeve is empty and folded against his chest, and he carries a telescope in his left hand. Drawings from the period show two trailboard carvings which carried Nelson's now-famous words 'England Expects Every Man' and 'To Do His Duty' - but unfortunately their current whereabouts are unknown. Royal Navy warships of NELSON's period were sometimes painted in colour, or occasionally painted white. When NELSON was completed in 1814, the British Admiralty suggested it would "in their opinion appear more to advantage by being properly painted in colours than by plain white." NELSON's first figurehead was undoubtedly carved by William Montague Burrough, employed as a ship carver at the Bedford

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ship carver at the Deptford and Woolwich dockyards; the second (and final) was manufactured by James Dickerson at Plymouth. In the 1860s the colonial government of Victoria requested a vessel from the British Admiralty for training local naval volunteers. HMS NELSON was fitted out and commissioned as HMVS (Her Majesty's Victorian Ship) NELSON in 1867. From 1868 until 1891 it was a familiar sight on Port Phillip Bay. From 1878 to 1881, it was modified and reduced to a single-decked frigate. NELSON was taken out of service in 1891, the boilers removed in 1893, and the remaining ship sold to a Sydney buyer, Bernard Einerson, in 1898. Towed to Sydney, the ship was slowly dismantled and the grand figurehead was given to the NSW Naval Brigade. The remnant vessel became a coal lighter, then a coal hulk and finally in the 1920s NELSON was completely dismantled in Tasmania, having served Britain and Australia for more than 100 years. The figurehead itself has a less well-recorded history. After being given to the NSW Naval Brigade in 1898 and proudly displayed at the Battle of Trafalgar centenary celebrations in 1905, it spent much of its time at the parade grounds

Rayburn cookers. The complete history of the company 1661-1990 is to be found at [www.exeterfoundry.org.uk](http://www.exeterfoundry.org.uk)

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time at the parade grounds of the naval reserve at Rushcutters Bay. In 1911 it was transferred to the newly-established RAN and was later sent to HMAS CERBERUS in Victoria – the RAN's training establishment – where it remained on open display until its transfer to the Australian National Maritime Museum in 1988. From The Sydney Morning Herald, Saturday 21 October 1905: 'OLD SAILING SHIP NELSON. The Royal Sydney Exchange will today be decorated with patriotic and national emblems. A feature of the decoration will be the figurehead of the old sailing ship Nelson, built in England some 70 or 80 years ago, and the first vessel named after the hero of Trafalgar. The ship was presented to the Victorian Government, and for many years was used for training purposes. She subsequently was sold, and came to Sydney, where she is still to be seen, or rather what remains of her, in this harbour.'

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

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. Salvagers 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



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 59 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 there he climbed up 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 when he sailed through the entrance and noticed large quantities of timber, 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

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.

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 the DUNBAR wreck 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. 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. As well as 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

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**Object number:**  
**00001600**  
**Title:** AKARANA  
**Date:** 1888



**Object number:**  
**00000904**  
**Title:** Maori figurehead  
from AKARANA



**Object number:**  
**00029120**  
**Title:** Piece of kentledge  
from HMS ENDEAVOUR



**Date:** 1888

**Primary Maker:** Robert Logan

**Medium:** Wood, metal, textiles

**Name:** Gaff cutter

**History:** Logan then sold the boat in Sydney in 1889 but the new owner and other subsequent owners used the AKARANA mainly for cruising. It was well known on Sydney Harbour and Broken Bay, and sailed up the Hawkesbury River toward Windsor on one expedition. Over many years it underwent a number of changes to its keel, rig and layout. AKARANA's age was catching up to it when it was bought by the New Zealand Government in 1987. They funded a major restoration project and AKARANA became a Bi-Centennial gift from New Zealand to Australia in 1988. More research into AKARANA'S origins then uncovered new evidence of the keel and rig configuration when launched, so further restoration was done by the ANMM in 1997 and AKARANA now sails again on Sydney Harbour. Previous owners of AKARANA John S Abraham, 1889-1899 Calveley C McEwen, 1899-1901

Charles H Relph, 1901-1902 Kenneth I Love, 1902-1907 George Robinson, 1907-1909 James A



FROM AKARANA

**Date:** c 1887

**Primary Maker:** Robert Logan

**Medium:** Kauri, mahogany, paint, glass

**Name:** Figurehead

**History:** AKARANA was built in Auckland, New Zealand in 1888 by Robert Logan, an established boat builder in 19th century New Zealand. It was primarily built as a racing yacht and its name derived from the Maori transliteration of the English place name 'Auckland'. AKARANA was shipped by Logan to Melbourne specifically for the 1888 Centennial International Regatta to be held late in that year. In the Melbourne regatta AKARANA won a lead up event and then one of the feature races on the programme, but fared poorly in another two races when the gear failed early on each time. It then came to Sydney for the Anniversary Regatta in 1889, and won the race for its class on handicap. Logan then sold the boat in Sydney but the new owner and other subsequent owners used the AKARANA mainly for cruising. It was well known on Sydney Harbour and Broken Bay, and sailed up the Hawkesbury River toward Windsor on one expedition. Over many years AKARANA underwent a number of changes to its keel, rig and

FROM HMB ENDEAVOUR

**Date:** 1760s

**Medium:** Pig iron

**Name:** Ballast

**History:** Space and weight were always important issues for Cook as he attempted to strike a compromise between the necessity of carrying sufficient supplies for long voyages and maintaining the good sailing qualities of his ships. On the HMB ENDEAVOUR voyage Cook reduced the amount of iron ballast carried in the bottom of the ship, arguing that the weight of stores more than compensated for the reduction. As the stores diminished during the voyage, the HMB ENDEAVOUR's stability was maintained by bringing aboard stone ballast. On 10 June 1770 during Captain James Cook's first journey to the Pacific aboard HMB ENDEAVOUR, the ship ran aground on the Great Barrier Reef. In order to lighten the vessel the crew threw stores, ballast and cannons overboard. In total, approximately 48 ton of material was discarded and HMB ENDEAVOUR was eventually kedged off the reef by the use of five anchors, one of which became stuck in the coral and was abandoned. The vessel was then taken to the mouth of a nearby river where for seven weeks repairs were carried

Ingham, 1909-1910  
 Frederick R Poole, 1910-  
 1913 Charles DW Wray,  
 1913-1915 Frank O Day,  
 1915 Henry V Carr, 1915  
 Henry C Pritchard, 1916  
 Jack, Mim and Roy Leigh,  
 1916-1938 Gordon  
 Butcher, 1938-circa1942  
 Bill Gardiner, circa 1942  
 John Barber, 1949-1952  
 Eddie Kleeson, 1956-1984  
 John and Molly Beach,  
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 Andrew Bishop, 1987-1988  
 New Zealand Government,  
 1988

changes to its keel, rig and  
 layout. After having  
 numerous owners the  
 AKARANA became  
 neglected in Sydney  
 Harbour up until 1987 and  
 the New Zealand  
 Government purchased the  
 yacht. They funded a major  
 restoration project and  
 AKARANA became a Bi-  
 Centennial gift from New  
 Zealand to Australia in  
 1988. The poem on the  
 figurehead's backboard  
 reads: 'Ah! Dear old face  
 what memories sweet You  
 now to me recall The  
 splashing wave, the briny  
 deep Mid pleasures dear to  
 all When hearts were  
 young and spirits high And  
 care beyond our ken We  
 passed the happy days  
 gone by With many a loved  
 friend Ah! Yes indeed you  
 do recall Scenes from our  
 own life Drama With many  
 a comedy between you  
 'Dear old friend Akarana'  
 Best regards from G. G  
 Previous owners of  
 AKARANA: John S Abraham,  
 1889-1899 Calveley C  
 McEwen, 1899-1901  
 Charles H Relph, 1901-  
 1902 Kenneth I Love, 1902-  
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 1915 Henry V Carr, 1915  
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 Jack, Mim and Roy Leigh,  
 1916-1938 Gordon  
 Butcher, 1938-circa1942

weeks repairs were carried  
 out and the ENDEAVOUR  
 made sea worthy again.  
 This river is now known as  
 Endeavour River and  
 became the location where  
 extended contact was  
 made with the Indigenous  
 Australians of the region,  
 the Guugu Yimithirr, and  
 the Europeans were able to  
 spend time studying the  
 local flora and fauna. In  
 1969 an American  
 expedition sponsored by  
 the Philadelphia Academy  
 of Natural Sciences  
 recovered the cannon and  
 a number of other  
 artefacts. An Australian  
 team recovered the ship's  
 anchor in 1971.

Butcher, 1956-circa 1942  
Bill Gardiner, circa 1942  
John Barber, 1949-1952  
Eddie Kleeson, 1956-1984  
John and Molly Beach,  
1956-1984 Mark and  
Wendy Smith, 1984-1987  
Andrew Bishop, 1987-1988  
New Zealand Government,  
1988





**Object number:**  
**00031284**

**Title:** Cleaver CONCEPT II  
medium size



**Object number:**  
**00031285**

**Title:** Cleaver CONCEPT II  
medium size

**Object number:**  
**00031286**

**Title:** Cleaver CONCEPT II  
medium size

rowing oar

**Date:** 1997

**Primary Maker:** Jeff Sykes

**Medium:** Metal, wood,  
plastic, rubber

**Name:** Oar

**History:** The Cleaver Concept II rowing oar, or 'Big Blade', was developed in the United States of America by the Dreissigacker brothers, from the Concept 2 USA company. The Dreissigacker brothers were the first to produce an all Carbonfibre racing oar in 1976. The Cleaver Concept II rowing oar was released in November 1991. The modern Olympic Games have become the most important sporting event in the world. Over the past 100 years profound shifts in attitudes have reshaped approaches to training, female competitors, sponsorship and professionalism. Australian Olympic rowing has been no exception. Until 1980 Olympic rowers were solely male and strictly amateur. Going to the games meant funding your own trip, on your own time and training around the commitments of full-time work. Australian Olympic rowing was transformed in the 1980s by the government-funded

Australian Institute of Sport and the inclusion of women. Television coverage attracted greater

rowing oar

**Date:** 1997

**Primary Maker:** Jeff Sykes

**Medium:** Metal, wood,  
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**Name:** Oar

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public interest and new sponsorship opportunities and Australian women rowers won their first gold medal in 1996. The Oarsome Foursome™, crewed by James Tomkins (stroke), Nick Green (three), Mike McKay (two) and Andrew Cooper (bow), won successive Olympic gold medals in 1992 and 1996 in the Men's Coxless four event. A Melbourne journalist coined their catchy nickname in 1990. It became synonymous with the crew's awesome achievements and was crucial in lifting the public profile of Olympic rowing. After their first gold medal, the crew signed with a management team and several sponsors. In 1998 the Oarsome Foursome™ registered their name and logo with the Trademarks Office, giving them exclusive rights to use it within Australia.

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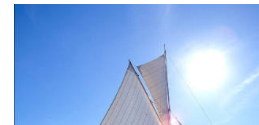
**Object number:**  
**00031283**

**Title:** Cleaver CONCEPT II  
1990-1991



**Object number:**  
**00008980**

**Title:** Decorative tiller from  
AKARANA



**Object number:**  
**V00001600**

**Title:** AKARANA  
Date: 1990

rowing oar

**Date:** 1997

**Primary Maker:** Jeff Sykes

**Medium:** Metal, wood,  
plastic, rubber

**Name:** Oar

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AKARANA

**Date:** 1888

**Primary Maker:** Robert  
Logan

**Medium:** Kauri wood

**Name:** Tiller

**History:** AKARANA was built in Auckland, New Zealand in 1888 by Robert Logan, an established boat builder in 19th century New Zealand. It was primarily built as a racing vessel and its name derived from the Maori word for Auckland. ARKARNA was shipped by Logan to Melbourne specifically for the 1888 Centennial International Regatta to be held late in the year. In the Melbourne regatta AKARANA won a lead up event and then one of the feature races on the progame, but faired poorly in another two races when gear failed early on each time. It then came to Sydney for the Anniversary Regatta in 1889, and won the race for its class on handicap. Logan then sold the boat in Sydney but the new owner and other subsequent owners used the AKARANA mainly for cruising. It was well known on Sydney Harbour and Broken Bay, and sailed up the Hawkesbury River toward Windsor on one expedition. Over many years ARKARNA underwent a number of changes to its keel, rig and layout. After having numerous owners the ARKANA became neglected in Sydney



**Date:** 1888

**Primary Maker:** Robert  
Logan

**Name:** Gaff cutter

**History:** Logan then sold the boat in Sydney in 1889 but the new owner and other subsequent owners used the AKARANA mainly for cruising. It was well known on Sydney Harbour and Broken Bay, and sailed up the Hawkesbury River toward Windsor on one expedition. Over many years it underwent a number of changes to its keel, rig and layout. AKARANA's age was catching up to it when it was bought by the New Zealand Government in 1987. They funded a major restoration project and AKARANA became a Bi-Centennial gift from New Zealand to Australia in 1988. More research into AKARANA'S origins then uncovered new evidence of the keel and rig configuration when launched, so further restoration was done by the ANMM in 1997 and AKARANA now sails again on Sydney Harbour. Previous owners of AKARANA John S Abraham, 1889-1899 Calveley C McEwen, 1899-1901 Charles H Relph, 1901-1902 Kenneth I Love, 1902-1907 George Robinson, 1907-1909 James A Ingham, 1909-1910 Frederick R Poole, 1910-1912 Charles DM Wray

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**Object number:**  
**00025737**

**Title:** Bone handle  
recovered from the wreck of



**Object number:**  
**00025738**

**Title:** Bone handle  
recovered from the wreck of



**Object number:**  
**00025739**

**Title:** Bone handle  
recovered from the wreck of

recovered from the wreck of the DUNBAR  
**Date:** Before 1857  
**Medium:** Bone  
**Name:** Handle  
**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, some 36 hours after the DUNBAR ran aground.

When news of the wreck reached Sydney the following day, it immediately captured the

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attention of the public. In the days following, the media provided extensive coverage of the search for survivors and victims, and daily chronicled the progress of the inquest. Residents were drawn to the scene for the morbid task of identifying friends, relatives and business associates. Still only a relatively small town, Sydney was staggered by the enormity and proximity of the tragedy. A mass funeral for those who died and who, in most cases, could not be identified was held on 24 September. The interments took place at St. Stephen's Cemetery, Camperdown where there is still a monument to the victims.

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**00025740**

**Title:** Bone handle  
recovered from the wreck of



**Object number:**  
**00025741**

**Title:** Bone handle  
recovered from the wreck of



**Object number:**  
**00025742**

**Title:** Bone handle  
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**Date:** Before 1857  
**Medium:** Bone  
**Name:** Handle  
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**Object number:**  
**00025743**

**Title:** Bone handle  
recovered from the wreck of



**Object number:**  
**00025744**

**Title:** Bone handle  
recovered from the wreck of



**Object number:**  
**00025745**

**Title:** Bone handle  
recovered from the wreck of

recovered from the wreck of the DUNBAR  
**Date:** Before 1857  
**Medium:** Bone  
**Name:** Handle  
**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, some 36 hours after the DUNBAR ran aground.

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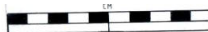
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**Object number:**  
**00025747**

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



**Object number:**  
**00025748**

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



**Object number:**  
**00025749**

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



from the wreck of the  
DUNBAR

**Date:** Before 1857

**Medium:** Wood

**Name:** Handle

**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, some 36 hours after the DUNBAR ran aground.

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from the wreck of the  
DUNBAR

**Date:** Before 1857

**Medium:** Alloy

**Name:** Handle

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**Medium:** Alloy

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**Object number:**  
**00025750**  
**Title:** Handle recovered  
from the wreck of the



**Object number:**  
**00025416**  
**Title:** Bell fragment  
recovered from the wreck of the



**Object number:**  
**00025447**  
**Title:** Two-handle vase  
Date: 19th Century



from the wreck of the  
DUNBAR

**Date:** Before 1857

**Medium:** Alloy

**Name:** Handle

**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, some 36 hours after the DUNBAR ran aground.

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of the DUNBAR

**Date:** Before 1857

**Medium:** Alloy

**Name:** Ship's bell

**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, some 36 hours after the DUNBAR ran aground. When news of the wreck reached Sydney the following day, it immediately captured the attention of the public. In



**Date:** 19th Century

**Medium:** Glazed ceramic

**Name:** Vase

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**Object number:**  
**00025347**

**Title:** Chain recovered from  
the wreck of the DUNBAR



**Object number:**  
**00025348**

**Title:** Chain recovered from  
the wreck of the DUNBAR



**Object number:**  
**00025349**

**Title:** Chain recovered from  
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the wreck of the DUNBAR

**Date:** Before 1857

**Medium:** Alloy

**Name:** Chain

**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, some 36 hours after the DUNBAR ran aground. When news of the wreck

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**00025350**

**Title:** Chain recovered from  
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**Object number:**  
**00025351**

**Title:** Chain recovered from  
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**Object number:**  
**00025352**

**Title:** Chain recovered from  
the wreck of the DUNBAR



the wreck of the DUNBAR

**Date:** Before 1857

**Medium:** Alloy

**Name:** Chain

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**Object number:**  
**00009497**

**Title:** Ship's bell from NEW  
YORK PACKET



**Object number:**  
**V00009497**

**Title:** Ship's beland clapper  
from NEW YORK PACKET



**Object number:**  
**00052011**

**Title:** Higham shipwright  
tool collection



#### YORK PACKET

**Date:** 1823

**Medium:** Copper alloy

**Name:** Bell

**History:** The wooden, three-masted, barque NEW YORK PACKET was built in Bristol, England by Hillhouse, Son and Company in 1823 for Captain John Gregory. The vessel had a length overall of 92' 7", a breadth of 26' 2" and was 269 tons. In 1834 the barque, rated 4AE1 by Lloyds, left England for Australia with a general cargo and passengers including Dudley North, Esq., John Giles, James Ritchie and Samuel Mackay in the saloon. The barque then spent at least the next 15 years trading between London, Sydney, Hobart, Port Adelaide, Timor and Valparaiso in Chile carrying a diverse range of cargoes including coal, cheese, leather, horses, tobacco, casks of beef and pork, whale boats, timber, whale oil, wine, beer, bone, tallow, live cattle and pigs, wheat, potatoes, sugar, rice, rum, scrap iron and copper, soap, hides, timber and oars. The barque, advertised as having 'excellent' or 'superior' accommodation, also transported passengers including soldiers from the

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#### FROM NEW YORK PACKET

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**Medium:** Copper alloy

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00052011

#### TOOL collection

**Date:** 1890s - 1950s

**Medium:** Steel

**Name:** Caulking iron

**History:** Collection of shipwright tools owned by Joan Copp's father William Higham (b.1895) and grandfather Thomas Higham circa late nineteenth century to 1950s. According to Joan Copp's family history, Alfred Charles Thomas Higham and his brother Charles ran a shipyard near Greenwich on the Thames River, London, at a place called Higham - which may be Lower Higham, which has a canal connecting the Thames and the Medway rivers via the Higham Tunnel. A Copp family photograph dated 1902 shows Thomas on the deck of the GIRALDA at Pipers Wharf, Greenwich (still a working boatyard in 2010). Another vessel in the photograph is the QUEEN ALEXANDRIA. James Piper built sailing barges at this wharf he rented from late 1890s. They were heavy haulage carriers, still built with sail at a time when most vessels were steam driven as they were cheap to run and with a crew of only two. With their shallow draught and flat bottom they could go inshore, across shallows and up tidal creeks. Many would also cross the channel and go into European inland

sent to Sydney for trial. On 17 June 1850 the NEW YORK PACKET arrived in Port Adelaide from London with passengers and mining equipment for the copper mines at Burra. The vessel later departed Port Adelaide for England with 12 passengers, 12 crew and copper ore but had to return to port on 24 August 1850 with five feet of water in the hold. The vessel's departure from Port Adelaide after 1850 has not been located (Shipping Arrivals and Departures in South Australia) and it may be assumed, given the provenance of the bell, that the vessel was broken up there. Ship's bells are traditionally cast out of high quality bell metal - a type of bronze that has a 3:1 ratio of copper to tin (78% copper, 22% tin). The high proportion of tin aids in the pureness and tone of the bell when it is struck. Bells have a long maritime tradition and spiritual association with ships and examples have been found on shipwrecks from the early 1400s. They were used to mark the passage of time on board ship, as a fog signal or audible alarm in poor weather, to raise the attention of the crew and to call the passengers and crew to formal services. As prior to the 20th century few sailors

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go into European inland waters, or with masts lowered could be used on cannals. The GIRALDA was one one of Piper's earliest sailing barges and was renowned as a prize winning racing barge. The barge races are still held today, though Pipers Wharf was earmarked for residential development in early 2000s. Joan's father William Higham worked with his father in what she called the Higham shipyard (possibly Pipers) and then migrated to Australia in 1920. William was a naval architect and shipbuilder and entered shipbuilding work in Newcastle. When the Depression hit in 1930 he went back to England and worked in the Higham shipyard during the 1930s. In 1939 William was, according to Joan, seconded to the Australian Navy and came to Sydney and commenced work at Garden Island. He worked as a shipwright at Garden Island until he retired at the age of 65 (circa 1960), when the island workers provided a 'terrific send off' for him according to Joan. The collection comprises a very complete range of shipwright tools, encompassing a wide timespan, possibly dating back to the late or even mid-late nineteenth century, and related to London sailing barge building. Most are

would have had access to durable time pieces, the chiming of the ship's bell was especially important for the discipline on board ship, the routine of the crew and the sailing and navigating of the vessel. On board ship the day is divided into six watches, the Middle Watch (0000-0400), the Morning Watch (0400 - 0800), the Forenoon Watch (0800 - 1200), the Afternoon Watch (1200 - 1600), the First Dogwatch (1600-1800), the Second Dogwatch (1800-2000) and the First Watch (2000 - 0000). The passage of time in each watch is marked by the ringing of the bell every 30 minutes with one bell marking the end of the first half hour and eight bells marking the end of the watch. In order to prevent the same crew members having the same watch, and to allow for the feeding of the crew at a reasonable hour, the watch between 1600 and 2000 was divided into two. Sailors when reporting time on board ship traditionally refer to one to eight bells in a particular watch. The vessel's name is traditionally cast onto the bell, often with the year the ship was launched and its first port of registry. Occasionally the bell will also carry the name of the shipyard that built the

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building. Most are engraved with the initials WH and TH. The TH initialed tools were first owned by Thomas Higham who was connected with sailing barge building in the late 1800s, and then by his son William. The collection includes hand-made wood planes, drills and drill bits, adzes, saws, caulking tools among other items. They are held in 2 purpose built or modified tool boxes.

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