



Object number:
00009329
Title: Clipper ship
LIGHTNING



Object number:
00049276
Title: Half model of the tug
THERESA WARD



Object number:
00015493
Title: CSS SHENANDOAH
Date: 1861



LIGHTNING

Date: c 1989

Primary Maker: Wayne Masters

Medium: Wood, copper and ivory

Name: Model

History: People have been making ship models since ancient times. During the 19th century they were commonly used by shipwrights when designing and building vessels. People also made models for commercial or recreational purposes, with model making still a popular hobby today. The era of the clipper ships was dominated by a sense of romance, competition, national pride and innovative technology. The sleek and graceful ships were a symbol of modern America and a fundamental part of the expanding global economy. In order to compete in the competitive global trade British interests were inclined to purchase American built clipper ships, whose modern streamline technology allowed them to reach destinations more quickly. Clipper design concentrated on speed instead of cargo capacity, which was a great benefit to shipping companies eager to transport goods quickly. The LIGHTNING was designed by the famous ship builder Donald McKay in 1854 and built for

THERESA WARD

Date: c 1900

Medium: Wood, glass, mirror, metal, paint

Name: Model

History: THERESA WARD was a well-known and remarkably long serving steam tug. The tug worked the New Zealand port of Bluff Harbour for nearly thirty years from 1900 until the late 1920s before crossing the Tasman in 1933 to new owners Wallace and Co. in Sydney. The tug served them equally well until 4 January 1960. The tug had its work cut out for it in the early 1900s. Bluff Harbour, on the Foveaux Strait at the southern end of New Zealand's South Island, was regarded as one of the most dangerous harbour mouths in the world. A New Zealand newspaper, the Grey River Argus, noted the 'christening' of the tug on 23 November 1900 when it belonged to Sir Joseph Ward; 'A Day at Bluff. Invercargill, November 21. At Bluff harbour this afternoon, with some ceremony, Miss Eileen, daughter of the Hon. Mr Ward, christened the new tug, 'Theresa Ward' just arrived from England. In the afternoon the Postmaster-General formally opened the Government Building at the port, which contain Post and Telegraph, Customs and other



Date: 1991

Primary Maker: Boucher - Lewis Inc

Medium: Basswood, plywood, maple, brass, copper, irish linen, metal, paint

Name: Model

History: The CSS

SHENANDOAH was a 790 ton steamer that entered Confederate naval service on October 14 1864 under the captaincy of James I Waddell. The ship was launched as the SEA KING in 1863, it was purchased by Confederate agents in Britain in the same year converted into a warship and renamed CSS SHENANDOAH. The primary objective of the SHENANDOAH during the American Civil War was to strike Union whaling fleets in the Bering Sea. Melbourne was seen as a convenient port for the SHENANDOAH to reprovision on its way to the Bering Sea, so on January 25 1865, the SHENANDOAH sailed into Hobsons Bay, Victoria. At the start of the American Civil War, Queen Victoria had issued a proclamation of neutrality towards both the Confederates and the Unionists. Following the arrival of the SHENANDOAH, there were calls for the Victorian colonial government, headed by Governor Sir Charles Darling to enforce this neutrality. There was

McKay in 1834 and built for James Baines & Co of the Liverpool Black Ball Line of Australian passenger ships. The vessel allowed British interests to have a more competitive presence on the Australian trade route. LIGHTNING set the all-time record for a single day's sail, covering 436 nautical miles in a twenty-four hour period. The vessel was used as a passengers and cargo transport ship before it became involved in the Australian wool trade. It was destroyed by fire at Geelong, Victoria on 30 October 1869 and subsequently scuttled.

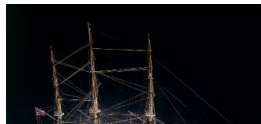
Customs and other Department offices and later a procession was formed by the residents and visitors, the bands, volunteers, lodges and marched down the old Point road, now improved and named Ward Parade. After speeches, Mr Ward declared the parade formally open to the public. This evening the Hon. gentlemen is being entertained at a banquet by the residents of Campbell town in honor of the day's doings.' Sir Joseph Ward (1856-1931) was chairman of the Bluff Harbour Board from 1883-1888 and briefly again in 1893. He remained a member until 1917. He was Mayor of Bluff from 1881 - 1886 and again from 1897-98 before becoming Prime Minister (Premier) of New Zealand (1906-12, 1928-30). In 1883, then 27 year old Joseph Ward married 17 year old Theresa Dorothea De Smidt, who was apparently known for her beauty, elegance and extravagant hats. Premier Ward often used his tugboat for political campaigning voyages. According to the Poverty Bay Herald, 7 December 1911; '...Sir Joseph Ward made a valiant endeavor to reach Stewart Island on Tuesday night, with the object of addressing his constituents there, and

this neutrality. There was also pressure from the United States consul William Blanchard who insisted that the Confederate crew of the SHENANDOAH should be arrested as pirates. This was ignored by Sir Charles Darling who was satisfied with the request from the SHENANDOAH for neutrality in order to be able to effect repairs. The SHENANDOAH subsequently moved into dry dock in Williamstown to effect repairs. The day after the SHENANDOAH's arrival over 7000 people travelled from Melbourne to view the ship. There was plenty of local interest in the ship's arrival and several 'official functions' where held, including a gala ball in Ballarat. During its month long visit, SHENANDOAH divided Australians on whether to support the ship, and also provoked a war between the local Victorian press. The Age condemned the Confederates while The Argus were vocal in their support for them. The possibility that the SHENANDOAH could recruit British subjects during its time in dry dock in Victoria created tension between the Governor Sir Charles Darling and the United States consul William Blanchard. Despite Captain Waddell ordering his crew to deter all British recruits

consistents there, and essayed the trip across the Strait in the tug THERESA WARD. The vessel got to the entrance of the harbour, but found it impossible to negotiate the mountainous seas in the Strait. The tug had therefore, to turn about, and make for the Bluff, which she reached yesterday morning. It is said that if Sir Joseph had persisted in crossing the Strait the boat would never have weathered the storm.' The tug proved its worth following the grounding of the whaling ship CA LARSEN near Stewart Island in 1928. It was also briefly in the Bluff to Halfmoon Bay, Stewart Island ferry service. Although the vessel was described as 'aging' in 1933, it proved useful for its new owners Wallace & Co Tugs for another 20 years. The Wallace Tugs company was well known in Port Jackson and Port Kembla during the twentieth century. In the ship model case, a plaque reads; Screw tug THERESA WARD built by J P Rennoldson & sons, South Shields. Owners James Wallace and Co Ltd., Sydney, NSW. Dimensions 117' x 22' x 12' 6" This suggests either the original ship builder's half model from 1900 was cased and re-displayed by Wallace when the tug was

to deter all British recruits, and searches of the vessel by 200 Australian police and 50 troops, 42 British subjects were still recruited in Victoria. On November 1865, seven months after the end of the American Civil War, Captain Waddell surrendered the SHENANDOAH in Liverpool, England. Unaware that the war had ended, SHENANDOAH had continued to attack Union whalers in the Arctic and Pacific Oceans, and in doing so, had fired the last shot of the Civil War.

when the tug was purchased, or the plaque was added to the case by Wallace and Co when the vessel was purchased around 1930.



Object number:
00015494
Title: USS VINCENNES
Date: 1899



Object number:
00000459
Title: Model of the sailing
ship TORRENS



Object number:
00054350
Title: Pilot Steamer
CAPTAIN COOK



Date: 1990
Primary Maker: Bureau of Ship Models
Medium: Basswood, hardwood, hollyhwood, mahogany, irish linen, pewter, brass, paint
Name: Model
History: The USS VINCENNES, under the command of Lieutenant Charles Wilkes, was the flagship of the US Exploring Expedition squadron. In its circumnavigation of the globe, the 127 foot brigantine rigged ship carried artists and scientists throughout the Pacific, to Australia and to Antarctica. With six ships the US Exploring Expedition left Virginia in March 1838 and headed down the east coast of South America, calling into Rio de Janeiro. The expedition rounded Cape Horn and crossed the Pacific and called into Samoa. The VINCENNES was repaired and refitted in Sydney in late 1839. The ship's scientists, in particular geologist James Dana, worked and collected in New South Wales. The expedition then turned south to explore Antarctica. The US Exploring Expedition marked an important attempt by America to enter the international scientific community as a major promoter of



ship TORRENS
Date: before 1969
Primary Maker: Norman Lindsay
Medium: Wood
Name: Model
History: The TORRENS was built in 1875 by James Laing of Sunderland, England for AL Elder & Co. "The TORRENS requires special mention, as she was without doubt one of the most successful ships ever built, besides being one of the fastest, and for many years she was the favourite passenger ship to Adelaide." It was not unusual for the TORRENS to make 300 miles a day whilst passengers were able to exercise on a dry deck. It was specially designed for carrying passengers and with the exception of the famous "Lochs" she was the last sailing ship to carry passengers in the Australian trade. Its best days run was 370 miles in 1897. The well known author Joseph Conrad joined the TORRENS as Chief Officer 2nd November 1891 in London, and ceased "to belong to her" on the 15th October 1893, after two voyages. The Norman Lindsay model of the TORRENS was donated to the museum by Keith Wingrove in 1988. Wingrove was a friend of Norman Lindsay's, and was given the model Lindsay was making of the



CAPTAIN COOK III
Date: 1970-1985
Primary Maker: David Radford
Medium: Timber, plastic, glue, steel,
Name: Model
History: Following the wrecking of the ship DUNBAR off South Head in 1857 with the loss of at least 121 lives the NSW Government introduced a series of measures to make the Harbour and its approaches safer for the hundreds of vessels that were visiting the port of Sydney each year. These measures included the building of the Hornby Light on South Head along with the placement of two cruising pilot cutters on station outside the Heads along with the construction of Pilot Station at Gibson's Beach, Watsons Bay to accommodate the pilots and their families. By 1871 the two timber pilot cutters had been replaced by the much larger and more seaworthy pilot steamer THETIS which was operated by the Public Works Department. The 1868 steamer proved to be so successful at it job - which consisted of keeping a number of pilots and their boat crews on board ready to supply them quickly to any approaching vessel requiring pilotage services - that when it came to replace the steamer the government

exploration. Wilkes was the first explorer to ascertain that Antarctica was a separate continent and he mapped a large part of the eastern coastline.

was making of the TORRENS before he died. Lindsay greatly admired Conrad as a novelist and seaman. A dedication to Joseph Conrad is found written on the poop deck of the model and signed by Norman Lindsay.

steamer the government decided to commission the construction of what has been claimed to be the first purpose built Pilot Steamer in the World - the CAPTAIN COOK (I) CAPTAIN COOK (I) commenced service in February 1877 and remained more or less on Station off the Heads for 15 years before being replaced by its larger, iron built, successor CAPTAIN COOK (II). After 45 years' service CAPTAIN COOK (II) was replaced by its almost identical successor CAPTAIN COOK (III) which became the third purpose built pilot steamer to operate off Sydney Heads. Built for the Maritime Services Boards of NSW by Morts Dock in Balmain the steamer was launched on the 12 December 1938 by Mrs Stevens, wife of the NSW Premier. CAPTAIN COOK (III) was registered in the Port of Sydney and had a tonnage of 524 gross and 214 net with length overall of 165.7ft, a width of 26.6 ft. and a depth of 15.2ft. Built with a single deck it carried two pilot 'pulling' or 'boarding' boats, a motor dingy and a large bronze figurehead of the navigator James Cook RN - which had been originally fitted to CAPTAIN COOK (II) Although it had been more than seventy years since the cruising pilot service had been formed the custom remained much the

system remained much the same with the pilots and their crews living on-board the CAPTAIN COOK (III) cruising off the Heads until their services were required. However the increase in the number and size of vessels visiting the port and the availability and reliability of diesel engines made the CAPTAIN COOK (III) steamer obsolete and she was sold out of service in 1959 and replaced with three double-ended Pilot Cutter, the GOOLARA, the GOONDOOLOO and the GIRRALONG all built at Goat Island by the Maritime Services Board. CAPTAIN COOK (III) was subsequently sold to MR Koutoupos who intended to convert the former pilot steamer for commercial cruising in the Mediterranean but the business venture did not eventuate and the steamer was then sold to Hines Metals of Adelaide and the ship broken at Waterview Bay, Balmain in 1960.



Object number:
00054948
Title: Ship model of the
VEEGER



Object number:
00054946
Title: Dutch ship model of
ZEEHAAEN



Object number:
00054947
Title: Row boat from Dutch
ship model of ZEEHAAEN



HEEMSKERCK

Date: 2016

Primary Maker: Paul de Wit

Medium: Maple, fabric, twine

Name: Model

History: Abel Tasman (1606 - 1659) was a Dutch seafarer, explorer and merchant. He is best known for his voyages of 1642 and 1644 in the service of the Dutch East India Company, during which time his expeditioners became the first known Europeans to reach the islands of Van Diemen's Land and New Zealand. In 1643 he also became the first European to sight the Fiji Islands. Tasman's expeditions produced important charts of parts of Van Diemen's Land, New Zealand and some Pacific Islands. In August 1642 Tasman left Batavia in command of the VOC ships ZEEHAEN and HEEMSKERCK. Both vessels had been built in 1639 in the company's shipyards in Amsterdam. An expedition to explore the unknown southern oceans had been in the VOC's plans for some time, and as a respected navigator and skipper, Tasman was a logical choice for the command. The expedition sailed south of the

Australian continent and on 24 November sighted land which Tasman named Van Diemen's Land in



ZEEHAEN

Date: 2016

Primary Maker: Paul de Wit

Medium: Maple, ropes, paint, textiles

Name: Model

History: Abel Tasman (1606 - 1659) was a Dutch seafarer, explorer and merchant. He is best known for his voyages of 1642 and 1644 in the service of the Dutch East India Company, during which time his expeditioners became the first known Europeans to reach the islands of Van Diemen's Land and New Zealand. In 1643 he also became the first European to sight the Fiji Islands. Tasman's expeditions produced important charts of parts of Van Diemen's Land, New Zealand and some Pacific Islands. In August 1642 Tasman left Batavia in command of the VOC ships ZEEHAEN and HEEMSKERCK. Both vessels had been built in 1639 in the company's shipyards in Amsterdam. An expedition to explore the unknown southern oceans had been in the VOC's plans for some time, and as a respected navigator and skipper, Tasman was a logical choice for the command. The expedition sailed south of the Australian continent and on 24 November sighted land which Tasman named Van Diemen's Land in honour of Anthony van



snip model of ZEEHAEN

Date: 2016

Primary Maker: Paul de Wit

Medium: Maple, varnish, metal

Name: Model

History: Abel Tasman (1606 - 1659) was a Dutch seafarer, explorer and merchant. He is best known for his voyages of 1642 and 1644 in the service of the Dutch East India Company, during which time his expeditioners became the first known Europeans to reach the islands of Van Diemen's Land and New Zealand. In 1643 he also became the first European to sight the Fiji Islands. Tasman's expeditions produced important charts of parts of Van Diemen's Land, New Zealand and some Pacific Islands. In August 1642 Tasman left Batavia in command of the VOC ships ZEEHAEN and HEEMSKERCK. Both vessels had been built in 1639 in the company's shipyards in Amsterdam. An expedition to explore the unknown southern oceans had been in the VOC's plans for some time, and as a respected navigator and skipper, Tasman was a logical choice for the command. The expedition sailed south of the Australian continent and on 24 November sighted land which Tasman named Van Diemen's Land in honour of Anthony van

honour of Anthony van Diemen, Governor-General of the Dutch East Indies. Once Tasman reached Van Diemen's Land, he followed the coastline until the winds made it difficult to continue. He sailed east across the Tasman Sea, and on 13 December the expedition sighted land on the west coast of the South Island of New Zealand. Tasman referred to this new land as 'Staten Landt' wrongly believing it to be connected to Isla de los Estados (Staten Island) off the southern tip of South America. Tasman then proceeded north and then east and it was here that one of his ships was attacked by a group of Maori. Four of Tasman's crew were killed in the confrontation, earning the bay the title of Murderers Bay - now called Golden Bay. Nevertheless, the expedition went on, and Tasman explored Tonga and Fiji, and returned to Batavia on 15 June 1643. From the Dutch East India Company's perspective, Tasman's 1642 expedition had failed to locate any useful new trade areas and for over a century, until the voyages of James Cook, Tasmania and New Zealand were not visited by Europeans.

honour of Anthony van Diemen, Governor-General of the Dutch East Indies. Once Tasman reached Van Diemen's Land, he followed the coastline until the winds made it difficult to continue. He sailed east across the Tasman Sea, and on 13 December the expedition sighted land on the west coast of the South Island of New Zealand. Tasman referred to this new land as 'Staten Landt' wrongly believing it to be connected to Isla de los Estados (Staten Island) off the southern tip of South America. Tasman then proceeded north and then east and it was here that one of his ships was attacked by a group of Maori. Four of Tasman's crew were killed in the confrontation, earning the bay the title of Murderers Bay - now called Golden Bay. Nevertheless, the expedition went on, and Tasman explored Tonga and Fiji, and returned to Batavia on 15 June 1643. From the Dutch East India Company's perspective, Tasman's 1642 expedition had failed to locate any useful new trade areas and for over a century, until the voyages of James Cook, Tasmania and New Zealand were not visited by Europeans.

honour of Anthony van Diemen, Governor-General of the Dutch East Indies. Once Tasman reached Van Diemen's Land, he followed the coastline until the winds made it difficult to continue. He sailed east across the Tasman Sea, and on 13 December the expedition sighted land on the west coast of the South Island of New Zealand. Tasman referred to this new land as 'Staten Landt' wrongly believing it to be connected to Isla de los Estados (Staten Island) off the southern tip of South America. Tasman then proceeded north and then east and it was here that one of his ships was attacked by a group of Maori. Four of Tasman's crew were killed in the confrontation, earning the bay the title of Murderers Bay - now called Golden Bay. Nevertheless, the expedition went on, and Tasman explored Tonga and Fiji, and returned to Batavia on 15 June 1643. From the Dutch East India Company's perspective, Tasman's 1642 expedition had failed to locate any useful new trade areas and for over a century, until the voyages of James Cook, Tasmania and New Zealand were not visited by Europeans.



Object number:
00054949

Title: Row boat from the
ship model of the



Object number:
00031703

Title: SS CORRIMAL built by
the Greenock S



snip model of the
HEEMSERCK

Date: 2016

Primary Maker: Paul de Wit

Medium: Maple, varnish,
metal

Name: Model

History: Abel Tasman
(1606 - 1659) was a Dutch
seafarer, explorer and
merchant. He is best
known for his voyages of
1642 and 1644 in the
service of the Dutch East
India Company, during
which time his
expeditioners became the
first known Europeans to
reach the islands of Van
Diemen's Land and New
Zealand. In 1643 he also
became the first European
to sight the Fiji Islands.
Tasman's expeditions
produced important charts
of parts of Van Diemen's
Land, New Zealand and
some Pacific Islands. In
August 1642 Tasman left
Batavia in command of the
VOC ships ZEEHAEN and
HEEMSKERCK. Both vessels
had been built in 1639 in
the company's shipyards in
Amsterdam. An expedition
to explore the unknown
southern oceans had been
in the VOC's plans for
some time, and as a
respected navigator and
skipper, Tasman was a
logical choice for the
command. The expedition

sailed south of the
Australian continent and
on 24 November sighted
land which Tasman named

the Greenock &
Grangemouth Dockyard
Company Limited,
Grangemouth

Date: c 1911

Medium: Wood, metal,
glass

Name: Model

History: Ship builder's half
block models were
produced to demonstrate
the shape of a vessel and
were constructed by
joining a series of planks
together. Builders then
used the model as a
reference when cutting
and fitting timbers for the
full scale vessel. SS
CORRIMAL was a steel
hulled single screw steam
collier of 1140 tons. It was
built in 1911 at
Grangemouth, in the
United Kingdom for G S
Yuill Co. and was
registered in Sydney in
1912. After being
purchased by James
Patrick & Co. in 1927 SS
CORRIMAL was utilised as
a general cargo carrier on
the Melbourne-Sydney-
Brisbane run. During World
War II the vessel was
bought by the government
and used as a troop
transport to the Pacific. In
1950 CORRIMAL was sold
to Bitumen and Oil
Refineries Australia Pty Ltd
and then to Miller
Steamship Company Ltd in
1951, at which time it was
renamed AYRFIELD. As
AYRFIELD the ship
operated as a coal collier
from Newcastle to

Van Diemen's Land in honour of Anthony van Diemen, Governor-General of the Dutch East Indies. Once Tasman reached Van Diemen's Land, he followed the coastline until the winds made it difficult to continue. He sailed east across the Tasman Sea, and on 13 December the expedition sighted land on the west coast of the South Island of New Zealand. Tasman referred to this new land as 'Staten Landt' wrongly believing it to be connected to Isla de los Estados (Staten Island) off the southern tip of South America. Tasman then proceeded north and then east and it was here that one of his ships was attacked by a group of Maori. Four of Tasman's crew were killed in the confrontation, earning the bay the title of Murderers Bay - now called Golden Bay. Nevertheless, the expedition went on, and Tasman explored Tonga and Fiji, and returned to Batavia on 15 June 1643. From the Dutch East India Company's perspective, Tasman's 1642 expedition had failed to locate any useful new trade areas and for over a century, until the voyages of James Cook, Tasmania and New Zealand were not visited by Europeans.

from Newcastle to Blackwattle Bay and in 1972 the vessel was organised to be broken up and taken to Homebush Bay.