





**Object number:**  
**00055322**

**Title:** Captain James Cook  
edition 4 of 4

**Date:** 2013

**Primary Maker:** Jason Wing

**Medium:** Bronze

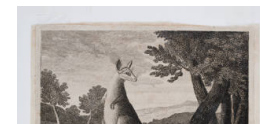
**Name:** Sculpture

**History:** The first iteration of this artwork was titled "Australia was stolen by armed robbery" which won the Parliament of NSW Indigenous Art Prize in 2012. This work took the form of a ready-made sculptural bust which the artist purchased on gum tree, to which he added a balaclava. This work was subject to an alleged intellectual property and moral rights challenge, with the artist also potentially facing a civil suit for defaming Captain Cook's good name. Nothing eventuated from all of these potential legal challenges except that they spurred the artist to recreate the work as a new balaclava-clad bronze bust. As a result of this work he received death threats and hate mail. Media identities Andrew Bolt and Steve Price publicly criticised Wing in mainstream media and much more.



**Object number:**  
**00018049**

**Title:** Elliotts & Australian  
Dye Limited Chemical

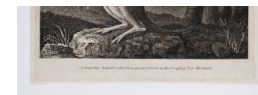


**Object number:**  
**00008521**

**Title:** A singular animal  
called Kangaroo found on



Drug Limited Chemical Works & Laboratory - Rozelle  
**Date:** 1919  
**Primary Maker:** James William Reed  
**Medium:** Oil paint, canvas, frame  
**Name:** Painting  
**History:** This painting celebrates the industrial development typical of the foreshores of much of Sydney Harbour in the early twentieth century. Commercial artists Charles Henry Hunt and James William Reed painted this bird's-eye view of Rozelle in 1919, for the Elliot Brothers' chemical works catalogue. The work encapsulates the energy of a busy waterfront servicing nearby factories. At the time, this was a scene of great industrial progress. The painting shows a conglomeration of pharmaceutical and chemical factories and laboratories, including the Balmain Chemical Works, on Terry Street, Balmain, the fertiliser company George Shirley Limited and the Elliot Brothers building. It also shows elemental sulphur being transported by barge to the wharves, and then by tramway skips to the sulphuric acid plant. In the open building below the plant, coopers are making barrels for the sulphur. Part of the first coal-fired Balmain Power Station can be seen at the



called Kangaroo round on the coast of New Holland  
**Date:** 1790 - 1800  
**Primary Maker:** George Stubbs  
**Medium:** Ink on paper  
**Name:** Engraving  
**History:** George Stubbs, a recognised 18th century oil painter working in London, was commissioned by Sir Joseph Banks to paint the first kangaroo from a skin collected during Captain Cook's first voyage to the Pacific in 1768 - 1771 on the ENDEAVOUR. Banks had been the naturalist on board the ENDEAVOUR during the voyage. He had an accompaniment of eight staff including the naturalists Daniel Solander and H D Sporing, the artists Alexander Buchan and Sydney Parkinson, James Roberts, Peter Briscoe and the servants Thomas Richmond and George Dorrton. Equipped with a large fortune and a wealth of natural history experience Banks was recommended to the British Admiralty for the expedition by the Royal Society. Between 1768 and 1771 Banks with his staff collected large amounts of specimens including seeds, shells, insects, bottled specimens and animals. Many of the pieces he took back to England and they formed an extensive natural history collection. One of the first recordings of the kangaroo was by

station can be seen at the far right .

of the kangaroo was by Cook himself who wrote on 24 June 1770 in his journal: "I saw myself this morning, a little way from the ship, one of the Animals before spoke off [sic]: it was of a light mouse Colour and the full size of a Grey Hound, and shaped in every respect like one, with a long tail, which it carried like a Grey hound; in short, I should have taken it for a wild dog but for its walking or running, in which it jump'd like a Hare or Deer." On the 14th July 1770, a specimen was caught and is recorded as: "Mr. Gore, who went out this day with his gun, had the good fortune to kill one of the animals which had been so much the subject of our speculation; an idea of it will best be conceived by the cut, plate XX, without which, the most accurate verbal description would answer very little purpose, as it has not similitude enough to any animal already known, to admit of illustration by reference. In form, it is most like the gerbua. This animal is called by the natives Kanguroo." The same event is recorded by Sir Joseph Banks on 14th July: "Our second lieutenant who was shooting today had the good fortune to kill the animal that had so long been the subject of our speculations. To compare it

speculations. To compare it to any European animal would be impossible as it has not the least resemblance of any one I have seen. Its fore legs are extremely short and of no use to it in walking, its hind again as disproportionately long; with these it hops 7 or 8 feet at each hop." The following day Banks, with a singular lack of nostalgia, duly noted: 'The Beast which was killed yesterday was today Dressed for our dinners and provd excellent meat'.



**Object number:**  
**00012791**

**Title:** Four men standing  
outside SCEGS boatshed,  
Berrys Bay

**Date:** c 1920

**Primary Maker:** William  
James Hall

**Medium:** Emulsion on glass

**Name:** Glass plate negative

**History:** The original  
boatshed for Sydney  
Church of England  
Grammar School, or Shore  
School, was situated at  
Berry's Bay. The school  
acquired its own boatshed  
in Looking Glass Bay in  
1919, presented to them  
by Mr Russell Sinclair, in  
memory of his son. Sydney  
boat builder Prince Barnett  
(father of shipwright Billy  
Barnett) worked as the  
caretaker of the Shore  
School boatshed. When the  
school moved its aquatic  
activities to its new  
location, Barnett bought  
the house and boatshed.  
Barnett hired the shed out  
to many of Sydney  
Harbour's 18-footer crews  
to store their skiffs.



**Object number:**  
**00005661**

**Title:** Under Canvas notes  
from a collection of volumes



**Object number:**  
**00011550**

**Title:** Women with oars on  
Sydney Harbour



from a sailor's log, volume 1 1889 - 1937

**Date:** 1889 - 1937

**Primary Maker:** James Bryce Conder

**Medium:** Ink on paper, boards

**Name:** Diary

**History:** James (Jim)

Bryance Conder was one of thousands of ordinary Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN.

Conder joined the Royal Navy in Australia in 1891 aged 19, having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served in the flagship of the Australia Station, HMS ORLANDO, when it escorted the ships of the new Australasian Auxiliary Squadron (paid for by the colonies, but manned by the Royal Navy) around the coasts to be shown to the colonists. He signed up for an initial period of six months with an option to

extend that to 12 years but chose to leave and return to family and home in Melbourne. His decision



Sydney Harbour

**Date:** 1930 - 1935

**Primary Maker:** William James Hall

**Medium:** Emulsion on glass

**Name:** Glass plate negative

**History:** William Frederick Hall, a fingerprint expert at Long Bay Gaol, set up a photographic studio in Sydney in 1890. Hall, formerly a butcher from England, became a well-known photographer whose photographic career in Sydney spanned a number of decades.

William James Hall (1877 - 1951), also a photographer was his son with Caroline Asimus, who was born on 11 May 1877 in

Woolloomooloo, Sydney.

William James Hall joined the business and took over its operations in 1902. He established Hall & Co in 1904. Hall married Alice Rosina Hopson on 14 August 1901 in Bowral.

Although neither the father nor the son were sailors, both developed a keen interest in sailing and sailing craft. During the late 1880 and early 1890s William Frederick Hall documented the weekend sailors and yachts of

Sydney Harbour. William James Hall took over the tradition until the early 1930s capturing photographs from his motor boat. Each Monday, Hall would display photographs of weekend races on Sydney Harbour

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

paces on Sydney harbour in the window of his studio at 20 Hunter Street. Hall also ventured into other areas of photography, and is generally considered to have pioneered the art of livestock photography in Australia at the start of the 20th Century. Hall's company, Hall & Co were also known for their aerial, landscape, portraiture, city and rural photography. Survived by his second wife, Edith Hannah Gilkes, Hall died on 26 August 1951. A number of photographic studios were established by William F Hall and William J Hall. Known at different times as Hall studio, Hall & Co, W F Hall and Hall W the businesses were located variously at 7 Castlereagh Street, 39, 44 and 70 Hunter Street, 91 Phillip Street and 21 Blight Street in Sydney city from 1890 onwards.



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



**Object number:**  
**00002063**

**Title:** Crew of the 18-footer  
ABCO at Papeete Bay



**Object number:**  
**00002014**

**Title:** 18-footers AVALON  
and FLORENCE sailing on



**Object number:**  
**00046678**

**Title:** Patu paraoa - Maori  
whalebone hand club



ARGO at Berry's Bay,  
Sydney Harbour

**Date:** 1932-1934

**Primary Maker:** William  
James Hall

**Medium:** Emulsion on glass

**Name:** Glass plate negative

**History:** 18-footer skiff sailing has been a central feature Sydney Harbour since the late 19th Century. The long and colourful history of 18-footer skiff racing saw the development of strong competition in which changes in technology and design flourished. Aside from length, the 18-footer yachts of today bear little resemblance to their early predecessors. Prior to federation in 1901, the most popular sailing races on the harbour occurred around the larger 22 and 24-footer yachts. Towards the turn of the century, with the number of sailing clubs increasing, the 18-footers began to grow in popularity as their smaller size meant they were cheaper to build and easier to crew. The 18s were characterised by their oversized sail plans, small foredeck and narrow side decks. This design left little margin for error but ensured exciting sailing for both crews and spectators. The increase in popularity

of the 18-footers on Sydney Harbour coincided with the patronage of businessman and sailor



and FLOKKIE II sailing on  
Sydney Harbour

**Date:** 1922-1931

**Primary Maker:** William  
James Hall

**Medium:** Emulsion on glass

**Name:** Glass plate negative

**History:** In addition to being an ideal working harbour, Sydney Harbour soon proved to European settlers to be an ideal reactional waterway. From the from the 1830s races and regattas were held on the harbour, pulling large crowds of spectators onshore and later on paying passenger vessels. The large billowing sails with distinct designs made for easy identification and speed while the constant threat of capsizing added an element of excitement to the sport. Traditionally viewed as a working class sport, born in harbour suburbs such as Balmain and Pyrmont, open boats used large crews acting as 'live ballast' and were relatively inexpensive to build. Racing also gained attention of middle and upper classes who partook of the strong betting culture and social activities that grew up around Sydney racing. William Hall was a photographer based in Sydney and was a regular at the weekend races taking photographs of the day's events. Each Monday morning in his shop window, Hall would display the photographs he

wnarebone nand club

**Date:** 1770s

**Medium:** Whalebone

**Name:** Club

**History:** Tobias Furneaux was captain of HMS ADVENTURE and accompanied Cook (HMS RESOLUTION) on his second voyage of exploration (1772 - 1775). It was during this voyage on the 11 March 1773 that Furneaux watered his ship at Bruny Island (Tasmania) at a place now known as Adventure Bay. The purpose of the voyage was to search the southern ocean for Terra Australis Incognita. Cook's ships spent considerable time in testing conditions in high southern latitudes, punctuated by periods of respite in Polynesia. It was during these later visits to the Pacific islands that the Polynesian Omai joined the ADVENTURE when Cook's expedition anchored at Fare Harbour on the island of Huahine for four days (3-7 September 1773). Cook described Omai: "...this man had been on board the Adventure from the first hour of her arrival at the island, it being known to all the natives that he intended to go away with us, without being demanded and as Captain Furneaux being desirous of keeping him, I did not think it necessary to send him on shore ..." [The Journals of Captain James Cook on

Mark Foy, who focussed his entrepreneurial skills on advancing the sport of 18-footer racing into the 20th Century. Supported by the club that he helped establish, the Sydney Flying Squadron, Foy made changes to several core ways in which the 18-footers were raced. He instituted a triangular racing course through the harbour in which the boats were never out of sight of spectators. Foy also moved the handicapping to the beginning of the race, meaning that the first yacht over the line was the winner. For spectators, and perhaps the competitors, this was much more satisfying than the previous system in which, post-race, the winning announcement was made after a delay to calculate handicaps. Lastly, Foy's new rules also required competing vessels to display distinguishing emblems on their mainsails, as opposed to the traditional club numbers, so that spectators could more easily identify the individual boats during a race. Foy's changes made the sport more accessible to spectators, and were initially met with a mixture of support and distrust in the sailing community. However all three elements remain essential features

display the photographs he had taken of the weekend races. The shopfront became a part of Sydney yachting life as people filed past, vying to view the images and dissect the weekend's activities.

of Captain James Cook on his Voyages of Discovery, The Voyage of the Resolution and Adventure 172-1775, JC Beaglehole (Ed), The Boydell Press, p. 221] After leaving Huahine, the RESOLUTION and ADVENTURE visited the neighbouring island of Raiatea (Ulietea) before sailing to the Tongan archipelago (Friendly Isles) where the ships anchored at Eua island (2 Oct) and Tongatapu (3 - 7 Oct 1773). Included in a general description of Tongan culture and customs Cook described their clubs: "From the high cultivated state of the isles and the friendly manner we were received by these islanders one may venture to conjecture that they are seldom disturbed by either domestick or foreign troubles, they are however not without arms, such as Bows and Arrows, Spears, Darts and clubs, these last are from 3 to 5 or 6 feet long and of various shapes - some having square ends others flatish, others like paddles, Spades etc they are all made with surprising neatness, and of the hard wood which is common in all the isles". [The Journals of Captain James Cook on his Voyages of Discovery, The Voyage of the Resolution and Adventure 172-1775, JC Beaglehole (Ed), The Boydell Press, p. 221] From

of the modern day sport. Foy's efforts were rewarded in the steady growth of crowds and competitors and 18-footer skiff races became the highlight of the weekend club regattas, as well as larger events such as the Anniversary Day Regatta. The sport continued to operate through the First World War, and with the end of this conflict entered its most popular phase. The decade between 1920 and 1930 is often referred to as the 'Golden Period' of 18-footer skiff racing. Many of the vessels of this era and their skippers, such as AUSTRALIAN and Chris Webb, and BRITANNIA and Wee 'Georgie' Robinson, became household names and legends of the sport. Competitions flourished, interstate events were held and prize money increased. In the 1930s another entrepreneur became prominent on the 18-footer sailing scene; James Joseph Giltinan. Giltinan was a businessman who had been heavily involved in establishing the sport of rugby league football in Australia. In opposition to the dominant Sydney Flying Squadron, Giltinan formed the Australian 18-footers League in 1935 and, most significantly, he instituted an international competition; The J.J.

Boyden Press, p.275] From Tongatapu the ships sailed for Queen Charlotte Sound in New Zealand but became separated by a gale before they could enter Cook Strait. The RESOLUTION finally anchored at Ship Cove in Princess Charlotte Sound on 3 November (1773) where Cook waited for the ADVENTURE until 24 November. As Furneaux had not arrived, Cook left a message in a bottle buried with signs for Furneaux to find it and then departed for a further sweep of the Pacific. The ADVENTURE arrived at Ship Cove six days after Cook had departed. Furneaux then set about replenishing the ADVENTURE and readying the ship to rendezvous with Cook at either Easter Island or Tahiti later in the year. However, these plans were changed when a boat party sent ashore to collect 'wild greens' (antiscorbutics) was horribly massacred on 17 December. Deeply influenced by this event, Furneaux decided to sail for England and departed Princess Charlotte Sound on 23 December. The ADVENTURE returned to England by Cape Horn and Cape Town and arrived in England in July 1774. Omai (pronounced My) is undoubtedly the most famous Polynesian of the great age of exploration

Giltinan International Trophy. While initially the Giltinan Trophy was fought out between Australian and New Zealand boats, the event is still raced today and has attracted competitors from over 40 countries. In the period after the Second World War, 18-footer skiff designs continued to streamline and change, with an emphasis on smaller crew numbers with higher technical skills. The yachts of the 1970s and 1980s are characterised by their colourful sponsorship logos, increased width and larger rigs as well as different materials such as aluminium. From the technological heights of the 1970s and 80s, the class adopted restricted, manageable proportions on vessels and the sport continues into the 21st Century. Throughout its developments and history, the 18-foot skiff has become an icon of Sydney Harbour and retains its place as one of the most challenging and fastest dinghy designs racing anywhere in the world.

great age of exploration. For unlike Tupai who joined Cook's Endeavour voyage but died (at Batavia), Omai reached England where he became a celebrity, sought after by London Society and presented at court to George III. Omai's portrait was painted by the greatest painters of the age including Sir Joshua Reynolds and William Parry, and he was a house-guest of Sir Joseph Banks and Lord Sandwich. Omai is also remarkable as the first Polynesian to visit Europe and then return to Polynesia - sailing with Cook aboard the RESOLUTION on Cook's third voyage of exploration. The club, called a patu or patupatu by Maori was described by Furneaux as part of the implements of war used by Maori: "Their implements of war are the Hippatoo (or spear), Battle Ax, patow or Patty patow which is about two feet long and about eight inches wide made either of bone or stone, which they wear by their side and is the last they can use in fighting. They wear it by their side, and contrary to all other Indians, they know not the use of Bows and Arrows; they likewise shewd us how they used their implements of war. At the first attack they use the Hippatoo, then to the Battle Ax, and at last to the

batue Ax, and at last to the Patow, keeping all the while a most hideous noise". [The Journals of Captain James Cook on his Voyages of Discovery, The Voyage of the Resolution and Adventure 172-1775, JC Beaglehole (Ed), The Boydell Press, p.740] The club was originally part of a larger group which included Omai's wooden headrest (depicted in the Bartolozzi lithograph of Omai) and remained in the Furneaux family's possession until 1986. The club is representative of the trade which serviced the needs of both explorers and the indigenous people they encountered during their voyages. Known as artificial curiosities, such indigenous objects formed part of the trade in fresh food, water, wood and sexual favours, and were exchanged for European goods such as iron nails, beads, axes and nails.



**Object number:**  
**00046676**  
**Title:** Akua-ta - Tongan club  
**Date:** 1770s



**Object number:**  
**00055487**  
**Title:** A Journal of a Voyage  
to New South Wales



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



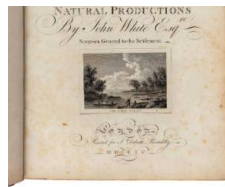
**Date:** 1770s

**Medium:** Wood

**Name:** Club

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keeping him, I did not think it necessary to send him on shore ..." [The Journals of Captain James Cook on



to New South Wales

**Date:** 1790

**Primary Maker:** John White (Surgeon-General)

**Medium:** Paper, ink, leather

**Name:** Book

**History:** This published journal by John White begins on the 5th March 1787 with the entry: "I this day left London, charged with dispatches from the Secretary of State's office, and from the Admiralty, relative to the embarkation of that part of the marines and convicts intended for Botany Bay; and on the evening of the seventh, after travelling two days of the most incessant rain I ever remember, arrived at Plymouth, where the CHARLOTTE and FRIENDSHIP transports were in readiness to receive them." So begins a remarkable account of the journey and early months of British settlement in New South Wales. Surgeon John White's journal is one of five first-hand accounts written by members of the First Fleet. Arriving as Principle Surgeon on the transport CHARLOTTE, White was appointed Surgeon-General of the colony. In November 1788, White sent his manuscript and natural specimens home to England for editing, illustration and preparation for publication. His journal, published in 1790, is renowned both for its natural history



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

his Voyages of Discovery, The Voyage of the Resolution and Adventure 1772-1775, JC Beaglehole (Ed), The Boydell Press, p. 221] After leaving Huahine, the RESOLUTION and ADVENTURE visited the neighbouring island of Raiatea (Ulietea) before sailing to the Tongan archipelago (Friendly Isles) where the ships anchored at Eua island (2 Oct) and Tongatapu (3 - 7 Oct 1773). Included in a general description of Tongan culture and customs Cook described their clubs: "From the high cultivated state of the isles and the friendly manner we were received by these islanders one may venture to conjecture that they are seldom disturbed by either domestic or foreign troubles, they are however not without arms, such as Bows and Arrows, Spears, Darts and clubs, these last are from 3 to 5 or 6 feet long and of various shapes - some having square ends others flatish, others like paddles, Spades etc they are all made with surprising neatness, and of the hard wood which is common in all the isles". [The Journals of Captain James Cook on his Voyages of Discovery, The Voyage of the Resolution and Adventure 1772-1775, JC Beaglehole (Ed), The Boydell Press, p.273] From

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

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.

Tongatapu the ships sailed for Queen Charlotte Sound in New Zealand but became separated by a gale before they could enter Cook Strait. The RESOLUTION finally anchored at Ship Cove in Princess Charlotte Sound on 3 November (1773) where Cook waited for the ADVENTURE until 24 November. As Furneaux had not arrived, Cook left a message in a bottle buried with signs for Furneaux to find it and then departed for a further sweep of the Pacific. The ADVENTURE arrived at Ship Cove six days after Cook had departed. Furneaux then set about replenishing the ADVENTURE and readying the ship to rendezvous with Cook at either Easter Island or Tahiti later in the year. However, these plans were changed when a boat party sent ashore to collect 'wild greens' (antiscorbutics) was horribly massacred on 17 December. Deeply influenced by this event, Furneaux decided to sail for England and departed Princess Charlotte Sound on 23 December. The ADVENTURE returned to England by Cape Horn and Cape Town and arrived in England in July 1774. Omai (pronounced My) is undoubtedly the most famous Polynesian of the great age of exploration.

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

For unlike Tupai who joined Cook's Endeavour voyage but died (at Batavia), Omai reached England where he became a celebrity, sought after by London Society and presented at court to George III. Omai's portrait was painted by the greatest painters of the age including Sir Joshua Reynolds and William Parry, and he was a house-guest of Sir Joseph Banks and Lord Sandwich. Omai is also remarkable as the first Polynesian to visit Europe and then return to Polynesia - sailing with Cook aboard the RESOLUTION on Cook's third voyage of exploration. The club was originally part of a larger group which included Omai's wooden headrest (depicted in the Bartolozzi lithograph of Omai) and remained in the Furneaux family's possession until 1986. The club is representative of the trade which serviced the needs of both explorers and the indigenous people they encountered during their voyages. Known as artificial curiosities, such indigenous objects formed part of the trade in fresh food, water, wood and sexual favours, and were exchanged for European goods such as iron nails, beads, axes and nails.

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