



Object number:
00055213
Title: ABBM Darren Davies
Date: 2016



Object number:
00002497
Title: HERWARD stuck
Date: 1900s-1930s



Object number:
00002538
Title: Men in bark canoes
Date: 1900s-1930s



Date: 2010
Primary Maker: Belinda Mason
Medium: Black and White Durotran 3D photographs face-mounted on perspex lenticular lens, in perspex LED light box frame
Name: Photograph
History: For more than a century Australian men and women have served in the Defence Force to protect Australia in wars, conflicts and peace keeping operations. Stories of Aboriginal and Torres Strait Islander service in the countries defence is still somewhat untold. Despite the fact the fact that Aboriginal and Torres Strait Islander people were not counted and recognised as Australians until 1967, they still enlisted to fight for their country in wars since the Boer War. Aboriginal and Torres Strait Islander soldiers, sailors and airmen have made significant contributions to Australia's military history from the Boer War, World War I and II, the Korean War, Vietnam War and post 1972 conflicts and peacekeeping operations to the present day, Aboriginal and Torres Strait Islanders proudly served their country. Like their male counterparts, Aboriginal and Torres Strait Islander women have also made a significant contribution to the defence



fast on Maroubra Beach
Date: 1898
Primary Maker: William James Hall
Medium: Emulsion on glass
Name: Glass plate negative
History: The HERWARD was a full rigged iron clipper ship built in Glasgow in 1877 and traded frequently between London and Sydney with general cargo. However, it is best known for being wrecked on Maroubra Beach in May 1898. The HERWARD left the Dutch East Indies port of Surabaya bound for Newcastle where it was to load with coal for South America. On 5 May 1898 it encountered fierce storms off the New South Wales coast and was forced ashore by the heavy winds - with the sails reportedly ripped to shreds in the gale force conditions. The ship ended up on soft sand at the northern end of Maroubra Beach and was lucky to have avoided two rocky reefs. The crew of 25 made it safely ashore and alerted the authorities of the accident. The wreck was stranded on the beach and the owners decided to sell it as salvage. Insured for 6,000 pounds, it was sold for 550. The new owner tried to refloat the ship and almost succeeded but each time it ended up back on the beach and by December 1898 wave action had broken it in two



Date: 1890S - 1930S
Primary Maker: William James Hall
Medium: Emulsion on glass
Name: Glass plate negative
History: Photographer
 William James Hall was born in Woolloomooloo, Sydney on 11 May 1877. His Australian-born mother, Caroline Asimus, married William Frederick Hall, a butcher from England, in 1883. William Hall senior had had a variety of occupations, including fingerprint expert at Long Bay gaol, before he established a photographic studio in in 1890 in Phillip Street, Sydney. William James Hall joined his father in the photographic business from a young age and took over its operations in 1902. In August 1901 William James Hall married Alice Rosina Hopson in Bowral, and in 1904 he set up Hall & Co, a photographic business at 44 Hunter Street, Sydney. William James Hall developed a keen interest in sailing and sailing craft and became a fixture on Sydney Harbour, photographing the weekend sailors and yachts. Between the late 1890s and the 1930s William James Hall created an extensive collection of maritime photography that provides an important pictorial record of recreational boating in Sydney Harbour. His

contribution to the defence of the nation through their service with the armed forces, civilian organisations such as the Women's Land Army or worked in war time industries. It is difficult to say just how many Aboriginal and Torres Strait Islander people served because ethnic background was not specially identified in service records of enlistment. It is known that Aboriginal and Torres Strait Islander servicemen and women served and continue to serve their country with great honour and pride in a range of operations in war, humanitarian disaster relief, peacekeeping, border protection and emergency defence assistance.

action had broken it in two. The following decades saw all viable pieces removed - by salvagers, treasure hunters and the sea and sand - until in 1937 only a small bit remained above the waterline. In 1950, 1965 and again in 1966 the remnants were blasted away. In March 2013, heavy seas uncovered remains of the HEReward wreck on the seafloor at Maroubra. During subsequent salvage operations, maritime archaeologists from the Office of Environment and Heritage recovered a 1.17 m long rare bronze cannon from the site.

Sydney Harbour. His images document the great variety of activities and technologies that were an integral part of Sydney's sailing community, from the large racing and cruising yachts, to the jostling skiffs and even the new phenomenon of the early twentieth century - motor boats. The collection also includes images of the many spectators and crowds who followed the sailing races. Each Monday morning in his shop window, Hall would 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. William James Hall was not himself a sailor, and mainly used a motor launch to mingle with and chase the yachts of the harbour as he worked. However Hall's interest in photography was not limited to the subject of sailing and he came to cover a wide variety of themes such as landscapes, portraiture, aerial photography, military work and livestock. He came to be known as one of the best photographers of animals and was in great demand at Royal Sydney Show time. His work was widely published in rural industry journals and stud stock

journals and stud stock advertisements. From July 1928 to December 1929 he made an extended tour of South Africa to photograph merino studs. Survived by his second wife, Edith Hannah Gilkes, William James Hall died on 26 August 1951 at St Luke's Hospital, Darlinghurst. 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.



Object number:
00002014
Title: 18-footers AVALON
and FLORENCE sailing on



Object number:
ANMS1092[100]
Title: Crew of the ship
JOSEPH and CONRAD read their



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



JOSEPH CONRAD read their mail after arriving in Sydney

Date: December 1935

Primary Maker: William James Hall

Medium: Emulsion on glass

Name: Glass plate negative

History: The iron-hulled sailing ship JOSEPH CONRAD was originally launched as GEORG STAGE in Copenhagen in 1882 as a training ship for young sailors of the Danish merchant service. The vessel was named as a memorial to the son of prominent ship owner Frederik Stage and could accommodate eighty cadets. GEORG STAGE worked as a training ship for the lengthy period of 52 years, with some 4,000 cadets sailing on the vessel during their six month training courses in the Baltic and North Seas. In 1934 GEORG STAGE was about to be broken up when Australian author and sailor Andrew Villiers bought the vessel, renaming it after his favourite author. Villiers sailed JOSEPH CONRAD around the world with a crew of mostly young sailors, visiting Australian shores in late 1935. Between 1936 and 1947 the vessel was sold several times before becoming part of the collection at the Mystic Seaport museum in Connecticut.

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