



00037548

Object number:
00037548

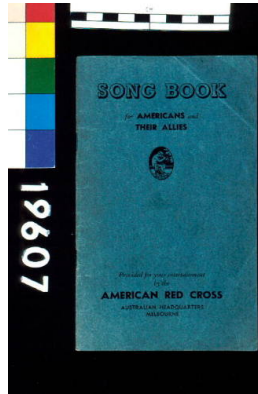
Title: Book of the Pearl

Date: 1908

Primary Maker: George
Frederick Kunz (1856 -
1932)

Medium: Paper, ink, cloth
covered boards

Name: Book



Object number:
00019607

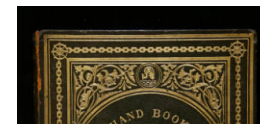
Title: Song book for
Americans and their Allies

Date: c 1942

Primary Maker: American
Red Cross

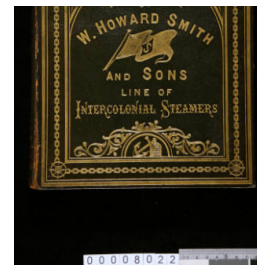
Medium: Ink on paper,
card, metal

Name: Book



Object number:
00008022

Title: Hand book of W
Howard Smith & Sons Ltd



Howard Smith & Sons Line
of Intercolonial Steamers

Date: 1883

Primary Maker: Howard
Smith Limited

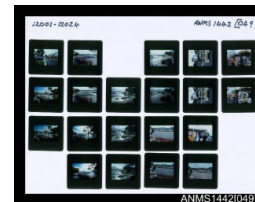
Medium: Ink on paper,
leather bound boards, gilt

Name: Book

History: William Howard Smith (1814-1890), master mariner and ship-owner, was born at Yarmouth, Norfolk, England in 1814. At 10 Smith went on his first voyage; he later studied navigation and qualified as a master. He became a partner of his father Ormond Smith (mariner, ship-owner and mail contractor) at 21 and was given command of the steamship ADONIS. For some years he was employed by Malcolmson Bros, ship-owners, and sailed to Dutch, Spanish and Latin American ports. His first wife Anna Geil, née Hansen, died without issue; in 1854 he brought his second wife Agnes Rosa née Allen, and their five children to Australia. With marine engineer S P O Skinner, Smith bought the 136-ton schooner-rigged steamer EXPRESS, and entered the Port Phillip Bay trade between Melbourne and Geelong. After eight years Smith sold out to his Geelong agent T J Parker (later a founding partner of Huddart, Parker & Co), and entered the inter-colonial trade. In 1862 he and his family revisited Europe. He

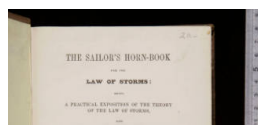
family revisited Europe. He bought the steamer KIEF, renamed it YOU YANGS, and from mid-1864 commanded it in competition with the powerful Australasian Steam Navigation Co. between Melbourne, Sydney and Newcastle. The venture was successful and two years later he bought another steamship in England, the DANDENONG. It was his last command and he remained ashore after 1870. Establishing himself in the Newcastle coal trade, Howard Smith formed a limited partnership with L J L Burke, who had a large coal business in Melbourne in the mid-1860s; he acquired the firm afterwards and it became one of Melbourne's largest and most efficient coal importers, constantly acquiring vessels because of the growing demand for passenger and general cargo services from Melbourne to all the eastern coast ports. In the late 1870s he had three of his sons in the partnership and they took charge of the Melbourne, Sydney and Brisbane offices. The firm became a limited liability company in September 1883, William Howard Smith and Sons Ltd, with a nominal capital of £1 million, paid up to £500,000; all the £10

£500,000: all the £10 shares issued were taken up by the family. He became managing director at Melbourne and his second son, Edmund, at Sydney. Howard Smith retired from active management in 1884 and his sons Walter S and Arthur Bruce succeeded him. He continued as chairman until 1887. The company continued to thrive after William Howard Smith's death in 1890. Coastal routes rapidly expanded until 1947 when the company's involvement in the inter-colonial passenger trade ceased. In 1961 the Melbourne Steamship Co. was taken over by Howard Smith. The company was also heavily involved in the towage, salvage and stevedoring industries, until it withdrew from the traditional shipping business in 1996 and from the towage industry in 2001 when the company was taken over by Wesfarmers Ltd., Perth. See G. R. Henning, 'Smith, William Howard (1814 - 1890)', Australian Dictionary of Biography, Volume 6, Melbourne University Press, 1976, p. 161



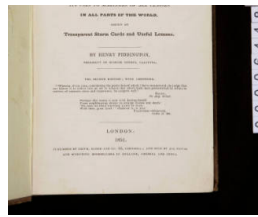
Object number:
ANMS1442[049]
Title: 20 slides of
AUSTRALIA II Book Launch
at Royal Perth Yatch Club
Date: 1983-1986
Primary Maker: Sally
Samins
Medium: Cellulose acetate
slide, colour
Name: Photographic slide

Object number:
00009084
Title: Private log book of
the cruise around the world



Object number:
00006448
Title: The Sailor's Horn-
Book for the Law of Storms

the cruise around the world of the Great White Fleet, 4 January - 13 October 1908
Date: 1908
Primary Maker: William D Hand
Medium: Ink on paper, leather
Name: Logbook
History: In December 1907 United States President Theodore Roosevelt sent a US Atlantic Battle Fleet of 16 battleships on a 14 month goodwill cruise around the world. The fleet was a chance for the Navy to practice seamanship and express America's world power. Roosevelt was also concerned about rising Japanese aggression and their expansionist foreign policy. The cruise would be a political and public relations exercise to build domestic support for more naval construction. Led by the flagship, USS CONNECTICUT, the Great White Fleet as it became known, consisted of 16 battleships painted white, as was the practice of all US Navy ships in times of peace. The ships sailed in four divisions of four ships each. Early in the voyage the order of the ships was altered to allow the best-looking vessels to be at the front of the fleet. The cruise incorporated six



BOOK FOR THE LAW OF STORMS
Date: 1851
Primary Maker: Henry Piddington
Medium: Cloth, gilt, Ink on paper
Name: Book
History: The book 'The Sailor's Horn-Book for the Law of Storms' describes for sailors the 'laws of storms' for all parts of the world and is intended as a guide to nautical conditions. It was written by Captain Henry Piddington who had investigated revolving storms affecting the Bay of Bengal and Arabian Sea, and in 1855 he named these cyclones in a book. [<http://www.britannica.com>] Henry Piddington was an English scientist and merchant captain in East India and China who coined the name cyclone for tropical storms, referring to a storm that blew a freighter in circles in Mauritius in February 1845. Piddington also wrote many scientific papers about geology, botany, mineralogy, and meteorology in the Journal of the Asiatic Society of Bengal. http://en.wikipedia.org/wiki/Henry_Piddington]

continents, 26 countries and 32 ports with 614 officers and 13,504 crew. It consumed 435,000 tons of

coal, more than any other naval expedition and was the largest fleet to ever accomplish a circumnavigation of the globe. Australia was not originally on the itinerary route of the Great White Fleet, who only decided to visit after receiving a direct invitation from the Prime Minister Alfred Deakin. One quarter of the Australian population, over one million people, saw the Great White Fleet during its three-week visit to Sydney, Melbourne and Albany. Public holidays were declared and enthusiastic crowds flocked to see the ships and parades. Vast arrays of souvenirs were produced for a population caught up in the euphoria. USS GEORGIA was a Virginia class battleship built by Bath Iron Works of Bath, Maine and launched in the American Navy on 11 October 1904. GEORGIA became part of the Atlantic fleet in 1907 after conducting its shakedown cruise. In 1907 GEORGIA took part in training target exercises, and was involved in an accidental explosion that killed ten men. In December 1907 GEORGIA joined the Great White Fleet on its world peace tour. In was involved in World War I acting as a receiving vessel for new naval recruits. GEORGIA

was decommissioned on 15 July 1920 and sold for scrap in compliance with the Washington Treaty.



Object number:
ANMS1442[050]

Title: 24 slides of the book
AUSTRALIA II : the official
record by Bruce Stannard

Date: 1983-1986

Primary Maker: Sally
Samins

Medium: Cellulose acetate
slide, colour

Name: Photographic slide



Object number:
ANMS1442[051]

Title: 22 slides of the
launch of the book
AUSTRALIA II The official
record

Date: 1983-1986

Primary Maker: Sally
Samins

Medium: Cellulose acetate
slide, colour

Name: Photographic slide



Object number:
ANMS1442[052]

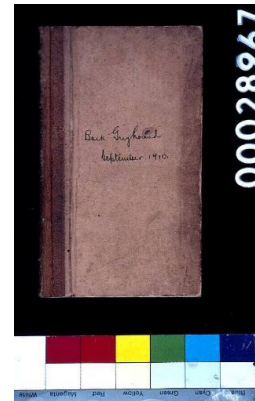
Title: 9 slides of the launch
of the book AUSTRALIA II
The official record

Date: 1983-1986

Primary Maker: Sally
Samins

Medium: Cellulose acetate
slide, colour

Name: Photographic slide



Object number:
00028967
Title: Bark GREYHOUND
September 1910 :
Outfitting book for a
whaling voyage
Date: 1910
Medium: Ink on paper,
leather
Name: Book

Object number:
ANMS0148[006]
Title: Field Service Pocket
Book, Part 1, Dismantling



Object number:
ANMS0148[009]
Title: The Diggers Book /
The Old Brigade / Ancestral

BOOK, Part 1, Pamphlet No. 9, Movement by Road and Rail

Date: 1943

Medium: Paper

Name: Booklet

History: Jean Mavis Kennett (1912 – 1990) met and married American Colonel Hayford Enwall (1905 – 1993) in 1944 while she was serving as a Lieutenant in the Australian Army Medical Women's Service. The AAMWS developed out of voluntary medical organisations such as the VADs (Voluntary Aid Detachments). Jean Kennett was one of some 8,500 Australian women who served in the AAMWS in WW2, working alongside army nursing sisters in hospitals. During her time as a member of the AAMWS Jean posed for respected war artist Napier Waller. The sketch that Waller took of Jean was published in The Australasian (December 5, 1942) and used in a wartime recruitment poster that read: 'Do a worthwhile job / Join the Australian Army Medical Women's Service' (see ANMS0148 [001]). Jean's husband Colonel Hayford Enwall worked a barrister and assistant US district

attorney in Florida in the years before the outbreak of war. As a reserve Army officer Enwall was called to



The Old Brigade / Anzac Memories 1943

Date: c 1943

Name: Book

History: Jean Mavis Kennett (1912 – 1990) met and married American Colonel Hayford Enwall (1905 – 1993) in 1944 while she was serving as a Lieutenant in the Australian Army Medical Women's Service. The AAMWS developed out of voluntary medical organisations such as the VADs (Voluntary Aid Detachments). Jean Kennett was one of some 8,500 Australian women who served in the AAMWS in WW2, working alongside army nursing sisters in hospitals. During her time as a member of the AAMWS Jean posed for respected war artist Napier Waller. The sketch that Waller took of Jean was published in The Australasian (December 5, 1942) and used in a wartime recruitment poster that read: 'Do a worthwhile job / Join the Australian Army Medical Women's Service' (see ANMS0148 [001]). Jean's husband Colonel Hayford Enwall worked a barrister and assistant US district attorney in Florida in the years before the outbreak of war. As a reserve Army officer Enwall was called to active duty in 1941 and sent immediately to Australia, serving there

active duty in 1941 and sent immediately to Australia, serving there and in New Guinea and the Philippines for three and a half years. In the Army Enwall worked as the Chief Legal Officer of the US Army Services of Supply. During his time in Australia, Enwall was involved as prosecutor in the highly publicised 'Leonski' case. Edward Leonski was an American soldier who, while stationed in Melbourne, strangled and murdered three Australian women. In the press the deaths became known as the 'Brownout Murders', referring to the unpopular wartime practice of reduced street lighting in Melbourne. The case made headlines around the country and marked the end of a 'honeymoon' period for American forces stationed in Australia during WW2. Around the time of the murders some 150,000 American servicemen were based in Australia, and tensions were high due to disagreements between Australian and US forces over issues such as pay rates (the Americans earned more), food rations, women and race relations. Unusually, Leonski was tried in Australia by a United States Courts Martial where he was

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declared sane and found guilty on 17 July. It was the first time that any person had been tried in Australia by a military tribunal for a crime which violated civil law and also the first time a citizen of another country had been tried under the laws of his own country. Jean Kennett and Hayford Enwall were married on 25th August 1944 at Christ Church, South Yarra. In 1946, at the end of the war, Jean left Australia on the bride ship MONTEREY to meet her husband and begin their life together in Florida. Jean's experience is representative of the 12,000 - 15,000 Australian women who married American servicemen during WW2. Some migrated and lived in the USA, while others returned to Australia in the years following the war, with or without their husbands. These women often encountered public scrutiny and disapproval for their decision to marry with many Australians, specifically men, resentful of Americans 'taking their wives'. For many women, American servicemen filled the vacuum created by Australian men stationed overseas. During the campaign in the Pacific thousands of American troops were stationed in Australia, at a time when many of Australia's young

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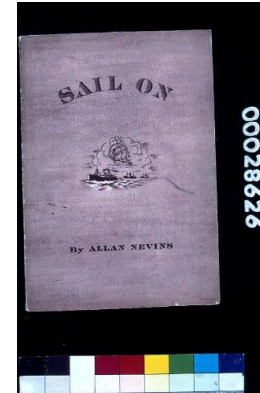
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Europe and the Middle East.



Object number:
00008999
Title: USS CALIFORNIA
book end
Date: c 1925
Medium: Felt, bronze
Name: Bookend



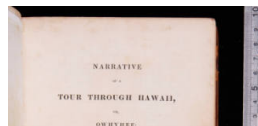
Object number:
00009000
Title: USS CALIFORNIA
book end
Date: c 1925
Medium: Felt, bronze
Name: Bookend



Object number:
00028626
Title: Sail on, the story of
the American merchant
marine
Date: 1946
Primary Maker: Allan Nevins
Medium: Printed text on
paper. Cardboard bound
book, fixed spine, pages
bound with cotton, glued to
spine.
Name: Book



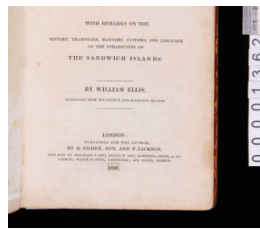
Object number:
00019631
Title: Historical Register
Centennial 1876
Date: 1876
Primary Maker: Frank Leslie
Medium: Leather, Ink on
paper, gilt
Name: Book



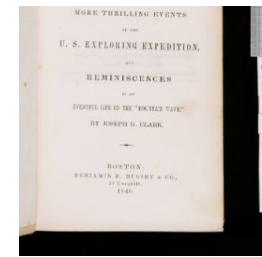
Object number:
00001362
Title: Narrative of a Tour
Through Hawaii: or



Object number:
00001363
Title: Lights and Shadows
of Sailor Life



Inrough Hawaii, or, Owhyee
Date: 1826
Primary Maker: William Ellis
Medium: Leather, gilt, printed text on paper
Name: Book
History: William Ellis was a missionary attached to the London Missionary Society and along with his wife Mary, was posted to the islands of Polynesia. During the next eight years they primarily stayed in Hawaii, travelling throughout the islands meeting other missionaries, many Hawaiian officials and royalty. Ellis learnt the Hawaiian language and in addition to establishing numerous churches also created printing press. On his return to England in 1824 he published this narrative and became a prominent figure in the London Missionary Society. After Mary died, Ellis married Sarah Stickney who was an established author in her own right. After some years in England, Ellis resumed his foreign missionary work by travelling to Madagascar where he stayed for four years. He experienced what was seen as a highly successful mission there and returned to England where he died in 1872.



of Sailor Life
Date: 1848
Primary Maker: Joseph G Clark
Medium: Cloth, gilt, engravings, printed text on paper
Name: Book
History: In his book 'Lights and Shadows of Sailor Life', Clark was attempting to awaken "the public sympathy to the nature and importance of claims of seamen; this, in my estimation, may be best accomplished by a truthful and lucid exhibition of the 'lights and shadows of sailor's life..One great truth has long been apparent to my mind, which is, that the condition of the sailor must be improved before his character can be materially elevated.'" There was a push, particularly in America, at this time for reform for the lives and conditions experienced by sailors. Democracy demanded rights aboard ships should reflect those experienced on land and sailors began to feel themselves 'politicised" by the cause. (Page 139, 'Devising Liberty', Konig, David (ed), Stanford University Press, 1995). Reform was written about and efforts by those such as Clark pushed to improve the life and morals of sailors, using notions of democracy and religion.



Object number:
00036439
Title: Autographs
Date: 1916 - 1925
Medium: Leather, Ink on
paper
Name: Book



Object number:
00003578
Title: United States
Exploring Expedition



Object number:
00016962
Title: Mountains and
Machilis



Exploring Expedition

Volume 3

Date: 1845

Primary Maker: Charles Wilkes

Medium: Cloth, gilt, engravings, printed text on paper

Name: Book

History: The United States Exploring Expedition was the first government funded scientific hydrographic survey undertaken by the United States. The four-year voyage from 1838-1842 was lead by Lieutenant Charles Wilkes and comprised a naval squadron of six vessel. Wilkes left Virginia in March 1838 and headed down the east coast of South America, calling into Rio de Janeiro. He rounded Cape Horn and crossed the Pacific and called into Samoa and Sydney before turning south to explore Antarctica. Wilkes was the first explorer to ascertain that Antarctica was a separate continent and he mapped a large part of the eastern coastline. He then headed north to Fiji and Hawaii. In 1841 he explored the west coast of North America before crossing the Pacific again and returned to New York via the Cape of Good Hope.

During the course of the voyage, Wilkes lost two ships and 28 men and was court-martialed upon his



Moriensis

Date: 1855

Primary Maker: Frank Marryat

Medium: Cloth, gilt, Ink on paper

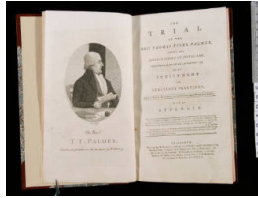
Name: Book

History: Frank Marryat was the son of Captain Frederick Marryat, known for his maritime flag signalling system 'Marryat's Code' and author of the children's classic novel 'The Children of the New Forest'. Like his father Frank Marryat served in the Royal Navy but left after eight years at the age of 22. In 1848 he published 'Borneo and the Eastern Archipelago' which was a compilation of a number of drawings he had made during his service on HMS SAMARANG in 1843 and text from his own and his colleagues' journals. On 4 May 1850 Marryat arrived in California "with a manservant and three hunting dogs" looking for adventure and experiences to fill another travel book. He found plenty of both with San Francisco booming with thousands of arrivals heading to the Californian goldfields.

Marryat also heads north to the goldfields recording as he goes the characters and hectic scenes he encounters along the way. These include the diggings themselves and record the drinking, gambling, lawlessness and the

return. Although absolved for the loss of the ships and men, Wilkes was reprimanded for the harsh treatment of subordinates and for handing out illegal punishments. He undertook some more survey work but was mainly involved with writing the report of the voyage until 1861.

lawlessness and the lynching of the gun law society. Marryat returned to England in 1853 suffering from the effects of yellow fever. On his return to England Marryat married and wrote his book 'Mountains and Molehills' from his own recollections of his 'burnt journal' which was published in 1855. He had planned on returning to California but his health deteriorated from yellow fever and he died in England that same year.



Object number:
00004935

Title: The Trial of the Rev. Thomas Fyshe Palmer : Before the Circuit Court of Justiciary, Held at Perth, on the 12th and 13th September, 1793 of an Indictment for Seditious Practices

Date: 1793

Primary Maker: William Skirving

Medium: Leather, hardboard, gilt, printed text on paper

Name: Book



Object number:
00033916

Title: General examination of the Pacific Ocean

Date: 1869

Primary Maker: Charles Phillipe De Kerhallet

Medium: Paper, ink, carboard, gilt

Name: Book



Object number:
00009276

Title: Australia and its



goldfields

Date: 1855

Primary Maker: Edward Hammond Hargraves

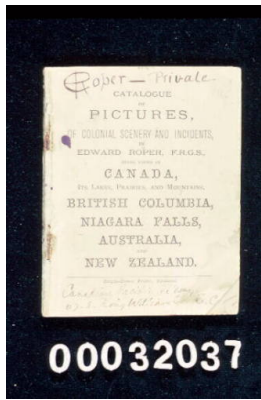
Medium: Ink on paper, pencil, gilt, cloth

Name: Book

History: Gold was found in New South Wales as early as 1823 yet authorities suppressed the fact until 1851, fearing that a gold rush would damage the fledgling wool growing economy. By June 1851 their worst fears were realized as a thousand people left farms and towns for the diggings at Bathurst. In many ways this gold rush echoed the California experience of 1849 and brought people and wealth to the colony, dramatically changing the society and environment. Edward Hargraves was actively involved in promoting the discovery of gold in New South Wales in 1851. Much of the notoriety surrounding him stems from his self-promotion. Hargraves frequently wrote letters to the editor of the Sydney Morning Herald and published a book about his discovery of gold. He made a fortune by claiming to be the first person to discover the metal in Australia. Although Hargraves

prospected near Bathurst with partners William Tom and John Lister, he ignored their contribution when he

announced the location of the first payable goldfields at Ophir in May 1851. He publicised the 'discovery' as his own by exhibiting granular gold and a two-ounce nugget, probably made from granular gold found by his partners. Within a month there were one thousand people digging at Ophir. The gold rush that followed tripled Australia's population in just 10 years. Miners from Britain, Europe, America and China mixed in harsh conditions on the diggings. This produced great changes to Australian beliefs, politics, economics and technology. Most of the gold was exhausted in Victoria and New South Wales by 1861 but the impact of the gold rush continued to be felt 150 years later.



Object number:
00032037

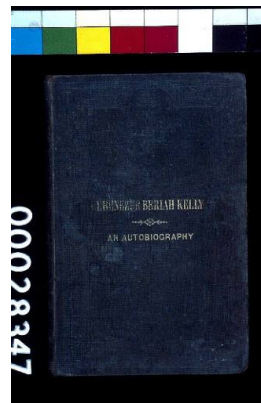
Title: Catalogue of Pictures
of Colonial Scenery and
Incidents

Date: 1891

Primary Maker: Edward
Roper

Medium: Ink on paper

Name: Book



Object number:
00028347

Title: Ebenezer Beriah
Kelly, an autobiography

Date: 1856

Primary Maker: Ebenezer
Beriah Kelly

Medium: Ink on paper, cloth

Name: Book

Object number:
ANMS0148

Title: Memorabilia relating
to the life of Jean Mavis
Enwall

Date: 1942 - 1958

Medium: Paper

Name: Archive series

History: During World War II between 12,000 and 15,000 Australian women married American servicemen. Some migrated and lived in the USA, while others returned to Australia in the years following the war, with or without their husbands. These women often encountered public scrutiny and disapproval for their decision to marry with many Australians, specifically men resentful of Americans 'taking their wives'. For many women, American servicemen filled the vacuum created by Australian men stationed overseas. During the campaign in the Pacific thousands of American troops were stationed in Australia, at a time when many of Australia's young men were fighting in Europe and the Middle East.



Object number:
00009087
Title: Guthrie's Grammar
With Maps



Object number:
00008357
Title: Glimpses of Australia
Companion for the United



Object number:
00004386
Title: Letters from the
Californian gold diggers



with maps

Date: 1787

Primary Maker: William Guthrie

Medium: Ink on paper

Name: Book

History: As knowledge of the world expanded for Europeans so too did their interest in documenting and capturing any newly acquired information. Britain was a leading publisher of books relating to the changing face of the world and Guthrie's Geography is a wonderful example of this. The book was updated several times and made its way across the world. It is recorded that later editions were so popular even Abraham Lincoln was a subscriber, although to the revised American edition which was slightly altered to suit the newly independent country. John Rennie Short made reference to Guthrie in his analysis of how these published works could be used to promote nationalist ideals: "William Guthrie was born in Brechin in Scotland. He was an eager educator who wrote general histories and translated Cicero. His most famous work was his geography text. His first geography book was entitled 'General View of

Geography...or an attempt to impress on the mind of a school-boy a general idea.' It first came out in 1769



Souvenir for the United States Navy Visit August - September 1908

Date: 1908

Primary Maker: William Applegate Gullick

Medium: Ink on paper

Name: Book

History: In December 1907 United States President Theodore Roosevelt sent a US Atlantic Battle Fleet of 16 battleships on a 14 month goodwill cruise around the world. The fleet was a chance for the Navy to practice seamanship and express America's world power. Roosevelt was also concerned about rising Japanese aggression and their expansionist foreign policy. The cruise would be a political and public relations exercise to build domestic support for more naval construction. Led by the flagship, USS CONNECTICUT, the Great White Fleet as it became known, consisted of 16 battleships painted white, as was the practice of all US Navy ships in times of peace. The ships sailed in four divisions of four ships each. Early in the voyage the order of the ships was altered to allow the best-looking vessels to be at the front of the fleet. The cruise incorporated six continents, 26 countries and 32 ports with 614 officers and 13,504 crew. It consumed 435,000 tons of coal, more than any other naval expedition and was



Californian gold diggings

Date: 1852

Primary Maker: George Fawcett

Medium: Ink on paper

Name: Letterbook

History: The discovery of gold on January 24, 1848 by James W. Marshall at Sutter's Mill, in Coloma, California started the beginning of the Californian Gold Rush. The discovery of gold in California, closely followed by the discovery in Australia, attracted thousands of miners and their families resulting in an influx of people and wealth to both countries and dramatically changing their societies and environments. The coverage of the Gold rush was a popular story in America, Australia and England as many people were keen to discover their fortune on the gold fields too. People wanted to hear about the opportunities, adventure and conditions on the gold fields. Tens of thousands of miners criss-crossed the Pacific Ocean between Australia and America. A \$20 one-way ticket bought the traveller a bunk and space for one trunk, the trip between Sydney and San Francisco taking about six weeks. Living and working on the gold diggings was a harsh and dirty existence. The landscape was often stripped of trees that were

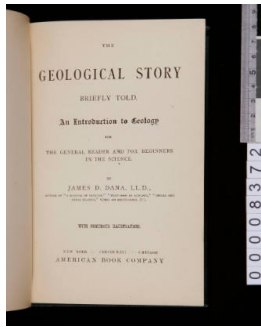
and proved very popular. A second edition entitled 'A New Geographical, Historical, and Commercial Grammar; and present state of the several kingdoms of the world.' Illustrated with large maps soon followed. The title soon became known as Guthrie's Geography' and numerous editions appeared. The third edition in 1771, the 24th in 1827 and even as late as 1842 new and revised editions were sold. 'Guthrie's Geography' survived long after William Guthrie died. The name recognition assured publishers of a steady market for updated versions. It grew to a massive text, the 1795 (15th edition) had 956 pages and 25 maps and contained chapters on planets, the earth, empire, climate and history of nations. The largest section was a description of the different countries of the world. To keep up with the expanding geographical knowledge, subsequent editions lead off with the latest discoveries. The 1795 edition for example, had 164 pages of 'New Discoveries'. In later editions there is an explicit acknowledgement of an interconnected world and a global economy. "In considering the present state of nations, few

naval expedition and was the largest fleet to ever accomplish a circumnavigation of the globe. Australia was not originally on the itinerary route of the Great White Fleet, who only decided to visit after receiving a direct invitation from the Prime Minister Alfred Deakin. One quarter of the Australian population, over one million people, saw the Great White Fleet during its three-week visit to Sydney, Melbourne and Albany. Public holidays were declared and enthusiastic crowds flocked to see the ships and parades. Vast arrays of souvenirs were produced for a population caught up in the euphoria.

stripped of trees that were used for firewood, huts and building mine shafts. The extremes in weather conditions and sanitation were a major issue for the large number of people living and working together. Washing for gold added to the pollution of streams and rivers. Holes in the ground held both sewage and refuse. Infections and diseases spread readily under these conditions with influenza and pneumonia being a common cause of death for miners of all ages and genders. Many children suffered from scarlet fever and diphtheria. If they did not die from the disease, they were often killed by the 'cures' - many of which were poisons. Only a small number of miners made a real fortune in the Gold Rush. It was easier and more common to gain wealth by establishing businesses and trade related to the diggings. Many unsuccessful miners turned to grazing cattle, fruit plots or running stores selling over-priced goods, supplies and services. Some of the miner's camps developed into permanent settlements with the demand for food, housing and supplies fueling the Australian economy.

circumstances are more important than their mutual intercourse. This is chiefly brought about by commerce, the prime mover in the economy of modern states. The global connections are still being described from a particular place. The writing is centred in Britain in two ways. First, Britain is proudly raised: "the people are opulent, have great influence, and claim, of course, a proper share of attention". The reference to "proper share of attention" is to head off any ideas the country is suitable or ripe for revolution; social stability is assured by the "proper share of attention". Second, the world is centred on London by the establishment of the prime meridian in London. At the end of almost all of the editions of the book there is 'A New Geographical Table', an early gazetteer giving the name of places and alongside their province, country, continent, latitude and longitude. London is the first meridian." [Rennie Short, John.' A New Mode of Thinking, Creating a National Geography in the New Republic' in Carter, Edward Carlos 'Surveying the Record: North American Scientific Exploration to 1930, volume 231. American

Philosophical Society,
1999.]



Object number:
00008372

Title: The geological story
briefly told

Date: c 1875

Primary Maker: James
Dwight Dana

Medium: Ink on paper, gilt,
cloth

Name: Book



Object number:
00006449

Title: History of the
Hawaiian Islands



Object number:
00004369

Title: An American
merchant in Europe Asia



Hawaiian Islands

Date: 1872

Primary Maker: James Jackson Jarves

Medium: Cloth, leather, Ink on paper

Name: Book

History: James Jackson Jarves settled in Hawaii in 1837 at the age of 18 for health reasons. He was the son of a wealthy glass manufacturer but he himself seemed to have no great business acumen as business attempts in Hawaii failed. He was an enthusiastic writer and in addition to writing 'History of the Hawaiian Islands', Jarves also became editor of 'The Polynesian', an English language newspaper in Hawaii. King Kamehameha III commissioned the 'The Polynesian' as the "official voice of the kingdom" and kept Jarves on a five year contract as 'director of the Government Press'. The paper 'served as the principal vehicle for publishing all enacted laws and criminal codes as well as the policies of Kamehameha III and his successor, King Kamehameha IV.' There was criticism of Jarves' approach at the paper in that; "Although government sponsored, the Polynesian was ideologically an American haven. Jarves's ethnocentrism ran through his journalism, and he was



merchant in Europe, Asia and Australia A series of letters from Java, Singapore, China, Bengal, Egypt, The Holy Land, the Crimea and its battle grounds, England, Melbourne, Sydney, Etc, Etc
Date: 1857

Primary Maker: George Francis Train

Medium: Ink on paper

Name: Book

History: Boston-born George Francis Train was one of many Americans that were lured to the Australian gold rush by business opportunities. Though outspoken in his political views, Train was more interested in his business enterprises. He once stated that he was in Australia to carry on business, not to lead revolutions. Just before the Eureka uprising, the dissident miners called for him to send them \$80,000 worth of Colt revolvers to Ballarat. Train declined as no payment was included with their request. Within days he had leased six wagons to the government, to transport troops to Ballarat where they attacked miners at Eureka. Train's published account of Australia predominantly focused on life in Victoria and also described the impact of other Americans in the colony.

his journalism, and he was not afraid to use editorials to influence public opinion. Jarves upheld Western culture as superior and discounted the Hawaiian language as not worth preserving. He promoted Christianity, agriculture, and commerce; endorsed English as the language of instruction in schools; advocated for the institution of private land ownership--the event known as the Great Mahele--as the key to "preserving" the native Hawaiian population; and encouraged the creation of an American-style constitution for Hawai'i. Between government sponsorship and Jarves's editorializing, the Polynesian exemplified the many conflicts, contradictions, and tensions that characterized Hawai'i during this period." [http://chroniclingamerica.loc.gov/lccn/sn82015413/] In 1851 Jarves moved to Italy with his family and remained there for 30 years. Whilst there he became an avid collector of Italian art and wrote extensively on its development.



Object number:
00001367

Title: Journal of a Cruise
made to the Pacific Ocean



Object number:
00001368

Title: United States
Exploring Expedition



Object number:
ANMS0148[015]

Title: Australian Military
Force soldiers notebook



made to the Pacific Ocean by Captain David Porter, the the United States Frigate ESSEX, in the years 1812, 1813 and 1814

Date: 1815

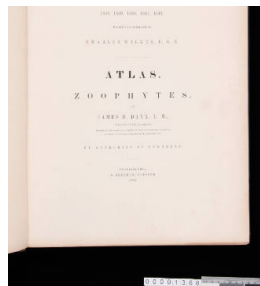
Primary Maker: Captain David Porter

Medium: Leather, gilt, engravings, printed text on paper

Name: Book

History: United States naval officer David Porter was put in command of the of USS ESSEX during the War of 1812 against the British. After capturing the HMS ALERT on 13 August 1812 and raiding merchant shipping in the Atlantic he rounded Cape Horn in Februray 1813 and began warring on British shipping in the Pacific. Over the next year he captured 12 whaleships and took 360 prisoners. In June 1813, Porter released his prisoners, on the condition that they not fight against the United States until they were formerly exchanged for American prisoners of war. Porter and his fleet spent October - December 1813 resting and regrouping in the Marquesas Islands, which he claimed in the name of the United States and renamed them the Madison Islands, in honor

of then-President James Madison. On 28 March 1814 Porter was forced to surrender to Captain James



Exploring Expedition : during the years 1838, 1839, 1840, 1841, 1842, under the command of Charles Wilkes USN. Atlas. Zoophytes.

Date: 1849

Primary Maker: James Dwight Dana

Medium: Cloth, handcoloured drawings, printed text on paper

Name: Book

History: The United States Exploring Expedition under the command of Captain Chales Wilkes left Virginia in March 1838 and headed down the east coast of South America, calling into Rio de Janeiro. The five ship expedition rounded Cape Horn and crossed the Pacific and called into Samoa and Sydney before turning south to explore Antarctica. Captain Wilkes was the first explorer to ascertain that Antarctica was a separate continent and he mapped a large part of the eastern coastline. He then headed north to Fiji and Hawaii. In 1841 the squadron explored the west coast of North America before

crossing the Pacific again and returned to New York via the Cape of Good Hope.



Forces soldier's paybook for Jean Mavis Kennett

Date: 1942 - 1944

Name: Book

History: Jean Mavis Kennett (1912 - 1990) met and married American Colonel Hayford Enwall (1905 - 1993) in 1944 while she was serving as a Lieutenant in the Australian Army Medical Women's Service. The AAMWS developed out of voluntary medical organisations such as the VADs (Voluntary Aid Detachments). Jean Kennett was one of some 8,500 Australian women who served in the AAMWS in WW2, working alongside army nursing sisters in hospitals. During her time as a member of the AAMWS Jean posed for respected war artist Napier Waller. The sketch that Waller took of Jean was published in The Australasian (December 5, 1942) and used in a wartime recruitment poster that read: 'Do a worthwhile job / Join the Australian Army Medical Women's Service' (see ANMS0148 [001]). Jean's husband Colonel Hayford Enwall worked a barrister and assistant US district attorney in Florida in the years before the outbreak of war. As a reserve Army officer Enwall was called to active duty in 1941 and sent immediately to Australia, serving there

Hillyar off Valparaíso after an engagement with the frigate HMS PHOEBE and the sloop HMS ALERT. The plate describes the account of the islands by American naval officer Captain David Porter (1783 - 1843) who arrived off Nuku Hiva, on 25 October 1813, renamed it Madison's Island after President James Madison, and established a naval base there to harass British shipping in the War of 1812.

Australia, serving there and in New Guinea and the Philippines for three and a half years. In the Army Enwall worked as the Chief Legal Officer of the US Army Services of Supply. During his time in Australia, Enwall was involved as prosecutor in the highly publicised 'Leonski' case. Edward Leonski was an American soldier who, while stationed in Melbourne, strangled and murdered three Australian women. In the press the deaths became known as the 'Brownout Murders', referring to the unpopular wartime practice of reduced street lighting in Melbourne. The case made headlines around the country and marked the end of a 'honeymoon' period for American forces stationed in Australia during WW2. Around the time of the murders some 150,000 American servicemen were based in Australia, and tensions were high due to disagreements between Australian and US forces over issues such as pay rates (the Americans earned more), food rations, women and race relations. Unusually, Leonski was tried in Australia by a United States Courts Martial where he was declared sane and found guilty on 17 July. It was the first time that any person

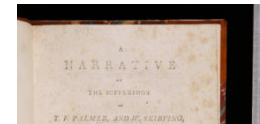
first time that any person had been tried in Australia by a military tribunal for a crime which violated civil law and also the first time a citizen of another country had been tried under the laws of his own country. Jean Kennett and Hayford Enwall were married on 25th August 1944 at Christ Church, South Yarra. In 1946, at the end of the war, Jean left Australia on the bride ship MONTEREY to meet her husband and begin their life together in Florida. Jean's experience is representative of the 12,000 - 15,000 Australian women who married American servicemen during WW2. Some migrated and lived in the USA, while others returned to Australia in the years following the war, with or without their husbands. These women often encountered public scrutiny and disapproval for their decision to marry with many Australians, specifically men, resentful of Americans 'taking their wives'. For many women, American servicemen filled the vacuum created by Australian men stationed overseas. During the campaign in the Pacific thousands of American troops were stationed in Australia, at a time when many of Australia's young men were fighting in Europe and the Middle East.



Object number:
00009073
Title: FLYING CLOUD
Date: 1850



Object number:
00008604
Title: The New American
Practical Navigator



Object number:
00004424
Title: A Narrative of the
Sufferings of T. F. Palmer



Date: 1909

Primary Maker: Frederick Schiller Cozzens

Medium: Watercolour paint on paper

Name: Painting

History: The era of the clipper ships was dominated by a sense of romance, competition, national pride and innovative technology. These sleek and graceful ships were a symbol of American modernity and fundamental to the expanding global economy. Their design concentrated on speed instead of cargo capacity, a great benefit to shipping companies eager to transport goods quickly. FLYING CLOUD was the most famous clipper ship to be built by renowned shipbuilder Donald McKay. It was launched in 1851 at East Boston, Massachusetts and helped establish McKay's career and his shipbuilding expectations for the future. FLYING CLOUD's launch coincided with the Californian gold rush. Ships making the passage to the gold fields between New York and San Francisco took an average of two hundred days, while FLYING CLOUD took a groundbreaking eighty-nine. In its later years the

vessel transported tea from China to London, making the journey in one hundred and twenty-three



Practical Navigator

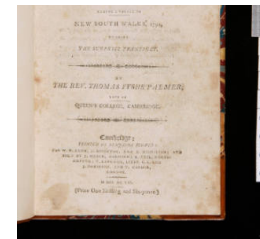
Date: 1802

Primary Maker: Nathaniel Bowditch

Medium: Ink on paper, leather

Name: Book

History: Although born and raised in the seaside town of Salem, Nathaniel Bowditch was not himself a natural sailor. It is said that being physically small he would have not made a desired crew member and so he found himself working in a ship chandlery rather than at sea. Whilst there it became clear that Bowditch was especially gifted intellectually. Although he had left school at age ten he never stopped learning and pursued every book he could access to expand his knowledge, including teaching himself various languages. But Bowditch's overwhelming gift was for mathematics. Not only did calculations and applications come naturally to him, Bowditch was captivated by astronomy and navigation, believing the possibility that maths and a knowledge of the stars could help solve the age old problem of being able to accurately determine a ship's position at sea. In 1795 Bowditch was given the chance to expand on his theories by joining the crew of the HENRY on a voyage to Réunion, off the



Sufferings of T. F. Palmer, and W. Skirving, During a Voyage to New South Wales, 1794, on board the SURPRISE Transport
Date: 1796

Primary Maker: Rev Thomas Fyshe Palmer

Medium: Paper, leather bound boards, gilt

Name: Book

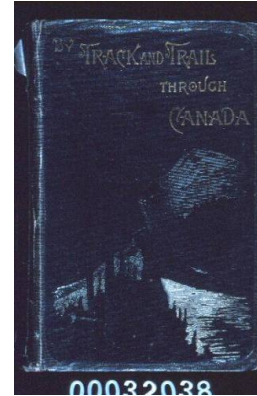
History: Palmer and Skirving were among the "Scottish Martyrs" sentenced to transportation having been convicted of sedition. On the voyage, Maurice Margarot, another of the "Martyrs", seems to have had a breakdown and denounced his comrades for plotting a mutiny. The master of the SURPRISE, Captain Campbell, "confined Palmer and Skirving under conditions of extreme hardship, which were the subject of complaints before Lieut-Governor Grose on their arrival at Sydney". Palmer's narrative of their sufferings was taken back to England by Surgeon John White and prepared for publication by Palmer's friend, Jeremiah Joyce. It includes depositions of the ship's surgeon and members of the New South Wales Corps against Campbell.

days. Eventually the growing prevalence of steam powered ships diminished the use of FLYING CLOUD and its companion clipper ships. In 1874 the ship became grounded and was used for scrap metal after it was condemned.

voyage to Reunion, on the east coast of Africa. Throughout the journey Bowditch worked on his calculations and supported by a sympathetic captain, he was able to make huge progress on his theories including "a new method of working a Lunar Observation" which was a significant breakthrough in determine longitude without the use of a chronometer. So successful was his work on the HENRY that Bowditch was offered another trial run on the ASTERA on a voyage to Manila, the first of its kind leaving Salem. This was a dangerous undertaking considering the monsoonal weather the ship would encounter but Captain Prince, who had led the HENRY voyage, had faith in Bowditch's skill and was convinced the round trip could be made in a year, rather than the three years previously estimated. The voyage was a success as the ASTREA returned to Salem in 14 months and it was largely due to Bowditch who has perfected his methods and calculations on board. It was proposed to Bowditch that although he had made important revisions to traditional navigational theory, there was still a problematic gap in these reliable calculations and the ability of crew on board ships to interpret them. In

ships to interpret them. In an attempt to rectify this issue Bowditch undertook another voyage to Manila with the thought of making his navigational charts and formulas accessible to every crew member on board a ship, or the 'common man'. On this second voyage to Manila, again on the ASTREA, Bowditch took on the job of teaching every crew member the basics of his work, how to use a sextant, the charts and astronomy. He included them in navigating the ship by the stars until by the end of the journey they were all competent navigators. By doing this Bowditch had accumulated the knowledge of how to present his workings in an accessible way to most people and to how make these calculations in the shortest time possible. Once back in Salem, Bowditch worked hard on compiling his data and charts and the finished product, 'The New American Practical Navigator' was published in 1802. Included was not only the important method of determining longitude and latitude by lunar observations but also the basics of mathematics, general maritime and information 'mercantile customs'. Surprisingly the edition was slow to be adopted. Although

adopted. Although mathematicians could see its value, sea farers seemed to need more proof. It took an extraordinary journey by Bowditch using his own navigational expertise to convince others that 'The New American Practical Navigator' was all that he said it was. In 1803 Bowditch captained the ship PUTNAM back into Salem harbour during a ferocious storm. No other sailor would have attempted this and certainly none would have thought it possible, and yet Bowditch achieved it. This was the practical how-to mariners seemed to need and from then on Bowditch's reputation and 'The New American Practical Navigator' grew in popularity. Bowditch received much acclaim and recognition from then on and in addition to academic honours he was widely acknowledged as contributing the greatest service to maritime navigation that the United States had seen. Known as Salem's "arithmetic sailor" Bowditch's ground breaking 'The New American Practical Navigator' which has doubtlessly saved thousands of lives, is still published today.



Object number:
00032038

Title: By Track and Trail
Through Canada

Date: 1891

Primary Maker: Edward
Roper

Medium: Ink on paper, cloth

Name: Book

History: Edward Roper (1833-1908) was born in London and emigrated to Canada in the 1840s. His trip to Victoria in 1852 was the first of his trips around the world. Roper was an engraver and artist. In the early 1870s he established an engraving company in Victoria and published an illustrated newspaper. By 1886 he settled in Kent where he supported himself by writing and illustration.



Object number:
00003605

Title: A Journal of a Voyage
around the World in 1811-



Object number:
00036440

Title: The Sea and Its
Monsters



around the world in His Majesty's Ship ENDEAVOUR in the Years 1768, 1769, 1770 and 1771

Date: 1771

Primary Maker: James Mario Matra

Medium: Ink on paper

Name: Book

History: This unofficial and anonymous publication was printed in 1771 only two months after HMB ENDEAVOUR returned from its voyage of exploration to the Pacific under the command of James Cook. The British Admiralty hoped to be the first to publish an account of the expedition's findings and stressed that no other account be released. Magra's account was circulated some two years before the official narrative of the voyage was released by John Hawkesworth. The book provides 'various occurrences of the voyage, with descriptions of several new discovered countries in the southern hemisphere' and supplied information on the inhabitants of the South Pacific including the Tahitians. It also portrayed Cook in a negative light, probably due to the fact Magra did not get on well with the Captain. Cook described Magra as 'one of

those gentlemen, frequently found on board Kings Ships, that can very well be spared, or to



wonders

Date: 1873

Primary Maker: Mary Kirby (1817-1893)

Medium: Cloth, Ink on paper

Name: Book

History: In an era flooded with scientific publications, Mary and Elizabeth Kirby fulfilled a valuable role. As female writers not scientists, they were in the unique position of writing for an audience they understood. Keeping the text simple yet informative, they were able to engage and educate readers that were often overlooked by other writers. Women, children and armchair enthusiasts found a wealth of introductory scientific information in the Kirby's books and the illustrations were plentiful.

Significantly, Mary and Elizabeth Kirby were among the very few female writers at the time who made their living from these type of publications. More than just books of "pretty pictures" that were an accepted female genre, the Kirby sisters were prolific in their output and Mary is thought to be one of the first British woman to publish a scientific study of the flora of her county in the nineteenth century.

speake more planer good
for nothing'. The account
proved to be popular and
was printed in a second
English edition and was
also translated into
German and French. Some
bibliographers have
attributed this publication
to ship's clerk Richard
Orton, William Parry,
Joseph Banks or Daniel
Solander but evidence
seems to point more
strongly to James Magra.
Magra changed his name
in 1775 to Matra (his father
had changed it from Matra
to Magra in the 1730s).
The full title of the book is
'A Journal of a Voyage
round the World, in His
Majesty's Ship
ENDEAVOUR, in the Years
1768, 1769, 1770 and
1771, Undertaken in Pusuit
of Natural Knowledge, at
the Desire of the Royal
Society with Descriptions
of several new discovered
Countries in the Southern
Hemisphere; and Accounts
of their Soil and
Productions; and of many
Singularities in the
Structure, Apparel,
Cultures, Manners, Policy,
Manufactures, etc of their
Inhabitants. To which is
added, A Concise
Vocabulary of the
Language of Otahitee'.



Object number:

00016957

Title: Oriental Navigator

Date: 1801

Primary Maker: James
Humphreys

Medium: Leather, gilt, Ink
on paper

Name: Book

History: This first edition text contains directions for sailing to and from the East Indies with a section on the Indian and China Seas to New Holland. It also included guides on purchasing "the drugs and spices of Asia" and advice on "choosing diamonds and the use of Chinese touch needles in judging the value of gold". This volume is a good companion text to the copy of Bowditch 'The New Practical Navigator', 1802 as both works provide valuable information on the early sporadic trade with Australia and the early period of the China trade.

00037544



Object number:

00037544

Title: Memoires du
Capitaine Boven sur ses

00037545



Object number:

00037545

Title: Memoires du
Capitaine Boven sur ses



Capitaine Peron sur ses voyages. Volume I

Date: 1824

Primary Maker: Captain Pierre F Peron

Medium: Paper, ink, cardboard

Name: Book

History: Not to be confused with Francois Peron who accompanied Baudin on his voyage to Australia in 1800. Captain Pierre Francois Peron was a French mariner who travelled widely and suffered numerous mishaps in his seafaring life. The direst of these was being marooned for an estimated 40 months on New Amsterdam Island or St Pauls Island. He and three others had been left to collect sealskins but the ship never returned to pick them up due to the death of its captain. Although ships stopped at the island, it was not until many months later that Peron was rescued by the passing English ship CERES. He then travelled to Tasmania and Sydney, leaving the approximately 2500 accumulated seal skins behind. Whilst in Sydney Peron found that the store of seal skins he left behind had been collected by the American trading ship OTTER. He

joined his ship and became friendly with its captain, Ebenezer Dorr ("Dawes"). Peron travelled extensively



Capitaine Peron sur ses voyages. Volume II

Date: 1824

Primary Maker: Captain Pierre F Peron

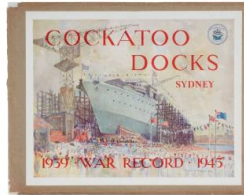
Medium: Paper, ink, cardboard

Name: Book

History: Not to be confused with Francois Peron who accompanied Baudin on his voyage to Australia in 1800. Captain Pierre Francois Peron was a French mariner who travelled widely and suffered numerous mishaps in his seafaring life. The direst of these was being marooned for an estimated 40 months on New Amsterdam Island or St Pauls Island. He and three others had been left to collect sealskins but the ship never returned to pick them up due to the death of its captain. Although ships stopped at the island, it was not until many months later that Peron was rescued by the passing English ship CERES. He then travelled to Tasmania and Sydney, leaving the approximately 2500 accumulated seal skins behind. Whilst in Sydney Peron found that the store of seal skins he left behind had been collected by the American trading ship OTTER. He joined his ship and became friendly with its captain, Ebenezer Dorr ("Dawes"). Peron travelled extensively to Canada, California

to Canada, California,
Hawaii, Sumatra and
China. He finally made his
way back to France, 19
years after his departure.

to Canada, California,
Hawaii, Sumatra and
China. He finally made his
way back to France, 19
years after his departure.



Object number:
00009330

Title: Cockatoo Docks
Sydney War Record 1939-
1945

Date: 1945-1950

Primary Maker: Cockatoo
Docks and Engineering
Company

Medium: Ink on paper

Name: Booklet

History: Booklet
celebrating the ships built,
repaired or converted to
war use by the Cockatoo
Docks & Engineering
Company on Cockatoo
Island during WWII.



Object number:
00006894

Title: The Practical
Shipbuilder



Object number:
00005972

Title: Murder of Mr Boyd in
the Solomon Islands



Snipbinder

Date: 1839

Primary Maker: Lauchlan McKay

Medium: Ink on paper in leather bound boards

Name: Book

History: The era of the clipper ships was dominated by a sense of romance, competition, national pride and innovative technology. These sleek and graceful ships were a symbol of American modernity and fundamental to the expanding global economy. Their design concentrated on speed instead of cargo capacity, which was a great benefit to shipping companies eager to transport goods quickly. The brothers Lauchlan and Donald McKay were fundamental to the age of clipper ships and became an authoritative voice on ship design and construction. Donald is better known for his shipbuilding achievements, including the construction of the famous record breaking vessels FLYING CLOUD and SOVEREIGN OF THE SEAS. Lauchlan McKay is famous for commanding a number of Donald's vessels in top speed times. In 1839 he also wrote the first comprehensive text on

American shipbuilding. 'The practical ship-builder' was published in New York and provided mechanical



the Solomon Islands

Date: 1852

Primary Maker: Illustrated London News

Medium: Ink on paper

Name: Engraving

History: Scottish

entrepreneur Benjamin Boyd sailed to Australia in 1843 with hopes of building a bustling development in Twofold Bay. He founded two settlements there, first the port at Boyd Town and then the whaling station at East Boyd. Boyd's ship the WANDERER arrived in Australia in 1842 and made many trips along the Australian coastline, becoming a regular sight in Sydney Harbour. By 1849, Boyd was in great financial difficulty and preparing to leave the colony. The next two years proved to be disastrous for the WANDERER and Boyd. Sailing out of Port Jackson on 26 October 1849 the vessel lost a bow anchor on the reef. In October 1851 'The unfortunate gentleman... was on a voyage in his yacht, the WANDERER, from California to Sydney, and when among... the Solomon Islands, in the South Pacific, was attacked by the natives, and met with a horrible death' (Illustrated London News, 10 April 1852, p. 283). The WANDERER later wrecked off Port Macquarie on its return to Australia.

and philosophical information on constructing seven types of vessels. In order to create faster sailing ships, shipwrights needed to find innovative ways to build vessels with sleeker hulls and lighter materials. McKay's book was printed during a period of experimental ship building and helped establish America on the forefront of ship design and construction.



Object number:
00006005
Title: A Narrative of the
BRITONIA Voyage



Object number:
00001364
Title: Theory of the Winds
Date: 1856

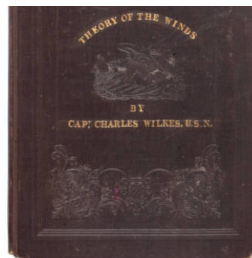


Object number:
00001365
Title: Religious Tract
Society's Tract No. 1570 1A

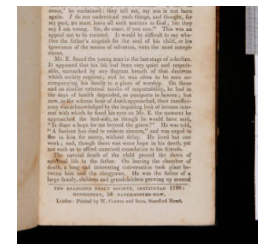


BRITON'S voyage to Pitcairn's Island
Date: 1818
Primary Maker: Lieutenant John Shillibeer
Medium: Leather bound boards, Ink on paper
Name: Book
History: HMS BRITON left England on 31 December 1813 as escort to a convoy of British merchant ships to protect them from French and American privateers, Britain being at war with both nations. On arrival in Brazil in March 1814 it was reassigned to the Pacific Ocean along with HMS TAGUS to help track down the American frigate ESSEX which was attacking British whalers. The BRITON and TAGUS then patrolled the coast of South America and the Pacific Islands making numerous stops including the Galápagos Islands. In September of 1814, HMS BRITON and HMS TAGUS, came across an island that was not on their maps. After both anchoring they realized that the island was Pitcairn. This was confirmed when Lieutenant Shillibeer writes that Fletcher Christensen's first born son, Friday Fletcher October Christensen came aboard and later confirmed that John Adams, a crew

mate of Fletcher's, was still alive and living on the island. Although Shillibeer himself did not go ashore,



Date: 1850
Primary Maker: Captain Charles Wilkes USN
Medium: Cloth, gilt, printed text on paper
Name: Book
History: Captain Charles Wilkes was a US naval officer and explorer who was famed for leading the United States Exploring Expedition from 1838 - 1842 (also known as the Wilkes Expedition). This voyage took him south originally past the west coast of South America, then to Sydney, New South Wales, the Antarctic (where they encountered the French expedition headed by d'Urville), New Zealand, Fiji then back up the west coast of South America and the West coast of North America before again heading out back to the Pacific charting the Philippines, the Sulu Archipelago, Borneo, Singapore, Polynesia and the Cape of Good Hope, reaching New York in 1842. Despite the geographic and scientific success of the expedition, Wilkes' command of it was tarnished by claims of brutality towards his fellow officers and crew and there were major skirmishes between the expedition and local inhabitants they had encountered on their way, particularly at Fiji where an estimated 80 inhabitants were killed. Wilkes was court-



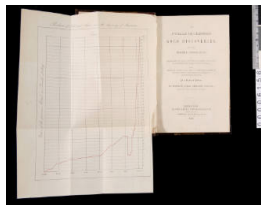
Society : Tract NO.1579 'An account of the loss of the ESSEX from having been struck by a whale in the south seas'.
Date: 1830s
Primary Maker: Religious Tract Society
Medium: Leather, engravings, printed text on paper
Name: Book
History: The survivor account relayed in this Religious Tract publication is that by John Chappel. He was the second mate aboard the ESSEX which sank after being hit, more than once, by a large sperm whale on November 20, 1820. The vessel sank without any immediate loss of life but the survivors were cast away in three boats with very scarce supplies. After 24 harrowing days at sea the boat reached an island known as Henderson Island. Again, they found food and water supplies scarce and certainly not enough to sustain all the men. After six days ashore, three men, including Chappel elected to stay ashore whilst two boats carrying the seventeen others, set off again in search of assistance. The men on the island, according to Chappel, struggled on through incredible hardship until they were rescued on the 5th April 1821 by the GUNBY where they

"a source of lasting regret to me", he does recount in detail a description by a crew member who did. By this time Adams was approaching 60 years for age and "we conversed with him a long time, relative to the mutiny of the BOUNTY, and the ultimate fate of Christian. He denied being accessory to, or having the least knowledge of the conspiracy, but he expressed great horror at the conduct of Captain Bligh, not only towards his men, but officers also. I asked him if he had a desire to return to England, and I must confess his replying in the affirmative, caused me great surprise. "He told me he was perfectly aware how deeply he was involved; that by following the fortune of Christian, he had not only sacrificed every claim to his country, but that his life, was the necessary forfeiture for such an act, and he supposed would be exacted from him was he ever to return: notwithstanding all these circumstances, nothing would be able to occasion him so much gratification as that of seeing once more, prior to his death, that country which gave him birth, and from which he had been so long estranged". Adams, nor

Wilkes was court-martialled for the loss of one of the ships, the PEACOCK, and his perceived mistreatment of the crew. He was found guilty of the latter yet managed to still be promoted throughout the rest of his life to the rank of Rear Admiral. It has been suggested, yet never proved, that his behaviour and notorious reputation was the basis for the character of Captain Ahab in Moby-Dick. The material and specimens gathered on the expedition contributed to the formation of the Smithsonian Museum and the United States Botanic Garden.

SURRY where they recovered and were taken to Sydney, New South Wales. On board the SURRY they were told of the fate of the other ESSEX survivors who had spent nearly 90 days at sea and after being separated, both had eventually been rescued by passing ships. The ordeal on the boats had been far greater than could have been imagined and both the captain of the ESSEX and his first mate Owen Chase spoke after of what had occurred. Only five men survived their months at sea and only then by resorting to cannibalism. The amazing story of the horror and survival of the ESSEX became a well-known tale and was the inspiration behind Herman Melville's "Moby Dick". In this instance, the story of Thomas Chappel and his existence on the island is used as an example of religious faith and salvation.

-
any other inhabitant,
joined the BRITON on its
return to England. It
arrived there on 8 July
1815. The BRITON was
later used as a convict
transport and was broken
up in 1860.



Object number:
00006156

Title: The Australian and California Gold Discoveries, and their Probable Consequences

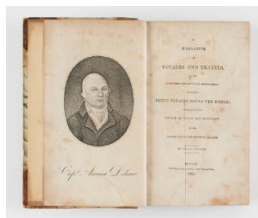
Date: 1853

Primary Maker: Patrick James Stirling

Medium: Leather, hardboard, Ink on paper

Name: Book

History: Patrick James Stirling's book is an attempt to look at the effects on the world economy of the accelerated production of gold from the new mines in California and Australia. As an economist and lawyer, Stirling also looks at the nature and function of money in general, international exchange rates, the social effects of inflation and steps that government might take to lessen economic disturbances caused by changes in the value of money.



Object number:
00001361

Title: A Narrative of Voyages and Travels in the Northern and Southern Hemispheres Comprising Three Voyages Around the World

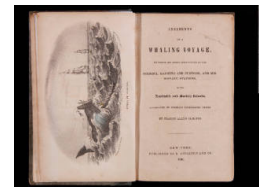
Date: 1817

Primary Maker: Amasa Delano

Medium: Printed

Name: Book

History: Captain Amasa Delano was a New Englander. He served in the American Revolution as a soldier at 15 and later as a privateersman. His experiences on the sea in the days of New England's supremacy are recorded in his book while he travelled on various ships including the MASSACHUSETTS and the PERSERVERANCE. Of particular note is Chapter 18 where he recounts the events and subsequent outcomes onboard the Spanish slave ship the TRYAL. Herman Melville recounted the same story in his story 'Benito Cereno', based on Delano's recollections and included both Delano and the TRYAL's captain, Cereno, as his main characters.



Object number:
00001366

Title: Incidents of a Whaling Voyage, to Which are Added Observations on the Scenery, Manners and Customs and Missionary Stations of the Sandwich and Society Islands

Date: 1841

Primary Maker: Francis Allyn Olmstead

Medium: Paper

Name: Book

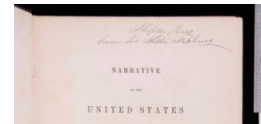
History: In this book Olmsted, a young educated physician from Connecticut, records the shipboard routine of both an American whaler over the course of a sixteen-month voyage. He had joined the voyage for health reasons; hoping time spent in the 'warm and mild tropics' would overcome his ongoing illness. Clearly no sailor, Olmsted's recordings offer an outsiders view of life aboard a whaler and his illustrations became the first pictures of whaling to appear in an American whaling narrative.



Object number:
00003579
Title: United States
Exploring Expedition



Object number:
00003580
Title: United States
Exploring Expedition



Object number:
00003576
Title: United States
Exploring Expedition



Exploring Expedition
Volume 4

Date: 1845

Primary Maker: Charles Wilkes

Medium: Cloth, gilt, engravings, printed text on paper

Name: Book

History: The four-year voyage from 1838-1842 was lead by Lieutenant Charles Wilkes and comprised a naval squadron of six vessel. Wilkes left Virginia in March 1838 and headed down the east coast of South America, calling into Rio de Janeiro. He rounded Cape Horn and crossed the Pacific and called into Samoa and Sydney before turning south to explore Antarctica. Wilkes was the first explorer to ascertain that Antarctica was a separate continent and he mapped a large part of the eastern coastline. He then headed north to Fiji and Hawaii. In 1841 he explored the west coast of North America before crossing the Pacific again and returned to New York via the Cape of Good Hope. During the course of the voyage, Wilkes lost two ships and 28 men and was court-martialed upon his return. Although absolved for the loss of the ships

and men, Wilkes was reprimanded for the harsh treatment of subordinates and for handing out illegal



Exploring Expedition
Volume 5

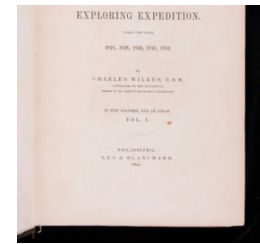
Date: 1845

Primary Maker: Charles Wilkes

Medium: Cloth, gilt, engravings, printed text on paper

Name: Book

History: The four-year voyage from 1838-1842 was lead by Lieutenant Charles Wilkes and comprised a naval squadron of six vessel. Wilkes left Virginia in March 1838 and headed down the east coast of South America, calling into Rio de Janeiro. He rounded Cape Horn and crossed the Pacific and called into Samoa and Sydney before turning south to explore Antarctica. Wilkes was the first explorer to ascertain that Antarctica was a separate continent and he mapped a large part of the eastern coastline. He then headed north to Fiji and Hawaii. In 1841 he explored the west coast of North America before crossing the Pacific again and returned to New York via the Cape of Good Hope. During the course of the voyage, Wilkes lost two ships and 28 men and was court-martialed upon his return. Although absolved for the loss of the ships and men, Wilkes was reprimanded for the harsh treatment of subordinates and for handing out illegal punishments. He



Exploring Expedition
Volume 1

Date: 1845

Primary Maker: Charles Wilkes

Medium: Cloth, gilt, engravings, printed text on paper

Name: Book

History: The four-year voyage from 1838-1842 was lead by Lieutenant Charles Wilkes and comprised a naval squadron of six vessel. Wilkes left Virginia in March 1838 and headed down the east coast of South America, calling into Rio de Janeiro. He rounded Cape Horn and crossed the Pacific and called into Samoa and Sydney before turning south to explore Antarctica. Wilkes was the first explorer to ascertain that Antarctica was a separate continent and he mapped a large part of the eastern coastline. He then headed north to Fiji and Hawaii. In 1841 he explored the west coast of North America before crossing the Pacific again and returned to New York via the Cape of Good Hope. During the course of the voyage, Wilkes lost two ships and 28 men and was court-martialed upon his return. Although absolved for the loss of the ships and men, Wilkes was reprimanded for the harsh treatment of subordinates and for handing out illegal punishments. He

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Object number:
ANMS0351

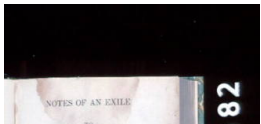
Title: Memorabilia relating to the life of Donna and Joe Caldwell

Date: 1942 - 1945

Medium: Paper

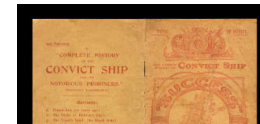
Name: Archive series

History: During World War II between 12,000 and 15,000 Australian women married American servicemen. Some migrated and lived in the USA, while others returned to Australia in the years following the war, with or without their husbands. These women often encountered public scrutiny and disapproval for their decision to marry with many Australians, specifically men resentful of Americans 'taking their wives'. For many women, American servicemen filled the vacuum created by Australian men stationed overseas. During the campaign in the Pacific thousands of American troops were stationed in Australia, at a time when many of Australia's young men were fighting in Europe and the Middle East.



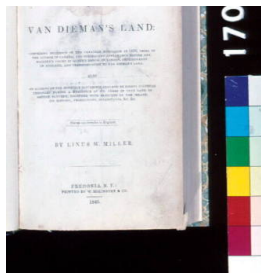
Object number:
00017082

Title: Notes of an Exile to Van Diemen's Land



Object number:
00032027

Title: The famous Australian convict ship



van Dieman's Land

Date: 1846

Primary Maker: Linus Miller

Medium: Marbled boards, gilt on leather, Ink on paper

Name: Book

History: The Canadian rebellions of 1837 involved the separate uprisings of French-Canadians in Lower Canada, and Canadians and Americans in Upper Canada. Both areas wanted reforms in the British colonial rule. The American citizens involved believed in democracy and were eager to see their northern neighbours achieve independence from the British as they themselves had done in the 18th century. The Lower Canada uprising was better organised and sustained than the Upper Canada rebellion; this action was more a series of border raids launched from the United States. While the British were able to crush the rebellions and capture many of the leaders, they ultimately awarded the Canadians greater self-government, which resulted in the union of the separate provinces in 1867. Linus Miller, an American citizen who participated in the Canadian rebellion of 1837-1838, was transported to

the penal colonies in Van Diemen's Land. He was one of nine political activists who published



Australian convict ship **SUCCESS** exhibited at the world's ports since 1891 catalogue and guide
Date: 1894-1912
Medium: Ink on paper
Name: Guide book
History: Convict transportation to Australia began in 1787 when the First Fleet set sail. It was seen as a solution to the overcrowding of British prisons and the temporary measure in England of stowing convicts on prison hulks. Transportation reached a peak in the 1830s and continued until 1857, by which time new prisons were opening, many of which are still in use today. The practice of transportation wasn't formally abolished until 1868. Between 1788 and 1868 over 168,000 men, women and children were transported from Britain to Australia as convicts on board more than 1,000 modified merchant ships which had been converted into convict transports. The **SUCCESS** was a barque of 622 tons built at Moulemain, India in 1840. Employed as a 'country ship' in the UK to East Indies trade the owners then transferred the vessel to the Australian immigrant service in 1847. On one run in 1853 upon arriving at Geelong, Victoria, the crew deserted to join the gold rush, leaving the vessel stranded. It was

accounts of their experiences. It is a vivid first-hand narrative of the rebellion, his trial, conviction, and transportation, life in the penal colony, and subsequent pardon and return home.

vessel stranded. It was purchased later that year by the Victorian Government and turned into a prison hulk for convicts. In March 1857 the Inspector-General of Penal Establishments in Victoria, Captain John Price, visited Williamstown to investigate conditions on the hulks. During this visit, he was surrounded and attacked by a party of convicts, dying from his injuries the next day. A group of SUCCESS prisoners were hanged for the murder, and the incident initiated an inquiry into the use of prison hulks, ultimately bringing an end to this system of incarceration. SUCCESS was next transferred to Sydney owners before being sold to entrepreneurs in 1890. The ship departed Australia and surreptitiously arrived in England as an 'exhibition ship', fitted out as a floating museum and falsely billed as having a history of transporting convicts to Australia- 'the last of England's infamous felon fleet'. SUCCESS remained on exhibition there until 1912 when the vessel was sold to American owners for the same purpose, going on to tour the east and west coasts of the United States. The greatly exaggerated and often fabricated stories of SUCCESS

STORIES OF SUCCESS
dreadful convict history
drew multitudes of curious
visitors, and in the 1920s
and 1930s the Australian
government unsuccessfully
attempted to have the
enterprise shut down. In
addition to inaccurately
claiming a convict
transport past, SUCCESS'
operators also declared her
to be the oldest ship afloat,
advertising 1790 as the
year the vessel was built
rather than 1840. Despite
this, the ship continued on
display in the US for many
years and was a star
attraction at the 1933
Chicago World Fair.
However in 1946, after
more than 50 years of
exhibition, SUCCESS was
destroyed by fire and sunk
in Lake Erie, USA.



Object number:

00046953

Title: Jacobs Scenes, Incidents, and Adventures in the Pacific Ocean

Date: 1844

Medium: Cardboard, paper

Name: Book

History: Jacob's book records Captain Benjamin Morrell's fifth and sixth voyages. In 1834 Jacobs, serving aboard the MARGARET OAKLEY, set out for trading and exploring in the South Seas. He left the ship in Singapore. After his departure the ship sank, but with no loss of life. Captain Morrell fitted out another vessel and for the Pacific via Mozambique where he caught a fever and died. Jacobs returned to the United States and wrote the present book. It includes a full account of the exploration of the small Pacific islands, Papua, Banda, Mindoro, Sooloo, and China Seas along with the customs island inhabitants.

Object number:

00008396

Title: Three times around the world, on life and



Object number:

00004936

Title: The trial of Joseph Cannon, delegate from the

the world, or life and adventures of Alonzo D. Sampson

Date: 1867

Medium: Cloth bound boards, gilt, Ink on paper

Name: Book

History: In the 19th century American whalers sailed south to the rich Pacific whaling grounds in search of sperm whales. During the 1840s several hundred ships pursued whales off the coast of Australia. Many called into Australian ports for repairs or supplies after a voyage half-way around the world. Meeting a whaler was the first contact many colonists had with an American. The hunt for the whale met different needs at different times. Whale oil was an important fuel for lighting during the 18th and 19th centuries. With the increasing mechanisation of industry and transport it became a valuable machinery lubricant. The oil was also used in the manufacture of hundreds of commodities, most notably soap and margarine. During his 12 years on whaling vessels, Alonzo D. Sampson became a sailor on the whaleship JUNIOR. JUNIOR departed New Bedford for the Sea of Okhotsk on July

21, 1857. Owing to poor leadership, rotten food and the failure to capture any whales, five sailors



Gerrald, delegate from the London Corresponding Society to the British Convention, before the High Court of Justiciary, at Edinburgh, on the 3d, 10th, 13th, and 14th of March, 1794, for sedition

Date: 1794

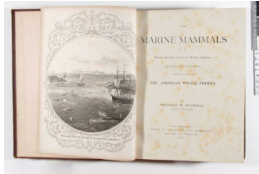
Medium: Leather, hardboard, gilt, printed text on paper

Name: Book

History: Known as one of the 'Scottish Martyrs', Joseph Gerrald was a lawyer who became well known in London as an advocator for parliamentary reform. After a rousing speech at the 'British Convention of the Delegates of the People' in 1793, he was arrested and placed on bail. At his trial in March 1794, he was convicted and sentenced to fourteen years transportation. Gerrald was imprisoned in Newgate gaol for 12 months and on the 2 May 1795, he was taken aboard the SOVEREIGN and departed for New South Wales. At the time, Gerrald was suffering from tuberculosis and was unwell on his arrival in Sydney on 5 November 1795. The then governor John Hunter allowed to purchase a small property at Farm Cove but by March Gerrald was so incapacitated that he moved into the house of fellow 'Scottish Martyr' Thomas Palmer. Gerrald

mutinied on 25 December 1857 off the south east coast of Australia. Sampson was forced by mutineers to row to the coast at Cape Howe, Victoria.

Thomas Palmer. Gerald died at the age of 36 on 16 March 1796, and was buried at his garden at Farm Cove.



Object number:
00047871

Title: Marine Mammals of the North-West Coast of North America, Described and Illustrated. Together with an account of the American Whale-Fishery.

Date: 1874

Medium: Ink on paper

Name: Book

History: From 1852 onward Captain Scammon made an extended study of the mammals of the Northwest Coast, especially the whales, an area in which little knowledge existed at the time. During the ensuing twenty years he studied the habits of marine mammals as well as taking accurate measurement of specimens that were killed or found dead. The purpose of this was to enable him to accurately depict the animals in the detailed lithographs contained in this volume.



Object number:
00054830

Title: USS ENTERPRISE
Eastman's whistle

Object number:
ANMS1449[016]

Title: USS BLUE RIDGE LCC-
10 crewman's whistle

boatswain's whistle

Date: 1964

Medium: Metal

Name: Whistle

History: While the visit of USS ENTERPRISE made a significant local impact, the effect of such a welcome visit on the American sailors was also noticeable. A reflection by one ENTERPRISE sailor was later written in the Navy News (30 October 1964, Vol.7-No.27): "On the evening before we went to Sydney Commander Robertson of the Royal Australian Navy was interviewed on the ships TV station WENT-TV. When he told us that we could ride free in public transportation, that social and sports clubs would welcome us as honorary members during our stay, that many families had extended invitations to us to be their guests, we felt sure this would be one of our best liberty ports. But none of this prepared us adequately for the almost unbelievable and certainly indescribable hospitality provided by the people of Sydney. On Friday, September 4, at about 1300 after we had given an air demonstration for dignitaries of that city, we turned toward lands' end and from a distance of five miles it seemed like we were heading straight for the beach. As we got closer we saw an opening in the

19 souvenir pamphlet

Date: 1976

Medium: Ink on paper

Name: Pamphlet

History: This pamphlet was part of collection belonging to Vanessa Roberson. Her story is told here by her grandson, Jeff Allan: "My grandmother spent her last 10 years in a fog of dementia, but I could still squeeze a memory from her, even a cackle, if I mentioned the navy balls of the '50s. They were the brightest spots in her life. She lived in Sydney's King Cross, just minutes away from where the navy - and visiting navies - used to dock their ships at the city's naval base. The excitement and glamour of an incoming fleet brightened an otherwise poverty stricken life. Vanessa Roberson, known as Zena to her family, Van to her friends, grew up in country New South Wales. Born in 1912, she married early and spent her days cooking for the farm workers on her property. She would rise early, collect eggs and milk, prepare breakfast for 20 men and take it out to the back paddocks, returning only in time to begin the process over again for a cooked lunch. The rest of her time was spent washing, cleaning and looking after her only son. Meanwhile, her husband slowly clunked around town

we saw an opening in the landmass and began to get our first look at the headlands that stand as sentinels at the entrance of this beautiful harbour. We soon discovered that what looked like flowers on the cliffs were really people, an estimated 100, 000 had come down to welcome us. Almost as soon as we passed through the Heads people in boats of all descriptions came out to escort us in. About 200 boats formed an enthusiastic but well-ordered escort. When the C-note announced that the anchor had been lowered 'Liberty Call' was piped and thus began what was the best liberty any of us had ever made, even though some had been in the Navy more than 20 years. Sydney was in a holiday mood. Every newspaper had the 'Big E' on its front page, every Sydney family had the American sailors on their minds and in their hearts. We were treated like kings and we acted the part, prompting the Police Chief to comment on a radio show that we were the friendliest, best behaved group of sailors he had ever seen. To try and describe our visit in greater detail is futile. We left Sydney better men, with more self-respect and with a deep conviction to flatter our hosts in the best possible way, by imitating

openly slept around town and had little time for her. At some stage, in her late 30's, Vanessa left. She arrived at Sydney's Central station with a son under one arm and a wooden mantle clock under the other. Cleaning out my father's flat recently, I came across an old briefcase among a pile of junk headed for the tip. My father, Vanessa's only son, now 80, was doing a big-out and had no time for "sentimental crap". My brother and I made five trips to the tip that day, and I hoarded anything that looked like it might have belonged to my grandmother, shoving it under the seat of my car. back home that night, I opened the briefcase and found my Nan's life inside: American Zippo lighters from the 1950's and 1960's, some in their original boxes, some not, each engraved with the US Navy ship's insignia, all with small notes listing the captain's name, the ship and the date. (She was an excellent note-keeper. It makes me ponder what our children will find of us? Will we even leave handwritten records? Will a thousand digital photos on a USB contain the same wonder as a single black-and-white photo of my grandmother posing by a train?) A suitcase I managed to salvage contained

possible way, by imitating
them in their kindness to
others."

salvage contained
hundreds of letters,
original ship boarding
brochures and scallop-
edged invitations to the
navy ball (God knows what
else my father threw out).
Names became real
people. There was Rocky, a
captain who escorted my
grandmother on board the
USS ARNEB, while engaged
in Operation Deep Freeze,
the US Navy's mission to
Antarctica. He squired
Vanessa around town and
gave her several lighters,
including a beautiful art
deco mother-of-pearl
version. He pursued her for
marriage but she was
never to go into that
institution again. She
would write to these men
long after they had sailed
away, and they would write
back regularly, in warm
letters telling of their
voyages, of crime-riddled
Chicago or tropical Pago
Pago, and they would
always enclose a ship's
lighter, per her request.
Whenever I saw my Nan,
even as she faded so far
that she didn't know who I
was, I could still make her
laugh. I only had to
mention the Coral Sea Ball.
She may have been bed-
bound in a nursing home
but for Vanessa Roberson,
a happy dreamer formerly
of Cooma New South
Wales, latterly Kings Cross,
in her mind it was 1957
and she was dancing with
Rocky. "Jeff Allen. The



Object number:
00046730

Title: Manuscript ship's log
of the American ship
VERSAILLES

Date: 1854 - 1855

Primary Maker: Captain
John Henry

Medium: Leather, paper,
cardboard

Name: Logbook

History: The VERSAILLES
was built in Medford
Massachusetts in 1848 by J.
T. Foster. The vessel was
133 feet in length, 30 feet
beam and 20 feet depth of
hold. The loaded draft was
17 feet. The ship was
described as a full mode)
with deck cabin and was
built of oak with copper
and iron fastenings. 'It
made a voyage from
Boston to San Francisco in
128 days aniving on 24
March 1852 under the
command of Captain
Knowles. The VERSAILLES
also 'made an early voyage
in the tea trade from
Canton to London. In
addition to this voyage the
ship called at Melbourne in
December 1861, departing
25 January 1862 for Otago
New Zealand.



Object number:
00036896

Title: Melbourne and the
Chincha Islands

Date: 1854

Primary Maker: George W
Peck

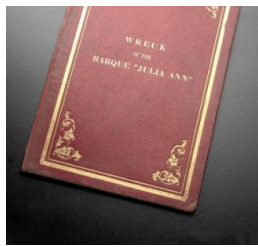
Medium: Ink on paper, cloth

Name: Book



Object number:
00018318

Title: Narrative of the
voyage of the brig "HUIA"



wreck of the barque JULIA ANN

Date: 1858

Primary Maker: Captain B F Pond

Medium: Gilt on morrocco, pencil, Ink on paper

Name: Book

History: The JULIA ANN was one of over 200 vessels that sailed from Australia to California during 1849 to 1851, transporting more than 7000 passengers seeking gold. It was built in 1851 by Stetson at Robbinston, Maine. It was initially active in the American gold rush before supplying food, utensils and miners for the Australian gold diggings. JULIA ANN's first journey to Australia was in 1853 under the Empire City Line of San Francisco and it went on to make four successive voyages between 1852 and 1855, under the command of Captain Benjamin Pond. On its return trips to the United States the vessel carried coal from Newcastle to be sold in America. In 1855, on its fifth journey between Sydney and San Francisco JULIA ANN hit a reef near Scilly Island in French Polynesia. The vessel had left Sydney carrying miners from the gold fields and many members of the Church of Jesus Christ of the Latter Day Saints (Mormons). The final destination of San

destination of San Francisco was never reached. The vessel wrecked and fifty-one passengers managed to scramble to safety on the atoll, only losing two women and three children. Over two months the survivors salvaged materials from the shipwreck to repair one of the ship's boats, in which ten volunteers rowed 400 km to reach help and bring back a rescue vessel.



Object number:
00036897

Title: Three years
wanderings of a
Connecticut yankee

Date: 1859

Primary Maker: C M Welles

Medium: Ink, cloth, paper

Name: Book



Object number:
00036441

Title: The new Warren's
household physician for
physicians, families,
mariners, miners

Date: 1903

Primary Maker: Ira Warren
MD

Medium: Leather, Ink on
paper

Name: Book

Object number:
00036895

Title: Falconer's Shipwreck
with Dodd's plates

Date: 1808

Primary Maker: William
Falconer

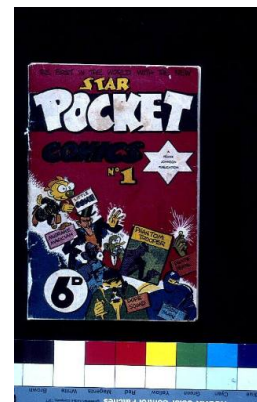
Medium: Paper, leather, ink
Name: Book

History: William Falconer
was shipwrecked and drew
upon that experience in
the production of this
poem. 'The Shipwreck' has
been called 'the most
popular English poem of
the eighteenth century, a
precursor of the Romantic
Movement, and an
influence on Byron's Don
Juan. Falconer is also well
known for his maritime
dictionary, that is still in
reprint today. He is the
first author to use real
nautical terms in English
poetry. He died, lost at
sea, in 1769. Robert Dodd
was one of the principal
recorders of the naval
aspects of the American
War of Independence.



Object number:
00033569
Title: Manuscript letter
copybook
Date: 1890-1892
Primary Maker: Edward S
Doublebay
Medium: Ink on paper,
leather, metal
Name: Book

Object number:
00031762
Title: We drove the
Americans
Date: 1944
Primary Maker: Bertha
Foott
Medium: Ink on paper
Name: Book



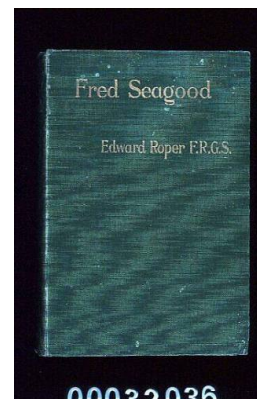
Object number:
00028607
Title: Star pocket comics
Date: c 1944
Medium: Ink on paper
Name: Book



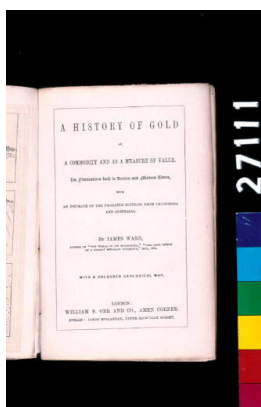
Object number:
00028534
Title: Thar she blows
Date: 1931
Primary Maker: Paul
Johnston
Medium: Ink on paper,
cotton
Name: Book



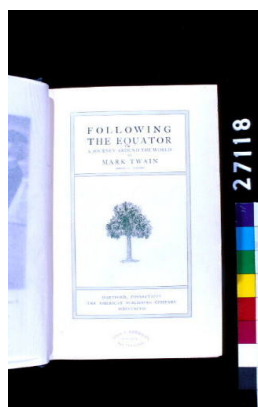
Object number:
00028545
Title: Life of John Boyle
O'Reilly: together with his
complete poems and
speeches
Date: 1891
Primary Maker: James
Jeffrey Roche
Medium: Ink on paper,
cotton
Name: Book



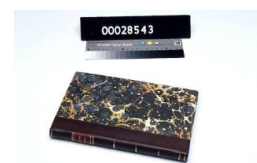
Object number:
00032036
Title: Fred Seagood, his
travels and triumphs
Date: 1904
Primary Maker: Edward
Roper
Medium: Ink on paper, cloth
Name: Book



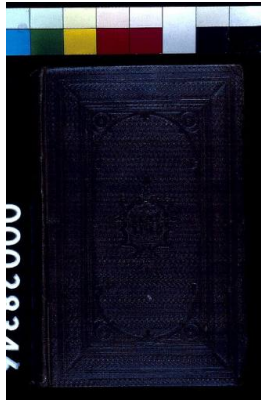
Object number:
00027111
Title: A history of gold
Date: 1853
Primary Maker: James Ward
Medium: Ink on paper
Name: Book



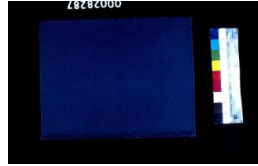
Object number:
00027118
Title: Following the Equator
a journey around the World
Date: 1897
Primary Maker: Mark Twain
Medium: Cloth covered
boards, colour print, gilt,
photographic images, Ink
on paper
Name: Book



Object number:
00028543
Title: Moulton journal
Date: 1804
Primary Maker: William
Moulton
Medium: Ink on paper
Name: Book



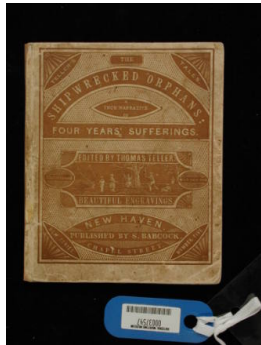
Object number:
00028346
Title: Journey round the world
Date: 1853
Primary Maker: Friederich Gerstaecker
Medium: Ink on paper, cloth
Name: Book



Object number:
00028287
Title: Goode. History and method of fisheries 1887
Date: 1889
Primary Maker: George Brown Goode
Medium: Cloth covered boards, Ink on paper
Name: Book



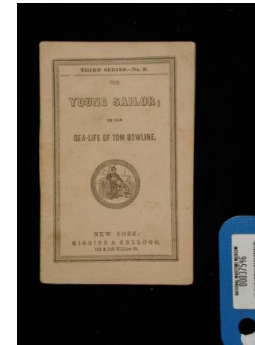
Object number:
00037542
Title: Mark Twain's autobiography. Volume I
Date: 1924
Primary Maker: Mark Twain
Medium: Paper, ink, cloth covered boards
Name: Book



Object number:
00037547
Title: The shipwrecked orphans, a true narrative of four years' sufferings
Date: 1845
Primary Maker: John Ireland
Medium: Ink on paper
Name: Book



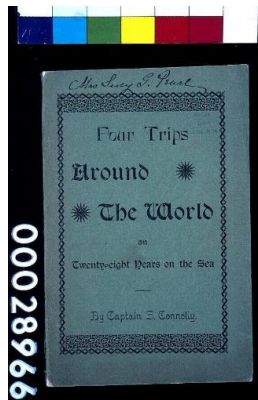
Object number:
00037543
Title: Mark Twain's autobiography. Volume II
Date: 1924
Primary Maker: Mark Twain
Medium: Paper, ink, cloth covered boards
Name: Book



Object number:
00037546
Title: The Young Sailor; or the sea-life of Tom Bowline
Date: c 1840
Primary Maker: Kiggins & Kellog
Medium: Ink on paper
Name: Book
History: Chapbook tale of young Tom, who is drawn to the sea, and sails on the ship GODOLPHIN under his uncle Mason the Captain to the East Indies. They arrive in China and set sail for New South Wales, but are shipwrecked en route, and after a raft voyage reach Banguay, a small island north of Borneo. They befriend some Malays, but are attacked by another tribe, and imprisoned 'in cruel slavery'. An escape sees Tom and his uncle flee their captors, and they find a friendly ship to sail them home.



Object number:
00030603
Title: A method of
comparing lines and
draughting vessels
Date: 1866
Primary Maker: Samuel
Pook
Medium: Ink on paper
Name: Book



Object number:
00028966
Title: Four trips around the
world
Date: 1895
Primary Maker: Stephen
Connolly
Medium: Ink on paper
Name: Book



Object number:
00028995
Title: Adventures of a
seventeen-year-old lad and
the fortunes he might have
won
Date: 1894
Primary Maker: John G
Williams
Medium: Ink on paper, cloth
Name: Book



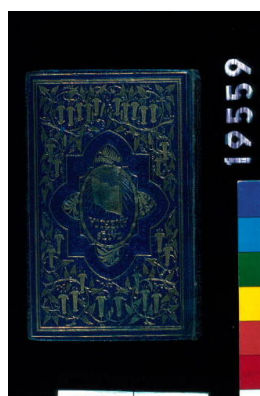
Object number:
00027644
Title: Troopships of World
War II
Date: 1947
Primary Maker: Roland W
Charles
Medium: Ink on paper, gilt,
cloth covered boards,
photographic images
Name: Book



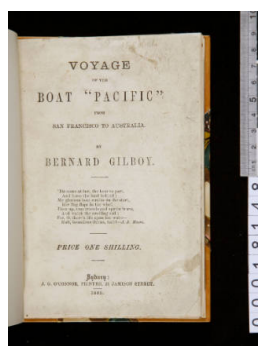
Object number:
00028997
Title: O'Connell's
adventures
Date: 1836
Primary Maker: James F
O'Connell
Medium: Ink on paper,
leather
Name: Book



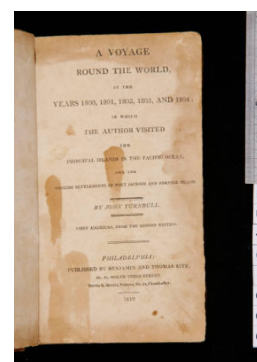
Object number:
00028854
Title: An essay on New
South Wales
Date: 1876
Primary Maker: G H Reid
Medium: Printed text on
paper, leather
Name: Book



Object number:
00019599
Title: Tales about America
and Australia
Date: 1862
Primary Maker: Peter Parley
Medium: Paper, ink, gilt,
card, ink, cotton
Name: Book

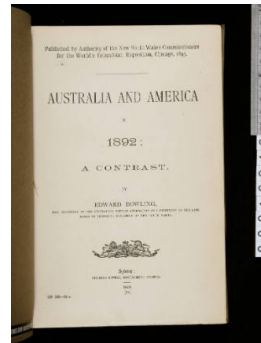


Object number:
00018148
Title: Voyage of the boat
"PACIFIC"
Date: 1883
Primary Maker: Bernard
Gilboy
Medium: Leather, gilt,
marble card, Ink on paper
Name: Book

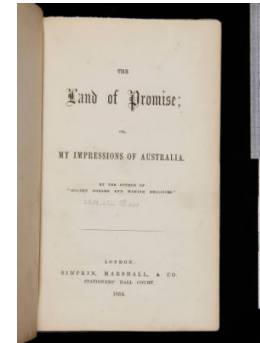


Object number:
00018157
Title: A voyage round the
world
Date: 1810
Primary Maker: John
Turnbull
Medium: Leather, gilt, Ink
on paper
Name: Book

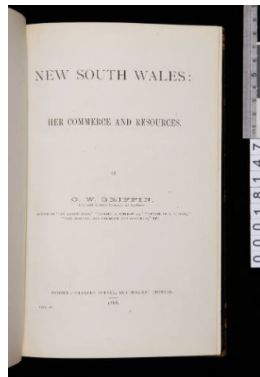
Object number:
00016945
Title: The Australian and Californian Gold Discoveries
Date: 1853
Primary Maker: Patrick James Stirling
Medium: Cloth, gilt, Ink on paper, graph
Name: Book



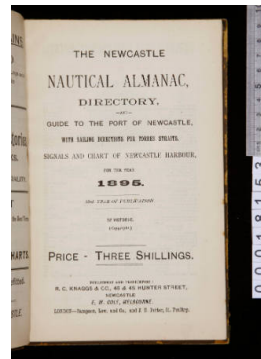
Object number:
00016946
Title: Australia and American in 1892: a contrast
Date: 1893
Primary Maker: Edward Dowling
Medium: Ink on paper
Name: Book



Object number:
00016955
Title: The Land of Promise
Date: 1854
Primary Maker: William Shaw
Medium: Cloth, gilt, Ink on paper
Name: Book

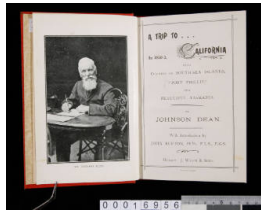


Object number:
00018147
Title: New South Wales: Her Commerce and Resources
Date: 1888
Primary Maker: G W Griffin
Medium: Leather, gilt, marble paper, Ink on paper
Name: Book



Object number:
00018153
Title: Knaggs' Nautical Almanac 1895
Date: 1895
Primary Maker: R C Knaggs
Medium: Card, cotton, gilt, Ink on paper
Name: Book

Object number:
00016948
Title: American Impressions
Date: 1925
Primary Maker: Hon Rochard Denis Meagher
Medium: Ink, lead pencil, paper
Name: Book



Object number:
00016956

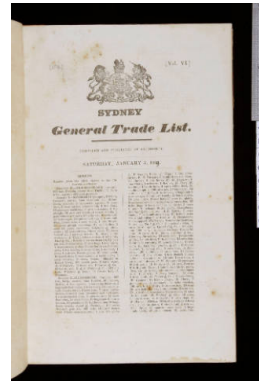
Title: A trip to California in 1850-53 with chapters on South Sea islands, Port Phillip and beautiful Tasmania

Date: c 1905

Primary Maker: Johnson Dean

Medium: Cloth, gilt, Ink on paper

Name: Book



Object number:
00009071

Title: Sydney General Trade List 1839

Date: 1839

Primary Maker: New South Wales Government

Medium: Leather bound boards, gilt, Ink on paper

Name: Book

History: Each issue contains information about imports, exports, vessel arrivals and depatures, current prices for spirits and tobacco, freights, rates of insurance and list of ships in the harbour.

Object number:
00009036

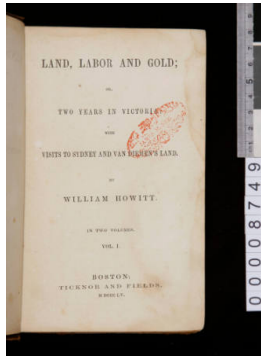
Title: Moresby Mice, the Aussies and the Yanks in Papua

Date: c 1944

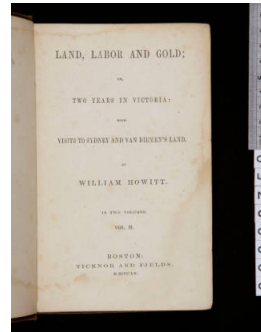
Primary Maker: G B Graham

Medium: Ink on paper, cardboard

Name: Book



Object number:
00008749
Title: Land, Labor and Gold. Volume I.
Date: 1855
Primary Maker: William Howitt
Medium: Cloth, gilt, Ink on paper
Name: Book



Object number:
00008750
Title: Land, Labor and Gold. Volume II
Date: 1855
Primary Maker: William Howitt
Medium: Cloth, gilt, Ink on paper
Name: Book



Object number:
00008359
Title: The Life of Thomas Maitland, Esq.
Author: John Maitland



Muir, Esq Advocate,
Younger of Huntershill.
Member of the convention
of delegates for reform in
Scotland
Date: 1831
Primary Maker: Peter
MacKenzie
Medium: Cloth, leather,
paper, gilt
Name: Book
History: The lawyer and
political reformer Thomas
Muir was born on 24
August 1765 in Scotland,
the son of a Glasgow
merchant, and completed
his studies at the
University of Edinburgh in
1787. Although Scotland at
the end of the 18th century
was both economically and
culturally sound, it was
politically stagnant. The
French Revolution began to
stir discussions of the
rights of man, and Muir
became heavily involved
as an advocate of
parliamentary and
constitutional reform. A
reformers' convention was
held in Edinburgh in
October 1792, and Thomas
Muir was appointed vice-
president. At another
convention in December
that year, Muir read an
inflammatory address from
the United Irishmen of
Dublin, and allegedly
distributed seditious
pamphlets. He was
arrested for sedition in
January 1793, and was
released on bail. Failing to
appear for his trial he was
declared an outlaw, and

declared an outlaw, and attempted to escape to the United States but was arrested. He was finally trialled at Edinburgh on 23 August 1793 and was found guilty of sedition. He received a severe sentence of 14 years transportation. The injustice of the sentence not only evoked a public clamour in the Commons, but also in France and in the United States. Along with fellow reformers Thomas Palmer, William Skirving and Maurice Margarot, Muir sailed on the transport SURPRIZE, arriving in Sydney in October 1794. When Joseph Gerrald was later transported, the group became known as the Scottish Martyrs. As a political prisoner Muir was not as constrained as most convicts - he bought a small farm of several acres on Sydney Harbor (the area today known as Kirribilli) where he lived. When the American trade ship OTTER of Boston arrived at Sydney in early 1796 Muir convinced the ship's Captain Ebenezer Dorr to give him as passage to the United States. Dorr agreed under the condition that Muir would have to reach the OTTER on his own. The night before the ship was to sail for north-west America, Muir and two of his servants used a compass and sailed in his

compass and sailed in his small fishing boat to meet the OTTER in a prearranged location. Unknown to Muir, the OTTER was not able to leave port until the next day, forcing the men to sleep in the boat over night. Miraculously, the OTTER spotted the boat despite drifting from their course in the night. Other variations on Muir's escape state that there were no complications -the three men simply pushed out to sea in the evening in a small boat and were picked up the very next day. The OTTER departed on the 18 February, and after a safe passage across the Pacific, Muir learnt that HMS PROVIDENCE was nearby. He transferred to the Spanish schooner SUTIL under the command of Don Jose Tovar, for fear of being recaptured by the British. In July 1796 the SUTIL reached Monterey, Spanish California, and after a two week stop, Muir continued on the SUTIL to San Blas, and then by land to Vera Cruz where he arrived in October. In November he was sent by warship to Havana - a risky operation because Spain had declared war on Britain only a month earlier. There he was imprisoned and placed on the frigate NINFA bound for Spain until the ship was intercepted and attacked

intercepted and attacked
by the British - as a result
of which Muir was severely
wounded and lost an eye.
A blessing in disguise, the
British did not identify him
and he was sent to a
Spanish hospital on shore.
Months later he was
released, and in December
1797 arrived in Paris. After
a brief period of public
attention, Thomas Muir
died in poverty and
obscurity on 26 January
1799 at Chantilly, in outer
Paris.



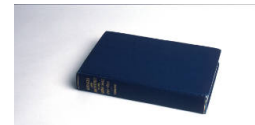
Object number:
00008365

Title: An account of the
trial of Thomas Mair, Esq.



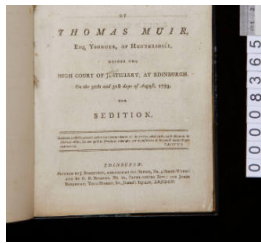
Object number:
00006896

Title: Songs from the
Southern Seas, and other



Object number:
00006040

Title: Voyages and
discoveries in the south



trial of Thomas Muir, Esq
Date: 1793
Primary Maker: James Robertson
Medium: Paper
Name: Book
History: The lawyer and political reformer Thomas Muir was born on 24 August 1765 in Scotland, the son of a Glasgow merchant, and completed his studies at the University of Edinburgh in 1787. Although Scotland at the end of the 18th century was both economically and culturally sound, it was politically stagnant. The French Revolution began to stir discussions of the rights of man, and Muir became heavily involved as an advocate of parliamentary and constitutional reform. A reformers' convention was held in Edinburgh in October 1792, and Thomas Muir was appointed vice-president. At another convention in December that year, Muir read an inflammatory address from the United Irishmen of Dublin, and allegedly distributed seditious pamphlets. He was arrested for sedition in January 1793, and was released on bail. Failing to appear for his trial he was declared an outlaw, and

attempted to escape to the United States but was arrested. He was finally tried at Edinburgh on 23



Southern Seas, and other poems
Date: 1873
Primary Maker: John Boyle O'Reilly
Medium: Cloth, Ink on paper
Name: Book
History: On 12 October 1886, the last convicts to be transported to Australia departed Portland, England, on the HOUGOUMONT, arriving in Fremantle three months later. Of the 280 convicts on board, 62 were Fenians - civilian and military members of a secret society against the British rule of Ireland in the late 1850s and 1860s. The Fenian movement (or Irish Republican Brotherhood) flourished in Ireland during the 1860s until hundreds of members were arrested during an unsuccessful armed rebellion against the British in 1865. One of the Fenian convicts on board was journalist John Boyle O'Reilly, who was transferred to a convict work party near Bunbury. Desperate to escape, a local Irish settler arranged a passage for O'Reilly on the American whaler VIGILANT in February 1869. Unfortunately the ship didn't spot him in his small boat, and O'Reilly was forced into hiding until another vessel could be arranged. Several days later he managed to escape on the whaler



discoveries in the southern seas 1792-1832
Date: 1924
Primary Maker: Captain Edmund Fanning
Medium: Cloth, gilt, printed text on paper
Name: Book
History: American traders, whalers and sealers roamed Australian waters from the early days of the colony. For the young colony of Sydney, seaborne trade was its lifeline. Many of the early merchant vessels were American traders on their way to China. Sealers and then whalers came to Australia seeking to fill their ships' holds with skins and oil. By the latter half of the 19th century, shipping lines advertised regular sailings between Australia and America. Edmund Fanning, 1769 - 1841, was an American explorer and sea captain. Born in Stonington, Connecticut, he became a cabin boy at the age of 14, and by 24 was captain of a West Indian brig in which he visited the South Pacific for the first time. He became master of the BETSEY in 1797 and discovered three South Pacific Islands known as the Fanning Islands: Washington, Palmyra and Fanning. During his time hunting seals in the South Pacific Fanning became a successful trader - exchanging seal skins in China for tea, spices and

August 1793 and was found guilty of sedition. He received a severe sentence of 14 years transportation. The injustice of the sentence not only evoked a public clamour in the Commons, but also in France and in the United States. Along with fellow reformers Thomas Palmer, William Skirving and Maurice Margarot, Muir sailed on the transport SURPRISE, arriving in Sydney in October 1794. When Joseph Gerrald was later transported, the group became known as the Scottish Martyrs. As a political prisoner Muir was not as constrained as most convicts - he bought a small farm of several acres on Sydney Harbor (the area today known as Kirribilli) where he lived. When the American trade ship OTTER of Boston arrived at Sydney in early 1796 Muir convinced the ship's Captain Ebenezer Dorr to give him as passage to the United States. Dorr agreed under the condition that Muir would have to reach the OTTER on his own. The night before the ship was to sail for north-west America, Muir and two of his servants used a compass and sailed in his small fishing boat to meet the OTTER in a prearranged location. Unknown to Muir, the

escape on the whaler GAZELLE, and miraculously arrived safely in Boston. By 1874 there were only 12 Fenian prisoners remaining at Fremantle - many of the civilian prisoners had been granted freedom over the years by the British government. In America, O'Reilly conspired with fellow American Fenians (known as Clan na Gael) to free the remaining Fenians in what would become the first and only transoceanic prison break. Supporters raised funds and bought the whaling ship CATALPA, and with the ship's agent John T Richardson and his son-in-law Captain George S Anthony, departed for Western Australia on 29 April 1875. Meanwhile, two Fenians - John Breslin and Thomas Desmond - had left America to assist in the rescue operation. Once in Fremantle, Breslin posed as a wealthy businessman, and was granted a full tour of the prison, which established lines of communication with prisoners to plot the getaway. Finally, on 29 March 1876 the CATALPA arrived just south of Fremantle, and on 17 April 1876 six Fenian prisoners - James Wilson, Thomas Darragh, Martin Hogan, Michael Harrington, Robert Cranston and Thomas Hassett - managed to escape from their work parties in two horse-drawn

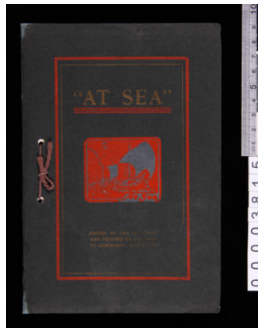
China for tea, spices and silks which he sold in New York City, making a small fortune. Fanning also acted as an agent for American investors on more than 70 commercial voyages and expeditions. In 1829 he played a significant role in establishing the first American naval exploring expedition and was also instrumental in obtaining Congressional approval for the Wilkes Expedition.

OTTER was not able to leave port until the next day, forcing the men to sleep in the boat over night. Miraculously, the OTTER spotted the boat despite drifting from their course in the night. Other variations on Muir's escape state that there were no complications -the three men simply pushed out to sea in the evening in a small boat and were picked up the very next day. The OTTER departed on the 18 February, and after a safe passage across the Pacific, Muir learnt that HMS PROVIDENCE was nearby. He transferred to the Spanish schooner SUTIL under the command of Don Jose Tovar, for fear of being recaptured by the British. In July 1796 the SUTIL reached Monterey, Spanish California, and after a two week stop, Muir continued on the SUTIL to San Blas, and then by land to Vera Cruz where he arrived in October. In November he was sent by warship to Havana - a risky operation because Spain had declared war on Britain only a month earlier. There he was imprisoned and placed on the frigate NINFA bound for Spain until the ship was intercepted and attacked by the British - as a result of which Muir was severely wounded and lost an eye. A blessing in disguise, the

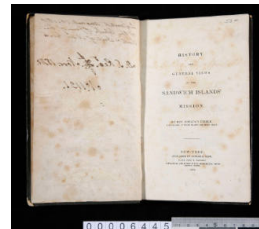
parties in two horse drawn buggies. They fled to a whaleboat waiting for them on a beach near Rockingham, then rowed for the CATALPA. By this time, the guards at the Prison were aware that six men were unaccounted for during the morning muster, and had tracked them down - with the assistance of Aboriginal trackers - to the beach just in time to see them rowing out to sea. The whaleboat, however, did not reach the CATALPA in time, and the convicts spent the night in the boat. Having been informed of the CATAPLA's involvement in the escape, the water police and British steamer GEORGETTE found the vessel the next day and requested to board and search for the escapees. Once denied, the GEORGETTE returned to shore to refuel, during which time convicts left their whaleboat and boarded. The next day the GEORGETTE returned to the CATALPA - which had not moved far from land from lack of breeze - and fired a canon shot from its 1,059 kilogram Armstrong gun across CATALPA's bow, and demanded the vessel stop. Captain Anthony reminded the GEORGETTE that they were in international waters. Superintendent J F Stone, unsure if he should risk taking more aggressive

British did not identify him and he was sent to a Spanish hospital on shore. Months later he was released, and in December 1797 arrived in Paris. After a brief period of public attention, Thomas Muir died in poverty and obscurity on 26 January 1799 at Chantilly, in outer Paris.

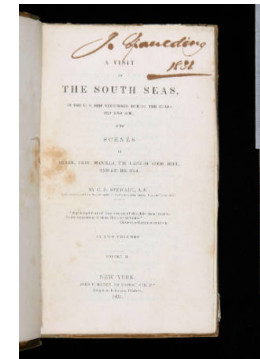
taking more aggressive action, reluctantly allowed the CATALPA to sail away, for fear of sparking another embarrassing and expensive international incident - the British government having recently lost 3 million pounds over damage to the US whaler SHENANDOAH. On 19 August 1876 the CATALPA arrived in New York to an enormous crowd, and a week later returned to New Bedford. An artillery salute was fired - one gun for every State in the Union and one for every county in Ireland. In Australia, however, the media quickly lost interest in the story of the escape, and apart from celebrations in the local Irish community, the incident became lost in public memory. The remaining Fenian prisoners at Fremantle were eventually pardoned.



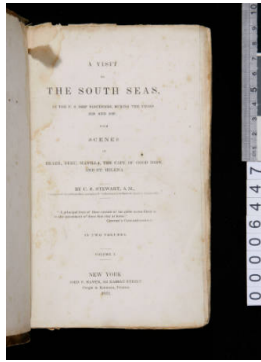
Object number: 00003815
Title: At Sea : a nautical magazine
Date: 1904
Primary Maker: Hal Ernest Stone
Medium: Paper, string
Name: Magazine



Object number: 00006445
Title: History and general views of the Sandwich Islands' Mission
Date: 1838
Primary Maker: Reverend Sheldon Dibble
Medium: Leather, gilt, Ink on paper
Name: Book



Object number: 00006446
Title: A visit to the South Seas, Volume II
Date: 1831
Primary Maker: C S Steward
Medium: Hardboard, cloth, gilt, Ink on paper
Name: Book



Object number:
00006447

Title: A visit to the South
Seas, Volume I

Date: 1831

Primary Maker: C S Steward

Medium: Cloth, hardboard,
Ink on paper

Name: Book



Object number:
00006157

Title: The Catalpa
Expedition

Date: 1897

Primary Maker: Z W Pease

Medium: Cloth, gilt, Ink on
paper

Name: Book

Object number:
00009037

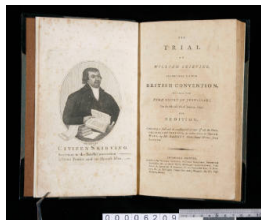
Title: Hank was a Yank

Date: c 1942

Primary Maker: Norman
Davies

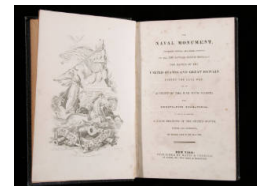
Medium: Ink on paper,
cardboard

Name: Book



Object number:
00006209

Title: The trial of William Skirving, secretary to the British Convention before the High Court of Justiciary, on the 6th and 7th of January, 1794; for sedition
Date: 1794
Medium: Leather, gilt, Ink on paper
Name: Book



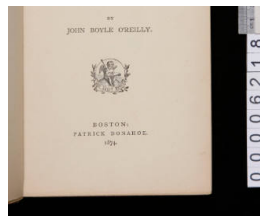
Object number:
00004789

Title: Naval Monument
Date: 1836
Primary Maker: Abel Bowen
Medium: Cloth, gilt, engraving, printed text on paper
Name: Book



Object number:
00006218

Title: Songs from the Southern Seas



Southern Seas

Date: 1874

Primary Maker: John Boyle O'Reilly

Medium: Cloth, Ink on paper

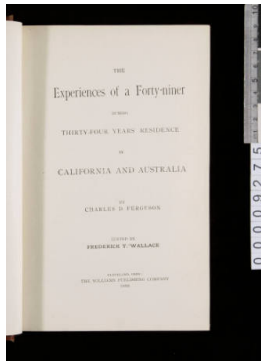
Name: Book

History: On 12 October 1886, the last convicts to be transported to Australia departed Portland, England, on the HOUGOUMONT, arriving in Fremantle three months later. Of the 280 convicts on board, 62 were Fenians - civilian and military members of a secret society against the British rule of Ireland in the late 1850s and 1860s. The Fenian movement (or Irish Republican Brotherhood) flourished in Ireland during the 1860s until hundreds of members were arrested during an unsuccessful armed rebellion against the British in 1865. One of the Fenian convicts on board was journalist John Boyle O'Reilly, who was transferred to a convict work party near Bunbury. Desperate to escape, a local Irish settler arranged a passage for O'Reilly on the American whaler VIGILANT in February 1869. Unfortunately the ship didn't spot him in his small boat, and O'Reilly was forced into hiding until another vessel could be arranged. Several days later he managed to escape on the whaler GAZELLE and miraculously

GAZELLE, and miraculously arrived safely in Boston. By 1874 there were only 12 Fenian prisoners remaining at Fremantle - many of the civilian prisoners had been granted freedom over the years by the British government. In America, O'Reilly conspired with fellow American Fenians (known as Clan na Gael) to free the remaining Fenians in what would become the first and only transoceanic prison break. Supporters raised funds and bought the whaling ship CATALPA, and with the ship's agent John T Richardson and his son-in-law Captain George S Anthony, departed for Western Australia on 29 April 1875. Meanwhile, two Fenians - John Breslin and Thomas Desmond - had left America to assist in the rescue operation. Once in Fremantle, Breslin posed as a wealthy businessman, and was granted a full tour of the prison, which established lines of communication with prisoners to plot the getaway. Finally, on 29 March 1876 the CATALPA arrived just south of Fremantle, and on 17 April 1876 six Fenian prisoners - James Wilson, Thomas Darragh, Martin Hogan, Michael Harrington, Robert Cranston and Thomas Hassett - managed to escape from their work parties in two horse drawn buggies. They fled to a

buggies. They tied to a whaleboat waiting for them on a beach near Rockingham, then rowed for the CATALPA. By this time, the guards at the Prison were aware that six men were unaccounted for during the morning muster, and had tracked them down - with the assistance of Aboriginal trackers - to the beach just in time to see them rowing out to sea. The whaleboat, however, did not reach the CATALPA in time, and the convicts spent the night in the boat. Having been informed of the CATAPLA's involvement in the escape, the water police and British steamer GEORGETTE found the vessel the next day and requested to board and search for the escapees. Once denied, the GEORGETTE returned to shore to refuel, during which time convicts left their whaleboat and boarded. The next day the GEORGETTE returned to the CATALPA - which had not moved far from land from lack of breeze - and fired a canon shot from its 1,059 kilogram Armstrong gun across CATALPA's bow, and demanded the vessel stop. Captain Anthony reminded the GEORGETTE that they were in international waters. Superintendent J F Stone, unsure if he should risk taking more aggressive action, reluctantly allowed

action, reluctantly allowed the CATALPA to sail away, for fear of sparking another embarrassing and expensive international incident - the British government having recently lost 3 million pounds over damage to the US whaler SHENANDOAH. On 19 August 1876 the CATALPA arrived in New York to an enormous crowd, and a week later returned to New Bedford. An artillery salute was fired - one gun for every State in the Union and one for every county in Ireland. In Australia, however, the media quickly lost interest in the story of the escape, and apart from celebrations in the local Irish community, the incident became lost in public memory. The remaining Fenian prisoners at Fremantle were eventually pardoned.



Object number:
00009275

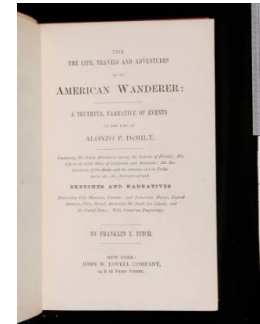
Title: A third of a century in
the goldfields

Date: 1888

Primary Maker: Charles D
Ferguson

Medium: Ink on paper,
cloth bound boards

Name: Book



Object number:
00004382

Title: Life, Travels and
Adventures of an American
Wanderer

Date: 1883

Primary Maker: Franklin Y
Fitch

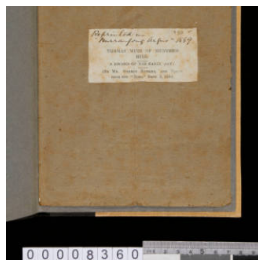
Medium: Cloth, gilt,
engravings, paper

Name: Book



Object number:
00008360

Title: Thomas Muir of
Huntsdale Hill: A record of



Hunter's Hill. A record of the early days

Date: 1884

Primary Maker: George Ranken

Medium: Paper, cloth

Name: Book

History: The lawyer and political reformer Thomas Muir was born on 24 August 1765 in Scotland, the son of a Glasgow merchant, and completed his studies at the University of Edinburgh in 1787. Although Scotland at the end of the 18th century was both economically and culturally sound, it was politically stagnant. The French Revolution began to stir discussions of the rights of man, and Muir became heavily involved as an advocate of parliamentary and constitutional reform. A reformers' convention was held in Edinburgh in October 1792, and Thomas Muir was appointed vice-president. At another convention in December that year, Muir read an inflammatory address from the United Irishmen of Dublin, and allegedly distributed seditious pamphlets. He was arrested for sedition in January 1793, and was released on bail. Failing to appear for his trial he was declared an outlaw, and attempted to escape to the United States but was arrested. He was finally tried at Edinburgh on 22

tried at Edinburgh on 23 August 1793 and was found guilty of sedition. He received a severe sentence of 14 years transportation. The injustice of the sentence not only evoked a public clamour in the Commons, but also in France and in the United States. Along with fellow reformers Thomas Palmer, William Skirving and Maurice Margarot, Muir sailed on the transport SURPRISE, arriving in Sydney in October 1794. When Joseph Gerrald was later transported, the group became known as the Scottish Martyrs. As a political prisoner Muir was not as constrained as most convicts - he bought a small farm of several acres on Sydney Harbor (the area today known as Kirribilli) where he lived. When the American trade ship OTTER of Boston arrived at Sydney in early 1796 Muir convinced the ship's Captain Ebenezer Dorr to give him as passage to the United States. Dorr agreed under the condition that Muir would have to reach the OTTER on his own. The night before the ship was to sail for north-west America, Muir and two of his servants used a compass and sailed in his small fishing boat to meet the OTTER in a prearranged location. Unknown to Muir, the

UNKNOWN to Muir, the OTTER was not able to leave port until the next day, forcing the men to sleep in the boat over night. Miraculously, the OTTER spotted the boat despite drifting from their course in the night. Other variations on Muir's escape state that there were no complications -the three men simply pushed out to sea in the evening in a small boat and were picked up the very next day. The OTTER departed on the 18 February, and after a safe passage across the Pacific, Muir learnt that HMS PROVIDENCE was nearby. He transferred to the Spanish schooner SUTIL under the command of Don Jose Tovar, for fear of being recaptured by the British. In July 1796 the SUTIL reached Monterey, Spanish California, and after a two week stop, Muir continued on the SUTIL to San Blas, and then by land to Vera Cruz where he arrived in October. In November he was sent by warship to Havana - a risky operation because Spain had declared war on Britain only a month earlier. There he was imprisoned and placed on the frigate NINFA bound for Spain until the ship was intercepted and attacked by the British - as a result of which Muir was severely wounded and lost an eye. A blessing in disguise, the

A dressing in disguise, the British did not identify him and he was sent to a Spanish hospital on shore. Months later he was released, and in December 1797 arrived in Paris. After a brief period of public attention, Thomas Muir died in poverty and obscurity on 26 January 1799 at Chantilly, in outer Paris.



Object number:
00006444

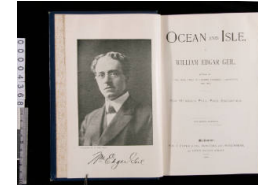
Title: Voyages to the South
Seas, Indian and Pacific
Oceans

Date: 1838

Primary Maker: Captain
Edmund Fanning

Medium: Cloth, gilt, Ink on
paper

Name: Book



Object number:
00004368

Title: Ocean and Isle

Date: 1902

Primary Maker: William
Edgar Geil

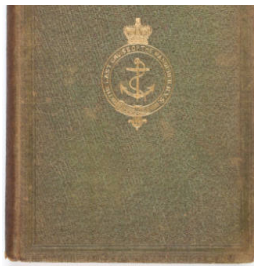
Medium: Ink on paper

Name: Book



Object number:
00005546

Title: The last cruise of the
WANDERER



WANDERER

Date: 1863

Primary Maker: John Webster

Medium: Leather, hardboard, gilt, Ink on paper

Name: Book

History: BOYD, BENJAMIN (1801-1851), entrepreneur, was born on 21 August 1801 in London, the second son of Edward Boyd, a London merchant of Merton Hall, Wigtonshire, Scotland, and his wife Janet, daughter of Benjamin Yule of Wheatfield, Midlothian. By 1824 Boyd was a stockbroker in London, where he also had an interest in the St George's Steam Packet Co. In October 1840 he wrote to Lord John Russell about his plans for 'further developing the resources of Australia and its adjacent Islands'. Convinced that regular communication between the various settlements could only be effected by large steamships, he told Russell that he had already sent one to New South Wales, another was soon to follow and that he intended to go too. To ensure success he asked for permission to select five or six locations on the

Australian coast for harbours and coaling stations, with the right to buy land near by. Boyd

was promised 'every facility and assistance' for his navigational proposals and Governor Gipps was instructed to help him, but the Colonial Office was non-committal on the less definite objects of Boyd's plans relating to the Pacific Islands. The finance for Boyd's proposed schemes was provided by the Royal Bank of Australia formed in London in 1839 with a nominal capital of £1,000,000; debentures of £200,000 were sold and this sum was taken by Boyd to Australia. Boyd also had formed in November 1841 the Australian Wool Co. and £15,000 of its debentures were deposited with the Royal Bank of which he was a director and his brother, Mark, the manager. Boyd left Plymouth in his schooner Wanderer, a unit of the Royal Yacht Squadron, reached Port Phillip on 15 June 1842, and arrived in Port Jackson on 18 July 1842. On coming up the harbour the neighbouring heights were crowded with spectators to see the Wanderer, and the schooner Velocity fired a salute. Among his passengers were his brother James, Oswald Walters Brierly (later marine artist to Queen Victoria), and Adam Bogue and Downes who later

became captains in Boyd's whaling fleet. Boyd's arrival at Port Jackson had been preceded by the steamers Seahorse in June 1841, Juno in March 1842, Velocity in May and Cornubia in June, all bringing supplies for his ventures. Boyd lost no time in launching his various enterprises; with Joseph Phelps Robinson as his partner and fellow director he set up the Sydney office of the Royal Bank at Church Hill and advertised that they would sell their drafts, or Scotch Bank acceptances payable in London at 2 per cent; his coastal steamships concentrated on the southern route to Twofold Bay and Hobart Town, and by May 1844 he had become one of the largest landholders and graziers in the colony. His fourteen stations in the Monaro and four in the Port Phillip District included 426,000 acres (172,398 ha); the pastoral rights to most of this land were bought from their former holders, and according to Gipps the stations were 'well-watered, and in the best parts of the Colony'. By 1844 he had 20,000 sheep and 10,000 cattle in the Monaro. During the 1840s the Royal Bank, or Boyd & Robinson, had more than 160,000 sheep and controlled over 2,500,000

acres (1,011,715 ha) in the Monaro and Riverina alone, for a trifling annual licence fee. For his pastoral activities Boyd had much trouble in recruiting suitable labour. In evidence before the select committee on immigration on 27 September 1843 he claimed that he employed some 200 shepherds and stockmen, but despaired of the colony's prosperity 'unless we have cheap labour, and can bring the wages of the shepherd who will undertake large flocks to £10 a year with rations'; these included meat and flour, but not tea and sugar which he considered luxuries. Boyd's avowed interest in the unemployed was unconvincing: Samuel Sidney thought it typical of 'the haughty gentlemanly, selfish class he represented' and contrasted it with the more liberal attitude of Charles Campbell. Nevertheless the meagre supplies of immigrants and former convicts who were willing to go to outback stations often proved unsatisfactory, and Boyd looked for alternative sources. He suggested a plan whereby convicts with tickets-of-leave in Van Diemen's Land might be granted pardons conditional upon them going to work in New South Wales, but it did not appeal

to the government. He then envisaged recruiting labour from the Pacific Islands. In 1847 some 200 natives from Tanna (New Hebrides) and Lifu (Loyalty Islands) and other islands were brought to the colony as shepherds and labourers, but most of them had to be sent back to the islands by the end of the year. The liberals and the humanitarians objected, and workers protested that this first introduction of native labour into Australia threatened their standard of living. Boyd claimed that his scheme failed chiefly because the natives were not covered by the Masters and Servants Act (9 Vic. no 27), but these 'children of nature' were too wild and unreliable for the more sophisticated prospects that were opened before them. There were also rumours that many had been brought to the colony against their will; these charges were investigated by the attorney-general in Sydney and in December 1847 Sir Charles FitzRoy reported to the Colonial Office that they had been found unsubstantiated. Boyd chose Twofold Bay for his coastal base through which he could ship livestock, wool and tallow from the Monaro hinterland. Two small townships were planned.

At Boyd Town an hotel, church, houses, stores, salting and boiling-down works, jetty and lighthouse were erected. At East Boyd he established a whaling station, thus adding to his multifarious undertakings an industry with which the bay was already familiar. At Port Jackson Boyd fitted out his ships in Mosman Bay and small coasters brought his wool from Boyd Town to Neutral Bay where, in his stores and wool-washing establishment, he prepared it for shipment to London. The 1840s saw much conflict and agitation between the settlers and the government over land policy, and to safeguard his interests Boyd entered the public life of the colony. In 1844 he was president of the newly formed Pastoralists' Association which sent Archibald Boyd to London to present their views to the British government, and from September 1844 to September 1845 he represented the Port Phillip District in the Legislative Council. Boyd's methods of financing his trading, shipping and pastoral pursuits were complicated and obscure; he soon overreached himself in his investments and was in financial trouble. He lost a long and costly legal action in an endeavour to recover

£25,000 in insurance on his damaged steamer Seahorse in 1846, and his reports to the London directors of the Royal Bank misrepresented the prices obtained for sheep and cattle, purporting to show profits of £36,071 for 1845. Suspicious shareholders and debenture holders forced him out in 1847 in favour of his brother, William Sprott Boyd, but he too failed to retrieve the situation and in 1849 was replaced by a liquidator. Boyd's Royal Bank had proved little more than a bank in name only; although it sold bills in London and its notes had wide circulation, its main purpose was to finance Boyd's grandiose schemes and its impact on the general banking structure was negligible. Its involved affairs and the bankruptcy of Mark Boyd were not settled for many years. After his spectacular failure Ben Boyd decided to try his luck on the Californian goldfields. On 26 October 1849 as the Wanderer sailed out of Port Jackson she accidentally lost her best bow anchor on the reef, 'as a parting legacy', wrote Boyd, 'to the colony in which I had hoped for so much, and though in part succeeded, yet in the main failed through little of my own fault'. In America he was unsuccessful at the

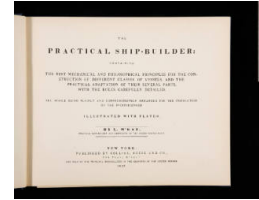
diggings and, according to John Webster, he decided to cruise in the Pacific Islands with the idea of establishing a 'Papuan Republic or Confederation'. In June 1851 the Wanderer with her tender Ariel sailed from San Francisco. After visiting the Hawaiian Islands the ships reached the island of Guadalcanal in the Solomons and early in the morning on 15 October Boyd went ashore with a native to shoot game. His boat was seen to enter a small creek and soon afterwards two shots were heard at intervals of a quarter of an hour. When Boyd failed to return, his companions in the yacht went ashore and searched in vain; his body was not found and it was concluded that he had been killed by natives. After carrying out reprisals on the natives his party sailed for Australia, but on 12 November 1851 the Wanderer was wrecked in a gale off Port Macquarie. After Guadalcanal, wrote Webster, 'it seemed as though an evil fortune brooded over the yacht; and in one short month after the death of him whose pride she had been, ... the wanderings of the Wanderer were at an end'. Later, rumours that Boyd was still alive and possibly a prisoner on the island led to the Oberon and H.M.S.

Herald being sent to search for him in 1854, but they proved groundless. In May 1864 letters of administration of Boyd's estate and effects, valued at less than £3000, were granted to the London manager of his creditor, the Royal Bank of Australia. Benjamin Boyd was tall, with an imposing personal appearance and fluent tongue; he also possessed a fair amount of business acumen.

Georgiana McCrae, the artist and diarist, who entertained him to dinner in June 1842 at Port Phillip, wrote: 'He is Rubens over again. Tells me he went to a bal masque as Rubens with his broad-leafed hat, and was considered comme il faut'. In the palmy days he entertained lavishly at Sydney and Boyd Town. He had the sanguine temperament, exuberant vitality and daring enterprise of the typical adventurer; according to his friend Brierly, he was 'always devising some plan of pleasure or business'. The only surviving evidence of his colourful schemes in Australia are a few mouldering relics of a ghost town. He never married. Select

Bibliography Historical Records of Australia, series 1, vols 21, 23, 24, 26; S. Sidney, The Three Colonies

of Australia (Lond, 1852); J. Webster, *The Last Cruise of the Wanderer* (Syd, 1863); H. McCrae (ed), *Georgiana's Journal* (Syd, 1934); H. P. Wellings, *Benjamin Boyd in Australia* (Syd, nd); J. H. Watson, 'Benjamin Boyd, Merchant', *Journal of the Royal Australian Historical Society*, 2 (1907); H. P. Wellings, 'Ben Boyd', *Journal of the Royal Australian Historical Society*, 19 (1933), 20 (1934), 21 (1935). More on the resources Author: G. P. Walsh Print Publication Details: G. P. Walsh, 'Boyd, Benjamin (1801 - 1851)', *Australian Dictionary of Biography*, Volume 1, Melbourne University Press, 1966, pp 140-142.



Object number:

00003603

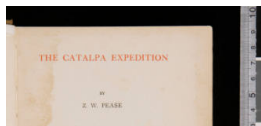
Title: The Practical Ship-Builder

Date: 1940

Primary Maker: Lauchlan McKay

Medium: Cloth, board, Ink
on paper

Name: Book



Object number:

00004349

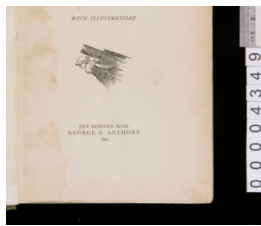
Title: The Catalpa Expedition



Object number:

00003577

Title: United States
Exploring Expeditions



expedition
Date: 1897
Primary Maker: Z W Pease
Medium: Cloth, gilt, printed text on paper
Name: Book
History: On 12 October 1886, the last convicts to be transported to Australia departed Portland, England, on the HOUGOUMONT, arriving in Fremantle three months later. Of the 280 convicts on board, 62 were Fenians - civilian and military members of a secret society against the British rule of Ireland in the late 1850s and 1860s. The Fenian movement (or Irish Republican Brotherhood) flourished in Ireland during the 1860s until hundreds of members were arrested during an unsuccessful armed rebellion against the British in 1865. One of the Fenian convicts on board was journalist John Boyle O'Reilly, who was transferred to a convict work party near Bunbury. Desperate to escape, a local Irish settler arranged a passage for O'Reilly on the American whaler VIGILANT in February 1869. Unfortunately the ship didn't spot him in his small boat, and O'Reilly was forced into hiding until another vessel could be arranged. Several days later he managed to escape on the whaler GAZELLE, and miraculously



Exploring Expedition
 Volume 2
Date: 1845
Primary Maker: Charles Wilkes
Medium: Cloth, gilt, engravings, printed text on paper
Name: Book
History: The United States Exploring Expedition was the first government funded scientific hydrographic survey undertaken by the United States. The four-year voyage from 1838-1842 was lead by Lieutenant Charles Wilkes and comprised a naval squadron of six vessel. Wilkes left Virginia in March 1838 and headed down the east coast of South America, calling into Rio de Janeiro. He rounded Cape Horn and crossed the Pacific and called into Samoa and Sydney before turning south to explore Antarctica. Wilkes was the first explorer to ascertain that Antarctica was a separate continent and he mapped a large part of the eastern coastline. He then headed north to Fiji and Hawaii. In 1841 he explored the west coast of North America before crossing the Pacific again and returned to New York via the Cape of Good Hope. During the course of the voyage, Wilkes lost two ships and 28 men and was court-martialed upon his return. Although shocked

arrived safely in Boston. By 1874 there were only 12 Fenian prisoners remaining at Fremantle - many of the civilian prisoners had been granted freedom over the years by the British government. In America, O'Reilly conspired with fellow American Fenians (known as Clan na Gael) to free the remaining Fenians in what would become the first and only transoceanic prison break. Supporters raised funds and bought the whaling ship CATALPA, and with the ship's agent John T Richardson and his son-in-law Captain George S Anthony, departed for Western Australia on 29 April 1875. Meanwhile, two Fenians - John Breslin and Thomas Desmond - had left America to assist in the rescue operation. Once in Fremantle, Breslin posed as a wealthy businessman, and was granted a full tour of the prison, which established lines of communication with prisoners to plot the getaway. Finally, on 29 March 1876 the CATALPA arrived just south of Fremantle, and on 17 April 1876 six Fenian prisoners - James Wilson, Thomas Darragh, Martin Hogan, Michael Harrington, Robert Cranston and Thomas Hassett - managed to escape from their work parties in two horse drawn buggies. They fled to a

return. Although absolved for the loss of the ships and men, Wilkes was reprimanded for the harsh treatment of subordinates and for handing out illegal punishments. He undertook some more survey work but was mainly involved with writing the report of the voyage until 1861.

whaleboat waiting for them on a beach near Rockingham, then rowed for the CATALPA. By this time, the guards at the Prison were aware that six men were unaccounted for during the morning muster, and had tracked them down - with the assistance of Aboriginal trackers - to the beach just in time to see them rowing out to sea. The whaleboat, however, did not reach the CATALPA in time, and the convicts spent the night in the boat. Having been informed of the CATALPA's involvement in the escape, the water police and British steamer GEORGETTE found the vessel the next day and requested to board and search for the escapees. Once denied, the GEORGETTE returned to shore to refuel, during which time convicts left their whaleboat and boarded. The next day the GEORGETTE returned to the CATALPA - which had not moved far from land from lack of breeze - and fired a canon shot from its 1,059 kilogram Armstrong gun across CATALPA's bow, and demanded the vessel stop. Captain Anthony reminded the GEORGETTE that they were in international waters. Superintendent J F Stone, unsure if he should risk taking more aggressive action, reluctantly allowed

the CATALPA to sail away, for fear of sparking another embarrassing and expensive international incident - the British government having recently lost 3 million pounds over damage to the US whaler SHENANDOAH. On 19 August 1876 the CATALPA arrived in New York to an enormous crowd, and a week later returned to New Bedford. An artillery salute was fired - one gun for every State in the Union and one for every county in Ireland. In Australia, however, the media quickly lost interest in the story of the escape, and apart from celebrations in the local Irish community, the incident became lost in public memory. The remaining Fenian prisoners at Fremantle were eventually pardoned.

Object number:

00015460

Title: Gidget

Date: 1963

Primary Maker: Frederick
Kohner

Medium: Ink on paper

Name: Book

Object number:

00046068

Title: US Navy war
photographs

Date: 1942-1946

Primary Maker: Captain
Edward Steichen USNR

Medium: coloured inks on
paper

Name: Book



Object number:

00046752

Title: The Diggers &
Diggers of Victoria as they



Diggings of Victoria as they were in 1852

Date: 1852

Primary Maker: Samuel Thomas Gill

Medium: Ink on paper

Name: Book

History: Gold was found in New South Wales as early as 1823 yet authorities initially suppressed the fact fearing a gold rush would damage the fledgling wool growing economy. The gold rush began in 1851 with thousands of miners descending on Victoria and New South Wales in the hope of finding their fortune. In an attempt to organize the mass of people flooding into the region the government established a system of licenses to finance the administration of the diggings. Any miner who wanted to prospect was required to pay 30 shillings a month for a license and was bound to follow set rules, such as attending Sunday church services and carrying their license on them at all times. License inspections were regularly carried out and those found without were fined or jailed if they had a number of convictions. The government's administration of the gold rush raised resentment amongst the miners. The predominant criticism was the costly license fee, which was seen as an

which was seen as an exorbitant tax and unfair in view of the uncertainty of returns. The government inspectors were also viewed as overly harsh and oppressive when conducting the extensive license hunts. The tension was further fuelled by political issues such as land policy and voting rights in the colony. This resentment eventually culminated in the Eureka stockade at Ballarat in 1854. On 3 December violence erupted as miners exchanged fire with troops during a 20-minute battle that resulted in the deaths of 25 miners and one soldier. The government troops stormed the miners' stockade with diggers defending themselves with revolvers and rifles. As a result of the conflict the Miners' license fee was abolished and replaced by an annual £1 fee called a Miner's Right. The Eureka stockade has been immortalised in Australian folk history and is a favourite topic of poets, novelists, journalists and filmmakers.



Object number:
00040877

Title: Narrative of the
Adventures and Suffering
of Samuel Patterson,
experienced in the Pacific
Ocean, and many other
parts of the World, with an
account of the Feegee and
Sandwich Islands

Date: 1817

Primary Maker: Samuel
Patterson

Medium: Paper, ink, leather

Name: Book



Object number:
00028602

Title: Enemy shipping

Date: 1943-1945

Primary Maker: Ronald L
Wills


Medium: Silver gelatin
prints on paper

Name: Photograph album



Object number:
ANMS0148[016]

Title: Australian Military
Force soldiers' notebook



forces soldier's paybook

for Jean Mavis Enwall

Date: 1944 - 1945

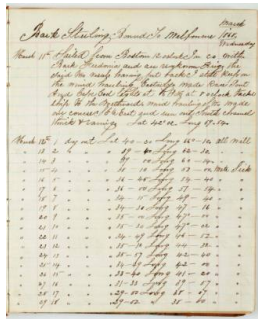
Name: Book

History: Jean Mavis Kennett (1912 – 1990) met and married American Colonel Hayford Enwall (1905 – 1993) in 1944 while she was serving as a Lieutenant in the Australian Army Medical Women's Service. The AAMWS developed out of voluntary medical organisations such as the VADs (Voluntary Aid Detachments). Jean Kennett was one of some 8,500 Australian women who served in the AAMWS in WW2, working alongside army nursing sisters in hospitals. During her time as a member of the AAMWS Jean posed for respected war artist Napier Waller. The sketch that Waller took of Jean was published in The Australasian (December 5, 1942) and used in a wartime recruitment poster that read: 'Do a worthwhile job / Join the Australian Army Medical Women's Service' (see ANMS0148 [001]). Jean's husband Colonel Hayford Enwall worked a barrister and assistant US district attorney in Florida in the years before the outbreak

of war. As a reserve Army officer Enwall was called to active duty in 1941 and sent immediately to

Australia, serving there and in New Guinea and the Philippines for three and a half years. In the Army Enwall worked as the Chief Legal Officer of the US Army Services of Supply. During his time in Australia, Enwall was involved as prosecutor in the highly publicised 'Leonski' case. Edward Leonski was an American soldier who, while stationed in Melbourne, strangled and murdered three Australian women. In the press the deaths became known as the 'Brownout Murders', referring to the unpopular wartime practice of reduced street lighting in Melbourne. The case made headlines around the country and marked the end of a 'honeymoon' period for American forces stationed in Australia during WW2. Around the time of the murders some 150,000 American servicemen were based in Australia, and tensions were high due to disagreements between Australian and US forces over issues such as pay rates (the Americans earned more), food rations, women and race relations. Unusually, Leonski was tried in Australia by a United States Courts Martial where he was declared sane and found guilty on 17 July. It was the

first time that any person had been tried in Australia by a military tribunal for a crime which violated civil law and also the first time a citizen of another country had been tried under the laws of his own country. Jean Kennett and Hayford Enwall were married on 25th August 1944 at Christ Church, South Yarra. In 1946, at the end of the war, Jean left Australia on the bride ship MONTEREY to meet her husband and begin their life together in Florida. Jean's experience is representative of the 12,000 - 15,000 Australian women who married American servicemen during WW2. Some migrated and lived in the USA, while others returned to Australia in the years following the war, with or without their husbands. These women often encountered public scrutiny and disapproval for their decision to marry with many Australians, specifically men, resentful of Americans 'taking their wives'. For many women, American servicemen filled the vacuum created by Australian men stationed overseas. During the campaign in the Pacific thousands of American troops were stationed in Australia, at a time when many of Australia's young men were fighting in Europe and the Middle East.



Object number:
00008280

Title: Journal kept by
Captain Harding master of
the bark STERLING

Date: 1868

Primary Maker: Captain
Harding

Medium: Leather, boards,
Ink on paper

Name: Logbook

History: American traders,
whalers and sealers
roamed Australian waters
from the early days of the
colony. For the young
colony of Sydney,
seaborne trade was its
lifeline. Many of the early
merchant vessels were
American traders on their
way to China. Sealers and
then whalers came to
Australia seeking to fill
their ships' holds with skins
toil. By the latter half of
the 19th century, shipping
lines advertised regular
sailings between Australia
and America.



Object number:
00027645

Title: On target

Date: 1943

Medium: Cloth covered
boards, photographic
images and ink on paper

Name: Book



Object number:
00003592

Title: The sketchbook of
John Selkirk



John Schutze

Date: c 1910

Primary Maker: Frederick Julius George Schutze

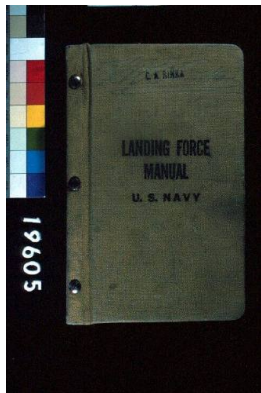
Medium: Ink on paper, cloth

Name: Book

History: John Schultz served on a number of international sailing ships in the years 1903 to 1905, he became affectionately known as 'German John' or 'Big John' to his crew. Schultz joined the crew of the POLTALLOCH a fully rigged, four masted ship which sailed regularly between Australia and North America. The ship then was under the command of Captain Armstrong. John Schultz was a popular member of the crew of the POLTALLOCH, appreciated for his good humour and artistic talents. He was a noted song writer, singer, musician and artist. For a time he left the sea to work on the rail bridge of the Hawkesbry River. Returning to the sea he sailed the Tasman for a time before again joining the larger international sailers where he later studied for command of his own ships. One such ship being MARY ISABELLE. In that age of steam, the Nineteenth Century, Newcastle was the principal coal port of the Pacific region, supplying fuel for locomotives, steam ships, smelters and gas companies to Asia.

companies to Asia, Oceania, South America and North America. One third of all coal produced in New South Wales went into its overseas trade and San Francisco took hundreds of thousands of tons from Newcastle between 1850 and 1915. The collieries of the Hunter River district were insignificant until about 1830 when the development of steam navigation began to create a commercial market for their output. Australian paddle steamers consumed most of their coal but occasional cargoes went overseas and in 1850 the first significant exports went to the United States. The discovery of gold in California in 1849 created a rush to that isolated region of North America and steamships began to ply between Panama and the goldfields. Coal had to be found in the Pacific and in 1850 twenty American ships sailed to Newcastle to pioneer what was to be one of Australia's most important nineteenth century trading links with the United States. A visit or to the port at that time, the Presbyterian clergyman, politician, missionary and author, John Dunmore Lang, was amazed at the change in Newcastle: "Formerly, like the Dead Sea, no sign of life upon its still waters, except when a solitary

except when a solitary steamer was passing to and fro between Hunter's River and the capital now full of life and motion flaunting with stars and stripes." Recognising the importance of this development, the coal merchants arranged a farewell for the captain, officers and passengers of the first of the American ships, the SACRAMENTO. This, by far the most important foreign order for Australian coal up to that time, had been arranged by the Australian Agricultural Company, the principal Newcastle coal producer, through its head office in London.



Object number:
00019605

Title: Landing force manual
U.S. Navy

Date: 1938

Medium: Ink on paper,
cotton, card, metal

Name: Book

Object number:
00016963

Title: Australia II, the
Official Record

Date: 1984

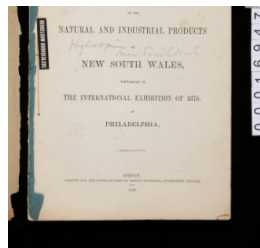
Medium: Cloth, gilt, Ink on
paper

Name: Book



Object number:
00016947

Title: Official catalogue of
the material and industrial



the natural and industrial products of New South Wales

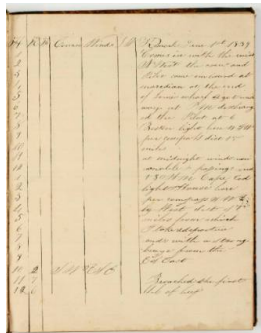
Date: 1876

Medium: Ink, pencil, paper

Name: Book

History: The 1876

International Exhibition of at Philadelphia was the first world's fair held in the United States. It was an epic undertaking and ran for six months generating enormous crowds (over nine million visitors) and revenue. There were over 30,000 businesses exhibiting and competition to attract potential buyers or investors was intense. From Australia the investment was high (Victoria investing £10,000, Queensland £5500 and New South Wales and South Australia £4000). Although there was debate as to the financial merit of participating in such exhibitions, it was generally accepted that the states should be represented in such an international sphere. New South Wales produced a catalogue of its natural and industrial products and at contemporary description of its display describes its exhibit as "New South Wales exhibited specimens of kerosene shale, a large assortment of wines and many framed photographs".



Object number:
00008313

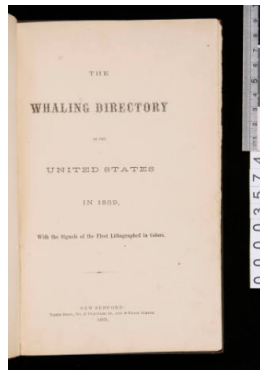
Title: Logbook of the
LOGAN from a voyage from
Boston - Sydney - Manila -
Boston

Date: 1839

Medium: Leather, boards,
Ink on paper

Name: Logbook

History: Shipping records
in Sydney show that the
349 ton LOGAN arrived in
Sydney on the 7 October
1839. The master was
'Symmes' and its cargo
consisted of lumber, oars,
hops and tobacco. The ship
is listed as leaving Sydney
for Manila on 16 November
with a single passenger, Mr
T Moberley.



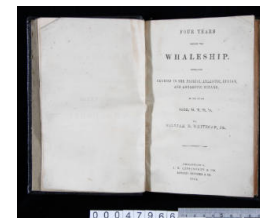
Object number:
00003574

Title: Whaling directory

Date: 1869

Medium: Ink on paper,
cloth covered board

Name: Book



Object number:
00047966

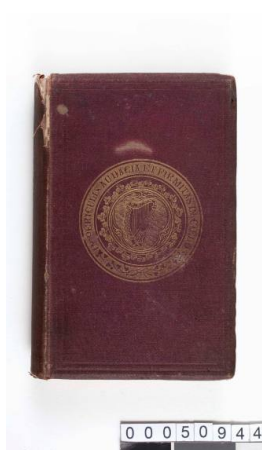
Title: Four Years Aboard
The Whaleship

Date: 1864

Medium: Ink on paper,
leather bound

Name: Book

History: According to
Starbuck the PACIFIC
returned from its voyage
with 934 barrels of sperm
oil. This is the second
edition of a book originally
published in 1860. It is
identical to its predecessor
and is the more rare
edition. This volume has
been rebound in full black
leather with original
backstrip laid down.



Object number:
00050944

Title: Brigadier-General Thomas Francis Meagher: His Political and Military Career; With Selections from his Speeches and Writings.

Date: 1870

Medium: Paper, fabric, ink

Name: Book

History: Meagher (1823-1867) was a revolutionary in the Irish Rebellion of 1848. Sentenced to death for his actions in Ireland, the sentence was commuted to transportation to Australia. The third chapter, titled 'Convict Life in Van Dieman's Land - Escape, and Arrival in America' describes his experiences in Tasmania, where he lived in towns such as Lake Sorel, Campbelltown, Ross and Richmond. He escaped to the US and later became a Union commander of the Irish Brigade of New York in the American Civil War.

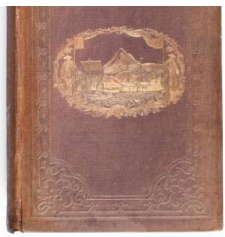


Object number:
00050945

Title: Narrative of the Expedition of an American

Object number:
00032035

Title: Journal of the voyage of the ship CONCORDIA



00050945

expedition of an American Squadron to the China Seas and Japan Performed in the years 1852, 1853, and 1854, under the Command of Commodore M. C. Perry, United States Navy, by order of the government of the United States.

Date: 1856

Medium: Paper, fabric, ink

Name: Book

History: In 1852, Perry embarked from Norfolk, Virginia for Japan, in command of the East India Squadron in search of a Japanese trade treaty. Aboard a black-hulled steam frigate, he ported Mississippi, Plymouth, Saratoga, and Susquehanna at Uraga Harbor near Edo (modern Tokyo) on July 8, 1853. His actions at this crucial juncture were informed by a careful study of Japan's previous contacts with Western ships and what could be known about the Japanese hierarchical culture. He was met by representatives of the Tokugawa Shogunate who told him to proceed to Nagasaki, where there was limited trade with the Netherlands and which was the only Japanese port open to foreigners at that time. As he arrived, Perry

ordered his ships to steam past Japanese lines towards the capital of Edo, and position their guns

of the ship CONCORDIA from Boston to Melbourne

Date: 1852-1853

Primary Maker: Edward Roper

Medium: Ink on paper

Name: Journal

History: Edward Roper's journal commences with his arrival in Boston and his enthusiastic preparations of his voyage on the CONCORDIA to Melbourne and the goldfields. The voyage commenced 10 days later on 18 September 1852 and Roper's detailed account of shipboard events even include the murder and burial at sea of one of the crew. Roper's occupation as an artist becomes apparent and he describes completing 'a large drawing of the CONCORDIA for the Captain' and 'employed nearly all days painting initials on trunks etc for the Captain and passengers'. They arrive at Melbourne on Friday 7 January 1853, and 'in the morning took a walk amongst the tents on the opposite side of the Yarra... there appears to be about 8,000 people living there.... I should think the town is calculated to contain about 30,000 inhabitants, but there are now more than 100,000 inhabitants in it and there are more coming every day...' Five days after their arrival they set off for the diggings through 'the Black Forest' which is

towards the town of Uraga. Perry refused to abide to demands to leave. He then demanded permission to present a letter from President Millard Fillmore, and threatened to use force if the Japanese boats around the American squadron did not disperse. Perry's ships were equipped with new Paixhans shell guns, capable of wreaking great destruction with every shell. The term "Black Ships", in Japan, would later come to symbolize a threat imposed by Western technology. After the Japanese agreed to receive the letter from the American President, Perry landed at Kurihama (in modern-day Yokosuka) on July 14, 1853 presented the letter to delegates present, and left for the Chinese coast, promising to return for a reply. Perry returned in February 1854 with twice as many ships, finding that the delegates had prepared a treaty embodying virtually all the demands in Fillmore's letter. Perry signed the Convention of Kanagawa on March 31, 1854 and departed, mistakenly believing the agreement had been made with imperial representatives. The agreement was made with the Shogun, the de facto ruler of Japan.

the Black Forest [which] is reported to be infested with Bush Rangers'. They decided to mine at the junction of the River London and Friars Creek. There are details descriptions of the campsites and conditions and mining techniques, however they were unable to strike much gold and eventually ran out of provisions. Roper fell ill and was unable to pay the doctors fees. His gold license lapsed in March 'I feel cannot walk out much for fear of being taken by the police as I have no license. On 16 April 1853 Roper returned to Melbourne and had much difficulty in finding employment. He worked occasionally in a friend's store and took a job in Prahran cutting wood, and he 'put an advertisement in The Argus for employment at tracing or copying Mechanical Drawing,' but became depressed on hearing about the death of a friend at the diggings...'I feel very much dissatisfied with the Colony, could I get employment I might feel different...' Roper then prepares to go to the McIvar diggings on 8 August 1853, and is illustrated with three sketches 'going to the diggings', 'encamped for the night', and 'a cradle for gold washing'. Roper's

gold washing . Roper's
journal commences again
after a gap of almost two
years, when he records his
activity at Adelaide Leads,
Daisy Hill on Friday 6 April
1855, in the depths of
despair... 'what has
happened to me? Nothing.
One dark monotonous life.
Every day like today... my
whole thoughts are of
home'. However Roper's
tune changes on 10 April
when in the 'morning
Walker broke into the
gutter. There is gold!' At
the end of the journal is
Roper's 'Gold Account'
which records the sale of
gold on 31 January as '£5/5
/6p 1½ @ £3.10.6'.

Object number:
00028625

Title: Handbook for
saboteurs

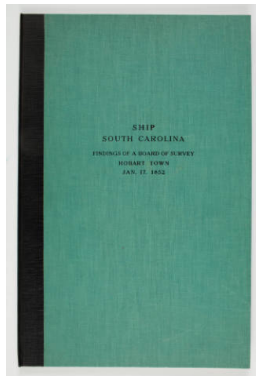
Date: c 1963

Primary Maker: National
Maritime Union of America

Medium: Printed text on
paper. Cardboard bound
booklet, two staples at
spine.

Name: Booklet

History: Booklet prepared
by the National Maritime
Union 'in a desperate
effort to awaken America,
and her government
officials to the terrible
danger we all face...' The
booklet provides facts,
figures and historical
information about
America's maritime fleet,
and is written under the
fictional pretext that there
is an organised plot to
destroy the American
merchant marine, and
provides a manual for
members of SOBGM (an
international combine
whose initials stand for
"Shove off brother, i've got
mine").



Object number:
00029094

Title: A group of four
manuscripts relating to the
condemnation of the New
Bedford whaler, SOUTH
CAROLINA as unseaworthy

Date: 1851 - 1852

Primary Maker: Captain
Ninian Alexander

Medium: Paper, ink,
modern cloth covered
boards, gilt

Name: Manuscript

Object number:
00017829

Title: The Convict Ship
SUCCESS official catalogue

SUCCESS official catalogue
- The oldest ship afloat
visited by over twenty-one
million people
Date: 1933
Primary Maker: Jontzen
Printing Co
Medium: Ink on paper
Name: Booklet
History: Convict
transportation to Australia
began in 1787 when the
First Fleet set sail. It was
seen as a solution to the
overcrowding of British
prisons and the temporary
measure in England of
stowing convicts on prison
hulks. Transportation
reached a peak in the
1830s and continued until
1857, by which time new
prisons were opening,
many of which are still in
use today. The practice of
transportation wasn't
formally abolished until
1868. Between 1788 and
1868 over 168,000 men,
women and children were
transported from Britain to
Australia as convicts on
board more than 1,000
modified merchant ships
which had been converted
into convict transports. The
SUCCESS was a barque of
622 tons built at
Moulemain, India in 1840.
Employed as a 'country
ship' in the UK to East
Indies trade the owners
then transferred the vessel
to the Australian immigrant
service in 1847. On one
run in 1853 upon arriving
at Geelong, Victoria, the
crew departed to join the

crew deserted to join the gold rush, leaving the vessel stranded. It was purchased later that year by the Victorian Government and turned into a prison hulk for convicts. In March 1857 the Inspector-General of Penal Establishments in Victoria, Captain John Price, visited Williamstown to investigate conditions on the hulks. During this visit, he was surrounded and attacked by a party of convicts, dying from his injuries the next day. A group of SUCCESS prisoners were hanged for the murder, and the incident initiated an inquiry into the use of prison hulks, ultimately bringing an end to this system of incarceration. SUCCESS was next transferred to Sydney owners before being sold to entrepreneurs in 1890. The ship departed Australia and surreptitiously arrived in England as an 'exhibition ship', fitted out as a floating museum and falsely billed as having a history of transporting convicts to Australia- 'the last of England's infamous felon fleet'. SUCCESS remained on exhibition there until 1912 when the vessel was sold to American owners for the same purpose, going on to tour the east and west coasts of the United States. The greatly exaggerated

the greatly exaggerated and often fabricated stories of SUCCESS' dreadful convict history drew multitudes of curious visitors, and in the 1920s and 1930s the Australian government unsuccessfully attempted to have the enterprise shut down. In addition to inaccurately claiming a convict transport past, SUCCESS' operators also declared her to be the oldest ship afloat, advertising 1790 as the year the vessel was built rather than 1840. Despite this, the ship continued on display in the US for many years and was a star attraction at the 1933 Chicago World Fair. However in 1946, after more than 50 years of exhibition, SUCCESS was destroyed by fire and sunk in Lake Erie, USA.

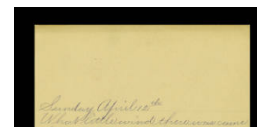
Object number:
00016961

Title: The Friend, a monthly
journal devoted to



Object number:
00009359

Title: William Lockerby's
account of life aboard



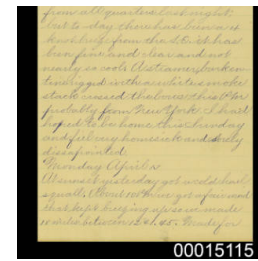
Object number:
00015115

Title: Diary kept on the
HARAMERBY by Oliver F

journal devoted to temperance, seamen, marine and general intelligence
Date: 1869-1872
Primary Maker: Samuel C Damon
Medium: String, Ink on paper
Name: Journal
History: Samuel Chenery Damon was originally from Massachusetts and in 1842 took the post as chaplin for the Seaman's Bethel in Honolulu. He would remain in this position for forty-two years experiencing the full force of Pacific whaling. It is estimated by records that Damon served approxoimately 120,000 seamen in a 20 year period during Honolulus busiest time. In addition to preaching to sailors at the church, Damon was incredibly active in his efforts to educate them, provide some basic nessecities and prevent them from drinking their wages away. Part of this was the printing and distrubution of 'The Friend' journal. Articles covered a wide range of practical and informative topics that related to the maritime industry in addition to Damon's sermons.



account of life aboard JENNY
Date: 1810 - 1820
Primary Maker: William Lockerby
Medium: Ink on paper, leather covered boards
Name: Manuscript
History: William Lockerby was born at Ashbridge near the town of Lockerby in the county of Dumfries on the 6 January 1782. Moving from Scotland to England Lockerby made Liverpool his home and became a successful merchant and shipowner up on his return from Fiji. He died on 29 June 1853. The manuscript is an invaluable first hand account of an American trading voyage to Australia in the first decade of the nineteenth century. Lockerby, from Liverpool, was first officer on the American merchant vessel, the JENNY. Family lore suggests that Lockerby was the victim of an American press gang in Liverpool and signed on the JENNY at Boston. The principal part of the narrative relates Lockerby's 'adventures while marooned in the Fiji Islands. The JENNY, a 205 ton ship, was owned by John Dorr & Co. of Boston and captained by William Dorr Jnr. It voyaged to the Pacific in 1807 searching for goods to trade with China, specifically seals and sandalwood. Sydney was a convenient port of



HIRAM EMERY by Oliver E Hurd on a voyage from Boston to Sydney
Date: 1884-1885
Primary Maker: Oliver E Hurd
Medium: Paper
Name: Manuscript
History: The HIRAM EMERY was a merchant vessel built in in the shipyard of Captain Nathaniel Lord Thompson at Kennebunk Lower Village, Maine, in 1877. The HIRAM EMERY sailed from Boston on May 11, 1884 and in August was approaching Australia. In the diary Hurd writes on 7 August "Sydney is a great place., I understand, for fights on shipboard resulting from men trying to run away and today I was set to work cleaning handcuffs and making them ready in case of an emergency." On the 18th August HIRAM EMERY arrived in Sydney. Hurd makes some mention on the beauty of the port and notes that two men tried to jump ship, he also notes that he regrets not having kept up his journal while in Sydney. On 22 September HIRAM EMERY cleared Newcastle, New South Wales, for China, arriving in Hong Kong on 8 November. From here they went to Manila and then home to Boston.

was a convenient port of call for American ships bound for Canton. Under the Navigation Acts American vessels had no legal authority to trade with British colonies and could only do so when colonial governors ignored the law. The JENNY arrived in Sydney in November 1807 carrying 5,000 gallons of rum. Ordered to leave port for attempted smuggling, the JENNY returned four days later to Broken Bay where it was seized in the act of smuggling spirits. Despite strong evidence, the vessel was not condemned for the act prompting Major Johnston to comment: 'the condemnation of a ship for smuggling will not easily be accomplished in NSW.' While in Sydney, Lockerby sold some tobacco for \$3 a pound to a corrupt marine. He was also taken to the bench and fined when upon seeing some local soldiers stealing his cargo he shouted 'damn you and the Governor too'. The JENNY was still in port when Bligh was put under arrest by the Lieutenant Governor. Lockerby records his jubilation: "I felt myself more than rewarded for the loss of my twenty pounds in witnessing the downfall of the tyrant. It was a fine, calm evening, and I expended a whole box of candles in lighting the ship

candies in lighting the ship, fore and aft, as she lay directly opposite the Governor's door." The bulk of Lockerby's narrative concerns the time he spent in Fiji after he was left behind by the JENNY (he provides two divergent accounts of this incident). The first European and American vessels (MARCIA of Port Jackson and FAIR AMERICA) called at the islands in 1804, for sandalwood. Four years later Lockerby provides fascinating detail of relations between Europeans and Fijians, inter tribal conflict, cannibalism, the strangling of widows, Fijian society, and his personal experience of a war. Lockerby left Fiji for Canton on the GENERAL WELLESLEY on 2nd June 1809. American merchant vessels were some of the earliest visitors to the young colony of NSW. The Alliance, the first American vessel to sight Australia, passed the Tasmanian coast enroute to Canton in 1787, three months before the arrival of the First Fleet. The remote settlement of Sydney became a convenient port of call for vessels sailing to China and for sealing vessels to refit and refresh. Some of these vessels carried speculative cargoes which were sold to the struggling colony. Between

struggling colony. between
1792 and 1813
approximately 60
American vessels called at
Sydney. Lockerby seems to
have made attempts to
have the manuscript
published in the early
1850s. No record exists of
such a publication.
However the journal was
published by a descendent
of Lockerby's in 1925.



Object number:
00009360

Title: William Lockerby's adventures in the South Pacific

Date: 1830 - 1850

Primary Maker: William Lockerby

Medium: Ink on paper, boards

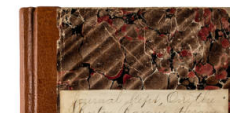
Name: Manuscript journal

History: William Lockerby left Boston on board the JENNY as first officer on 2 June 1807 to return to his family in Liverpool three years and seven months later. He was on an American trading voyage to the Pacific Ocean and China. Lockerby's account details his visit to Sydney in 1807 and the seizure of the vessel for attempted rum smuggling. He then recounts as his adventures while marooned on Fiji and his return to America via China on the "General Wellesley".



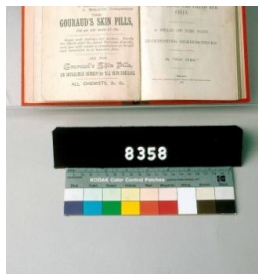
Object number:
00008358

Title: The Convict Hulk
SUCCESS - The Story of her



Object number:
00008287

Title: Journal of Oliver E
Hurd on the Boston harbor



SUCCESS - The Story of her Life, and the Lives of Those who Filled her Cells

Date: 1891

Primary Maker: Spectator Publishing Company Limited

Medium: Ink on paper

Name: Booklet

History: Convict transportation to Australia began in 1787 when the First Fleet set sail. It was seen as a solution to the overcrowding of British prisons and the temporary measure in England of stowing convicts on prison hulks. Transportation reached a peak in the 1830s and continued until 1857, by which time new prisons were opening, many of which are still in use today. The practice of transportation wasn't formally abolished until 1868. Between 1788 and 1868 over 168,000 men, women and children were transported from Britain to Australia as convicts on board more than 1,000 modified merchant ships which had been converted into convict transports. The **SUCCESS** was a barque of 622 tons built at Moulemain, India in 1840. Employed as a 'country ship' in the UK to East Indies trade the owners then transferred the vessel

to the Australian immigrant service in 1847. On one run in 1853 upon arriving at Geelong, Victoria, the



Hurd on the Boston barque
HIRAM EMERY

Date: 1884-1885

Primary Maker: Oliver E Hurd

Medium: Ink on paper, boards

Name: Diary

History: The **HIRAM EMERY** was a 799 ton merchant vessel built in the shipyard of Captain Nathaniel Lord Thompson at Kennebunkport, Maine, in 1877. It sailed from Boston on 11 May 1884 and in August was approaching Australia. Hurd writes on 7 August: "Sydney is a great place, I understand, for fights on shipboard resulting from men trying to run away and today I was set to work cleaning handcuffs and making them ready in case of emergency." On the 18th, the vessel arrived in Sydney. Hurd offers a few notes on the beauty of the port and notes that two men tried to jump ship, and regrets not having kept up his journal while in Sydney. On 22 September the **HIRAM EMERY** cleared Newcastle, New South Wales, for China, arriving there on the 8th November and Hurd remarks on the unloading of coal by Chinese wharf workers. He writes that the sailor's boarding house in Hong Kong was kept by a sailor from Baltimore. From Hong Kong they went to Manila, and thence home to

crew deserted to join the gold rush, leaving the vessel stranded. It was purchased later that year by the Victorian Government and turned into a prison hulk for convicts. In March 1857 the Inspector-General of Penal Establishments in Victoria, Captain John Price, visited Williamstown to investigate conditions on the hulks. During this visit, he was surrounded and attacked by a party of convicts, dying from his injuries the next day. A group of SUCCESS prisoners were hanged for the murder, and the incident initiated an inquiry into the use of prison hulks, ultimately bringing an end to this system of incarceration. SUCCESS was next transferred to Sydney owners before being sold to entrepreneurs in 1890. The ship departed Australia and surreptitiously arrived in England as an 'exhibition ship', fitted out as a floating museum and falsely billed as having a history of transporting convicts to Australia- 'the last of England's infamous felon fleet'. SUCCESS remained on exhibition there until 1912 when the vessel was sold to American owners for the same purpose, going on to tour the east and west coasts of the United States.

and thence home to Boston. The details of this journal are unusual, and range from an admission of striking the mate with a piece of wood (he was provoked), to his falling overboard while painting (he caught the end of the spanker sheet and was hauled back aboard). He notes not only the shipboard duties, but leisure activities as well, noting at one point that the carpenter cut the spine out of a shark for "a cane". Although written four years after the events, it was clearly written from the original journal.

The greatly exaggerated and often fabricated stories of SUCCESS' dreadful convict history drew multitudes of curious visitors, and in the 1920s and 1930s the Australian government unsuccessfully attempted to have the enterprise shut down. In addition to inaccurately claiming a convict transport past, SUCCESS' operators also declared her to be the oldest ship afloat, advertising 1790 as the year the vessel was built rather than 1840. Despite this, the ship continued on display in the US for many years and was a star attraction at the 1933 Chicago World Fair. However in 1946, after more than 50 years of exhibition, SUCCESS was destroyed by fire and sunk in Lake Erie, USA.

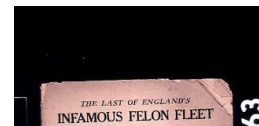


Object number:
00008288

Title: Journal of Oliver E
Wood on the Boston harbor

Object number:
V00003576

Title: Narrative of the
United States Exploring



Object number:
00029263

Title: The Last of England's
Infamous Felon Fleet. The



Hurd on the Boston barque
HIRAM EMERY - second
draft

Date: 1884-1885

Primary Maker: Oliver E
Hurd

Medium: Leather bound
boards, Ink on paper

Name: Diary

History: The HIRAM EMERY
was a 799 ton merchant
vessel built in the shipyard
of Captain Nathaniel Lord
Thompson at
Kennebunkport, Maine, in
1877. It sailed from Boston
on 11 May 1884 and in
August was approaching
Australia. Hurd writes on 7
August: "Sydney is a great
place, I understand, for
fights on shipboard
resulting from men trying
to run away and today I
was set to work cleaning
handcuffs and making
them ready in case of
emergency." On the 18th,
the vessel arrived in
Sydney. Hurd offers a few
notes on the beauty of the
port and notes that two
men tried to jump ship,
and regrets not having
kept up his journal while in
Sydney. On 22 September
the HIRAM EMERY cleared
Newcastle, New South
Wales, for China, arriving
there on the 8th November
and Hurd remarks on the
unloading of coal by
Chinese wharf workers. He

writes that the sailor's
boarding house in Hong
Kong was kept by a sailor
from Baltimore. From Hong

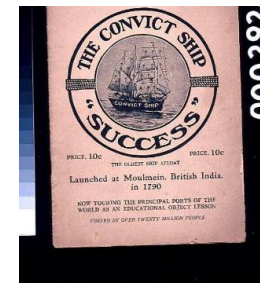
United States Exploring
Expedition - in six volumes
Date: 1845

Primary Maker: Charles
Wilkes

Medium: Cloth, gilt,
engravings, printed text on
paper

Name: Book

History: The United States
Exploring Expedition was
the first government
funded scientific
hydrographic survey
undertaken by the United
States. The four-year
voyage from 1838-1842
was lead by Lieutenant
Charles Wilkes and
comprised a naval
squadron of six vessel.
Wilkes left Virginia in
March 1838 and headed
down the east coast of
South America, calling into
Rio de Janeiro. He rounded
Cape Horn and crossed the
Pacific and called into
Samoa and Sydney before
turning south to explore
Antarctica. Wilkes was the
first explorer to ascertain
that Antarctica was a
separate continent and he
mapped a large part of the
eastern coastline. He then
headed north to Fiji and
Hawaii. In 1841 he
explored the west coast of
North America before
crossing the Pacific again
and returned to New York
via the Cape of Good Hope.
During the course of the
voyage, Wilkes lost two
ships and 28 men and was
court-martialed upon his
return. Although shocked



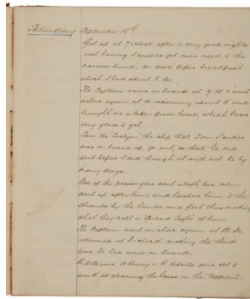
intamous Felon Fleet, the
Convict Ship SUCCESS
Date: 1922
Medium: Ink on paper
Name: Booklet
History: Convict
transportation to Australia
began in 1787 when the
First Fleet set sail. It was
seen as a solution to the
overcrowding of British
prisons and the temporary
measure in England of
stowing convicts on prison
hulks. Transportation
reached a peak in the
1830s and continued until
1857, by which time new
prisons were opening,
many of which are still in
use today. The practice of
transportation wasn't
formally abolished until
1868. Between 1788 and
1868 over 168,000 men,
women and children were
transported from Britain to
Australia as convicts on
board more than 1,000
modified merchant ships
which had been converted
into convict transports. The
SUCCESS was a barque of
622 tons built at
Moulemain, India in 1840.
Employed as a 'country
ship' in the UK to East
Indies trade the owners
then transferred the vessel
to the Australian immigrant
service in 1847. On one
run in 1853 upon arriving
at Geelong, Victoria, the
crew deserted to join the
gold rush, leaving the
vessel stranded. It was
purchased later that year
by the Victorian

Kong they went to Manila, and thence home to Boston. The details of this journal are unusual, and range from an admission of striking the mate with a piece of wood (he was provoked), to his falling overboard while painting (he caught the end of the spanker sheet and was hauled back aboard). He notes not only the shipboard duties, but leisure activities as well, noting at one point that the carpenter cut the spine out of a shark for "a cane". Although written four years after the events, it was clearly written from the original journal.

return. Although absolved for the loss of the ships and men, Wilkes was reprimanded for the harsh treatment of subordinates and for handing out illegal punishments. Shortly after Wilkes' return, in July 1842 he began writing his narrative of the voyage, drawing on the data and logs assembled by the members of the expedition, taking two years. In 1845, three editions of the narrative were published. The first was the 'official' edition limited to 100 copies, followed by the 'public' edition limited to 150 copies. The two differed only slightly in binding and preliminary material. Lastly, a general edition of 1,000 copies was published, which was smaller in size, featured smaller type, changes to the text, and a reduced atlas.

by the Victorian Government and turned into a prison hulk for convicts. In March 1857 the Inspector-General of Penal Establishments in Victoria, Captain John Price, visited Williamstown to investigate conditions on the hulks. During this visit, he was surrounded and attacked by a party of convicts, dying from his injuries the next day. A group of SUCCESS prisoners were hanged for the murder, and the incident initiated an inquiry into the use of prison hulks, ultimately bringing an end to this system of incarceration. SUCCESS was next transferred to Sydney owners before being sold to entrepreneurs in 1890. The ship departed Australia and surreptitiously arrived in England as an 'exhibition ship', fitted out as a floating museum and falsely billed as having a history of transporting convicts to Australia- 'the last of England's infamous felon fleet'. SUCCESS remained on exhibition there until 1912 when the vessel was sold to American owners for the same purpose, going on to tour the east and west coasts of the United States. The greatly exaggerated and often fabricated stories of SUCCESS' dreadful convict history drew multitudes of curious

attracted multitudes of curious visitors, and in the 1920s and 1930s the Australian government unsuccessfully attempted to have the enterprise shut down. In addition to inaccurately claiming a convict transport past, SUCCESS' operators also declared her to be the oldest ship afloat, advertising 1790 as the year the vessel was built rather than 1840. Despite this, the ship continued on display in the US for many years and was a star attraction at the 1933 Chicago World Fair. However in 1946, after more than 50 years of exhibition, SUCCESS was destroyed by fire and sunk in Lake Erie, USA.



Object number:

00047851

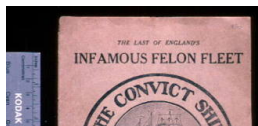
Title: Journal of a Voyage to Melbourne and back, on board the DONALD MACKAY

Date: 1866

Medium: Ink on paper

Name: Journal

History: The DONALD MACKAY was an extreme clipper launched in 1855, at the shipyard of Donald McKay in East Boston, Massachusetts for the Black Ball Line of Liverpool. The vessels dimensions were 266 feet long, 46 feet 3 inches beam and 29 feet 5 inches deep. In 1866 the ship was sold to Thomas Harrison of Liverpool, and chartered back to the Black Ball Line. It was during this time the ship sailed for Melbourne with immigrants. After 1868 the vessel was employed in general trading. The figurehead from the ship, which is a figure of a Highlander in the McKay tartan, is preserved at the Mystic Seaport Museum, USA.



Object number:

00017243

Title: The last of England's infamous felon fleet the

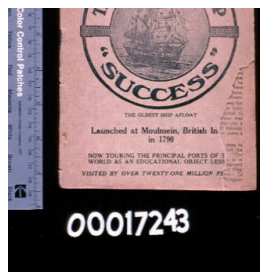


Object number:

ANMS0148[003]

Title: Welcome to Australia

Date: 1939 - 1945



infamous rejoin fleet the Convict Ship SUCCESS, the oldest ship afloat launched at Moulmein, British India in 1790 now touring the principal ports of the World as an educational object lesson visited by over twenty-million people

Date: 1924

Medium: Ink on paper

Name: Pamphlet

History: Convict transportation to Australia began in 1787 when the First Fleet set sail. It was seen as a solution to the overcrowding of British prisons and the temporary measure in England of stowing convicts on prison hulks. Transportation reached a peak in the 1830s and continued until 1857, by which time new prisons were opening, many of which are still in use today. The practice of transportation wasn't formally abolished until 1868. Between 1788 and 1868 over 168,000 men, women and children were transported from Britain to Australia as convicts on board more than 1,000 modified merchant ships which had been converted into convict transports. The SUCCESS was a barque of 622 tons built at Moulmain, India in 1840. Employed as a 'country

ship' in the UK to East Indies trade the owners then transferred the vessel to the Australian immigrant



Date: 1939 - 1945

Name: Handbook

History: "Getting Together - This book aims to help introduce you to Australia. It is an expression of good will by Australian who are very glad to know that Americans and Australians will go forward together from Australian bases to beat the Japanese - so that the Pacific will be safe for people who want to lead American and Australian lives which are, at the bottom, pretty much alike. Australian and Americans share many things. We're both young nations (we're about 180 years younger than you). We're both not far out of the pioneering stage, we speak the same language, we both believe vigorously in democracy, we're both likely to be impatient with conventions and formalities of older countries. We're accustomed to many American products; we drive your autos, we see your movies, we read your books. We know the basic similarities between the two countries. We can see those similarities far more clearly if we get the surface differences out of the way. That's what this book hopes to do. In peacetime, thousands of U. S. tourists and businessmen came here every year and made many good friends. It's harder for an army to get acquainted

service in 1847. On one run in 1853 upon arriving at Geelong, Victoria, the crew deserted to join the gold rush, leaving the vessel stranded. It was purchased later that year by the Victorian Government and turned into a prison hulk for convicts. In March 1857 the Inspector-General of Penal Establishments in Victoria, Captain John Price, visited Williamstown to investigate conditions on the hulks. During this visit, he was surrounded and attacked by a party of convicts, dying from his injuries the next day. A group of SUCCESS prisoners were hanged for the murder, and the incident initiated an inquiry into the use of prison hulks, ultimately bringing an end to this system of incarceration. SUCCESS was next transferred to Sydney owners before being sold to entrepreneurs in 1890. The ship departed Australia and surreptitiously arrived in England as an 'exhibition ship', fitted out as a floating museum and falsely billed as having a history of transporting convicts to Australia- 'the last of England's infamous felon fleet'. SUCCESS remained on exhibition there until 1912 when the vessel was sold to American owners for the

army to get acquainted, but the sponsors of this book, the Australian-American Co-Operation Movement (a group of people who have long been urging that these two Pacific countries should know one another better) are sure you are going to succeed. Most Australians agree with this. Almost all of them want to help you any way they can. You can rely on any reasonable-looking citizen giving you street directions, telling you anything you want to know, if you care to ask. They like to think you will ask." \ Jean Mavis Kennett (1912 - 1990) met and married American Colonel Hayford Enwall (1905 - 1993) in 1944 while she was serving as a Lieutenant in the Australian Army Medical Women's Service. The AAMWS developed out of voluntary medical organisations such as the VADs (Voluntary Aid Detachments). Jean Kennett was one of some 8,500 Australian women who served in the AAMWS in WW2, working alongside army nursing sisters in hospitals. During her time as a member of the AAMWS Jean posed for respected war artist Napier Waller. The sketch that Waller took of Jean was published in The Australasian (December 5, 1942) and used in a

same purpose, going on to tour the east and west coasts of the United States. The greatly exaggerated and often fabricated stories of SUCCESS' dreadful convict history drew multitudes of curious visitors, and in the 1920s and 1930s the Australian government unsuccessfully attempted to have the enterprise shut down. In addition to inaccurately claiming a convict transport past, SUCCESS' operators also declared her to be the oldest ship afloat, advertising 1790 as the year the vessel was built rather than 1840. Despite this, the ship continued on display in the US for many years and was a star attraction at the 1933 Chicago World Fair. However in 1946, after more than 50 years of exhibition, SUCCESS was destroyed by fire and sunk in Lake Erie, USA.

1942) and used in a wartime recruitment poster that read: 'Do a worthwhile job / Join the Australian Army Medical Women's Service' (see ANMS0148 [001]). Jean's husband Colonel Hayford Enwall worked a barrister and assistant US district attorney in Florida in the years before the outbreak of war. As a reserve Army officer Enwall was called to active duty in 1941 and sent immediately to Australia, serving there and in New Guinea and the Philippines for three and a half years. In the Army Enwall worked as the Chief Legal Officer of the US Army Services of Supply. During his time in Australia, Enwall was involved as prosecutor in the highly publicised 'Leonski' case. Edward Leonski was an American soldier who, while stationed in Melbourne, strangled and murdered three Australian women. In the press the deaths became known as the 'Brownout Murders', referring to the unpopular wartime practice of reduced street lighting in Melbourne. The case made headlines around the country and marked the end of a 'honeymoon' period for American forces stationed in Australia during WW2. Around the time of the murders some 150,000 Americans

150,000 American servicemen were based in Australia, and tensions were high due to disagreements between Australian and US forces over issues such as pay rates (the Americans earned more), food rations, women and race relations. Unusually, Leonski was tried in Australia by a United States Courts Martial where he was declared sane and found guilty on 17 July. It was the first time that any person had been tried in Australia by a military tribunal for a crime which violated civil law and also the first time a citizen of another country had been tried under the laws of his own country. Jean Kennett and Hayford Enwall were married on 25th August 1944 at Christ Church, South Yarra. In 1946, at the end of the war, Jean left Australia on the bride ship MONTEREY to meet her husband and begin their life together in Florida. Jean's experience is representative of the 12,000 - 15,000 Australian women who married American servicemen during WW2. Some migrated and lived in the USA, while others returned to Australia in the years following the war, with or without their husbands. These women often encountered public scrutiny and disapproval for their decision to marry.

for their decision to marry with many Australians, specifically men, resentful of Americans 'taking their wives'. For many women, American servicemen filled the vacuum created by Australian men stationed overseas. During the campaign in the Pacific thousands of American troops were stationed in Australia, at a time when many of Australia's young men were fighting in Europe and the Middle East.



Object number:
00017828

Title: President Johnson
and Prime Minister Holt at



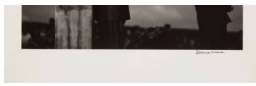
Object number:
00018980

Title: Scrimshaw depiction
of fashion plate woman



Object number:
00018981

Title: Scrimshaw depiction
of fashion plate woman



and Prime Minister Holt at Canberra Airport, 1966
Date: 1966
Primary Maker: David Moore
Medium: Black and white photographic print on paper
Name: Photograph
History: Iconic Australian photographer David Moore (1927-2003) was introduced to photography at an early age when, on his eleventh birthday, he was given a simple Coronet box camera. However it was a book of Edward Weston photographs, 'California and the West' given to him by his father, that cemented his love of photography and provided the catalyst for his career. Moore retained his much-loved and dog-eared copy of 'California and the West' throughout his life. Born in Sydney in 1927, David Moore grew up in Vaucluse surrounded by the waters and activities of Sydney Harbour. He was educated at Geelong Grammar before joining the navy on his eighteenth birthday just prior to the end of WW2 in 1945. Moore went on to serve 18 months as an ordinary seaman on the destroyer HMAS BATAAN – an experience that fostered a fascination with the maritime world. Moore returned to civilian life in 1946 and worked temporarily as a farmhand



or fashion plate woman
Date: 1870-1880
Medium: Whaletooth, carbon
Name: Scrimshaw whale tooth
History: Scrimshaw was originally a maritime craft that developed from the unique conditions encountered onboard whaling ships in the early 19th century. No one knows for sure where the word originated, but it comes from the Dutch words 'scrim' meaning to etch and 'shorn' meaning to make. The earliest written reference is in an American ship's log dated 20 May 1826. There is also a reference to 'skrim shunder articles' in Herman Melville's Moby Dick in 1851. Scrimshaw is produced by engraving, carving, inlaying or assembling bone from marine mammals, such as whale bone, teeth and baleen, walrus tusks and shell. Using jackknives, saws, homemade files and sharp sail needles, sailors etched images of women, whaling scenes or other memories of home. A tooth would be selected and sawn off for stability. It was then filed and sanded to a smooth surface. The basic design, often copied from books and magazine illustrations, would be scratched into the tooth and the engraved lines filled with ink, lamp black



or fashion plate girl with a hoop
Date: 1870 - 1880
Medium: Whaletooth, carbon
Name: Scrimshaw
History: Scrimshaw was originally a maritime craft that developed from the unique conditions encountered onboard whaling ships in the early 19th century. No one knows for sure where the word originated, but it comes from the Dutch words 'scrim' meaning to etch and 'shorn' meaning to make. The earliest written reference is in an American ship's log dated 20 May 1826. There is also a reference to 'skrim shunder articles' in Herman Melville's Moby Dick in 1851. Scrimshaw is produced by engraving, carving, inlaying or assembling bone from marine mammals, such as whale bone, teeth and baleen, walrus tusks and shell. Using jackknives, saws, homemade files and sharp sail needles, sailors etched images of women, whaling scenes or other memories of home. A tooth would be selected and sawn off for stability. It was then filed and sanded to a smooth surface. The basic design, often copied from books and magazine illustrations, would be scratched into the tooth and the engraved lines filled with ink, lamp black

and in an architect's office before he secured a position in the commercial photography studio of Russell Roberts in Sydney. In 1948 Moore began working at the studio of renowned Australian photographer Max Dupain, whose influence is visibly present in Moore's early work. It was during this time that Moore captured his iconic image 'Redfern interior - 1949' which shows an older woman and a toddler at the base of a bed in which lies a young woman with a newborn. The room is clearly one of poverty and the women's faces are crossed with concern at the looming prospect of eviction. The photograph was used in several publications and, most significantly, later chosen for the 1955 exhibition 'Family of Man' at the Museum of Modern Art in New York. The exhibition featured images from 68 countries, with Moore's photograph the standout entry from Australia. The location of Max Dupain's studio in Clarence Street provided Moore with a platform from which to view the activities and vessels of the Pyrmont docks. He was enthralled by the P&O liner HIMALAYA and returned to the docks repeatedly to photograph the bustle and hype that surrounded the vessel.

mixed with ink, lamp black, or other pigment. As work progressed more detail would be added to finish the design.

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Reflecting on this time, Moore later said of his HIMALAYA images: 'I was 24 years old and I photographed that ship with the eye of a young lover.' The period that Moore spent at Dupain's commercial studio was clearly instructive and influential, however when offered a junior partnership in the business he declined in order to travel and gain some experience internationally. Moore left Australia in 1951 and voyaged on the liner ORONSAY to England. Over the next three decades Moore established a career internationally, photographing for major publications such as 'Life', 'Sports Illustrated' and 'National Geographic' and travelling to locations such as Canada, Antarctica and Kenya. During this time Moore published over a dozen books of photography and along with photographers such as Wesley Stacey and Laurie Le Guay he was instrumental in setting up the Australian Centre for Photography. In 1977 one of his photographs was selected for inclusion aboard the spacecraft VOYAGER along with other forms of data about life on earth such as greetings in different languages, music from different cultures and a message from the US

President Jimmy Carter that will represent the planet on the off-chance the spacecraft encounters another civilisation. From the 1970s Moore was based in Sydney and his work became more focussed on capturing Australian landscapes and people, particularly architecture. Throughout his long and respected career, Moore contributed invaluable to the growth and development of photography in Australia. His work is now held in galleries throughout Australia and the world including the Museum of Modern Art in New York, the Smithsonian Institute in Washington and the National Gallery in Canberra.



Object number:
00016818

Title: Cape Leeuwin, the
second blanket 1873: Part



Object number:
00016819

Title: Australian Bight,
CELEBY, 1873: Part



Object number:
00016820

Title: Albany, captain's
blanket 1873: Part



second blanket 1873: Port William collision MATILDA SEARS 1875

Date: 1993

Primary Maker: Gary Tonkin

Medium: Scrimshawed sperm whale tooth

Name: Scrimshaw

History: Scrimshaw was originally a maritime craft that developed from the unique conditions onboard whaling ships in the early 19th century. No one knows for sure where the word originated, but it comes from the Dutch words 'scrim' meaning to etch and 'shorn' meaning to make. The earliest written reference is in an American ship's log dated 20 May 1826. There is also a reference to 'skrim shunder articles' in Herman Melville's Moby Dick in 1851. Scrimshaw is produced by engraving, carving, inlaying or assembling bone from marine mammals, such as whale bone, teeth and baleen, walrus tusks and shell. sing jackknives, saws, homemade files and sharp sail needles, sailors etched images of women, whaling scenes or other memories of home. For a period of roughly 100 years whalers produced a wide variety of scrimshaw, but it is the engraved and

carved teeth and jaws that have received the most admiration. Teeth are generally considered



OFFLEY gamming ELIZA A , 1873: Hobartown, caulking the hull, 1874

Date: 1993

Primary Maker: Gary Tonkin

Medium: Scrimshawed sperm whale tooth

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newborn son, 1873: Kangaroo Island, into the martingales, 1874

Date: 1993

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down by a waterspout'; the
birth of the Hamblin's son
in Albany, Western
Australia 'Captain's
newborn son' and
'Caulking the hull' which
records the ship's visit to
Hobart, Tasmania where it
docked for repairs in
September 1874.

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Object number:
00016817

Title: Tristan da Cunha fire
in the chimney 1873



Object number:
00016815

Title: New Bedford, Bound
on a whaling voyage



Object number:
00016816

Title: Western End -
Knocked down 1873



in the chimney 1872:
Solander RK. The chawed
boat 1875
Date: 1993
Primary Maker: Gary Tonkin
Medium: Sperm whale tooth
Name: Scrimshaw
History: Scrimshaw was originally a maritime craft that developed from the unique conditions onboard whaling ships in the early 19th century. No one knows for sure where the word originated, but it comes from the Dutch words 'scrim' meaning to etch and 'shorn' meaning to make. The earliest written reference is in an American ship's log dated 20 May 1826. There is also a reference to 'skrim shunder articles' in Herman Melville's Moby Dick in 1851. Scrimshaw is produced by engraving, carving, inlaying or assembling bone from marine mammals, such as whale bone, teeth and baleen, walrus tusks and shell. sing jackknives, saws, homemade files and sharp sail needles, sailors etched images of women, whaling scenes or other memories of home. For a period of roughly 100 years whalers produced a wide variety of scrimshaw, but it is the engraved and carved teeth and jaws that have received the most admiration. Teeth are generally considered classic scrimshaw because



on a whaling voyage,
1872: Home - A greasy
ship, 1876
Date: 1993
Primary Maker: Gary Tonkin
Medium: Scrimshawed sperm whale tooth
Name: Scrimshaw
History: Scrimshaw was originally a maritime craft that developed from the unique conditions onboard whaling ships in the early 19th century. No one knows for sure where the word originated, but it comes from the Dutch words 'scrim' meaning to etch and 'shorn' meaning to make. The earliest written reference is in an American ship's log dated 20 May 1826. There is also a reference to 'skrim shunder articles' in Herman Melville's Moby Dick in 1851. Scrimshaw is produced by engraving, carving, inlaying or assembling bone from marine mammals, such as whale bone, teeth and baleen, walrus tusks and shell. sing jackknives, saws, homemade files and sharp sail needles, sailors etched images of women, whaling scenes or other memories of home. For a period of roughly 100 years whalers produced a wide variety of scrimshaw, but it is the engraved and carved teeth and jaws that have received the most admiration. Teeth are generally considered classic scrimshaw because



knocked down - 1872:
From equator home - King
of all Centennial 4 July 1876
Date: 1992 - 1993
Primary Maker: Gary Tonkin
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History: Scrimshaw was originally a maritime craft that developed from the unique conditions onboard whaling ships in the early 19th century. No one knows for sure where the word originated, but it comes from the Dutch words 'scrim' meaning to etch and 'shorn' meaning to make. The earliest written reference is in an American ship's log dated 20 May 1826. There is also a reference to 'skrim shunder articles' in Herman Melville's Moby Dick in 1851. Scrimshaw is produced by engraving, carving, inlaying or assembling bone from marine mammals, such as whale bone, teeth and baleen, walrus tusks and shell. sing jackknives, saws, homemade files and sharp sail needles, sailors etched images of women, whaling scenes or other memories of home. For a period of roughly 100 years whalers produced a wide variety of scrimshaw, but it is the engraved and carved teeth and jaws that have received the most admiration. Teeth are generally considered classic scrimshaw because

of their decoration, including whaling scenes, family members, religion, love, women and patriotism. A tooth would be selected and sawn off for stability, then filed and sanded to a smooth surface. The basic design was often copied from books and magazine illustrations and would be scratched into the tooth and the engraved lines filled with ink, lamp black or other pigments. As the work progressed more detail would be added to finish the design. Gary Tonkin began scrimshandering in about 1975, after working in the whaling industry as a young man. He is self-taught and uses traditional scrimshaw techniques, and has become recognised as a leading contemporary practitioner of scrimshaw. On 10 June 1872 ELIZA ADAMS sailed from New Bedford on the East coast of America, bound for the southern Indian and Pacific oceans. The four year whaling voyage, 1872 - 1876, took the vessel around the world and included a successful trip along the West coast of Australia. Both the highlights and mundane aspects of ELIZA ADAMS' journey are illustrated on the teeth: including the vivid and exciting 'Knocked down by a waterspout'; the

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Object number:
00008356

Title: Account of the start
of the Australian gold rush



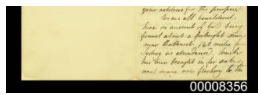
Object number:
00003602

Title: Portrait of Captain
James MacKenzie



Object number:
00019502

Title: Walking stick
belonging to Captain



or the Australian gold rush at Bathurst

Date: June 1851

Primary Maker: Reverend Lancelot Edward Threlkeld

Medium: Ink on paper

Name: Letter

History: Dear Sir, I beg to present Through you to the Society of which you are President a copy of my book [itself [presumably Threlkeld's 'A Key to the Structure of the Aboriginal Language' published in 1850] which will explain itself. Mr Harris when here favoured me with your address for the purpose. We are all bewildered here on account of gold being found about a fortnight since near Bathurst 160 miles from Sydney in abundance. Much has been brought in for sale, and many are flocking to the diggings despite of the winter which has just set in. It is rather severe at the diggings but does not last long, California is now forgotten here, many passengers forfeited their passage money last week about 80 persons who were going in one ship. Our despised convict Colony will now come out in a new dress and if a calf be made of gold many will fall down and worship it. God grant that all who get gold may

have grace to use it properly. I remain Dear Sir
Yours truly, L. E. Threlkeld.



Lauchlan McKay

Date: 19th century

Medium: Oil on canvas

Name: Painting

History: The brothers Lauchlan and Donald McKay were significant men during the age of the clipper ships. These ships combined a sleek hull with acres of canvas sails to reach record speeds of nearly 20 knots p/h. Competitive shipping companies and entrepreneurs were eager to take advantage of the innovative clipper ship design that increased their profits by allowing the quicker transportation of cargo. Between the two McKay brothers, Donald is best known for his shipbuilding construction, including his famous record breaking vessel FLYING CLOUD and SOVEREIGN OF THE SEAS. Lauchlan McKay was born in Shelburne, Nova Scotia in 1811 and completed a shipwright apprenticeship in New York under Isaac Webb. He wrote the first comprehensive American text on shipbuilding, 'The practical ship-builder' which was published in New York by Collins, Keese and Co in 1839. The book provided mechanical and philosophical information on constructing different types of vessels. McKay went on to command a number of ships designed by his brother and passed



belonging to Captain Lauchlan McKay

Date: Mid to late 19th century

Medium: Gold, cane, ivory

Name: Walking stick

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Object number:
00009278

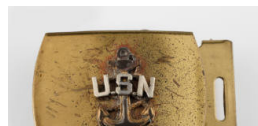
Title: Peruvian brigantine
and an American three
masted ship

Date: 19th century

Medium: Whale tooth, ink

Name: Scrimshaw

History: Scrimshaw is a maritime folk art that developed onboard whaling vessels in the 19th century. To help fill the long hours at sea whalers would use knives and other sharp tools to carve images on whale bone, teeth and other marine animal by-products. A whale tooth would be selected and the base sawn off for stability. The surface was then filed and sanded till smooth. The basic engraved designs were often copied from books and magazine illustrations, and were scratched into the tooth and the incised lines filled with ink, lamp black or other pigments. As the work progressed more detail would be added to finish the design.



Object number:
00054829

Title: United States Navy
belt buckle



DELT BUCKLE

Date: 1958

Medium: Bronze

Name: Buckle

History: This unusual and comprehensive collection of mainly US Navy (but including RCN, RAN, RN and Matson line) ship souvenirs, letters, book matches, badges and invitations documents Navy ship visits to Sydney in the period between 1950 and 1980. The collection includes souvenirs from USN vessels serving in the Vietnam War that visited Sydney for maintenance, repair and rest and recreation including the nuclear powered aircraft carrier USS Enterprise. Another souvenir is from USS Arneb a vessel that took part in Operation Deep Freeze 1, 2 and 3 (1956 - 1964) designed to secure the USA's presence in Antarctica. USS Arneb was damaged by ice in 1957 and put into drydock in Sydney for repair. The preponderance of souvenir cigarette lighters and matches indicate the status of tobacco smoking as an acceptable and even desirable social habit of this period. Many of the lighters are the American Zippo brand which was used as a marketing device and souvenir by many American companies and entities. They are collectable and are

collectable and are
considered to significant in
the history of US product
design.