

Object number:
00005663

Title: James Conder in his
Victorian Colonial Navy



Object number:
00055239

Title: Service Medals and
Sweetheart Brooch



Object number:
00033054

Title: Journal of James
Lawson, Royal Navy



victorian Colonial Navy uniform
Date: 1892-1896
Primary Maker: James Bryce Conder
Medium: Black and white photographic print on paper, mahogany wood frame.
Name: Photograph
History: James (Jim) Bryce Conder was one of thousands of Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN. Conder joined the Royal Navy in Australia in 1891 aged 19 having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served on HMS ORLANDO, HMVS CERBERUS, HMVS NELSON, gunboat HMVS ALBERT, HMS KATOOMBA, HM Ships CHALLENGER and PSYCHE.



Sweetheart Brooch
 Belonging to AE1 Crewman Able Seaman James Thomas
Date: after 1914
Medium: Metal (bronze, cupro-nickel and copper (lacquered in bronze))
 Ribbon
Name: Service Medals and Brooch
History: James Thomas served as an Able Seaman aboard AE1 when it disappeared, and--like many of the submarine's crew--was seconded to the Royal Australian Navy from the British Royal Navy. He was born at St. Helen's, Worcester, England, in May 1883 and commenced service in the RAN on 16 May 1913. Within a year, he was training aboard submarines, and was assigned to HMAS PENGUIN (the depot ship for AE1 and its sister-submarine AE2) in May of 1914. Thomas was accompanied to Australia by his wife, Emma, and their two sons. They were living on Petersham Road in Marrickville (Sydney) at the time of AE1's loss. Tragically, the day the family disembarked at Sydney they were met on the wharf by Thomas' Marrickville neighbour with a telegram advising that he was missing. The Thomas family remained in Australia and eventually received compensation. More family followed from



Lawson, Royal Navy
Date: 1869 - 1878
Primary Maker: James Lawson
Medium: Ink on paper, leather
Name: Journal
History: This handwritten journal of 143 pages is contained within a hardcover book with marbled paper front and back and a leather spine. It was written by James Lawson and records details of life from the five ships in which he served: HMS COSSACK (1869-1873), HMS VOLAGE (1874-1875), HMS PYGMY (1875-1876), HMS MARTIN (1876-1878) and HMS EURYALUS (1878); and also the two shore establishments HMS EXCELLENT (1873) and Sheerness Barracks (1878). In succinct terms and a neat hand, Lawson records the daily routine aboard a Royal Navy ship including cleaning the ship, washing clothes, make and mend days, coaling duties in port, caulking, painting and holystoning, Divisions and Church services every Sunday, incoming and outgoing mail drops in port and with other ships, general quarter drills and exercises, scraping guns, target and under steam practice, visitors, and gun salutes. Out of the ordinary events are also mentioned such as the following, W. 13th. Court Martial on the quarter for drunkenness

more family followed from the United Kingdom in later years. In December 2017, a search for Australia's first submarine, HMAS AE1, was undertaken by a collaborative team comprising researchers and specialists from the Silentworld Foundation, ANMM, Find AE1 Ltd., the Royal Australian Navy and Fugro, N.V. The search was successful and identified AE1's final resting place off the Duke of York Islands in Papua New Guinea. In April 2018, further research was carried out at the site by the ANMM, Find AE1 Ltd. and Curtin University's HIVE (Hub for Immersive Visualisation and eResearch) aboard R/V PETREL, a vessel owned by Microsoft co-founder Paul G. Allen and operated by Vulcan, Inc. Also on board was a Remotely-Operated Vehicle (ROV) and images relayed back to researchers aboard PETREL revealed vital clues to a sequence of events that led to AE1's loss. For example, the submarine's bow and stern torpedo tube caps were found to be either partially or fully open, and that this appears to have been an intentional act carried out on the surface. Why the caps were open, and whether they contributed in some manner to the loss will likely never be known. Similarly, the reason that a

gunner for drunkenness, dismissed the service. T. 14th. Came aboard. Fleeted to privilege leave 2 days pay working watch F. 15th. Do. Do. S. 16th. Corporal discharged for thieving, and got another gunner Mr Wallace. F. 19th. Sighted a raft at daylight & picked it up 2 chests found on it and provisions but no lives 10th Our Paymaster Mr. Metford drownd[sic] the same night in trying to swim off to the ship. S. 5th. Tom Peters crewman died. Buried him same evening. F. 15th. Good Friday. Mr Hood midshipman jumpd[sic] overboard that night. drunk. tried by court martial. dismissed the ship S. 31st. under steam and sail. French mail boat passed us bound for Mauritius. Made signal that France and Prussia had declared war. S. 25th. Christmas Day, not up to much. got drunk that night. 3. P.M. Matuka Bay fine looking people the natives T. 9th. at anchor natives traded with yams and pigs for brass buttons and coppers. 9 of the natives brought from Sydney jumped overboard in the middle watch and swam ashore they belonged to Solomon Island. Upside down at the back of the book Lawson has written the words to a number of sailor songs and poems: Affection. The Sailors

Similarly, the reason that a ventilation valve was partially open will probably never be known, but it is fair to say that it was one of the root causes of the submarine's demise once it began to submerge on what would be its last dive. Despite efforts by the crew to recover—as evidenced by the positions of the submarine's hydroplanes—AE1 was overwhelmed by the inflow of water through the ventilation valve and began to sink by the stern. At an unknown depth, the forward pressure hull partially imploded, killing the crew instantly. The submarine continued its fatal dive until it struck the seabed stern first at a shallow angle, breaking off the skeg and rudder. The hull then pitched forward, breaking AE1's back and possibly snapping off all four hydroplane guards. This violent movement also affected the fin, which—likely already weakened structurally during the implosion—began to topple forward into the remnants of the control room. Going forward, the imagery and 3D model generated as a result of the 2018 investigations will prove critical in AE1's ongoing interpretation, exhibition and management.

Attention, The Sailors Farewell, The Queens Letter, Song of the Haymakers, The Soldiers Dream, The Flying Dutchman, The Village Born Beauty, Homeward Bound, A Gift from o'er the Sea, Will Watch, The Sea Boys Farewell, A Baby was Sleeping, The Picture on the Wall, Ring the Bell Watchman, The Stolen Child, The Sailor Boys Dream, Take Me Home, Rolling Home across the Sea.



Object number:
00027934

Title: James Conder and friends

Date: c 1900

Primary Maker: James Bryce Conder

Medium: Black and white photographic print on paper

Name: Photograph

History: James (Jim)

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Object number:
00016918

Title: James Conder and fellow cast members of HMS Pinafore

Date: December 1917

Medium: Black and white photographic print on paper

Name: Photograph

History: James (Jim)

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Object number:
00033610

Title: Maurice James Keating

Date: 1886 - 1895

Primary Maker: Charlemont & Co. Photographers

Medium: Black and white photographic print on paper (Albumen print)

Name: Photograph

Name: Photograph



Object number:
00033611

Title: Maurice James Keating

Date: c 1898

Primary Maker: H Yeo

Medium: Black and white photographic print on paper (Albumen print) mounted on card.

Name: Photograph



Object number:
00018000

Title: Commodore James Graham Goodenough C.B., C.M.G., Royal Navy

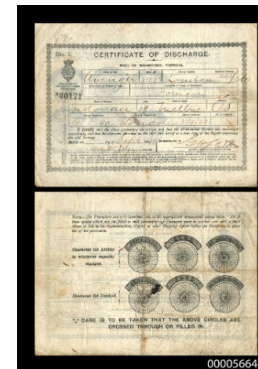
Date: 1873-1875

Primary Maker: Freeman Brothers

Medium: Black and white photographic print on paper (Albumen print).

Name: Carte-de-visite

History: Commodore James Graham Goodenough (3 December 1830 – 20 August 1875). Joined the Royal Navy in 1844, served in the Second Opium War being present at the capture of Canton in 1857, promoted to Captain in 1863 he was given command of HMS Victoria and then HMS Minotaur. He served as Commander-in-Chief, Australia Station from 1873 and died aboard HMS Pearl off the coast of Australia from wounds inflicted from poisoned arrows in an attack by natives of the Santa Cruz Islands.



Object number:
00005664

Title: James Conder's discharge certificate from AVENGER

Date: 3 September 1890

Primary Maker: James Bryce Conder

Medium: Ink on paper

Name: Certificate

History: James (Jim) Bryce Conder was one of thousands of Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN. Conder joined the Royal Navy in Australia in 1891 aged 19 having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served on HMS ORLANDO, HMVS CERBERUS, HMVS NELSON, gunboat HMVS ALBERT, HMS KATOOMBA, HM Ships CHALLENGER and PSYCHE.



Object number:
00005665

Title: James Conder's
discharge certificate from
ELLORA

Date: 29 March 1890

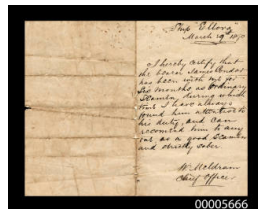
Primary Maker: James
Bryance Conder

Medium: Ink on paper

Name: Certificate

History: James (Jim)

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Object number:
00005666

Title: Handwritten
reference for James Conder

Date: 1890

Primary Maker: W Meldrum

Medium: Ink on paper

Name: Reference

History: James (Jim)

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Object number:
00005667

Title: Envelope for James
Conder's reference

Date: after 1911

Primary Maker: James
Bryance Conder

Medium: Ink on paper

Name: Envelope

History: James (Jim)

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Object number:
00005672
Title: Scabbard for
Lancaster Cannon and



Object number:
00005673
Title: Knife owned by
James Gordon



Object number:
00005674
Title: Sheath for Knife
owned by James Gordon

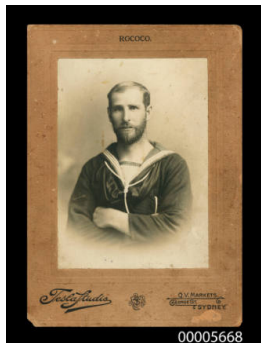
Lancaster Sappers and Miners Bayonet owned by James Conder
Date: c 1855
Primary Maker: James Bryce Conder
Medium: Leather, brass, copper
Name: Scabbard
History: The Lancaster (Sappers & Miners) Carbine was adopted by the British in 1855. The rifles and their bayonets were popular with the Volunteer and Rifle Club movement, for which a reduced bore version was sometimes produced. There is some evidence that Victorian volunteer defence forces were issued with Lancaster (Sappers and Miners) carbines, but no evidence of their naval use. It is possible that the carbines formed part of the small arms carried on the HMVS CERBERUS, an early breastwork monitor used by the colonial Victorian Navy. Although superseded by improved weapons, bayonets such as this might have been retained for drill purposes until the 1890s. This scabbard belonged to James Conder, who served in the Victorian Colonial Navy and later the RAN. During his career, Conder crewed many significant naval ships, including the HMAS KATOOMBA, HMAS CHALLENGER, and HMAS PSYCHE.

James Conder
Date: c 1855
Primary Maker: Manson
Medium: Steel, wood, rope
Name: Knife
History: James Conder served in the Victorian Colonial Navy and later the RAN. He is recorded as having been discharged from the AVENGER on the 3rd September 1890 in Melbourne, and from the ELLORA on the 29th March 1890. He was photographed as part of the ship's company on the CERBERUS. After the formation of the Royal Australian Navy, Conder served on the HMAS KATOOMBA, HMAS CHALLENGER, and HMAS PSYCHE. Conder's service record demonstrates the progression of Australian naval forces. Many of the ships he served upon have historical significance, including the CERBERUS, the KATOOMBA and the PSYCHE. The CERBERUS was a breastwork monitor, launched in 1868 as part of the Victorian Colonial Navy. She was transferred to the Commonwealth naval forces (later the RAN) in 1901, before being scuttled to be used as a breakwater in 1926 at Half-Moon Bay, Victoria, where she remains today. The PSYCHE was launched in 1898 as part of the imperial squadron, and was transferred to the RAN in 1915 before being sold

owned by James Conder
Date: 1820 - 1860
Primary Maker: Manson
Medium: Leather, gilt, brass
Name: Sheath
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Object number:
00005668

Title: James Conder in his
Navy uniform

Date: c 1907

Primary Maker: Tesla Studio

Medium: Photographic
print on paper

Name: Photograph

History: James (Jim)

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Object number:
00045507

Title: Royal Australian
Naval uniform jacket of



Object number:
00045508

Title: Royal Australian
Naval uniform trousers of



naval uniform jacket of Commander Robert James Varley

Date: September 1958

Primary Maker: Gieves Ltd

Medium: Fabric, braid, metal

Name: Jacket

History: Highlights of Robert Varleys' career include his time assigned to HMAS YARRA when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS HOBART when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972.

Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 -



naval uniform trousers of Commander Robert James Varley

Date: September 1958

Primary Maker: Gieves Ltd

Medium: Fabric

Name: Trousers

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972.

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 March 1959 - University of
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 Oct 1963 - HMS MANADON,
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 1965 - Jan 1967 - Deputy
 Weapons Electrical
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 Washington. Dec 1971 -
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 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN

NIMAS PENGUIN. MATCH
1982 - Retired from RAN.

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Object number:
00045458

Title: Button from Royal
Australian Naval Uniform



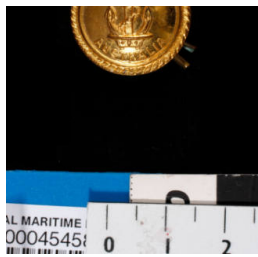
Object number:
00045459

Title: Button from Royal
Australian Naval Uniform



Object number:
00045460

Title: Button from Royal
Australian Naval Uniform



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the



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1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.



Object number:
00045465

Title: Button from Royal
Australian Naval Uniform



Object number:
00045466

Title: Button from Royal
Australian Naval Uniform



Object number:
00045467

Title: Button from Royal
Australian Naval Uniform



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Gieves Ltd
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - joined RAN as a Cadet



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Gieves Ltd
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - joined RAN as a Cadet

Varley family) Jan 1953 -
 Joined RAN as a Cadet
 Midshipman - Flinders
 Naval base. 1957 - Royal
 Naval College, Dartmouth.
 1958 - HMAS "Melbourne" -
 Acting Sub-Lieutenant.
 March 1959 - University of
 Melbourne - gained degree
 in Electrical Engineering -
 promoted to Lieutenant.
 Oct 1963 - HMS Manadon,
 Plymouth, UK. 1964 - HMS
 Collingwood, UK. March
 1965 - RAN Trials Unit. Oct
 1965 - Jan 1967 - Deputy
 Weapons Electrical
 Engineer Officer HMAS
 "Yarra". July 1967 - Dec
 1968 - HMAS "Hobart"
 including seven months off
 Vietnam. Dec 1968 - Oct
 1969 - Officer in Charge,
 Planned Maintenance
 Section, Directorate of
 Fleet Maintenance. Oct
 1969 - Dec 1971 - Staff
 Officer (Weapons
 Electrical) to Australian
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 Washington. Dec 1971 -
 Feb 1974 - Weapons
 Electrical Officer, HMAS
 "Brisbane". Feb 1974 -
 March 1975 - RAN Trials
 Unit; promoted to
 Commander. March 1976 -
 Sept 1976 - Director of
 Fleet Maintenance
 (Weapons). Sept 1976 -
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 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
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 Canberra. Dec 1981 -

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 Electrical Officer, HMAS
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 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN

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 Unit; promoted to
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 Electrical Officer, HMAS
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 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN

HMAS "Penguin". March
1982 - Retired from RAN.

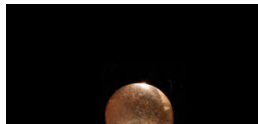
1982 - Retired from RAN.

1982 - Retired from RAN.



Object number:
00045468

Title: Button from Royal
Australian Naval uniform



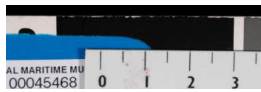
Object number:
00045473

Title: Button from Royal
Australian Naval uniform



Object number:
00045474

Title: Two attached buttons
from Royal Australian



Australian naval uniforms
of Commander Robert
James Varley

Date: 1953-1981

Primary Maker: Stokes and
Sons

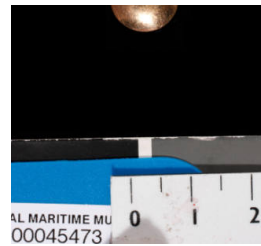
Medium: Brass

Name: Button

History: Highlights of
Robert Varleys' career
include his time assigned
to HMAS "Yarra" when he
was involved in the Far
East Strategic Reserve
Deployment, this included
participating in escort duty
to Vietnam. He also was
serving in HMAS "Hobart"
when the ship came under
fire from North Vietnamese
shore batteries on three
occasions. The vessel was
fired on by United States
Air Force aircraft on 17
June 1968, two sailors were
killed and a number of
others were injured. He
played a key role in the
Exercise RIMPAC
deployment to Hawaii and
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deployment to South East
Asia from August until
November 1972.

Commander Varley
participated in Exercise
Rimpac deployment to
Hawaii which took place
from February to April
1980. He was also involved
in the North West Indian
Ocean deployment from
September to December

1980 and the South East
Asian deployment from
May to July 1981. Naval
Career (as given by the



Australian naval uniforms
of Commander Robert
James Varley

Date: 1953-1981

Primary Maker: Stokes and
Sons

Medium: Brass

Name: Button

History: Highlights of
Robert Varleys' career
include his time assigned
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East Strategic Reserve
Deployment, this included
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Ocean deployment from
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1980 and the South East
Asian deployment from
May to July 1981. Naval
Career (as given by the
Varley family) Jan 1953



from Royal Australian
Naval uniforms of
Commander Robert James
Varley

Date: 1953-1981

Primary Maker: Stokes and
Sons

Medium: Brass

Name: Buttons

History: Highlights of
Robert Varleys' career
include his time assigned
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East Strategic Reserve
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 Washington. Dec 1971 -
 Feb 1974 - Weapons
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 Dec 1981 - Staff College,
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 HMAS "Benquin". March

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 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -

HMAS "Penguin". March
1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.

Canberra. Dec 1981 -
HMAS "Penguin". March
1982 - Retired from RAN.



Object number:
00045475

Title: Button from Royal
Australian Naval Uniform



Object number:
00045476

Title: Button from Royal
Australian Naval Uniform



Object number:
00045477

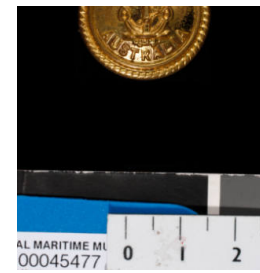
Title: Button from Royal
Australian Naval Uniform



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the



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Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Gieves Ltd
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - joined RAN as a Cadet

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 "Melbourne". July 1981 -
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 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March

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 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN

HMAS "Penguin". March
1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.

1982 - Retired from RAN.



Object number:
00045482

Title: Button from Royal
Australian Naval uniform



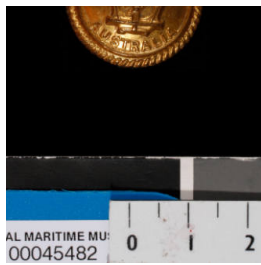
Object number:
00045483

Title: Button from Royal
Australian Naval uniform



Object number:
00045484

Title: Button from Royal
Australian Naval uniform



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
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History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953

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 Electrical) to Australian
 Naval Attache,
 Washington. Dec 1971 -
 Feb 1974 - Weapons
 Electrical Officer, HMAS
 "Brisbane". Feb 1974 -
 March 1975 - RAN Trials
 Unit; promoted to
 Commander. March 1976 -
 Sept 1976 - Director of
 Fleet Maintenance
 (Weapons). Sept 1976 -
 Dec 1978 - Assistant Naval
 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Benbow". March

HMAS "Penguin". March
1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.



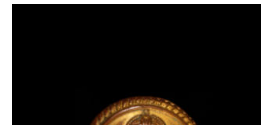
Object number:
00045485

Title: Button from Royal
Australian Naval uniform



Object number:
00045490

Title: Button from Royal
Australian Naval uniform

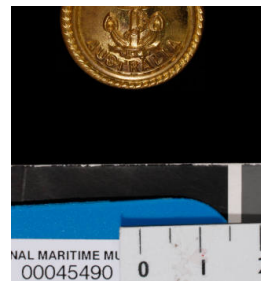


Object number:
00045491

Title: Button from Royal
Australian Naval uniform



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Gieves Ltd
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - joined RAN as a Cadet



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953

Varley family) Jan 1953 -
 Joined RAN as a Cadet
 Midshipman - Flinders
 Naval base. 1957 - Royal
 Naval College, Dartmouth.
 1958 - HMAS "Melbourne" -
 Acting Sub-Lieutenant.
 March 1959 - University of
 Melbourne - gained degree
 in Electrical Engineering -
 promoted to Lieutenant.
 Oct 1963 - HMS Manadon,
 Plymouth, UK. 1964 - HMS
 Collingwood, UK. March
 1965 - RAN Trials Unit. Oct
 1965 - Jan 1967 - Deputy
 Weapons Electrical
 Engineer Officer HMAS
 "Yarra". July 1967 - Dec
 1968 - HMAS "Hobart"
 including seven months off
 Vietnam. Dec 1968 - Oct
 1969 - Officer in Charge,
 Planned Maintenance
 Section, Directorate of
 Fleet Maintenance. Oct
 1969 - Dec 1971 - Staff
 Officer (Weapons
 Electrical) to Australian
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 Unit; promoted to
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 Electrical Officer, HMAS
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 Collingwood, UK. March
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 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN

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 Planned Maintenance
 Section, Directorate of
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 Electrical) to Australian
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 Washington. Dec 1971 -
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 "Brisbane". Feb 1974 -
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 Unit; promoted to
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 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March

HMAS "Penguin". March
1982 - Retired from RAN.

1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.



Object number:
00045492

Title: Button from Royal
Australian Naval uniform



Object number:
00045493

Title: Button from Royal
Australian Naval uniform



Object number:
00045461

Title: Button from Royal
Australian Naval uniform



Australian Naval uniforms
of Commander Robert
James Varley
Date: 1953-1981
Primary Maker: Stokes and
Sons

Medium: Brass

Name: Button

History: Highlights of
Robert Varleys' career
include his time assigned
to HMAS "Yarra" when he
was involved in the Far
East Strategic Reserve
Deployment, this included
participating in escort duty
to Vietnam. He also was
serving in HMAS "Hobart"
when the ship came under
fire from North Vietnamese
shore batteries on three
occasions. The vessel was
fired on by United States
Air Force aircraft on 17
June 1968, two sailors were
killed and a number of
others were injured. He
played a key role in the
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deployment to Hawaii and
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deployment to South East
Asia from August until
November 1972.

Commander Varley
participated in Exercise
Rimpac deployment to
Hawaii which took place
from February to April
1980. He was also involved
in the North West Indian
Ocean deployment from
September to December

1980 and the South East
Asian deployment from
May to July 1981. Naval
Career (as given by the

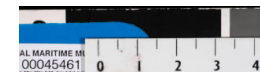


Australian Naval uniforms
of Commander Robert
James Varley
Date: 1953-1981
Primary Maker: Gieves Ltd
Medium: Brass

Name: Button

History: Highlights of
Robert Varleys' career
include his time assigned
to HMAS "Yarra" when he
was involved in the Far
East Strategic Reserve
Deployment, this included
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Ocean deployment from
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1980 and the South East
Asian deployment from
May to July 1981. Naval
Career (as given by the
Varley family) Jan 1953 -
joined RAN as a Cadet



Australian Naval uniforms
of Commander Robert
James Varley
Date: 1953-1981
Primary Maker: Stokes and
Sons

Medium: Brass

Name: Button

History: Highlights of
Robert Varleys' career
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to HMAS "Yarra" when he
was involved in the Far
East Strategic Reserve
Deployment, this included
participating in escort duty
to Vietnam. He also was
serving in HMAS "Hobart"
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fire from North Vietnamese
shore batteries on three
occasions. The vessel was
fired on by United States
Air Force aircraft on 17
June 1968, two sailors were
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1980. He was also involved
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Ocean deployment from
September to December
1980 and the South East
Asian deployment from
May to July 1981. Naval
Career (as given by the
Varley family) Jan 1953

Varley family) Jan 1953 -
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 Midshipman - Flinders
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 1965 - Jan 1967 - Deputy
 Weapons Electrical
 Engineer Officer HMAS
 "Yarra". July 1967 - Dec
 1968 - HMAS "Hobart"
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 Vietnam. Dec 1968 - Oct
 1969 - Officer in Charge,
 Planned Maintenance
 Section, Directorate of
 Fleet Maintenance. Oct
 1969 - Dec 1971 - Staff
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 Electrical) to Australian
 Naval Attache,
 Washington. Dec 1971 -
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 Electrical Officer, HMAS
 "Brisbane". Feb 1974 -
 March 1975 - RAN Trials
 Unit; promoted to
 Commander. March 1976 -
 Sept 1976 - Director of
 Fleet Maintenance
 (Weapons). Sept 1976 -
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 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
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 Dec 1981 - Staff College,
 Canberra. Dec 1981 -

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 Engineer Officer HMAS
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 1968 - HMAS "Hobart"
 including seven months off
 Vietnam. Dec 1968 - Oct
 1969 - Officer in Charge,
 Planned Maintenance
 Section, Directorate of
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 Officer (Weapons
 Electrical) to Australian
 Naval Attache,
 Washington. Dec 1971 -
 Feb 1974 - Weapons
 Electrical Officer, HMAS
 "Brisbane". Feb 1974 -
 March 1975 - RAN Trials
 Unit; promoted to
 Commander. March 1976 -
 Sept 1976 - Director of
 Fleet Maintenance
 (Weapons). Sept 1976 -
 Dec 1978 - Assistant Naval
 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN

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 Engineer Officer HMAS
 "Yarra". July 1967 - Dec
 1968 - HMAS "Hobart"
 including seven months off
 Vietnam. Dec 1968 - Oct
 1969 - Officer in Charge,
 Planned Maintenance
 Section, Directorate of
 Fleet Maintenance. Oct
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 Washington. Dec 1971 -
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 Electrical Officer, HMAS
 "Brisbane". Feb 1974 -
 March 1975 - RAN Trials
 Unit; promoted to
 Commander. March 1976 -
 Sept 1976 - Director of
 Fleet Maintenance
 (Weapons). Sept 1976 -
 Dec 1978 - Assistant Naval
 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March

HMAS "Penguin". March
1982 - Retired from RAN.

1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.



Object number:
00045462

Title: Button from Royal
Australian Naval Uniform



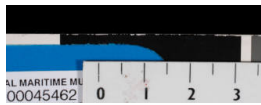
Object number:
00045463

Title: Button from Royal
Australian Naval Uniform



Object number:
00045464

Title: Button from Royal
Australian Naval Uniform



Australian Naval uniforms
of Commander Robert
James Varley

Date: 1953-1981

Primary Maker: Stokes and
Sons

Medium: Brass

Name: Button

History: Highlights of
Robert Varleys' career
include his time assigned
to HMAS "Yarra" when he
was involved in the Far
East Strategic Reserve
Deployment, this included
participating in escort duty
to Vietnam. He also was
serving in HMAS "Hobart"
when the ship came under
fire from North Vietnamese
shore batteries on three
occasions. The vessel was
fired on by United States
Air Force aircraft on 17
June 1968, two sailors were
killed and a number of
others were injured. He
played a key role in the
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deployment to Hawaii and
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deployment to South East
Asia from August until
November 1972.

Commander Varley
participated in Exercise
Rimpac deployment to
Hawaii which took place
from February to April
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in the North West Indian
Ocean deployment from
September to December

1980 and the South East
Asian deployment from
May to July 1981. Naval
Career (as given by the



Australian Naval uniforms
of Commander Robert
James Varley

Date: 1953-1981

Primary Maker: Stokes and
Sons

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Ocean deployment from
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Asian deployment from
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Career (as given by the
Varley family) Jan 1953



Australian Naval uniforms
of Commander Robert
James Varley

Date: 1953-1981

Primary Maker: Stokes and
Sons

Medium: Brass

Name: Button

History: Highlights of
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East Strategic Reserve
Deployment, this included
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to Vietnam. He also was
serving in HMAS "Hobart"
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shore batteries on three
occasions. The vessel was
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November 1972.

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Rimpac deployment to
Hawaii which took place
from February to April
1980. He was also involved
in the North West Indian
Ocean deployment from
September to December
1980 and the South East
Asian deployment from
May to July 1981. Naval
Career (as given by the
Varley family) Jan 1953

Varley family) Jan 1953 -
 Joined RAN as a Cadet
 Midshipman - Flinders
 Naval base. 1957 - Royal
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 1965 - RAN Trials Unit. Oct
 1965 - Jan 1967 - Deputy
 Weapons Electrical
 Engineer Officer HMAS
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 1968 - HMAS "Hobart"
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 "Brisbane". Feb 1974 -
 March 1975 - RAN Trials
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 Fleet Maintenance
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 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
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 Dec 1981 - Staff College,
 Canberra. Dec 1981 -

Varley family) Jan 1953 -
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 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Benbow". March

HMAS "Penguin". March
1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.

HMAS "Penguin". March
1982 - Retired from RAN.



Object number:
00045470

Title: Button from Royal
Australian Naval Uniform



Object number:
00045471

Title: Button from Royal
Australian Naval Uniform



Object number:
00045472

Title: Button from Royal
Australian Naval Uniform



Australian naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the



Australian naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
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Australian naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953

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 "Yarra". July 1967 - Dec
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 Feb 1974 - Weapons
 Electrical Officer, HMAS
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 March 1975 - RAN Trials
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 (Weapons). Sept 1976 -
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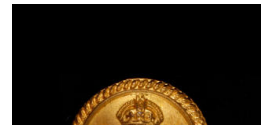
Object number:
00045478

Title: Button from Royal
Australian Naval Uniform



Object number:
00045479

Title: Button from Royal
Australian Naval Uniform

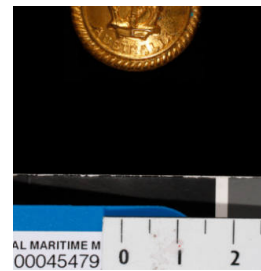


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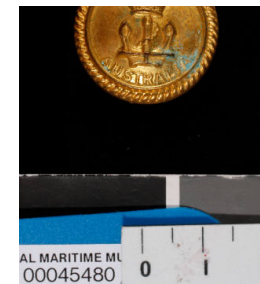
Title: Button from Royal
Australian Naval Uniform



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Primary Maker: Stokes and Sons
Medium: Brass
Name: Button
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the



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1982 - Retired from RAN.

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1982 - Retired from RAN.

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Object number:
00045481

Title: Button from Royal
Australian Naval Uniform



Object number:
00045486

Title: Button from Royal
Australian Naval Uniform



Object number:
00045487

Title: Button from Royal
Australian Naval Uniform



Australian Naval uniforms
of Commander Robert
James Varley
Date: 1953-1981
Primary Maker: Stokes and
Sons

Medium: Brass

Name: Button

History: Highlights of
Robert Varleys' career
include his time assigned
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Career (as given by the



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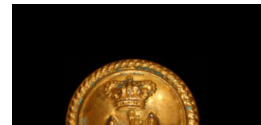
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00045488

Title: Button from Royal
Australian Naval uniform



Object number:
00045489

Title: Button from Royal
Australian Naval uniform



Object number:
00045494

Title: Button from Royal
Australian Naval uniform



Australian Naval uniforms
of Commander Robert
James Varley
Date: 1953-1981
Primary Maker: Stokes and
Sons

Medium: Brass

Name: Button

History: Highlights of
Robert Varleys' career
include his time assigned
to HMAS "Yarra" when he
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East Strategic Reserve
Deployment, this included
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Career (as given by the

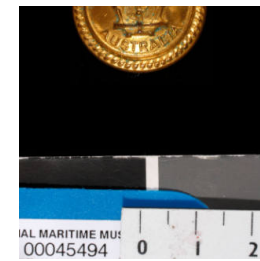


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Primary Maker: Gieves Ltd
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Varley family) Jan 1953 -
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Australian Naval uniforms
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Object number:

V00005671

Title: Lancaster Sapper's & Miner's Sword Bayonet and scabbard owned by James Conder

Date: c 1855

Medium: Steel, brass, leather

Name: Bayonet and scabbard

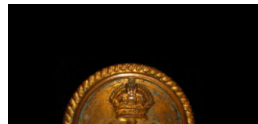
History: James (Jim) Bryce Conder was one of thousands of Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN. Conder joined the Royal Navy in Australia in 1891 aged 19 having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served on HMS ORLANDO, HMVS CERBERUS, HMVS NELSON, gunboat HMVS ALBERT, HMS KATOOMBA, HM Ships CHALLENGER and PSYCHE.



Object number:

00045495

Title: Button from Royal Australian Naval uniform



Object number:

00045496

Title: Button from Royal Australian Naval uniform



Australian naval uniforms
of Commander Robert
James Varley

Date: 1953-1981

Primary Maker: Gieves Ltd

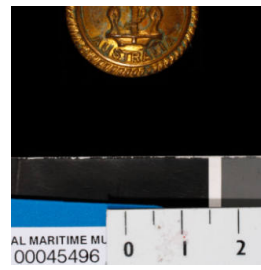
Medium: Brass

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History: Highlights of
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Australian naval uniforms
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to HMAS "Yarra" when he
was involved in the Far
East Strategic Reserve
Deployment, this included
participating in escort duty
to Vietnam. He also was
serving in HMAS "Hobart"
when the ship came under
fire from North Vietnamese
shore batteries on three
occasions. The vessel was
fired on by United States
Air Force aircraft on 17
June 1968, two sailors were
killed and a number of
others were injured. He
played a key role in the
Exercise RIMPAC
deployment to Hawaii and
the ANZUK Force
deployment to South East
Asia from August until
November 1972.

Commander Varley
participated in Exercise
Rimpac deployment to
Hawaii which took place
from February to April
1980. He was also involved
in the North West Indian
Ocean deployment from
September to December
1980 and the South East
Asian deployment from
May to July 1981. Naval
Career (as given by the
Varley family) Jan 1953 -

Joined RAN as a Cadet
 Midshipman - Flinders
 Naval base. 1957 - Royal
 Naval College, Dartmouth.
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 in Electrical Engineering -
 promoted to Lieutenant.
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 1965 - Jan 1967 - Deputy
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 Engineer Officer HMAS
 "Yarra". July 1967 - Dec
 1968 - HMAS "Hobart"
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 1969 - Officer in Charge,
 Planned Maintenance
 Section, Directorate of
 Fleet Maintenance. Oct
 1969 - Dec 1971 - Staff
 Officer (Weapons
 Electrical) to Australian
 Naval Attache,
 Washington. Dec 1971 -
 Feb 1974 - Weapons
 Electrical Officer, HMAS
 "Brisbane". Feb 1974 -
 March 1975 - RAN Trials
 Unit; promoted to
 Commander. March 1976 -
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 (Weapons). Sept 1976 -
 Dec 1978 - Assistant Naval
 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March

variety family) Jan 1955 -
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 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March

1982 - Retired from RAN.

1982 - Retired from RAN.



Object number:
V00005673

Title: Knife and sheath
owned by James Conder

Date: c 1855

Primary Maker: Manson

Medium: Steel, wood, rope

Name: Knife and sheath

History: James (Jim)

Bryance Conder was one of thousands of Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN. Conder joined the Royal Navy in Australia in 1891 aged 19 having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served on HMS ORLANDO, HMVS CERBERUS, HMVS NELSON, gunboat HMVS ALBERT, HMS KATOOMBA, HM Ships CHALLENGER and PSYCHE.



Object number:
00045509

Title: Royal Australian
Naval uniform tunic of



Object number:
00045510

Title: Royal Australian
Naval uniform tunic of



naval uniform trousers of
Commander Robert James
Varley

Date: 1953-1981

Medium: Fabric

Name: Trousers

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet Midshipman. Elmdon



naval uniform jacket of
Commander Robert James
Varley

Date: 1953-1981

Medium: Fabric

Name: Jacket

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet Midshipman. Elmdon

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 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN.



Object number:
00045505

Title: Royal Australian
Naval uniform trousers of



Object number:
00045506

Title: Royal Australian
Naval Commandant's



Object number:
00045536

Title: Royal Australian
Naval Commandant's



naval uniform trousers of Commander Robert James Varley

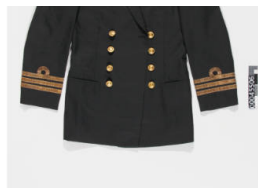
Date: 1975-1981

Medium: Fabric

Name: Trousers

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from

May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet



naval Commander's uniform jacket of Commander Robert James Varley

Date: 1975-1981

Medium: Fabric

Name: Jacket

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972.

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naval Commander's uniform jacket of Commander Robert James Varley

Date: 1953-1981

Medium: Fabric

Name: Jacket

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972.

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 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN.

1962 - Retired from RAN.

1962 - Retired from RAN.



Object number:
00045535

Title: Royal Australian
Naval uniform trousers of



Object number:
00045517

Title: Royal Australian
Naval uniform jacket of



Object number:
00045518

Title: Royal Australian
Naval uniform jacket of



naval uniform trousers of Commander Robert James Varley

Date: 1953-1981

Medium: Fabric

Name: Trousers

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from

May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet



naval uniform jacket of Commander Robert James Varley

Date: 1953-1981

Medium: Fabric

Name: Jacket

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet Midshipman - Elmdon



naval uniform waistcoat of Commander Robert James Varley

Date: 1953-1981

Medium: Fabric

Name: Waistcoat

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 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN.



Object number:
00045520

Title: Royal Australian
Naval uniform, waistcoat of



Object number:
00045513

Title: Royal Australian
Naval uniform, jacket of



Object number:
00045514

Title: Royal Australian
Naval uniform, trousers of



00045520

naval uniform waistcoat of Commander Robert James Varley

Date: c 1958

Medium: Fabric, doeskin, satin, metal

Name: Waistcoat

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972.

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Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 -



naval uniform jacket of Commander Robert James Varley

Date: 1953-1981

Medium: Fabric

Name: Jacket

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972.

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naval uniform trousers of Commander Robert James Varley

Date: 1953-1981

Medium: Fabric

Name: Trousers

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972.

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 Fleet Maintenance
 (Weapons). Sept 1976 -
 Dec 1978 - Assistant Naval
 Scientific Advisor. Dec
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 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN.

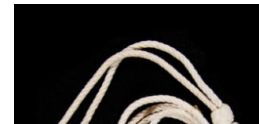
1982 - Retired from RAN.



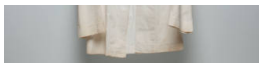
Object number:
00045516
Title: Royal Australian
Naval uniform, jacket of



Object number:
00045451
Title: Lanyard from Royal
Australian Naval uniform



Object number:
00045452
Title: Lanyard from Royal
Australian Naval uniform



Naval uniform jacket of Commander Robert James Varley

Date: 1953-1981

Medium: Fabric

Name: Jacket

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from

May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet



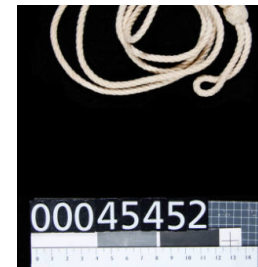
Australian naval uniforms of Commander Robert James Varley

Date: 1953-1981

Medium: Rope

Name: Lanyard

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet



Australian naval uniforms of Commander Robert James Varley

Date: 1953-1981

Medium: Rope

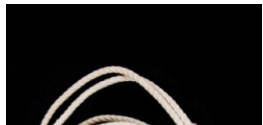
Name: Lanyard

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet

Midshipman - Flinders
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 1958 - HMAS "Melbourne" -
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 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
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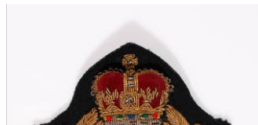
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 Electrical Officer, HMAS
 "Melbourne". July 1981 -
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 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN.



Object number:
00045453

Title: Lanyard from Royal
Australian Naval Uniform



Object number:
00045454

Title: Cap badge from
Royal Australian Naval



Object number:
00045455

Title: 'Australia' badge
from Royal Australian



Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Medium: Rope
Name: Lanyard
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from

May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet



Royal Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Medium: Fabric, metal, metallic thread
Name: Cap badge
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet



from Royal Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Medium: Metal
Name: Badge
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet

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 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN.

1962 - Retired from RAN.

1962 - Retired from RAN.



Object number:
00045456
Title: Collar stud from
Royal Australian Naval School of Maritime Studies



Object number:
00045457
Title: Collar stud from
Royal Australian Naval School of Maritime Studies



Object number:
00045500
Title: Ribbon bar from
Royal Australian Naval School of Maritime Studies



Royal Australian Naval uniforms of Commander Robert James Varley

Date: 1953-1981

Medium: Metal, enamel

Name: Collar stud

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from

May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet



Royal Australian Naval uniforms of Commander Robert James Varley

Date: 1953-1981

Medium: Metal, enamel

Name: Collar stud

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet

Midshipman, Elidore

Royal Australian Naval uniforms of Commander Robert James Varley

Date: 1964-1973

Medium: Ribbon, thread, plastic

Name: Ribbon bar

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 -

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 Electrical Officer, HMAS
 "Melbourne". July 1981 -
 Dec 1981 - Staff College,
 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN.



Object number:
00045499
Title: Ribbon bar from
Royal Australian Naval



Object number:
00045498
Title: Ribbon bar from
Royal Australian Naval



Object number:
00045497
Title: Ribbon bar from
Royal Australian Naval

Royal Australian Naval uniforms of Commander Robert James Varley
Date: 1964-1973
Medium: Ribbon, metal
Name: Ribbon bar
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet

Royal Australian Naval uniforms of Commander Robert James Varley
Date: 1964-1973
Medium: Ribbon, metal
Name: Ribbon bar
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet Midshipman, Elmdon

Royal Australian Naval uniforms of Commander Robert James Varley
Date: 1953-1981
Medium: Ribbon, metal
Name: Ribbon bar
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet Midshipman, Elmdon

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 1982 - Retired from RAN.

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 Canberra. Dec 1981 -
 HMAS "Penguin". March
 1982 - Retired from RAN.



Object number:
00045503

Title: Ribbon from Royal
Australian Naval Uniform



Object number:
00045501

Title: Ribbon from Royal
Australian Naval Uniform



Object number:
00045502

Title: Ribbon from Royal
Australian Naval Uniform

Australian naval uniforms of Commander Robert James Varley
Date: 1953-1981
Medium: Fabric / textile
Name: Medal Ribbon
History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet

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Midshipman - Flinders
 Naval base. 1957 - Royal
 Naval College, Dartmouth.
 1958 - HMAS "Melbourne" -
 Acting Sub-Lieutenant.
 March 1959 - University of
 Melbourne - gained degree
 in Electrical Engineering -
 promoted to Lieutenant.
 Oct 1963 - HMS Manadon,
 Plymouth, UK. 1964 - HMS
 Collingwood, UK. March
 1965 - RAN Trials Unit. Oct
 1965 - Jan 1967 - Deputy
 Weapons Electrical
 Engineer Officer HMAS
 "Yarra". July 1967 - Dec
 1968 - HMAS "Hobart"
 including seven months off
 Vietnam. Dec 1968 - Oct
 1969 - Officer in Charge,
 Planned Maintenance
 Section, Directorate of
 Fleet Maintenance. Oct
 1969 - Dec 1971 - Staff
 Officer (Weapons
 Electrical) to Australian
 Naval Attache,
 Washington. Dec 1971 -
 Feb 1974 - Weapons
 Electrical Officer, HMAS
 "Brisbane". Feb 1974 -
 March 1975 - RAN Trials
 Unit; promoted to
 Commander. March 1976 -
 Sept 1976 - Director of
 Fleet Maintenance
 (Weapons). Sept 1976 -
 Dec 1978 - Assistant Naval
 Scientific Advisor. Dec
 1978 - July 1981 - Weapons
 Electrical Officer, HMAS
 "Melbourne". July 1981 -
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 1982 - Retired from RAN.

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Object number:
00015848

Title: HMS CHALLENGER
cap tally worn by James
Conder

Date: 1904 - 1912

Medium: Silk grosgrain

Name: Cap tally

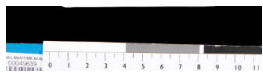


Object number:
00045639

Title: Royal Australian Navy
identification card for

Object number:
00055131

Title: Midshipman's journal
belonging to James



identity card for
Commander Robert James
Varley

Date: 1975-1981

Medium: Plastic

Name: Identity card

History: Highlights of Robert Varleys' career include his time assigned to HMAS "Yarra" when he was involved in the Far East Strategic Reserve Deployment, this included participating in escort duty to Vietnam. He also was serving in HMAS "Hobart" when the ship came under fire from North Vietnamese shore batteries on three occasions. The vessel was fired on by United States Air Force aircraft on 17 June 1968, two sailors were killed and a number of others were injured. He played a key role in the Exercise RIMPAC deployment to Hawaii and the ANZUK Force deployment to South East Asia from August until November 1972. Commander Varley participated in Exercise Rimpac deployment to Hawaii which took place from February to April 1980. He was also involved in the North West Indian Ocean deployment from September to December 1980 and the South East Asian deployment from

May to July 1981. Naval Career (as given by the Varley family) Jan 1953 - Joined RAN as a Cadet

belonging to James
Laurence Wilfrid 'Red'
Merson, RAN

Date: 1939

Medium: Paper, ink, cloth

Name: Journal

History: The midshipman's journal belonged to James Laurence Wilfrid 'Red' Merson during his service aboard HMAS AUSTRALIA (II), and was kept between September 1939 and July 1940. Merson retired from the Royal Australian Navy with the rank of Commodore in 1977. Commodore Merson served in four conflicts: The Second World War, Korean War, Indonesian Confrontation, and Vietnam War. His Second World War service aboard HMAS AUSTRALIA (II) occurred in conjunction with the outbreak of the conflict. Merson later went on to serve as commanding officer of HMAS VAMPIRE (II) during the Indonesian Confrontation, when VAMPIRE conducted patrols off the coast of Borneo and Malaya and was called upon to provide fire support for Commonwealth land forces. His command of VAMPIRE covered the period between 29 April 1965 and 6 December 1966. During the span in which Merson kept his midshipman's journal aboard HMAS AUSTRALIA (II), the County-class heavy cruiser operated primarily

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cruiser operated primarily
 within Australian coastal
 waters and on one
 occasion investigated a
 doubtful report of an
 'unknown raider'. However,
 beginning in May and July
 1940 AUSTRALIA was
 employed on convoy escort
 duties between Fremantle
 and Capetown, South
 Africa. It later extended its
 area of operations between
 Capetown and Freetown on
 Africa's west coast. HMAS
 AUSTRALIA joined the
 Dakar Squadron in July
 1940 in company with HM
 Ships HERMES,
 DORSETSHIRE and
 MILFORD. In this capacity it
 helped patrol the coast of
 French West Africa and
 kept watch on the Vichy
 French fleet. AUSTRALIA
 sank a French destroyer
 and chased the French
 light cruiser GLOIREI, which
 it damaged and later
 escorted to Casablanca.
 During the same month,
 the cruiser fired its first
 shot in anger when it came
 under attack from an
 enemy bomber. On 9 July
 1940, AUSTRALIA joined a
 convoy bound for the
 United Kingdom and for
 the remainder of the
 month patrolled off Norway
 in the vicinity of the Faeroe
 Islands with the 1st Cruiser
 Squadron. The ship was
 briefly engaged in the
 search for the German
 battleship GNEISENAU
 while operating in this
 area. Messen was aboard

area. Merson was aboard
two RAN warships lost only
three months apart during
the Second World War:
HMAS NESTOR and HMAS
VOYAGER (I). In the latter
instance, he was nearly left
behind during the effort to
evacuate VOYAGER's
officer and crew from
Timor. He later served as
commanding officer of the
aircraft carrier HMAS
SYDNEY (III) during the
Vietnam War, when it was
part of the 'Vung Tau Ferry'
transporting Australian
soldiers to and from the
war zone.



Object number:
00005669

Title: Graduating class at
HMAS CRESWELL, Jervis
Bay

Date: c 1917

Primary Maker: James
Bryance Conder

Medium: Black and white
photographic print on paper

Name: Photograph

History: James (Jim)
Bryance Conder was one of
thousands of Australian
sailors who helped to
shape Australia's naval
history. His naval career,
interspersed with periods
ashore, illustrates all
stages in the transition
from British control of
Australia's naval defence
to full local responsibility
with the formation of the
Royal Australian Navy
(RAN). It also shows what a
strong imprint the Royal
Navy had on the RAN.
Conder joined the Royal
Navy in Australia in 1891
aged 19 having sailed in
the merchant ships
ELLORA and AVENGER over
the previous two years. He
served on HMS ORLANDO,
HMVS CERBERUS, HMVS
NELSON, gunboat HMVS
ALBERT, HMS KATOOMBA,
HM Ships CHALLENGER
and PSYCHE.



Object number:
00025982

Title: Umbrella owned by
James Danahay, HMAS



Object number:
00051982

Title: John James Danahay
associated Foreman of

James Breaks, HMVS
CERBERUS engineer

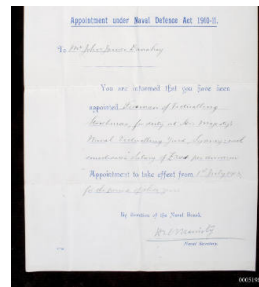
Date: 1870-1900

Medium: Timber, fabric,
metal

Name: Umbrella

History: James Lenox (also
Lennox) Breaks was born
in Portsea, Portsmouth,
England on 2 April 1848 to
James and Elizabeth
Breaks; he had two sisters
- Elizabeth and Amelia, and
a brother John. Breaks
senior was a joiner, then
Inspector of joiners at HM
Dockyard, Portsmouth.
James Lenox was
employed as a junior
engineer for the delivery
voyage of the monitor
CERBERUS from Chatham
Dockyard, England to
Victoria, Australia in 1870,
settling in Williamstown in
Victoria, raising a family
and spending another 34
years working with the
ship. The CERBERUS was
ordered in 1868 by the
Colony of Victoria in pre-
Federation Australia to
provide naval protection
for Port Phillip. It was the
first major warship to rely
on steam propulsion alone
and was referred to as a
breastwork monitor - the
turrets being raised on an
armoured breastwork to
improve sea-keeping
ability. The vessel arrived
in Port Phillip in 1871 and

never left. Sold for scrap in
1925, it was subsequently
sunk as a breakwater in
the bay in 1926. Various



appointed Foreman of
Victualling Storehouses to
take effect 1 July 1913

Date: 1913

Medium: Paper, printed
text and handwritten
additions.

Name: Letter

History: John James
Danahay (also known as
Jack) and Fanny Eugenie
Atkinson (grandparents of
the donor Eugenie Greig)
sailed from London on 13
June 1899 with their two
children Mabel (mother of
donor) and Hilda, as
unassisted passengers on
the INDIA, arriving in
Australia on 16 July 1900.
John James had been
employed by the Royal
Navy in the Victualling
Yard in Greenwich, and
was appointed a position
on Garden Island, Sydney,
which had been used by
the Royal Navy as a naval
base and ship repair yard
since the late 1850s. They
lived for some years in one
of the six semi-detached
houses on the island, and
made close friendships
with the five other English
families living on the
island. The children
enjoyed a particularly
idyllic childhood, while the
rest of Sydney's waterfront
particularly around the
squalid Rocks area was
beset by the outbreak of
bubonic plague. John James
and Fanny's son, Little Jack
(William James) Danahay,
was born on Garden Island
in 1902, commemorated

efforts have been made to raise and preserve her. HMVS CERBERUS was included in the National Heritage List on 8 November 2005, pursuant to section 324J of the Environment Protection and Biodiversity Conservation Act 1999.

in 1902 - commemorated by a plaque in the Navy Chapel. John James Danahay's service on Garden Island lasted until 1907 when he was appointed Foreman in Charge at the Royal Edward Victualling Yard, which had just opened in Pyrmont. An honour board in the Garden Island heritage centre shows that he held the position of Foreman of Victualling Storehouses, for duty at His Majesty's Naval Victualling Yard, Sydney, from 1907-1926 and from 1931-1934. His appointment transferred to the Royal Australian Navy following its establishment. Fanny died in 1938 and John James died in 1951. Neil Murray (father of donor Eugenie Greig) was born in Scotland in 1885. He initially worked in fishing and seafaring jobs as a young man in Scotland, before taking up service with the Northern Lighthouse Board. He served in Scottish lighthouses for eight years, broken only by four years service in the Royal Naval Reserve during WWI. He served in HMS INCONSTANT, his war service lasting from January 1915 to January 1919. He arrived in Sydney in 1924, and served in New South Wales lighthouses for four and a half years. From 1910 until 1956

FROM 1810 UNTIL 1850
Garden Island was used essentially as a picnic area for the residents of Sydney. In 1856 the NSW Government suggested that the Island be given over to use by the Royal Navy as a naval base and in 1858 the Admiralty approved an outlay between 200 and 300 pounds to render the Island available for repair of ships. Following the granting of the title Royal Australian Navy by King George V on 10 July 1911, on 1 July 1913 all naval establishments in the Australia Station were handed over by the Admiralty to the RAN. These facilities included Garden Island and the buildings that had been erected by the Government of NSW in the years before federation. From: Danahay family history and Neil Murray history written by Eugenie Greig, December 2010 and May 2011, and Naval History of Garden Island at <http://www.gardenisland.info/1-02-000.html>



Object number:
00005670

Title: Ship's company of
HMVS CERBERUS

Date: c 1892

Primary Maker: James
Bryance Conder

Medium: Silver gelatin print

Name: Photograph

History: James (Jim)

Bryance Conder was one of thousands of Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN. Conder joined the Royal Navy in Australia in 1891 aged 19 having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served on HMS ORLANDO, HMVS CERBERUS, HMVS NELSON, gunboat HMVS ALBERT, HMS KATOOMBA, HM Ships CHALLENGER and PSYCHE.



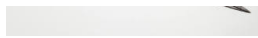
Object number:
00005671

Title: Lancaster Sapper's &
Miner's Sword, Devonport



Object number:
00045512

Title: Naval uniform jacket
of Lieutenant Madley



Miner's Sword Bayonet

Date: c 1855

Primary Maker: James
Bryance Conder

Medium: Steel, brass,
leather

Name: Bayonet

History: The Lancaster (Sappers & Miners) Carbine was adopted by the British in 1855. The rifles and their bayonets were popular with the Volunteer and Rifle Club movement, for which a reduced bore version was sometimes produced. There is some evidence that Victorian volunteer defence forces were issued with Lancaster (Sappers and Miners) carbines, but no evidence of their naval use. It is possible that the carbines formed part of the small arms carried on the HMVS CERBERUS, an early breastwork monitor used by the colonial Victorian Navy. Although superseded by improved weapons, bayonets such as this might have been retained for drill purposes until the 1890s. This particular bayonet belonged to James Conder, who served in the Victorian Colonial Navy and later the RAN. During his career, Conder crewed many significant naval ships, including the HMAS KATOOMBA, HMAS CHALLENGER, and HMAS PSYCHE.



of Lieutenant Varley

Date: 1966

Medium: Terylene fabric

Name: Jacket

History: This jacket belonged to Commander Robert James (Jim) Varley. Varley joined the Royal Australian Navy in 1953 and by 1963 had been promoted to Lieutenant and graduated with a degree in electrical engineering – just at the time the RAN was beginning to purchase a series of ships with new and more complex electronic systems. These DDGs were guided missile destroyers. In the late 1950s the Australian Navy had commenced looking into its first purchase of this capability. Perhaps surprisingly, considering Australia's growing involvement with the United States Navy ever since the Great White Fleet visit of 1908, right up to the 1960s the RAN had never purchased any ship design other than British. It was not without some interest in naval circles, and yet another sign of the increasingly close political and military relations between Australia and the United States at this time, that the decision was made to purchase Australia's first non-British designed warship. From 1962 three modified Charles F Adams class guided missile destroyers were ordered

destroyers were ordered from the Defoe Shipbuilding Company in the USA. The PERTH, HOBART and BRISBANE were commissioned between 1965 and 1967. They were designated for Australia as the Perth class of destroyer and were to serve the RAN well, right up to 2001 when they were finally decommissioned. All three warships were deployed in the Vietnam War as part of the United States Seventh Fleet, providing air defence and coastal fire support. PERTH and HOBART were awarded decorations for their service by the United States. In the 1960s, Lieutenant Varley was among increasing numbers of Australian naval officers being sent to the US for training courses on these new destroyers. Whilst on shore in the US, Australian officers were required to wear United States dress jackets, which were khaki, with Australian insignia including rank shoulder boards.



Object number:
00017856

Title: Program for a performance of HMS PINAFORE

Date: December 1917

Primary Maker: James Bryce Conder

Name: Program

History: James (Jim) Bryce Conder was one of thousands of Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN. Conder joined the Royal Navy in Australia in 1891 aged 19 having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served on HMS ORLANDO, HMVS CERBERUS, HMVS NELSON, gunboat HMVS ALBERT, HMS KATOOMBA, HM Ships CHALLENGER and PSYCHE.



Object number:
00006990

Title: Greenwich Hospital a series of Naval Sketches

Date: 1826

Primary Maker: George Cruikshank

Medium: Ink on paper, leather.

Name: Book

History: The naval sketches are accompanied by twelve handcoloured aquatints by George Cruikshank: Billy Culmer and the Goose; Jack's trump of defiance; Flying artillery or a horse marine; Sailors carousing or a peep in the long room; The point of honour; The battle of the Nile; Davy Jenkins; Paying off; Sailors on a cruise; A witness; Crossing the line; Scud Hall. The front flyleaf has a book-plate 'Forte non ignave Alfred Leef'. One of the sketches concerns the Royal Navy's attempt to stifle the slave trade in West Africa.



Object number:
00005662

Title: Under Steam, Notes from a Collector's Log, Volume 1



from a Sailor's Log: volume 2

Date: 1889 - 1937

Primary Maker: James Bryance Conder

Medium: Ink on paper, boards, photos, clippings, lithographs and watercolours.

Name: Diary

History: James (Jim)

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

Conder joined the Royal Navy in Australia in 1891 aged 19, having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served in the flagship of the Australia Station, HMS ORLANDO, when it escorted the ships of the new Australasian Auxiliary Squadron (paid for by the colonies, but manned by the Royal Navy) around the coasts to be shown to the colonists. He signed up for an initial period of six months with an option to extend that to 12 years but chose to leave and return to family and home in

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

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



Object number:
00005675

Title: Broadside port view
of gunboat HMVS ALBERT

Date: c 1900

Primary Maker: James
Bryance Conder

Medium: Oil on canvas,
wood

Name: Painting

History: James (Jim)

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Object number:
00055179

Title: Submarine AE1 (now
sunken)



Object number:
00019262

Title: Captain Cook's statue
and Museum



sunk)

Date: 1914-1925

Medium: Photographic print on paper

Name: Postcard

History: In December 2017, a search for Australia's first submarine, HMAS AE1, was undertaken by a collaborative team comprising researchers and specialists from the Silentworld Foundation, ANMM, Find AE1 Ltd., the Royal Australian Navy and Fugro, N.V. The search was successful and identified AE1's final resting place off the Duke of York Islands in Papua New Guinea. In April 2018, further research was carried out at the site by the ANMM, Find AE1 Ltd. and Curtin University's HIVE (Hub for Immersive Visualisation and eResearch) aboard R/V Petrel, a vessel owned by Microsoft co-founder Paul G. Allen and operated by Vulcan, Inc. Also on board was a Remotely-Operated Vehicle (ROV) and images relayed back to researchers aboard Petrel revealed vital clues to a sequence of events that led to AE1's loss. For example, the submarine's bow and stern torpedo tube caps were found to be either partially or fully open, and that this appears to have been an intentional act carried out on the surface. Why the caps were open, and whether they contributed



and Museum

Date: c 1880

Primary Maker: Charles H Kerry (& Co.)

Medium: Black and white photographic print on paper.

Name: Photograph

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

whether they contributed in some manner to the loss will likely never be known. Similarly, the reason that a ventilation valve was partially open will probably never be known, but it is fair to say that it was one of the root causes of the submarine's demise once it began to submerge on what would be its last dive. Despite efforts by the crew to recover—as evidenced by the positions of the submarine's hydroplanes—AE1 was overwhelmed by the inflow of water through the ventilation valve and began to sink by the stern. At an unknown depth, the forward pressure hull partially imploded, killing the crew instantly. The submarine continued its fatal dive until it struck the seabed stern first at a shallow angle, breaking off the skeg and rudder. The hull then pitched forward, breaking AE1's back and possibly snapping off all four hydroplane guards. This violent movement also affected the fin, which—likely already weakened structurally during the implosion—began to topple forward into the remnants of the control room. Going forward, the imagery and 3D model generated as a result of the 2018 investigations will prove critical in AE1's ongoing interpretation, exhibition and management.

Hawaii (then called the Sandwich Islands), and was killed on 14 February 1779 in an altercation with the Hawaiians. His extraordinary seamanship skills and discoveries along with his tragic and violent death increased public interest in Cook and generated the production of a variety of souvenir mementos and celebratory statues and memorials over the ensuing centuries.



Object number:
00020334

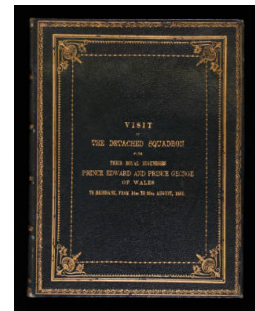
Title: Presentation on
board HMAS SYDNEY

Date: 1890 - 1950

Primary Maker: Samuel J
Hood Studio

Medium: Emulsion on
nitrate film.

Name: Nitrate negative



Object number:
00032227

Title: Visit of the Detached
Squadron with Their Royal
Highness Prince Edward
and Prince George of
Wales To Brisbane, From
16th to 20th August, 1881

Date: 1881

Primary Maker:
Government Printer

Medium: Ink on paper,
leather bound

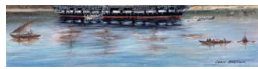
Name: Book



Object number:
00016904

Title: HMS PEARL

Date: c. 1888



Date: c 1988

Primary Maker: John Bastock

Medium: Oil on composite board

Name: Painting

History: HMS PEARL was a wooden screw corvette launched at Woolwich on 13 September 1855. PEARL undertook service in the Pacific Station (1856-1857), East Indies Station (1857-1873) and finally the Australia Station (1873-1875). During its service in the East Indies PEARL was involved in extensive naval action including the China War and operations against the Japanese. PEARL sailed for the Australia Station in 1873 and replaced HMS CLIO as flagship. Visits were made to Launceston, Melbourne and Fiji where it assisted in the process of acquiring the Fiji Islands as a colony of Britain in 1874. On 12 August 1875 at Carlisle Bay, Santa Cruz Islands PEARL's crew was attacked by local indigenous people, resulting in the deaths of Commodore Goodenough and two sailors. PEARL served its remaining years mainly in the Pacific and was broken up in 1884. During the 19th century Britain was preoccupied with increasing its colonial territories and maintaining the empire. The British Royal Navy (RN) at the height of its power divided the world into strategic

the world into strategic zones or stations that were manned by a squadron of warships responsible for cruising and protecting British territories and shipping. Until the 1850s Australasia was covered by the East India Station, a vast area that included the Indian Ocean and the waters around Australia. After pressure from the colonial governments of New Zealand and Australia the RN formed the Australia Station as a separate command in 1859. The station was established to guard British shipping and trade in the Australasian region and ensure sea routes were open and safe. In 1859 the Australia Station included the territories of New Zealand, Chatham Island, New Hebrides, Loyalty Islands, Fiji and Australia.

Object number:

00018006

Title: Nautical and
hydraulic experiments,
with numerous scientific
miscellanies

Date: 1834

Primary Maker: Colonel
Mark Beaufoy

Medium: Embossed
boards, copper engraving,
plates, Ink on paper

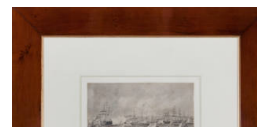
Name: Book



Object number:

00020339

Title: Presentation on
board HMS SYDNEY (H)



Object number:

00017882

Title: Flying Squadron
commanded by Lord ...



board HMAS SYDNEY (II)

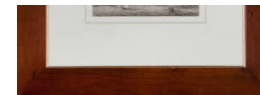
Date: 1941

Primary Maker: Samuel J Hood Studio

Medium: Emulsion on nitrate film.

Name: Nitrate negative

History: Samuel (Sam) John Hood (1872-1953) was born at Glenelg, Adelaide in 1872. His father, John Hood, was a photographer who worked for Duryea's Adelaide Photographic Company. In 1883 John moved with his family to Sydney, and in 1884 Sam followed his lead and began work for another photographer, William Tuttle in Tuttle's Studio, George Street, Sydney. In 1899, Sam Hood established his own portrait business at The Adelaide Photographic Co, 256 Pitt St, Sydney. Due to two fires in the studio in the early years he worked from his Balmain home, where he constructed a darkroom and photographed the shipping trade and waterfront workers, which provided a steady income for his growing family. Hood would approach a ship on the assigned tug boat and photograph it as it lay off Sydney Heads. Once the ship reached the dock, Hood would board the vessel and approach the captain to allow him to sell the photographs of the ship to the crew. The captain authorized for the



rounding Bradley's Head in Sydney Harbour

Date: December 1869

Primary Maker: Frederick Garling (1806 - 1873)

Medium: Watercolour paint, paper

Name: Painting

History: Garling lent a watercolour painting 'Flying Squadron' for display at the Sydney Intercolonial Exhibition in 1870, where it received a 'commended' award in an amateur class. It seems probable that this monochrome sketch was a study for another larger work. The painting shows a lively scene on Sydney harbour with a line of warships, clouds of smoke from a gun salute and a number of other craft, obviously out on the water to see the Squadron. The painting gains additional interest from the inscription on its back by James Burgess. He had been a sub-lieutenant in HMS PHOEBE, one of the ships in the Squadron. Burgess noted that he had discovered the picture in a 'Curiosity Shop' in Sydney in 1907 and went on to comment on the appearance of the vessels. Despite Garling's reputation for accuracy, Burgess seems to be correcting him on order of the line and the paint worn by one of the ships (his phrasing is a little unclear) 'The Flying Squadron'

captain authorised for the photographs to be paid for by the shipping company and then deducted a fee from the crew's wages. In addition to the photographs, Hood worked with ship artists to produce views of vessels under sail. In turn, Hood's photographs of vessels with their sails furled were used by artists to paint ship portraits. Hood would approach the captain of a ship with a painting in oil or watercolour and ask to borrow the rigging plan on the promise of a similar work. Hood is known to have worked with maritime artists Walter Barratt, Reginald Arthur Borstel, George Frederick Gregory, and John Allcot, who was reputedly hired from the MILTIADES after Hood spotted him peddling his wares on board. The State Library of NSW holds a significant collection of Hood photographs. The ANMM collection comprises some 9,000 photographs of maritime subjects. It documents the end of the sailing ship era and the growing dominance of steam vessels. This technological advancement had implications for Hood's business, as steamship crews were less inclined to request photographs of their vessels. During the 1910s, Hood had acquired cheap premises at the

. The Flying Squadron (more properly the Particular Service Squadron) of the Royal Navy visited the Australian colonies in 1869 in the course of around the-world voyage intended both for training ships' companies and testing the capabilities of steam-driven warships to go long distances under sail power. The ships were all wooden hulled, fully rigged for sail, and fitted with steam engines. This reflects an interesting stage in the development of warships and the interlinked naval strategies of the day. Auxiliary steampower was used in warships from about 1850, and was one of the greatest 19th century innovations in warship development, since it gave ships power of movement independent of wind. But sail was still necessary for long voyages because of the difficulty and cost of carrying and obtaining enroute adequate coal supplies. The Admiralty's 'blue water' strategy underlay the Royal Navy's supremacy on the high seas throughout the nineteenth century; it entailed long patrols by ships in squadrons, and the ability to gather together in an overwhelming fleet in the event of conflict anywhere in the world. The Squadron was commanded

Dore Studio in the Queen Victoria Markets and continued to produce studio portraits, in addition to ship photography. In 1918, however, Hood transferred to Dalny Studio at 124 Pitt Street, Sydney. Originally owned by Thomas Cleary, Dalny Studio had a contract to supply photographs to the newspapers, Melbourne Argus and the Australasian. This soon also included the Daily Guardian, Daily Telegraph Pictorial, The Labour Daily, Daily News, Sun, and The Sydney Morning Herald. During the 1920s, Hood's work moved from the social and sport pages of newspapers into mainstream reportage. During the Great Depression of the 1930s, Hood's employees included his children Ted and Gladys, as well as several photographers who went onto successful careers as press photographers for various newspapers. At the outbreak of the Second World War, Hood, aged 70, was recruited by the Ministry of News and Information to document the armed services. This period also witnessed the decline of formal studio portraits, which led the Hood studio to pursue more commercial commissions. Sam Hood continued working at his studio up until his death in

Squadron was commanded by Rear-Admiral G.T.P. Hornby; at this time the Australia Station was still commanded only by a Commodore. The sailors in the Squadron were being trained up to the crack standards for which the Royal Navy was famous. Surplus numbers of men were carried for distribution to the naval stations visited around the world. The voyage of the Flying Squadron was indeed an exercise in showing the flag and demonstrating strength and the visit to Sydney had a strong element of spectacle. The six ships approached Port Jackson in two columns under plain sail watched by 'some thousands of persons' on South Head. The double line which they kept until abreast of the upper light-house was then changed, and the LIVERPOOL entered the Heads with her consorts following in line, every ship carrying all sail up to royals then, as if by magic, the yards seemed imbued with life, and with an alacrity speaking volumes for the admirable efficiency characteristic of all well disciplined British men-of-war, everything was furled, yards squared, and all made snug in a few minutes after the anchors were down. The next day residents had 'the opportunity of witnessing

studio up until his death in June 1953. He had used the same modified Folmer & Schwing Graflex camera for over forty years.

opportunity of witnessing the war vessels under steam as they proceeded in line to their anchorage in Farm Cove, attended by yachts, steamers and ferries, and receiving and returning salutes as they rounded Bradley's Head. This is the moment recorded by Garling. It is interesting that he portrayed this event, rather than the more picturesque scene of the ships approaching under full sail which newspapers of the day illustrated. Warships moving under steam were seen in 1869 as signs of modernity and power, and Garling's sketch gives these ships an air of drama and importance. One newspaper wrote that the Squadron provided 'the grandest nautical display ever witnessed in this harbour'. It listed every officer (including J.O. Burgess) in the Squadron, and carried portraits of all six Commanders. Two grand balls were given for them, and a public reception in the form of a picnic was held.



Object number:
00005661

Title: Under Canvas notes
from a collection of volumes

Object number:
00050638

Title: Craft - Maritime
History in Charge



Object number:
00054696

Title: Lieutenant Frederick
Morton Cook, RAN



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

Date: 1889 - 1937

Primary Maker: James Bryce Conder

Medium: Ink on paper, boards

Name: Diary

History: James (Jim)

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

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

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

History in Stamps

Date: 1920-1950

Primary Maker:

Commander Frederick Ross James RAN

Medium: Paper, ink, leather

Name: Stamp album

History: Frederick Ross

James was born in 1903 in Melbourne. He joined the RAN as a cadet midshipman in 1917. He began compiling this album of maritime stamps when he was a young midshipman in the early 1920s, when serving aboard an Australian naval vessel, possibly HMAS ENCOUNTER in New Guinea waters. (Note the service records of Frederick Ross James do not list a posting to HMAS ENCOUNTER). According to the account given to Captain Dykes, midshipman James had failed to write up his midshipman's journal and asked the ship's postman to collect a set of local stamps depicting the Lakotai double hulled canoe while ashore. When he received them he stuck them in his journal and wrote up the story of the craft, after consulting an encyclopaedia. Expecting to be reprimanded by his naval superiors for his midshipman's report, he was actually commended for showing initiative. Thus he began collecting maritime stamps depicting maritime craft of various



NORTON COOK, RAN, Southsea (Portsmouth), England

Date: 1926

Medium: Black and white photographic print on paper, mountboard, wood and glass frame.

Name: Photograph

History: Frederick Norton Cook joined the Royal Australian Naval College as a Cadet Midshipman in 1919. In 1936 he served as Flag Lieutenant to the Fleet Commander, Rear Admiral W.T.R. Ford CB. In the same year he was promoted to Lieutenant Commander and posted to the destroyer HMAS WATERHEN as First Lieutenant, Executive and Gunnery Officer. In 1938 he was sent to England and posted to the battleship HMS ROYAL OAK and was on board when it was sunk by a German U Boat on Saturday 14 October 1939. On completion of survivors leave Lieutenant Commander Cook was posted to the cruiser HMS CURLEW as Second in Command and Executive Officer. HMS CURLEW participated in the Norwegian Campaign of April - May 1940 where it was bombed and sunk on 26 May 1940. Cook was promoted to Commander, his next posting was to establish and command a commando training base at Southampton which he

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

maritime craft of various kinds. The result of his hobby is this beautiful album.

Southampton which he named HMS TORMENTOR. In mid-January 1942 he was appointed naval commander for the Operation Biting better known as the Bruneval Raid. Later in 1942 he returned to Australia and established a commando training base at Port Stephens called HMAS ASSAULT. From late 1943 he served in HMAS HOBART as Executive Officer operating in Cebu, Tarakan, Wewak, Brunei and Balikpapan and was in Japan for the surrender on 2 September 1945. After WWII he commanded HMAS ARUNTA 1947-1949, then was promoted Captain and commanded HMAS BATAAN 1949-50 operating in Japan. He was the Australian Naval Attaché in Washington 1951-53 (Korean War), Captain of the Port of Sydney 1953-56, Naval Officer in Charge Northern Australia 1956-58 and CO HMAS PENGUIN 1958-60. He retired after 41 years' service, including 10 years with the Royal Navy, on 19 February 1960. Captain 'Freddie' Cook died on 1 August 1985.

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



Object number:
00003401

Title: Cruise of HMAS
BRISBANE to Hawaii for the



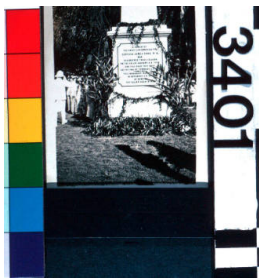
Object number:
00003414

Title: Cruise of HMAS
BRISBANE to Hawaii for the



Object number:
00003417

Title: Cruise of HMAS
BRISBANE to Hawaii for the



BRISBANE to Hawaii for the Captain Cook sesquicentennial in 1928
Date: 1928
Medium: Black and white photographic print on paper
Name: Photograph
History: HMAS BRISBANE was a Town Class Light Cruiser commissioned in 1916. BRISBANE was built at HMA Naval Dockyard, Cockatoo Island in Sydney and was immediately deployed to war service in the Mediterranean. Throughout the war, HMAS BRISABANE served in the Indian Ocean, Western Pacific and patrolled Australian waters. She underwent an extensive refit in 1926 and served as a training ship from 1928 when she also visited Honolulu to take part in the sesquicentennial celebrations of Captain Cook's visits there. HMAS BRISBANE was paid off on 24 September 1935 and sold for breaking up in 1936. The visit of HMAS BRISBANE and celebrations in Hawaii were covered extensively in the papers in Australia. Although, not always favourably. The Argus, 27 June 1927 "CENTENARY OF HAWAII Visit of HMAS BRISBANE The itinerary of HMAS BRISBANE, which will represent the Australian defence force at the centenary celebrations at Hawaii in August, was



BRISBANE to Hawaii for the Captain Cook sesquicentennial in 1928
Date: 1928
Medium: Black and white photographic print on paper
Name: Photograph
History: The Royal Hawaiian was opened by the Matson Navigation Company on February 1, 1927 and quickly established itself as the premier hotel of the Hawaiian Islands attracting large crowds and numerous celebrities of the day. The idea to celebrate the 150th year of Cook's visit to Hawaii was first raised by the Hawaiian Historical Society in 1925. After discussion it was decided in June 1926 that the idea be presented to the Legislature of the Territory of Hawaii where in February 1927 it was resolved; "That a Sesquicentennial celebration of the discovery of these islands be held during the week of August 15th to 19th, 1928, and that the Government of the Territory respectfully request to the President of the United States to extend a formal invitation to the Government of Britain asking their participation by sending a man-of-war, with delegates representing the Dominions most interested, and that the Federal Government be asked to send represent



BRISBANE to Hawaii for the Captain Cook sesquicentennial in 1928
Date: 1928
Medium: Black and white photographic print on paper
Name: Photograph
History: First commissioned in 1916 the light cruiser HMAS BRISBANE was recommissioned for training duties on 28 June 1928 under the command of Captain Gerald Harrison. In August of that year it visited Honolulu to take part in the sesquicentennial celebrations of the arrival of Captain James Cook in Hawaii. The visit of HMAS BRISBANE and celebrations in Hawaii were covered extensively in the papers in Australia. Although, not always favourably. The Argus, 27 June 1927 "CENTENARY OF HAWAII Visit of HMAS BRISBANE The itinerary of HMAS BRISBANE, which will represent the Australian defence force at the centenary celebrations at Hawaii in August, was announced yesterday by the Minister for Defence (Sir William Glasgow). The cruiser will leave Sydney on July 12, and will call at Newcastle, Brisbane, and Suva (Fiji). Honolulu will be reached on August 9, and during the celebrations the vessel will travel to Kauai and Hawaii as required. The return voyage will

announced yesterday by the Minister for Defence (Sir William Glasgow). The cruiser will leave Sydney on July 12, and will call at Newcastle, Brisbane, and Suva (Fiji). Honolulu will be reached on August 9, and during the celebrations the vessel will travel to Kauai and Hawaii as required. The return voyage will begin from Honolulu on August 21, and Fanning Island, Pago Pago (Samoa), Suva, and Norfolk Island will be visited on the way to Sydney. The BRISBANE will reach Sydney on September 18, and will leave for Melbourne on September 22." The West Australian, 10 August 1928 "CRUISER RACES THE CLOCK. H.M.A.S. Brisbane in Hawaii. HONOLULU, Aug. 9. — H.M.A.S. Brisbane arrived a day earlier than expected, the local committee having overlooked the effect of the International Date Line. The British Consul (Mr G. Hastings Phipps), however, notified the committee, which welcomed the crew of the Brisbane. A programme of entertainment will begin on Saturday, and calls will be made on the Governor of Hawaii (Mr W. R. Farrington), and the Military and Naval Commanders." The Mercury, 20 August 1928 "CAPTAIN JAMES COOK

asked to send representatives for the occasion, with the presence of such units of the United States fleet as may be spared." - Thirty Sixth Annual Report of the Hawaiian Historical Society for the Year 1927 (with papers read at the annual meeting, February 14th 1928). In response to this request, the Royal Australian Navy sent HMAS BRISBANE, at that time a naval training vessel, to Hawaii. First commissioned in 1916 the light cruiser HMAS BRISBANE was recommissioned for training duties on 28 June 1928 under the command of Captain Gerald Harrison. In August of that year it visited Honolulu to take part in the sesquicentennial celebrations of the arrival of Captain James Cook in Hawaii. The visit of HMAS BRISBANE and celebrations in Hawaii were covered extensively in the papers in Australia. Although, not always favourably. The Argus, 27 June 1927 "CENTENARY OF HAWAII Visit of HMAS BRISBANE The itinerary of HMAS BRISBANE, which will represent the Australian defence force at the centenary celebrations at Hawaii in August, was announced yesterday by the Minister for Defence (Sir William Glasgow). The cruiser will leave Sydney on July 12, and will call at

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COOK DIED. The
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BRISBANE (Australia), and
HMNZS DUNEDIN (New
Zealand), and the United
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PENNSYLVANIA landed,
and participated with
Hawaiians, in full regalia.
The officials placed
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monument erected in 1874. Wreaths were also placed from British war veterans and the delegates of the Pan-Pacific women's conference as the ships' guns roared salutes. Sir Joseph Carruthers (Australia) said: "If you wish for a monument to Cook, behold Australia, New Zealand, and the South Sea Isles!" There followed a native feast, at which 4,000 persons were fed. The cruisers will return to Honolulu to-morrow. The BRISBANE and DUNEDIN will leave for Australia on Tuesday at daybreak, and the CORNWALL for Shanghai." Sydney Morning herald, 14 September 1928 "CELEBRATION. HMAS BRISBANE Returns. Still bearing the businesslike air of a long voyage, HMAS BRISBANE steamed to her moorings last night at the end of the journey from Hawaii, where her officers and complement played an important part in the celebration of the landing of Captain Cook in 1778. Accounts of the celebrations given by the ship's officers drew a picture of colourful pageantry, culminating in a reconstruction of the navigator's actual landing, in which Hawaiians of ancient lineage played leading parts. Naval manoeuvres were one of the features of the

the one hundred and fiftieth anniversary of the discovery of the Sandwich Islands (Hawaiian Islands) by Captain James Cook in the early part of 1778, took the form of public historical addresses at the Army and Navy Y.M.C.A. rooms, Honolulu, including one by the Governor (Mr Wallace Farrington) discussing Hawaii as the centre of friendly relations; one by the British Consul General (Mr G. H. Phipps), reading Sir Henry Newholt's paper on Cook's life and services; one by the United States Secretary for War (Mr Dwight Davis) on Hawaii's contact with the world through Cook's discovery; and one by Mr Peter Buck on Hawaii's relation to Greater Polynesia. WHERE COOK DIED. The ceremonies shifted to-day to Kealahou Bay, where Captain Cook was killed by natives on February 14, 1779. Parties from HMS CORNWALL (Britain), HMAS BRISBANE (Australia), and HMNZS DUNEDIN (New Zealand), and the United States battleship PENNSYLVANIA landed, and participated with Hawaiians, in full regalia. The officials placed wreaths from all countries represented on the Cook monument erected in 1874. Wreaths were also placed from British war veterans and the delegates of the Pan-Pacific women's

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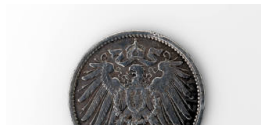
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well carried out by everybody concerned. The officers and men of the BRISBANE, he continued, very much resented the wild and unfounded statements which had appeared in some section of the press."

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Object number:
00047958

Title: 7908 W.J. Tamblin, C
off AD UMAC SYDNEY



Object number:
00055132

Title: Decommissioning
distress part of UMAC



Object number:
00055240

Title: Replica Dead Man's
Benny



OF E, AB HMAS SYDNEY

Date: before 1916

Medium: Silver

Name: Identification tag

History: Tokens and tags such as this (now commonly called dog tags) were originally used as far back as the 1860s and 1870s during the American Civil War, the Spanish-American War, and the Franco-Prussian War for the identification of the holder if found dead or wounded; the inclusion of religion was in order to administer the correct Last Rites if required. The British Army and the Commonwealth forces in Canada, Australia and New Zealand issued id (identification) tags from the beginning of World War I. They were red or green fibre discs worn around the neck and contained rank, surname, initials, force number and religious affiliation. The Australian Defence Force currently issues octagonal or circular discs with AS (denoting Australia), service number, name and initials, religion and blood group. This token was fabricated from a German Empire 1 Mark silver coin. Able Seaman Tamblin's official number (7908) and name are inscribed on the obverse of

the coin. Born in Plymouth in 1885, Tamblin joined the Royal Navy (RN) in 1903 but was lent to the Royal



vintage port of HMAS VAMPIRE

Date: 1986

Medium: Glass, paper, alcohol (vintage port)

Name: Bottle

History: The midshipman's journal belonged to James Laurence Wilfrid 'Red' Merson during his service aboard HMAS AUSTRALIA (II), and was kept between September 1939 and July 1940. Merson retired from the Royal Australian Navy with the rank of Commodore in 1977. Commodore Merson served in four conflicts: The Second World War, Korean War, Indonesian Confrontation, and Vietnam War. His Second World War service aboard HMAS AUSTRALIA (II) occurred in conjunction with the outbreak of the conflict. Merson later went on to serve as commanding officer of HMAS VAMPIRE (II) during the Indonesian Confrontation, when VAMPIRE conducted patrols off the coast of Borneo and Malaya and was called upon to provide fire support for Commonwealth land forces. His command of VAMPIRE covered the period between 29 April 1965 and 6 December 1966.



Penny

Date: after 1914

Medium: copper-alloy

Name: Penny

History: James Thomas served as an Able Seaman aboard AE1 when it disappeared, and--like many of the submarine's crew--was seconded to the Royal Australian Navy from the British Royal Navy. He was born at St. Helen's, Worcester, England, in May 1883 and commenced service in the RAN on 16 May 1913. Within a year, he was training aboard submarines, and was assigned to HMAS PENGUIN (the depot ship for AE1 and its sister-submarine AE2) in May of 1914. Thomas was accompanied to Australia by his wife, Emma, and their two sons. They were living on Petersham Road in Marrickville (Sydney) at the time of AE1's loss. Tragically, the day the family disembarked at Sydney they were met on the wharf by Thomas' Marrickville neighbour with a telegram advising that he was missing. The Thomas family remained in Australia and eventually received compensation. More family followed from the United Kingdom in later years. In December 2017, a search for Australia's first submarine, HMAS AE1, was undertaken by a collaborative team comprising researchers

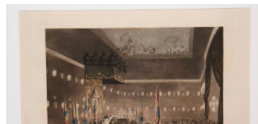
Australian Navy (RAN) in March 1913. He joined HMAS SYDNEY (I) at Portsmouth at the time of its commissioning in June 1913 and served aboard until 24 November 1917. It was during this period that HMAS SYDNEY sank the German raider SMS EMDEN (9 November 1914) in battle off the Cocos-Keeling Islands in the Indian Ocean. William Tamblin's service record notes that he was also present at the taking of German New Guinea on 11 September 1914. At the end of his service with the RAN in 1917 Tamblin reverted to service in the RN.

comprising researchers and specialists from the Silentworld Foundation, ANMM, Find AE1 Ltd., the Royal Australian Navy and Fugro, N.V. The search was successful and identified AE1's final resting place off the Duke of York Islands in Papua New Guinea. In April 2018, further research was carried out at the site by the ANMM, Find AE1 Ltd. and Curtin University's HIVE (Hub for Immersive Visualisation and eResearch) aboard R/V PETREL, a vessel owned by Microsoft co-founder Paul G. Allen and operated by Vulcan, Inc. Also on board was a Remotely-Operated Vehicle (ROV) and images relayed back to researchers aboard PETREL revealed vital clues to a sequence of events that led to AE1's loss. For example, the submarine's bow and stern torpedo tube caps were found to be either partially or fully open, and that this appears to have been an intentional act carried out on the surface. Why the caps were open, and whether they contributed in some manner to the loss will likely never be known. Similarly, the reason that a ventilation valve was partially open will probably never be known, but it is fair to say that it was one of the root causes of the submarine's demise once it began to submerge on

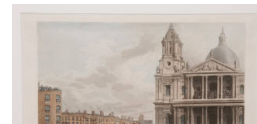
began to submerge on what would be its last dive. Despite efforts by the crew to recover—as evidenced by the positions of the submarine's hydroplanes—AE1 was overwhelmed by the inflow of water through the ventilation valve and began to sink by the stern. At an unknown depth, the forward pressure hull partially imploded, killing the crew instantly. The submarine continued its fatal dive until it struck the seabed stern first at a shallow angle, breaking off the skeg and rudder. The hull then pitched forward, breaking AE1's back and possibly snapping off all four hydroplane guards. This violent movement also affected the fin, which—likely already weakened structurally during the implosion—began to topple forward into the remnants of the control room. Going forward, the imagery and 3D model generated as a result of the 2018 investigations will prove critical in AE1's ongoing interpretation, exhibition and management.



Object number:
00055860
Title: Z Special Unit Crew
after Operation Javelin



Object number:
00019632
Title: Remains of Lord
Viscount Maltby lying in



Object number:
00019633
Title: Funeral Procession of
Late Lord Viscount Maltby



after Operation Jaywick

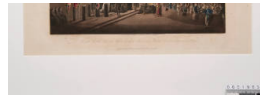
Date: 1943

Medium: Black and white photographic print on paper.

Name: Photograph

History: Operation Jaywick was the brainchild of W.R. 'Bill' Reynolds and Major Ivan Lyon, both of whom fled Singapore ahead of the Japanese advance in February 1942. Reynolds was a civilian who secured possession of a Japanese fishing boat, Kofuku Maru, and used it to transport approximately 1,100 Allied evacuees to Sumatra following the Fall of Singapore. Following the surrender of the Dutch East Indies (modern-day Indonesia) in March 1942, he escaped with the vessel to Ceylon (modern-day Sri Lanka). It was there that he met Lyon, a British Army officer affiliated with the Allied Intelligence Bureau. The two men devised a plan to attack Japanese shipping in Singapore Harbour with a team of specially-trained commandos disguised as the crew of an Asian fishing vessel. Operatives would use collapsible kayaks called 'folboats' to approach Japanese ships under cover of darkness and attach time-delayed

limpet mines to their hulls. Members of Operation Jaywick were assigned to Z Special Unit (also known as



viscount Nelson laying in state in the Painted Chamber at Greenwich Hospital

Date: 1806

Primary Maker: Augustus Charles Pugin

Medium: Ink on paper

Name: Engraving

History: Admiral Lord Nelson is considered the greatest naval hero in British history and his death at the Battle of Trafalgar in 1805 plunged the country into mourning. His corpse arrived back in England in a cask of brandy and raw alcohol and was taken to Greenwich on 5 January 1806. There it was placed in a lead coffin which was then placed inside another wooden one made from the mast of L'ORIENT - salvaged (on Nelson's orders) after the Battle of the Nile (1798). Nelson's body lay in state in the Painted Hall at Greenwich Hospital for three days, where some 15-30,000 people from all walks of life filed past the remains of their beloved naval hero. There were so many mourners that the authorities were fearful a riot could break out at any time, brought on by nothing more than grief over Nelson. Black hangings covered the vivid wall paintings and brightly coloured shields and coats of arms gleamed in the glow from hundreds of



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'Z Force'), a specialist reconnaissance and sabotage unit formed by British Special Operations Executive officers who escaped Singapore. Although predominantly Australian, Z Special Unit also included British, Dutch, New Zealand, Timorese and Indonesian nationals among its ranks. Training for the raid took place at Refuge Bay, a remote and inaccessible area located along the Hawkesbury River in New South Wales. Kofuku Maru's background as a fishing vessel made it an ideal candidate for the covert role of Operation Jaywick's 'mother ship'. Following its selection for Operation Jaywick, the vessel was renamed Krait after a venomous snake indigenous to Southern and Southeast Asia. Originally slated for the first half of 1943, Operation Jaywick was postponed until 1 September 1943, when Krait departed for Singapore. After passing through Lombok Strait on 6 September, the vessel proceeded to the Java Sea, at which point the crew and commando team adopted subterfuge—including use of Japanese ensigns, wearing sarongs, and covering their bodies in dark makeup to give the appearance of local

grow from hundreds of candles. The coffin was surrounded with trophies, including captured French and Spanish flags. On the 8th his remains were placed in the royal barge originally made for King Charles II and taken up river, accompanied by Lord Hood, Sir Peter Parker and the Prince of Wales. The Prince at first announced his intention to attend the funeral as chief mourner, but later attended in a private capacity with his brothers when his father King George III reminded him that it was against protocol for the Heir to the Throne to officially attend the funerals of anyone except members of the Royal Family. The City Livery Companies attended the procession in their own ceremonial barges, to make the procession from Greenwich to Whitehall the most awesome spectacle ever to have been seen on the River Thames. Disembarking at Whitehall they proceeded to the Admiralty, where the body of Lord Nelson, attended by his chaplain Alexander Scott, who had been with Nelson as he died, remained overnight. The next day, 9 January, a funeral procession of 32 admirals, over a hundred captains, and an escort of 10,000 troops took the coffin from the Admiralty to St Paul's Cathedral.

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fishermen—to avoid detection. After crossing the Java Sea, Krait coasted along the coast of Borneo before setting a course for the Lingga Archipelago, a group of islands south of Singapore. On 18 September, six commandos disembarked in their two-man folboats at the island of Pulau Panjang. Krait then departed for Borneo with orders to rendezvous with the operatives on the night of 1-2 October. The commandos prepared for the attack, and then island-hopped northwards through the archipelago to Pulau Dongas, where they arrived on the evening of 22 September. Two days later, Japanese shipping totalling approximately 65,000 tons gathered near the entrance to Singapore Harbour. On the night of 26 September, three folboats silently approached the anchorage and diverged to attack selected targets. Despite two close calls, each team successfully attached limpet mines to their targets and fled the anchorage undetected. Early the next morning, seven explosions shattered the darkness and resulted in an equal number of Japanese ships—totalling between 37,000 and 39,000 tons—either sunk or severely damaged. Krait made its way back to the

to St Paul's Cathedral. Along the processional route there was a revered silence from the huge crowds that had assembled in the streets and in the stands which had been specially erected to accommodate the throng. Mourners occupied every conceivable vantage point in order to witness this overwhelmingly sad spectacle. After a four-hour service Nelson was laid to rest within an Italian marble sarcophagus presented by King George III from the Royal Collection. From The Sydney Gazette & New South Wales Advertiser on Sunday 3 August 1806 comes the following report of the funeral: The Body of the illustrious Hero, lying in State, presented the most magnificent and awful display of funeral splendor ever witnessed, perhaps from the Creation of the World, as every beholder appeared personally interested in the awful scene, from participating in which many thousands were disappointed owing to the immense crowds that flocked towards the Royal Hospital from every avenue. On the 8th of January the Body was removed by water to Whitehall in a barge covered with black velvet, and magnificently adorned, attended in procession by many other barges, in

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rendezvous point on 2 October and picked up all three folboats and their crews. It then quietly retreated across the Java Sea, through Lombok Strait, and back to Exmouth, where it arrived on 19 October 1943.

many other barges, in which were many Admirals, Captains, and Lieutenants of the Navy, and the principal Officers of State made part of a most extensive and brilliant procession. From Whitehall the body was conveyed to the Admiralty with equal pomp, and was the next day removed to St. Paul's Cathedral for interment with a grandeur which surpasses the liveliest conception. The body was conveyed on a funeral car, the brilliancy of which dazzled the eyes of the spectators, and when arrived at St. Paul's was taken from the car by eight seamen of the Victory, who with torrents streaming down their manly cheeks paid this last tribute of duty and undisguised affection to a brave and generous Commander. On a cable extending from the top the dome were displayed all the colours of different Powers taken by the victorious NELSON, the Victory's Flag flying over them, which on a signal was lowered into the grave, never to be separated from the sacred Remains of the lamented Noble Man. The coffin plate was of burnished gold, the dimensions 13 inches by 9, and prepared by His Majesty's Goldsmith. The following is the inscription: The Most Noble Lord HORATIO NELSON

HORATIO NELSON,
Viscount and Baron Nelson
of the Nile, and of
Burnham Thorpe, in the
County of Norfolk; Baron
Nelson of the Nile, and of
Hilsborough in the said
County; Knight of the Most
Honourable Order of the
Bath; Vice Admiral of the
White Squadron of the
Fleet; and Commander in
Chief of His Majesty's Ships
and Vessels in the
Mediterranean. Also, Duke
of Bronte, in Sicily; Knight
Grand Cross of the Sicilian
Order of Ferdinand, and of
Merit; Member of the
Ottoman Order of The
Crescent; Knight Grand
Commander of the Order
of St Joachim. Born
September 29, 1758 After
a series of transcendant
and heroic Services this
gallant Admiral fell
gloriously in the moment of
a brilliant and decisive
Victory of the Combined
Fleets of France and Spain,
off Cape Trafalgar, on the
21st of October, 1805.
There were also several
other elegant productions
of the arts upon the Coffin,
and great taste and
magnificence was
displayed in the funeral
Cars. If the preparations
for the solemnity were a
testimony of Royal
Munificence and the
esteem of a Nation ardent
in discharging its
obligations to superior
merit, we are induced to
say that the armed force

say that the armed force collected to do honour to the procession were concentrated with a promptitude that exceeded credibility. The regular troops, chiefly consisting of the regiments that had participated in the departed hero's triumph in Egypt, were not less than ten thousand in number. The Scots Greys and five other regiments of cavalry, were disposed at proper intervals, all moving in order of battle; and the streets were lined by more than twenty thousand Volunteers; a detachment of flying artillery closing the Military part of this most wonderful and awful spectacle. His Royal Highness the Prince of WALES, accompanied by the Dukes of CLARENCE, KENT, and many other illustrious Personages were seated in the choir of the Cathedral; and before the Body entered the church, His Royal Highness advanced to the western door to join the procession, where he remained uncovered for nearly half an hour, when the procession advanced slowly to the choir ; and during the whole performance of the funeral service His Royal Highness stood, with the Duke of Clarence on his right, and the Duke of Kent upon his left. The coffin was at length uncovered, and

length uncovered, and
awful stillness reigned. The
impression was electric!
The moment had arrived
that the mortal remains of
an inestimable Hero were
to be rendered to the
tranquil tomb! At 33
minutes past five the coffin
was lowered into the
grave; whither it was
followed by universal and
unspeakable regret.



Object number:
00037573

Title: White fabric inner gloves for use with protective NBC gloves sealed in a plastic container
Date: 1995

Primary Maker: North, James and Sons Ltd
Medium: Fabric, plastic
Name: Glove



Object number:
00037574

Title: Black outer NBC protective rubber gloves in sealed plastic bag
Date: 1995

Primary Maker: North, James and Sons Ltd
Medium: Rubber, plastic container
Name: Glove



Object number:
00027935

Title: HMS CHALLENGER in Wellington Harbour, New Zealand
Date: 1906

Primary Maker: New Zealand Mail
Medium: Paper
Name: Newspaper clipping
History: James (Jim) Bryce Conder was one of thousands of Australian sailors who helped to shape Australia's naval history. His naval career, interspersed with periods ashore, illustrates all stages in the transition from British control of Australia's naval defence to full local responsibility with the formation of the Royal Australian Navy (RAN). It also shows what a strong imprint the Royal Navy had on the RAN. Conder joined the Royal Navy in Australia in 1891 aged 19 having sailed in the merchant ships ELLORA and AVENGER over the previous two years. He served on HMS ORLANDO, HMVS CERBERUS, HMVS NELSON, gunboat HMVS ALBERT, HMS KATOOMBA, HM Ships CHALLENGER and PSYCHE.

Object number:
00030090

Title: Unloading the 9th at
Milne Bay

Date: 1942 - 1943

Primary Maker: Roger
James Gittus

Medium: Paper,
watercolours

Name: Painting

Object number:
00030095

Title: Malaytown Cairns

Date: 1942 - 1943

Primary Maker: Roger
James Gittus

Medium: Paper, pencil

Name: Drawing

Object number:
00030091

Title: KYBRA alongside
MANOORA at Garden Island

Date: 1942 - 1943

Primary Maker: Roger
James Gittus

Medium: Paper,
watercolours

Name: Painting

Object number:
00030092

Title: New depot HMAS
MADANG

Date: 1942 - 1943

Primary Maker: Roger
James Gittus

Medium: Paper,
watercolours

Name: Painting

Object number:
00030093

Title: Burma 1945

Date: 1945

Primary Maker: Roger
James Gittus

Medium: Paper,
watercolours

Name: Painting

Object number:
00030094

Title: Ship's deck and funnel

Date: 1942 - 1943

Primary Maker: Roger
James Gittus

Medium: Paper,
watercolours

Name: Painting



Object number:
00037577

Title: White fabric inner gloves for use with protective NBC gloves sealed in a plastic container
Date: 1995

Primary Maker: North, James and Sons Ltd

Medium: Fabric, plastic

Name: Glove



Object number:
00017655

Title: Untitled (troopship DUNTROON on Sydney Harbour)

Date: 1940s

Primary Maker: William James Hall

Medium: Nitrate based film

Name: Nitrate negative



Object number:
00019635

Title: Funeral Procession of the late Lord Viscount



the Late Lord viscount
Nelson from Greenwich to
Whitehall

Date: 1806

Primary Maker: Augustus
Charles Pugin

Medium: Ink on paper

Name: Engraving

History: Admiral Lord

Nelson is considered the
greatest naval hero in
British history and his
death at the Battle of
Trafalgar in 1805 plunged
the country into mourning.
His corpse arrived back in
England in a cask of
brandy and raw alcohol
and was taken to
Greenwich on 5 January
1806. There it was placed
in a lead coffin which was
then placed inside another
wooden one made from
the mast of L'ORIENT -
salvaged (on Nelson's
orders) after the Battle of
the Nile (1798). Nelson's
body lay in state in the
Painted Hall at Greenwich
Hospital for three days,
where tens of thousands of
people from all walks of life
filed past the remains of
their beloved naval hero.
There were so many
mourners that the
authorities were fearful a
riot could break out at any
time, brought on by
nothing more than grief
over Nelson. Black
hangings covered the vivid
wall paintings and brightly
coloured shields and coats
of arms gleamed in the
glow from hundreds of
candles. The coffin was

candles. The coffin was surrounded with trophies, including captured French and Spanish flags. On the 8th his remains were placed in the royal barge originally made for King Charles II and taken up river, accompanied by Lord Hood, Sir Peter Parker and the Prince of Wales. The Prince at first announced his intention to attend the funeral as chief mourner, but later attended in a private capacity with his brothers when his father King George III reminded him that it was against protocol for the Heir to the Throne to attend the funerals of anyone except members of the Royal Family. The City Livery Companies attended the procession in their own ceremonial barges, to make the procession from Greenwich to Whitehall the most exciting spectacle ever to have been seen on the river Thames. Disembarking at Whitehall they proceeded to the Admiralty, where the body of Lord Nelson, attended by his chaplain Alexander Scott, who had been with Nelson when he died, remained overnight. The next day, 9 January, a funeral procession of 32 admirals, over a hundred captains, and an escort of 10,000 troops took the coffin from the Admiralty to St Paul's Cathedral. Along the procession

Along the processional route there was a revered silence from the huge crowds that had assembled in the streets and in the stands which had been specially erected to accommodate the throng. Mourners occupied every conceivable vantage point in order to witness this overwhelmingly sad spectacle. After a four-hour service Nelson was laid to rest within an Italian marble sarcophagus presented by King George III from the Royal Collection.



Object number:

00017640

Title: Troopship CANBERRA

Date: 1946

Primary Maker: William
James Hall

Medium: Nitrate based film

Name: Nitrate negative



Object number:

00019634

Title: Interment of the
Remains of the Late Lord



Object number:

00002276

Title: Royal Navy warship
in Sydney Harbour NSW



Remains of the Late Lord Viscount Nelson, in the Cathedral of St. Paul, London on the 9th of January, 1806
Date: 1806
Primary Maker: Augustus Charles Pugin
Medium: Ink on paper
Name: Engraving
History: Admiral Lord Nelson is considered the greatest naval hero in British history and his death at the Battle of Trafalgar in 1805 plunged the country into mourning. His corpse arrived back in England in a cask of brandy and raw alcohol and was taken to Greenwich on 5 January 1806. There it was placed in a lead coffin which was then placed inside another wooden one made from the mast of L'ORIENT - salvaged after the Battle of the Nile (1798). Nelson's body lay in state in the Painted Hall at Greenwich Hospital for three days, where tens of thousands of people from all walks of life filed past the remains of their beloved naval hero. There were so many mourners that the authorities were fearful a riot could break out at any time, brought on by nothing more than grief over Nelson. Black hangings covered the vivid wall paintings and brightly coloured shields and coats of arms gleamed in the glow from hundreds of



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

grow from hundreds of candles. The coffin was surrounded with trophies, including captured French and Spanish flags. On the 8th his remains were placed in the royal barge originally made for King Charles II and taken up river, accompanied by Lord Hood, Sir Peter Parker and the Prince of Wales. The Prince at first announced his intention to attend the funeral as chief mourner, but later attended in a private capacity with his brothers when his father King George III reminded him that it was against protocol for the Heir to the Throne to attend the funerals of anyone except members of the Royal Family. The City Livery Companies attended the procession in their own ceremonial barges, to make the procession from Greenwich to Whitehall the most exciting spectacle ever to have been seen on the river Thames. Disembarking at Whitehall they proceeded to the Admiralty, where the body of Lord Nelson, attended by his chaplain Alexander Scott, who had been with Nelson when he died, remained overnight. The next day, 9 January, a funeral procession of 32 admirals, over a hundred captains, and an escort of 10,000 troops took the coffin from the Admiralty to St Paul's Cathedral.

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

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published in rural industry journals and stud stock advertisements and from July 1928 to December 1929 he made an extended tour of South Africa to photograph merino studs. Survived by his second wife, Edith Hannah Gilkes, William James Hall died on 26 August 1951 at St Luke's Hospital, Darlinghurst. A number of photographic studios were established by William F Hall and William J Hall. Known at different times as Hall studio, Hall & Co, W F Hall and Hall W the businesses were located variously at 7 Castlereagh Street, 39, 44 and 70 Hunter Street, 91 Phillip Street and 21 Blight Street in Sydney city from 1890 onwards.



Object number:
00002165

Title: Portrait of a naval officer

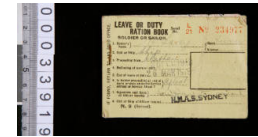
Date: 1890s

Primary Maker: William James Hall

Medium: Emulsion on glass

Name: Glass plate negative

History: From 1859 to 1911 the naval defence of Australia was undertaken by the men and ships of Britain's Royal Navy. With Federation in 1901 the naval ships from the colonies and the Royal Navy ships of the Australia Station were called the Commonwealth Naval Forces. A ship building program for a truly Australian naval fleet was soon instigated and the first fleet of the newly named Royal Australian Navy entered Sydney Harbour on 4 October 1911. The Royal Australian Navy modelled itself along the lines of the Royal Navy in discipline, valour, organisation and uniform.



Object number:
00033919

Title: Leave or Duty Ration Book Soldier or Sailor

Date: 1919

Medium: Paper, ink, staples

Name: Ration book



Object number:
00002166

Title: Portrait of a man with a very large mustache



a very large moustacne
wearing a military uniform

Date: c 1900

Primary Maker: William
James Hall

Medium: Emulsion on glass

Name: Glass plate negative

History: Photographer

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William James Hall created an extensive collection of maritime photography that provides an important

pictorial record of recreational boating in Sydney Harbour. His images document the great variety of activities and technologies that were an integral part of Sydney's sailing community, from the large racing and cruising yachts, to the jostling skiffs and even the new phenomenon of the early twentieth century - motor boats. The collection also includes images of the many spectators and crowds who followed the sailing races. Each Monday morning in his shop window, Hall would display the photographs he had taken of the weekend races. The shopfront became a part of Sydney yachting life as people filed past, vying to view the images and dissect the weekend's activities. William James Hall was not himself a sailor, and mainly used a motor launch to mingle and chase the yachts of the harbour as he worked. However Hall's interest in photography was not limited to the subject of sailing and he came to cover a wide variety of themes such as landscapes, portraiture, aerial photography, military work and livestock. He came to be known as one of the best photographers of animals and was in great demand at Royal Sydney Show

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Object number:
00031681

Title: Austrian model full
length rifle



Object number:
00054265

Title: 1914-15 Star WWI :
Lieutenant Leonard

Object number:
00008398

Title: The ENDEAVOUR
entering Botany Bay on

length rifle

Date: 1895

Medium: Metal, wood

Name: Rifle

History: Australia took its first step into East Asian conflicts in 1900, when three colonies sent support to the British at the Boxer War. This was a joint action by several nations including Britain, France, Germany, Austria, Russia and the USA to crush a violent uprising against foreigners in China. The action was immortalised in the Hollywood movie "55 days in Peking". The term Boxer was a Western corruption of the original Chinese name. South Australia lent its steel twin screw gunboat HMCS PROTECTOR (Her Majesty's Colonial Ship) with a crew of 110 to assist the British Royal Navy. Victoria and New South Wales sent naval brigade contingents totalling 462 men. The Aberdeen Line cargo passenger ship SS SALAMIS was requisitioned by the New South Wales government to transport the contingent to the conflict. The China Navigation Company Limited vessel SS CHINGTU was requisitioned to bring the contingents home. They steamed through

Sydney Heads on 25 April 1901. Arriving after the main conflict was over; their main duty was



Lieutenant Leopold Florence Scarlett, Third Officer aboard the Royal Australian Navy submarine AE1

Date: 1914-1918

Medium: Bronze

Name: Medal

History: Lieutenant the Honourable Leopold Florence Scarlett was born in 1889 in Hampshire, England. He trained as a submarine officer for the Royal Navy but moved to Australia after being diagnosed with TB. He was retired due to being 'unfit' from the Royal Navy in June of 1913. Scarlett managed to recover his health after spending time in Queensland with his brother who was serving as Aide de Camp to the Governor. When the submarines AE1 and AE2 were refitting at Cockatoo Island in June 1914, Commander Thomas Besant of AE1 requested more trained submarine officers from the Royal Navy in London. The Navy Office responded with the assignment of Lieutenant Scarlett who had volunteered and been accepted for service in Brisbane. Scarlett was then appointed as a Lieutenant of the Royal Australian Navy on AE1 in August, 1914. In September 1914 AE1 was sent as part of the Australian Naval and Military Expeditionary Force to New Guinea. This

entering Botany Bay on 29th April 1770. Ex Libris Francis J. Bayldon, master mariner, 1933

Date: 1933

Primary Maker: Geoffrey Chapman Ingleton

Medium: Ink on paper

Name: Bookplate

History: Lieutenant Commander Geoffrey Ingleton (1908-1998) was a historian, book collector, artist, modelmaker, publisher, printmaker and illustrator. Born at Bairnsdale, Victoria on 14 May 1908 he joined the Royal Australian Naval College at Jervis Bay, NSW in 1922. His naval training took him to Britain and when Ingleton returned in 1930 he was commissioned a Lieutenant. Leaving the Navy in 1936 he went on to establish a successful career as a draftsman, artist and etcher, gaining fame for his works depicting maritime scenes, ships and events in Australia's past, including a series of works focused on Sydney. The EARL OF PEMMBROKE, later renamed HMB ENDEAVOUR was built in 1764 at Whitby, North Yorkshire for the coal trade. Purchased by the British Admiralty in 1768, it was fitted out for the Admiralty's expedition to the South Pacific to view the Transit of Venus and locate the Great South Land. The voyage was

guarding and policing Tianjin (Tientsin) and Beijing (Peking). The Australian colonial forces returned home by May 1901 and all men were issued with a medal known variously as the Boxer Rebellion medal, the Queen's China War medal and the Third China War medal.

force to New Guinea. This was an effort by the Allies to eliminate the German presence in the region and destroy German wireless communication stations. On September 14, AE1 and HMAS PARRAMATTA were directed out into the St Georges channel around New Britain and New Ireland in attempts to locate any enemy ships that may still be in the area. Although seas were calm, it was noted that the day itself was hazy and by mid-afternoon visibility on the water was reduced to five nautical miles. At 1520 HMAS PARRAMATTA spotted AE1 off Bernard Point. However, by 2000 that night AE1 had not returned to Simpson Harbour as agreed. HMAS PARRAMATTA and HMAS YARRA started to search for her that night but no trace was found. The next morning the search was widened and now included HMAS ENCOUNTER and HMAS WARREGO. At the end of three days searching, which now also included a number of smaller vessels available to the Australians, the search was concluded with no trace or clue as to what had happened to AE1. In a report back to the Admiralty Vice Admiral Patey suggested that AE1 most likely had struck an underwater reef and sunk in the deeper waters of the

Land. The voyage was commanded by Captain James Cook and set out in 1769. During ENDEAVOUR's return trip to England, Cook explored the east coast of Australia and landed at Botany Bay on 29 April 1770. His report on the bay including the safeness of the harbour and availability of fresh water quickly became the 'sign post' for Captain Arthur Phillip to land the First Fleet there on 18 January 1788. Back in England in 1771 ENDEAVOUR was refitted and used as a store ship for naval ships travelling to the Falkland Islands and in 1775 discharged, sold and renamed LORD SANDWICH. It is believed the British sunk the ship with nine other vessels in 1778 at the entrance to Newport Harbor, Rhode Island, USA during an attempt to blockade French ships.

in the deeper waters of the
channel.

Object number:
ANMS0823[117]

Title: Postcard by MS
Leham & Co View from the
sea, Aden

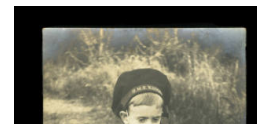
Date: 1920s

Name: Postcard



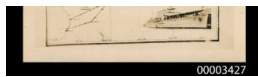
Object number:
00003427

Title: Cruise of HMAS
BRISBANE to Hawaii for the



Object number:
00051973

Title: Little Jack Danahay in
collar outfit riding a bicycle



BRISBANE to Hawaii for the Captain Cook sesquicentennial in 1928
Date: 1928
Medium: Black and white photographic print on paper
Name: Photograph
History: First commissioned in 1916 the light cruiser HMAS BRISBANE was recommissioned for training duties on 28 June 1928 under the command of Captain Gerald Harrison. In August of that year it visited Honolulu to take part in the sesquicentennial celebrations of the arrival of Captain James Cook in Hawaii. The visit of HMAS BRISBANE and celebrations in Hawaii were covered extensively in the papers in Australia. Although, not always favourably. The Argus, 27 June 1927 "CENTENARY OF HAWAII Visit of HMAS BRISBANE The itinerary of HMAS BRISBANE, which will represent the Australian defence force at the centenary celebrations at Hawaii in August, was announced yesterday by the Minister for Defence (Sir William Glasgow). The cruiser will leave Sydney on July 12, and will call at Newcastle, Brisbane, and Suva (Fiji). Honolulu will be reached on August 9, and during the celebrations the vessel will travel to Kauai and Hawaii as required. The return voyage will



sailor outfit riding a tricycle
Date: 1906-1907
Medium: Black and white photographic print on paper.
Name: Photograph
History: John James Danahay (also known as Jack) and Fanny Eugenie Atkinson (grandparents of the donor Eugenie Greig) sailed from London on 13 June 1899 with their two children Mabel (mother of donor) and Hilda, as unassisted passengers on the INDIA, arriving in Australia on 16 July 1900. John James had been employed by the Royal Navy in the Victualling Yard in Greenwich, and was appointed a position on Garden Island, Sydney, which had been used by the Royal Navy as a naval base and ship repair yard since the late 1850s. They lived for some years in one of the six semi-detached houses on the island, and made close friendships with the five other English families living on the island. The children enjoyed a particularly idyllic childhood, while the rest of Sydney's waterfront particularly around the squalid Rocks area was beset by the outbreak of bubonic plague. John James and Fanny's son, Little Jack (William James) Danahay, was born on Garden Island in 1902 - commemorated by a plaque in the Navy Chapel, John James

the return voyage will begin from Honolulu on August 21, and Fanning Island, Pago Pago (Samoa), Suva, and Norfolk Island will be visited on the way to Sydney. The BRISBANE will reach Sydney on September 18, and will leave for Melbourne on September 22." The West Australian, 10 August 1928 "CRUISER RACES THE CLOCK. H.M.A.S. Brisbane in Hawaii. HONOLULU, Aug. 9. — H.M.A.S. Brisbane arrived a day earlier than expected, the local committee having overlooked the effect of the International Date Line. The British Consul (Mr G. Hastings Phipps), however, notified the committee, which welcomed the crew of the Brisbane. A programme of entertainment will begin on Saturday, and calls will be made on the Governor of Hawaii (Mr W. R. Farrington), and the Military and Naval Commanders." The Mercury, 20 August 1928 "CAPTAIN JAMES COOK International Tribute Hawaiian Ceremonies HONOLULU, August 15. The celebration yesterday of the one hundred and fiftieth anniversary of the discovery of the Sandwich Islands (Hawaiian Islands) by Captain James Cook in the early part of 1778, took the form of public historical addresses at the Army and

Chapel. John James Danahay's service on Garden Island lasted until 1907 when he was appointed Foreman in Charge at the Royal Edward Victualling Yard, which had just opened in Pyrmont. An honour board in the Garden Island heritage centre shows that he held the position of Foreman of Victualling Storehouses, for duty at His Majesty's Naval Victualling Yard, Sydney, from 1907-1926 and from 1931-1934. His appointment transferred to the Royal Australian Navy following its establishment. Fanny died in 1938 and John James died in 1951. Neil Murray (father of donor Eugenie Greig) was born in Scotland in 1885. He initially worked in fishing and seafaring jobs as a young man in Scotland, before taking up service with the Northern Lighthouse Board. He served in Scottish lighthouses for eight years, broken only by four years service in the Royal Naval Reserve during WWI. He served in HMS INCONSTANT, his war service lasting from January 1915 to January 1919. He arrived in Sydney in 1924, and served in New South Wales lighthouses for four and a half years. From 1810 until 1856 Garden Island was used essentially as a picnic area

addresses at the Army and Navy Y.M.C.A. rooms, Honolulu, including one by the Governor (Mr Wallace Farrington) discussing Hawaii as the centre of friendly relations; one by the British Consul General (Mr G. H. Phipps), reading Sir Henry Newholt's paper on Cook's life and services; one by the United States Secretary for War (Mr Dwight Davis) on Hawaii's contact with the world through Cook's discovery; and one by Mr Peter Buck on Hawaii's relation to Greater Polynesia. WHERE COOK DIED. The ceremonies shifted to-day to Kealahou Bay, where Captain Cook was killed by natives on February 14, 1779. Parties from HMS CORNWALL (Britain), HMAS BRISBANE (Australia), and HMNZS DUNEDIN (New Zealand), and the United States battleship PENNSYLVANIA landed, and participated with Hawaiians, in full regalia. The officials placed wreaths from all countries represented on the Cook monument erected in 1874. Wreaths were also placed from British war veterans and the delegates of the Pan-Pacific women's conference as the ships' guns roared salutes. Sir Joseph Carruthers (Australia) said: "If you wish for a monument to Cook, behold Australia, New Zealand, and the

essentially as a picnic area for the residents of Sydney. In 1856 the NSW Government suggested that the Island be given over to use by the Royal Navy as a naval base and in 1858 the Admiralty approved an outlay between 200 and 300 pounds to render the Island available for repair of ships. Following the granting of the title Royal Australian Navy by King George V on 10 July 1911, on 1 July 1913 all naval establishments in the Australia Station were handed over by the Admiralty to the RAN. These facilities included Garden Island and the buildings that had been erected by the Government of NSW in the years before federation. From: Danahay family history and Neil Murray history written by Eugenie Greig, December 2010 and May 2011, and Naval History of Garden Island at <http://www.gardenisland.info/1-02-000.html>

new Zealand, and the South Sea Isles!" There followed a native feast, at which 4,000 persons were fed. The cruisers will return to Honolulu to-morrow. The BRISBANE and DUNEDIN will leave for Australia on Tuesday at daybreak, and the CORNWALL for Shanghai." Sydney Morning herald, 14 September 1928

"CELEBRATION. HMAS BRISBANE Returns. Still bearing the businesslike air of a long voyage, HMAS BRISBANE steamed to her moorings last night at the end of the journey from Hawaii, where her officers and complement played an important part in the celebration of the landing of Captain Cook in 1778. Accounts of the celebrations given by the ship's officers drew a picture of colourful pageantry, culminating in a reconstruction of the navigator's actual landing, in which Hawaiians of ancient lineage played leading parts. Naval manoeuvres were one of the features of the celebrations, and in these the BRISBANE, representing the Commonwealth, was associated with HMS CORNWALL, one of the newest cruisers of the British fleet, HMS DUNEDIN, from the New Zealand squadron, and several American ships, led by the giant battleship

by the giant battleship
PENNSYLVANIA. On August
16 men of the BRISBANE
were among the first
armed British seamen to
land on the island of Kauai
since Cook set foot there
150 years ago. The
ceremonies at Waimea, on
this island, were attended
by officers and guards
from each of the
battleships. While 300
Japanese children waved
British, American, and
Dominion flags, and
massed choirs of
Hawaiians sang their age-
old chants, two tiny girls
unveiled a monument
commemorating the deeds
of the British navigator. At
Kealakekua beach, on the
actual spot where Cook
was killed, hundreds of
Hawaiians, officers, and
naval ratings attended one
of the most impressive of
the ceremonies. A bronze
tablet, set one inch below
mean low watermark in the
rock on which Cook is said
to have fallen after the
fatal stroke had been dealt
him, was unveiled, while
buglers from the British
squadron sounded the
"Last Post." Hawaiian
warriors, in full tribal dress,
and led by their King in a
crimson cloak, slowly
paddled in canoes to the
scene of the ceremony
from their ancient city of
refuge, Honaunau. A
hundred yards away, a
solemn ceremony of
dedication was enacted at

dedication was enacted at the Cook monument, set in a plot about 30 yards square, which has become British soil for all time. On the monument a huge wreath was laid, from the combined British, Australian, and New Zealand squadrons." Barrier Miner, 14 September 1928 HMAS BRISBANE SERIOUS ALLEGATIONS "SHIP LIKE A PIGSTY" Sydney, Friday. HMAS BRISBANE, which represented Australia at the Captain Cook celebrations in Honolulu, arrived at Newcastle yesterday. According to the ratings of the vessel the BRISBANE when she left for Honolulu was like a pigsty, and it took a fortnight to clean her up. Sir Joseph Carruthers, who represented the Australian Government at the celebrations, refused to sail to Suva in the vessel which, he said, was "Too dirty to ask any decent man to live in." The drudgery of cleaning up the ship got on the men's nerves. At the celebration itself only the officers and a guard landed. The men were afterwards given shore leave, only to be treated like dogs, it was alleged, at the hands of the majority of the residents. Nearly 50 per cent of the men have been ill from dengue fever. The BRISBANE will shortly be

BRISBANE WILL SHORTLY BE scrapped." Western Argus, 18 September 1928 JACK TARS' GRIEVANCES. MEAN TREATMENT AT HONOLULU. COMPARISON WITH AUSTRALIAN GENEROSITY. Sydney Sept. 14. Some of the rank and file of the HMAS BRISBANE on returning to Sydney from the Captain Cook Honolulu bicentenary celebrations at Honolulu have made complaints, but not in official quarters, concerning the treatment they received at Honolulu. They expressed the view that the celebrations at Honolulu had been used by the United States as a publicity stunt. The treatment that they had received at Honolulu, the men claimed, was in contrast to that given the sailors who visited Australia with the American fleet several years ago and could not but rankle in their minds. They had been looked down on wherever they went and shopkeepers had raised the prices against them. The absence of proper coaling provisions at Honolulu had made it necessary to take 900 tons of coal aboard in sacks that had to be filled by hand. One or two of the men also complained about the conditions aboard their ship. It had been lying at Garden Island for many months before it was

months before it was
commissioned to represent
Australia at the
celebrations, they said,
and it was not in a proper
condition of cleanliness
when it left Sydney.
Serious discontent existed
aboard before it was out of
Australian waters. Dengue
fever attacked a large
proportion of the crew. The
work to be done was too
heavy and at Honolulu it
had been very difficult to
obtain leave."



Object number:
00051974

Title: Houses on Garden
Island, the second from the




Object number:
00051975

Title: Naval steam pinnace
used to take the Garden



Object number:
00051981

Title: John Dahahay and his
distillery storeman staff



island, the second from the right is the Danahay's


Date: 1900-1907

Medium: Black and white photographic print on paper.

Name: Photograph

History: John James Danahay (also known as Jack) and Fanny Eugenie Atkinson (grandparents of the donor Eugenie Greig) sailed from London on 13 June 1899 with their two children Mabel (mother of donor) and Hilda, as unassisted passengers on the INDIA, arriving in Australia on 16 July 1900. John James had been employed by the Royal Navy in the Victualling Yard in Greenwich, and was appointed a position on Garden Island, Sydney, which had been used by the Royal Navy as a naval base and ship repair yard since the late 1850s. They lived for some years in one of the six semi-detached houses on the island, and made close friendships with the five other English families living on the island. The children enjoyed a particularly idyllic childhood, while the rest of Sydney's waterfront particularly around the squalid Rocks area was beset by the outbreak of bubonic plague. John James

and Fanny's son, Little Jack (William James) Danahay, was born on Garden Island in 1902 - commemorated




used to take the Garden Island children to school at Fort Street

Date: 1900-1907

Medium: Black and white photographic print on paper.

Name: Photograph

History: John James Danahay (also known as Jack) and Fanny Eugenie Atkinson (grandparents of the donor Eugenie Greig) sailed from London on 13 June 1899 with their two children Mabel (mother of donor) and Hilda, as unassisted passengers on the INDIA, arriving in Australia on 16 July 1900. John James had been employed by the Royal Navy in the Victualling Yard in Greenwich, and was appointed a position on Garden Island, Sydney, which had been used by the Royal Navy as a naval base and ship repair yard since the late 1850s. They lived for some years in one of the six semi-detached houses on the island, and made close friendships with the five other English families living on the island. The children enjoyed a particularly idyllic childhood, while the rest of Sydney's waterfront particularly around the squalid Rocks area was beset by the outbreak of bubonic plague. John James and Fanny's son, Little Jack (William James) Danahay, was born on Garden Island in 1902 - commemorated



Victualling storemen staff

Date: c 1910

Medium: Black and white photographic print on paper.

Name: Photograph

History: John James Danahay (also known as Jack) and Fanny Eugenie Atkinson (grandparents of the donor Eugenie Greig) sailed from London on 13 June 1899 with their two children Mabel (mother of donor) and Hilda, as unassisted passengers on the INDIA, arriving in Australia on 16 July 1900. John James had been employed by the Royal Navy in the Victualling Yard in Greenwich, and was appointed a position on Garden Island, Sydney, which had been used by the Royal Navy as a naval base and ship repair yard since the late 1850s. They lived for some years in one of the six semi-detached houses on the island, and made close friendships with the five other English families living on the island. The children enjoyed a particularly idyllic childhood, while the rest of Sydney's waterfront particularly around the squalid Rocks area was beset by the outbreak of bubonic plague. John James and Fanny's son, Little Jack (William James) Danahay, was born on Garden Island in 1902 - commemorated by a plaque in the Navy Chapel, John James

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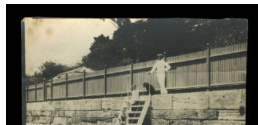
FROM 1810 UNTIL 1850
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Object number:
00051977

Title: Hilda, Mabel, Harry,
Elin on Garden Island



Object number:
00051978

Title: Danahay family at
the Garden Island Dock



Object number:
00051979

Title: Fanny Danahay with
her children Hilda and



Elsie on Garden Island

Date: 1900-1907

Medium: Black and white photographic print on paper.

Name: Photograph

History: John James

Danahay (also known as Jack) and Fanny Eugenie Atkinson (grandparents of the donor Eugenie Greig) sailed from London on 13 June 1899 with their two children Mabel (mother of donor) and Hilda, as unassisted passengers on the INDIA, arriving in Australia on 16 July 1900. John James had been employed by the Royal Navy in the Victualling Yard in Greenwich, and was appointed a position on Garden Island, Sydney, which had been used by the Royal Navy as a naval base and ship repair yard since the late 1850s. They lived for some years in one of the six semi-detached houses on the island, and made close friendships with the five other English families living on the island. The children enjoyed a particularly idyllic childhood, while the rest of Sydney's waterfront particularly around the squalid Rocks area was beset by the outbreak of bubonic plague. John James and Fanny's son, Little Jack

(William James) Danahay, was born on Garden Island in 1902 - commemorated by a plaque in the Navy



the Garden Island Pool

Date: 1900-1920

Medium: Black and white photographic print on paper.

Name: Photograph

History: John James

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ner children Hilda and Mabel, in the tennis court on Garden Island

Date: 1900-1907

Medium: Black and white photographic print on paper.

Name: Photograph

History: John James

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Chapel. John James Danahay's service on Garden Island lasted until 1907 when he was appointed Foreman in Charge at the Royal Edward Victualling Yard, which had just opened in Pyrmont. An honour board in the Garden Island heritage centre shows that he held the position of Foreman of Victualling Storehouses, for duty at His Majesty's Naval Victualling Yard, Sydney, from 1907-1926 and from 1931-1934. His appointment transferred to the Royal Australian Navy following its establishment. Fanny died in 1938 and John James died in 1951. Neil Murray (father of donor Eugenie Greig) was born in Scotland in 1885. He initially worked in fishing and seafaring jobs as a young man in Scotland, before taking up service with the Northern Lighthouse Board. He served in Scottish lighthouses for eight years, broken only by four years service in the Royal Naval Reserve during WWI. He served in HMS INCONSTANT, his war service lasting from January 1915 to January 1919. He arrived in Sydney in 1924, and served in New South Wales lighthouses for four and a half years. From 1810 until 1856 Garden Island was used

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Object number:
00051980

Title: Danahay family and
friends on Garden Island



Object number:
00051976

Title: John Danahay
supervisor, new lighthouse



Object number:
00051983

Title: Certificate of Service
Issued to Matt Murray for



friends on Garden Island

Date: 1900-1907

Medium: Black and white photographic print on paper.

Name: Photograph

History: John James

Danahay (also known as Jack) and Fanny Eugenie Atkinson (grandparents of the donor Eugenie Greig) sailed from London on 13 June 1899 with their two children Mabel (mother of donor) and Hilda, as unassisted passengers on the INDIA, arriving in Australia on 16 July 1900. John James had been employed by the Royal Navy in the Victualling Yard in Greenwich, and was appointed a position on Garden Island, Sydney, which had been used by the Royal Navy as a naval base and ship repair yard since the late 1850s. They lived for some years in one of the six semi-detached houses on the island, and made close friendships with the five other English families living on the island. The children enjoyed a particularly idyllic childhood, while the rest of Sydney's waterfront particularly around the squalid Rocks area was beset by the outbreak of bubonic plague. John James and Fanny's son, Little Jack

(William James) Danahay, was born on Garden Island in 1902 - commemorated by a plaque in the Navy



supervising navy storemen at the Royal Edward Victualling Yards, Pyrmont

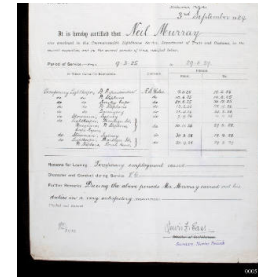
Date: 1907-1926

Medium: Black and white photographic print on paper.

Name: Photograph

History: John James

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issued to Neil Murray by the Commonwealth Lighthouse Service, 3 September 1929

Date: 1929

Medium: Paper, ink

Name: Certificate

History: John James

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FROM 1810 UNTIL 1830
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Object number:
00051984

Title: Christmas Greetings
from the Childs company



Object number:
00051985

Title: Christmas Greetings
from King George V to his



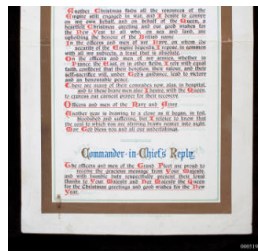
Object number:
00020618

Title: HMS PHOENIX in
Sydney Harbour

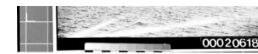


from the Ship's company HMS INCONSTANT
Date: 1915
Medium: Ink on paper
Name: Card
History: John James Danahay (also known as Jack) and Fanny Eugenie Atkinson (grandparents of the donor Eugenie Greig) sailed from London on 13 June 1899 with their two children Mabel (mother of donor) and Hilda, as unassisted passengers on the INDIA, arriving in Australia on 16 July 1900. John James had been employed by the Royal Navy in the Victualling Yard in Greenwich, and was appointed a position on Garden Island, Sydney, which had been used by the Royal Navy as a naval base and ship repair yard since the late 1850s. They lived for some years in one of the six semi-detached houses on the island, and made close friendships with the five other English families living on the island. The children enjoyed a particularly idyllic childhood, while the rest of Sydney's waterfront particularly around the squalid Rocks area was beset by the outbreak of bubonic plague. John James and Fanny's son, Little Jack (William James) Danahay,

was born on Garden Island in 1902 - commemorated by a plaque in the Navy Chapel. John James



from King George V to his Navy & Army
Date: 1915
Medium: Ink on paper
Name: Notice
History: John James Danahay (also known as Jack) and Fanny Eugenie Atkinson (grandparents of the donor Eugenie Greig) sailed from London on 13 June 1899 with their two children Mabel (mother of donor) and Hilda, as unassisted passengers on the INDIA, arriving in Australia on 16 July 1900. John James had been employed by the Royal Navy in the Victualling Yard in Greenwich, and was appointed a position on Garden Island, Sydney, which had been used by the Royal Navy as a naval base and ship repair yard since the late 1850s. They lived for some years in one of the six semi-detached houses on the island, and made close friendships with the five other English families living on the island. The children enjoyed a particularly idyllic childhood, while the rest of Sydney's waterfront particularly around the squalid Rocks area was beset by the outbreak of bubonic plague. John James and Fanny's son, Little Jack (William James) Danahay, was born on Garden Island in 1902 - commemorated by a plaque in the Navy Chapel. John James Danahay's service on



Sydney Harbour
Date: February 1939
Primary Maker: Samuel J Hood Studio
Medium: Cellulose nitrate negative, black and white
Name: Nitrate negative
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Danahay's service on Garden Island lasted until 1907 when he was appointed Foreman in Charge at the Royal Edward Victualling Yard, which had just opened in Pyrmont. An honour board in the Garden Island heritage centre shows that he held the position of Foreman of Victualling Storehouses, for duty at His Majesty's Naval Victualling Yard, Sydney, from 1907-1926 and from 1931-1934. His appointment transferred to the Royal Australian Navy following its establishment. Fanny died in 1938 and John James died in 1951. Neil Murray (father of donor Eugenie Greig) was born in Scotland in 1885. He initially worked in fishing and seafaring jobs as a young man in Scotland, before taking up service with the Northern Lighthouse Board. He served in Scottish lighthouses for eight years, broken only by four years service in the Royal Naval Reserve during WWI. He served in HMS INCONSTANT, his war service lasting from January 1915 to January 1919. He arrived in Sydney in 1924, and served in New South Wales lighthouses for four and a half years. From 1810 until 1856 Garden Island was used essentially as a picnic area

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Malta was located approximately 11 nautical miles east of Malta in position 35°40'N, 18°20'E. The torpedoes however missed their targets. HMS PHOENIX left Malta for a patrol of the Sicilian coast in July 1940. Nothing was heard from the submarine after a wireless message transmitted on the night of 14th/15th July. On 16 July the submarine fired torpedoes at the Italian torpedo boat ALBATROS off Augusta, south-east Sicily. The torpedoes again missed their target and it is believed ALBATROS sank PHOENIX during a depth charge counter attack (position 37°15'N, 15°15'E). Motto - Resurgam - I shall rise again Technical details of HMS PHOENIX include Length: 289 ft (88 m) Beam: 30 ft (9.1 m) Draught: 16 ft (4.9 m) Propulsion: Diesel-electric; 2 × Admiralty diesel engines, 4,640 hp; 2 × electric motors, 1,635 hp; 2 shafts Speed: 17.5 knots (20.1 mph; 32.4 km/h) surfaced 8.6 kn (9.9 mph; 15.9 km/h) submerged Complement: 53 Armament included 8 × 21 in (530 mm) torpedo tubes (6 bow, 2 stern) with 14 reloads; 1 × QF 4-inch (101.6 mm) Mk XII deck gun And the class was equipped to lay mines through the torpedo tubes PHOENIX was the 18th Royal Navy warship to

for the residents of Sydney. In 1856 the NSW Government suggested that the Island be given over to use by the Royal Navy as a naval base and in 1858 the Admiralty approved an outlay between 200 and 300 pounds to render the Island available for repair of ships. Following the granting of the title Royal Australian Navy by King George V on 10 July 1911, on 1 July 1913 all naval establishments in the Australia Station were handed over by the Admiralty to the RAN. These facilities included Garden Island and the buildings that had been erected by the Government of NSW in the years before federation. From: Danahay family history and Neil Murray history written by Eugenie Greig, December 2010 and May 2011, and Naval History of Garden Island at <http://www.gardenisland.info/1-02-000.html>

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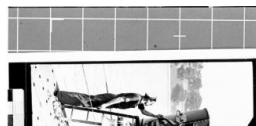
Royal Navy warship to carry the name, introduced in 1546 for a 20-gun ship bought in Scotland and last used for a 1911 destroyer lost in 1918. It had never been previously been used for a submarine. After this boat was lost in August 1940 the name was used for an RN Air Station in Egypt and in 1949 by the RN Damage Control School at Portsmouth. Ships carrying this name had been awarded 12 Battle Honours. Those who died on the submarine were: AYRES, Frederick R H, Petty Officer Cook BARKLEY, Kenneth, Act /Lieutenant BARNES, Eric B, Leading Signalmans BARTON, Sydney W C, Able Seaman BEDFORD, William R, Able Seaman BENNETT, Clifford F, Stoker Petty Officer BUNKER, Wilfred S, Stoker Petty Officer CADOGAN, Timothy, Act /Leading Stoker CLARK, George L, Petty Officer CLIFT, Albert E, Stoker 1c COCKLE, Austin W, Telegraphist COOPER, William, Leading Stoker DAVIES, Walter J, Act/Petty Officer DEE, James C, Stoker 1c DIGGENS, George J, Petty Officer Telegraphist FAIRHOLM, Matthew R, Act/Leading Stoker FARLOW, Charles A J, Able Seaman GREAVES, Cyril E, Engine Room Artificer 2c GREAVES, Stewart M, Act/Leading Seaman HADFIELD, Eric B

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Object number:
00020619
Title: HMS PHOENIX in
Westmoreland Bay



Object number:
00020620
Title: HMS PHOENIX at
Garden Island



Object number:
00020625
Title: HMS PHOENIX in
Sydney Harbour



woolloomooloo Bay

Date: February 1939

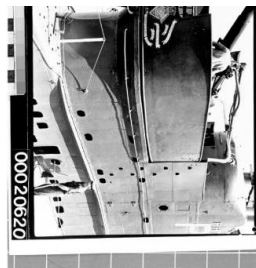
Primary Maker: Samuel J Hood Studio

Medium: Cellulose nitrate negative, black and white

Name: Nitrate negative

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Garden Island

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Sydney Harbour

Date: February 1939

Primary Maker: Samuel J Hood Studio

Medium: Cellulose nitrate negative, black and white

Name: Nitrate negative

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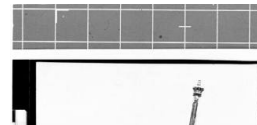
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Object number:
00020626
Title: HMS PHOENIX
moored at Garden Island



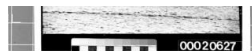
Object number:
00020627
Title: HMS PHOENIX in
Sydney Harbour



Object number:
00020621
Title: Raising the White
Ensign on HMS PHOENIX



moored at Garden Island
Date: February 1939
Primary Maker: Samuel J Hood Studio
Medium: Cellulose nitrate negative, black and white
Name: Nitrate negative
History: The Parthian class submarine or P class was a class of six submarines built for the Royal Navy in the late 1920s. They were designed as long-range patrol submarines for the Far East. PHOENIX was built at the Cammell Laird Shipyard, Birkenhead, UK; laid down 23 July 1928; and launched on 3 October 1929. After completion in 1930 it was deployed on the China Station in the British 4th Submarine Flotilla. During this service PHOENIX visited Sydney (in 1939) and was photographed by Sam Hood. In 1940 the Flotilla was transferred from Hong Kong to the Mediterranean where they arrived in May of that year. The first patrols were out of Alexandria to cover the major Italian fleet bases. PHOENIX was ordered to screen a supply convoy heading for Alexandria from Malta when it successfully sighted and reported the Italian battlefleet. On 8 July 1940 PHOENIX (LT CDR G H Nowell, RN) fired torpedoes at the Italian battleships GUILIO CESARE and CONTE DI CAVOUR some 200



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 HIGDON, Reginald T, Able
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 George A, Petty Officer
 HOWELL, Norman L E,
 Engine Room Artificer 3c
 HUMPHREY, James E,
 Leading Seaman JAMES,
 Albert E, Leading Seaman
 LEONARD, Francis, Leading
 Seaman LIVERSIDGE,
 Grenville A, Lieutenant
 MATTHEWS, Robert, Stoker
 1c MORTON, Thomas W,
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 Gilbert H, Lieutenant
 Commander OLIVER,
 Aubrey G, Engine Room
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 Christopher, Engine Room
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 Leading Seaman PAXFORD,
 Frank J, Stoker Petty
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 Seaman SUMMERS, James,
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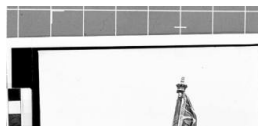
Room Artificer 2c
WILLIAMS, Christopher,
Stoker WILTSHIRE, Morgan
R, Stoker 1c WINGRAVE,
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(Source: naval-history.net)

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Object number:
00020622
Title: HMS PHOENIX
moored at Garden Island



Object number:
00020623
Title: Raising the White
Ensign on HMS PHOENIX



Object number:
00020624
Title: HMS PHOENIX
entering Woolloomooloo



moored at Garden Island
Date: February 1939
Primary Maker: Samuel J Hood Studio
Medium: Cellulose nitrate negative, black and white
Name: Nitrate negative
History: The Parthian class submarine or P class was a class of six submarines built for the Royal Navy in the late 1920s. They were designed as long-range patrol submarines for the Far East. PHOENIX was built at the Cammell Laird Shipyard, Birkenhead, UK; laid down 23 July 1928; and launched on 3 October 1929. After completion in 1930 it was deployed on the China Station in the British 4th Submarine Flotilla. During this service PHOENIX visited Sydney (in 1939) and was photographed by Sam Hood. In 1940 the Flotilla was transferred from Hong Kong to the Mediterranean where they arrived in May of that year. The first patrols were out of Alexandria to cover the major Italian fleet bases. PHOENIX was ordered to screen a supply convoy heading for Alexandria from Malta when it successfully sighted and reported the Italian battlefleet. On 8 July 1940 PHOENIX (LT CDR G H

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R, Stoker 1c WINGRAVE,
George C, Leading Seaman
(Source: naval-history.net)

Room Artificer 2c
WILLIAMS, Christopher,
Stoker WILTSHIRE, Morgan
R, Stoker 1c WINGRAVE,
George C, Leading Seaman
(Source: naval-history.net)

WARREN, George E, Engine
Room Artificer 2c
WILLIAMS, Christopher,
Stoker WILTSHIRE, Morgan
R, Stoker 1c WINGRAVE,
George C, Leading Seaman
(Source: naval-history.net)

Object number:
00020616
Title: HMS PHOENIX in
Sydney Harbour



Object number:
00020617
Title: HMS PHOENIX in
Woolloomooloo Bay



Object number:
00020615
Title: HMS PHOENIX in
Sydney

Sydney Harbour

Date: February 1939

Primary Maker: Samuel J Hood Studio

Medium: Cellulose nitrate negative, black and white

Name: Nitrate negative

History: The Parthian class submarine or P class was a class of six submarines built for the Royal Navy in the late 1920s. They were designed as long-range patrol submarines for the Far East. PHOENIX was built at the Cammell Laird Shipyard, Birkenhead, UK; laid down 23 July 1928; and launched on 3 October 1929. After completion in 1930 it was deployed on the China Station in the British 4th Submarine Flotilla. During this service PHOENIX visited Sydney (in 1939) and was photographed by Sam Hood. In 1940 the Flotilla was transferred from Hong Kong to the Mediterranean where they arrived in May of that year. The first patrols were out of Alexandria to cover the major Italian fleet bases. PHOENIX was ordered to screen a supply convoy heading for Alexandria from Malta when it successfully sighted and reported the Italian battlefleet. On 8 July 1940 PHOENIX (LT CDR G H

Nowell, RN) fired torpedoes at the Italian battleships GUILIO CESARE and CONTE DI CAVOUR some 200



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Date: February 1939

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nautical miles east of Malta in position 35°40'N, 18°20'E. The torpedoes however missed their targets. HMS PHOENIX left Malta for a patrol of the Sicilian coast in July 1940. Nothing was heard from the submarine after a wireless message transmitted on the night of 14th/15th July. On 16 July the submarine fired torpedoes at the Italian torpedo boat ALBATROS off Augusta, south-east Sicily. The torpedoes again missed their target and it is believed ALBATROS sank PHOENIX during a depth charge counter attack (position 37°15'N, 15°15'E). Motto - Resurgam - I shall rise again. Pennant - PX Technical details of HMS PHOENIX include Length: 289 ft (88 m) Beam: 30 ft (9.1 m) Draught: 16 ft (4.9 m) Propulsion: Diesel-electric; 2 × Admiralty diesel engines, 4,640 hp; 2 × electric motors, 1,635 hp; 2 shafts Speed: 17.5 knots (20.1 mph; 32.4 km /h) surfaced 8.6 kn (9.9 mph; 15.9 km/h) submerged Complement: 53 Armament included 8 × 21 in (530 mm) torpedo tubes (6 bow, 2 stern) with 14 reloads; 1 × QF 4-inch (101.6 mm) Mk XII deck gun And the class was equipped to lay mines through the torpedo tubes PHOENIX was the 18th

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 HIGDON, Reginald T, Able
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 Stoker 1c HOLLINGWORTH,
 George A, Petty Officer
 HOWELL, Norman L E,
 Engine Room Artificer 3c
 HUMPHREY, James E,
 Leading Seaman JAMES,
 Albert E, Leading Seaman
 LEONARD, Francis, Leading
 Seaman LIVERSIDGE,
 Grenville A, Lieutenant
 MATTHEWS, Robert, Stoker
 1c MORTON, Thomas W,
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 Gilbert H, Lieutenant
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 Aubrey G, Engine Room
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 Christopher, Engine Room
 Artificer 4c PARRY, Oswald,
 Leading Seaman PAXFORD,
 Frank J, Stoker Petty
 Officer PEGLER, Frank,
 Warrant Engineer PHILLIPS,
 Albert D, Telegraphist
 POWELL, John H, Act
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 RANDELL, Victor C, Chief
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 Stoker ROBINSON, Herbert,
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 SMYTHE, Harold A, Leading
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 Abraham, Leading Stoker
 STAVELEY, John R, Able
 Seaman SUMMERS, James,
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Object number:
00045838

Title: Table top made from
lid of Flea Market off the



Object number:
00003402

Title: Cruise of HMAS
BRISBANE to Hawaii for the



Object number:
00003403

Title: Cruise of HMAS
BRISBANE to Hawaii for the



lid of flag locker on the Bridge of HMAS SYDNEY. Leg Timber from the HMAS ENCOUNTER, February 1934

Date: c 1963

Primary Maker: Stan H Ravenscroft

Medium: Wood, paper, metal, glass

Name: Table

History: Mr S H Ravenscroft was the landlord of Shirley House at 61 Market Street, the old premises of the Women's Pioneer Society. He crafted this tabletop of timber from the lid of a flag locker on the bridge of HMAS SYDNEY I, given to him when he visited Cockatoo Island in 1929 as SYDNEY was being broken up. The timber for the table's legs and skirting were taken from a portion of HMAS ENCOUNTER and were given to Mr Ravenscroft in 1929 around the same time that he received the SYDNEY relics. The table's underside features material from HMS FOUDROYANT and Hapag Lloyd's IMPERATOR. Ravenscroft attached a black and white photograph of the German Cruiser EMDEN dated 1914, with the caption 'HMAS SYDNEY, the Australian ship which

finished off the EMDEN'. Nuts and bolts from Charles Kingsford Smith's plane SOUTHERN CROSS



BRISBANE to Hawaii for the Captain Cook sesquicentennial in 1928

Date: 1928

Medium: Photographic print on paper

Name: Photograph

History: First commissioned in 1916 the light cruiser HMAS BRISBANE was recommissioned for training duties on 28 June 1928 under the command of Captain Gerald Harrison. In August of that year it visited Honolulu to take part in the sesquicentennial celebrations of the arrival of Captain James Cook in Hawaii. The visit of HMAS BRISBANE and celebrations in Hawaii were covered extensively in the papers in Australia. Although, not always favourably. The Argus, 27 June 1927 "CENTENARY OF HAWAII Visit of HMAS BRISBANE The itinerary of HMAS BRISBANE, which will represent the Australian defence force at the centenary celebrations at Hawaii in August, was announced yesterday by the Minister for Defence (Sir William Glasgow). The cruiser will leave Sydney on July 12, and will call at Newcastle, Brisbane, and Suva (Fiji). Honolulu will be reached on August 9, and during the celebrations the vessel will travel to Kauai and Hawaii as required. The return voyage will



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were also attached by Ravenscroft along with a halfpenny pressed into a piece of steel at Plymouth Dockyard in 1914. Slivers of timber from Admiral Lord Horatio Nelson's HMS VICTORY were sealed in plastic and attached to the table. These pieces of wood were removed from one of VICTORY's cabins. A small piece of wood taken from the Japanese midget submarine sunk in Sydney Harbour on 31 May 1942 is attached to the table's underside as well. HMAS SYDNEY was one of three light cruisers built for the Royal Australian Navy in 1912. On 4 October 1913, SYDNEY entered Sydney Harbour in the company of six naval vessels that comprised the First Australian Fleet Unit. HMAS SYDNEY became known for its defeat of the German cruiser EMDEN in a heated battle near North Keeling Island on 9 November 1914. When SYDNEY was decommissioned in 1928 and sent to Cockatoo Island Dockyard in early 1929 for scrapping, the dockyard workers made a myriad of souvenirs from the ship's different materials, most notably the brass shells and timber deck. Souvenirs include but are not limited to ashtrays, bowls, mantle clocks, walking sticks, desk sets, and other household

The return voyage will begin from Honolulu on August 21, and Fanning Island, Pago Pago (Samoa), Suva, and Norfolk Island will be visited on the way to Sydney. The BRISBANE will reach Sydney on September 18, and will leave for Melbourne on September 22." The West Australian, 10 August 1928 "CRUISER RACES THE CLOCK. H.M.A.S. Brisbane in Hawaii. HONOLULU, Aug. 9. — H.M.A.S. Brisbane arrived a day earlier than expected, the local committee having overlooked the effect of the International Date Line. The British Consul (Mr G. Hastings Phipps), however, notified the committee, which welcomed the crew of the Brisbane. A programme of entertainment will begin on Saturday, and calls will be made on the Governor of Hawaii (Mr W. R. Farrington), and the Military and Naval Commanders." The Mercury, 20 August 1928 "CAPTAIN JAMES COOK International Tribute Hawaiian Ceremonies HONOLULU, August 15. The celebration yesterday of the one hundred and fiftieth anniversary of the discovery of the Sandwich Islands (Hawaiian Islands) by Captain James Cook in the early part of 1778, took the form of public historical addresses at the Army and

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items. HMAS SYDNEY was a Chatham Class Light Cruiser built by the London-Glasgow Shipbuilding Company, Scotland. She was laid down in February, 1911 and launched on 29 August, 1912 by Lady Henderson, wife of Admiral Sir Reginald Henderson. Joining the battlecruiser HMAS AUSTRALIA at Portsmouth, SYDNEY was commissioned on 26 June, 1913. The two vessels then sailed for Australia in July, 1913 via St. Helena, Capetown and Mauritius, eventually making landfall at Albany, Western Australia for coaling on 19 September, 1913. In order to make their arrival all the more momentous the two ships were ordered to avoid major ports, travelling straight to Jervis Bay where the remainder of the the main Australian fleet, HMAS MELBOURNE, HMAS ENCOUNTER, and three newly built destroyers were at anchor. The fleet then sailed north on the short voyage to Sydney arriving in October, 1913. SYDNEY had been commissioned under the command of Captain John C. T. Glossop (1871-1934). The vessel's displacement was 5,400 tons, whilst her armament would ultimately consist of eight six-inch guns, one 13-pounder gun, four 3-pounder guns and two

addresses at the Army and Navy Y.M.C.A. rooms, Honolulu, including one by the Governor (Mr Wallace Farrington) discussing Hawaii as the centre of friendly relations; one by the British Consul General (Mr G. H. Phipps), reading Sir Henry Newholt's paper on Cook's life and services: one by the United States Secretary for War (Mr Dwight Davis) on Hawaii's contact with the world through Cook's discovery; and one by Mr Peter Buck on Hawaii's relation to Greater Polynesia. WHERE COOK DIED. The ceremonies shifted to-day to Kealakekua Bay, where Captain Cook was killed by natives on February 14, 1779. Parties from HMS CORNWALL (Britain), HMAS BRISBANE (Australia), and HMNZS DUNEDIN (New Zealand), and the United States battleship PENNSYLVANIA landed, and participated with Hawaiians, in full regalia. The officials placed wreaths from all countries represented on the Cook monument erected in 1874. Wreaths were also placed from British war veterans and the delegates of the Pan-Pacific women's conference as the ships' guns roared salutes. Sir Joseph Carruthers (Australia) said: "If you wish for a monument to Cook, behold Australia, New Zealand, and the

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torpedo tubes. She was the sister ship to HMAS MELBOURNE and HMAS BRISBANE, having been completed second respectively. The 'Chatham Class' was a subclass to the 'Town Class' light cruisers of the Royal Navy. Known to Australians simply as the 'Sydney' Class, the 'Chatham Class' differed from other subcategories of the Town Class by having reduced deck armour in order to incorporate newly developed belt armour. Their six-inch guns were mounted in single turrets with no secondary armament other than her anti-aircraft weaponry that would be further increased during the First World War. The Chatham Class also had aircraft fitted during the War. Following a period spent in eastern Australian ports, SYDNEY proceeded to Singapore in March, 1914, to act as escort to the two new Royal Australian Navy submarines AE1 and AE2. Although the two submarines had managed to reach Singapore with comparatively little trouble, the next stage of the voyage to Australia would make up for this lack of incident. Soon after leaving port AE1 lost all power and SYDNEY was forced to take her in tow while repairs were carried

new Zealand, and the South Sea Isles!" There followed a native feast, at which 4,000 persons were fed. The cruisers will return to Honolulu to-morrow. The BRISBANE and DUNEDIN will leave for Australia on Tuesday at daybreak, and the CORNWALL for Shanghai." Sydney Morning herald, 14 September 1928 "CELEBRATION. HMAS BRISBANE Returns. Still bearing the businesslike air of a long voyage, HMAS BRISBANE steamed to her moorings last night at the end of the journey from Hawaii, where her officers and complement played an important part in the celebration of the landing of Captain Cook in 1778. Accounts of the celebrations given by the ship's officers drew a picture of colourful pageantry, culminating in a reconstruction of the navigator's actual landing, in which Hawaiians of ancient lineage played leading parts. Naval manoeuvres were one of the features of the celebrations, and in these the BRISBANE, representing the Commonwealth, was associated with HMS CORNWALL, one of the newest cruisers of the British fleet, HMS DUNEDIN, from the New Zealand squadron, and several American ships, led by the giant battleship

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out. In fierce currents the tow rope parted and AE1 was nearly rammed by AE2, which had to take drastic evasive action. As a result of this the helm of AE2 was found to be jammed and the two submarines were drifting helplessly out of control. SYDNEY had to cope with the situation but found that she herself was out of action as the parted tow rope had twisted itself around her rudder rendering the vessel immovable. When going to the submarines' rescue she was unable to turn and very nearly rammed them. Captain Glossop ordered all three vessels to anchor until morning when a diver was put over to free the SYDNEY's rudder. AE1 was taken in tow once more and the flotilla got underway bound for Darwin. The flotilla entered Sydney harbour on the 24 May, 1914, where they were welcomed by the entire Australian fleet. SYDNEY spent the remainder of the pre-war months in Australian waters. On 3 August, 1914, SYDNEY was joined at Townsville, Queensland, by the destroyers HMAS WARREGO and HMAS YARRA before proceeding north to form a unit in Admiral Patey's Pacific Squadron. Following the outbreak of war the

by the giant battleship PENNSYLVANIA. On August 16 men of the BRISBANE were among the first armed British seamen to land on the island of Kauai since Cook set foot there 150 years ago. The ceremonies at Waimea, on this island, were attended by officers and guards from each of the battleships. While 300 Japanese children waved British, American, and Dominion flags, and massed choirs of Hawaiians sang their age-old chants, two tiny girls unveiled a monument commemorating the deeds of the British navigator. At Kealakekua beach, on the actual spot where Cook was killed, hundreds of Hawaiians, officers, and naval ratings attended one of the most impressive of the ceremonies. A bronze tablet, set one inch below mean low watermark in the rock on which Cook is said to have fallen after the fatal stroke had been dealt him, was unveiled, while buglers from the British squadron sounded the "Last Post." Hawaiian warriors, in full tribal dress, and led by their King in a crimson cloak, slowly paddled in canoes to the scene of the ceremony from their ancient city of refuge, Honaunau. A hundred yards away, a solemn ceremony of dedication was enacted at

by the giant battleship PENNSYLVANIA. On August 16 men of the BRISBANE were among the first armed British seamen to land on the island of Kauai since Cook set foot there 150 years ago. The ceremonies at Waimea, on this island, were attended by officers and guards from each of the battleships. While 300 Japanese children waved British, American, and Dominion flags, and massed choirs of Hawaiians sang their age-old chants, two tiny girls unveiled a monument commemorating the deeds of the British navigator. At Kealakekua beach, on the actual spot where Cook was killed, hundreds of Hawaiians, officers, and naval ratings attended one of the most impressive of the ceremonies. A bronze tablet, set one inch below mean low watermark in the rock on which Cook is said to have fallen after the fatal stroke had been dealt him, was unveiled, while buglers from the British squadron sounded the "Last Post." Hawaiian warriors, in full tribal dress, and led by their King in a crimson cloak, slowly paddled in canoes to the scene of the ceremony from their ancient city of refuge, Honaunau. A hundred yards away, a solemn ceremony of dedication was enacted at

following day, SYDNEY operated in New Guinea and Pacific waters, taking part in the brief Allied campaign against the German Pacific possessions and carrying out a series of punitive patrols. Highlights during this period included the capture of Rabaul (the capital of German New Guinea) between 9 and 11 September, 1914 and the destruction of the Angaur Island (now part of Palau) Wireless Station on 26 September, 1914. In October, 1914, SYDNEY and her sister ship MELBOURNE detached from the Flagship HMAS AUSTRALIA and returned to Australia to form part of the escort for the first ANZAC convoy, which consisted of thirty eight transports carrying 20, 000 men and 7,500 horses. The escort consisted of SYDNEY, MELBOURNE, the British armoured cruiser HMS MINOTAUR and the Japanese battlecruiser IBUKI. The convoy left Albany, Western Australia on 1 November, 1914, bound for the Middle East. It was timed to pass some fifty miles east of the Cocos Islands on the morning of 9 November, 1914. At 0620 on 9 November, wireless telegraphy operators in several transports and in the warships picked up signals in an unknown

dedication was enacted at the Cook monument, set in a plot about 30 yards square, which has become British soil for all time. On the monument a huge wreath was laid, from the combined British, Australian, and New Zealand squadrons." Barrier Miner, 14 September 1928 HMAS BRISBANE SERIOUS ALLEGATIONS "SHIP LIKE A PIGSTY" Sydney, Friday. HMAS BRISBANE, which represented Australia at the Captain Cook celebrations in Honolulu, arrived at Newcastle yesterday. According to the ratings of the vessel the BRISBANE when she left for Honolulu was like a pigsty, and it took a fortnight to clean her up. Sir Joseph Carruthers, who represented the Australian Government at the celebrations, refused to sail to Suva in the vessel which, he said, was "Too dirty to ask any decent man to live in." The drudgery of cleaning up the ship got on the men's nerves. At the celebration itself only the officers and a guard landed. The men were afterwards given shore leave, only to be treated like dogs, it was alleged, at the hands of the majority of the residents. Nearly 50 per cent of the men have been ill from dengue fever. The BRISBANE will shortly be

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code, followed by a query from the Cocos Island Wireless Telegraphy Station asking 'What is that code?' It was, in fact, the German cruiser SMS EMDEN ordering her collier BURESK to join her at Point (sometimes called 'Port') Refuge (part of the Cocos Island Group). After some debate between the vessels over which of the escorts should be dispatched, it was decided that SYDNEY, as the warship nearest to Cocos, should be sent. Detaching itself from the convoy at 0700 SYDNEY was able to exceed her designed speed, arriving at Cocos at 0915 and spotting EMDEN some seven or eight miles distant. At a range of 10,500 yards EMDEN opened fire and SYDNEY was soon under heavy fire. SYDNEY was, however, faster and better armed than her German opponent and by 1115 EMDEN lay wrecked on North Keeling Island, although it continued to resist. SYDNEY then left the scene to pursue the BURESK and, having forced the collier to be scuttled by its crew, returned at 1300 to secure EMDEN's surrender. Four members of SYDNEY's crew had been killed, whilst twelve had been wounded. On 15 November, 1914, SYDNEY arrived in Colombo, Sri Lanka, and from there was

BRISBANE will shortly be scrapped." Western Argus, 18 September 1928 JACK TARS' GRIEVANCES. MEAN TREATMENT AT HONOLULU. COMPARISON WITH AUSTRALIAN GENEROSITY. Sydney Sept. 14. Some of the rank and file of the HMAS BRISBANE on returning to Sydney from the Captain Cook Honolulu bicentenary celebrations at Honolulu have made complaints, but not in official quarters, concerning the treatment they received at Honolulu. They expressed the view that the celebrations at Honolulu had been used by the United States as a publicity stunt. The treatment that they had received at Honolulu, the men claimed, was in contrast to that given the sailors who visited Australia with the American fleet several years ago and could not but rankle in their minds. They had been looked down on wherever they went and shopkeepers had raised the prices against them. The absence of proper coaling provisions at Honolulu had made it necessary to take 900 tons of coal aboard in sacks that had to be filled by hand. One or two of the men also complained about the conditions aboard their ship. It had been lying at Garden Island for many months before it was

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ordered to proceed to Malta where she arrived on 3 December. She was then ordered to Bermuda to join the North American and West Indies Stations for patrol duty. For the next eighteen months SYDNEY was engaged in observing neutral ports in the Americas, mainly in the West Indies with Jamaica as a base and off Long Island with Halifax as a base and Squadron Headquarters at Bermuda. SYDNEY finally left Bermuda on 9 September, 1916, arriving in Devonport, England, on 19 September, and from there proceeded to Greenock, Scotland for refit. On 31 October, 1916, SYDNEY was temporarily attached to the 5TH BATTLE SQUADRON at Scapa Flow, Scotland. On 15 November, she sailed for Rosyth, Scotland, whereupon she joined the 2ND LIGHT CRUISER SQUADRON, consisting of the four sister ships HMS SOUTHAMPTON, HMS DUBLIN, HMAS MELBOURNE and HMAS SYDNEY, attached to the 2ND BATTLE SQUADRON of which HMAS AUSTRALIA was flagship. For the remainder of the War SYDNEY's duties were confined to routine North Sea patrols. On 4 May, 1917, while on patrol between the Humber Estuary and the mouth of

months before it was commissioned to represent Australia at the celebrations, they said, and it was not in a proper condition of cleanliness when it left Sydney. Serious discontent existed aboard before it was out of Australian waters. Dengue fever attacked a large proportion of the crew. The work to be done was too heavy and at Honolulu it had been very difficult to obtain leave."

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the Firth, SYDNEY fought a running engagement with the German zeppelin L43. After both combatants had expended all of their ammunition to no avail they reportedly parted company on good terms. In August, SYDNEY commenced a three month refit at Chatham, England, during which she acquired the tripod mast that is now sited at Bradleys Head, Sydney. Of greater significance, however, was the fact that she was fitted with the first revolving aircraft launching platform to be installed onboard a warship. On arrival at Scapa Flow in December, 1917, SYDNEY's commanding officer, Captain J. S. Dumaesq (who took over from Glossop earlier in the year on 5 February) borrowed a Sopwith Pup that was then being operated from a fixed platform onboard HMS DUBLIN. On 8 December the aircraft was successfully launched from the SYDNEY's platform in a fixed position. It was the first aircraft to take off from an Australian warship. Nine days later the Pup flew off the platform while it was turned into the wind; the first time an aircraft had been launched from such a platform in a revolved position. Early in 1918, SYDNEY took onboard a Sopwith Camel

as a replacement for the Sopwith Pup. On 1 June, 1918, as British forces entered enemy controlled waters, two German sea planes were sighted by SYDNEY at 0933, diving towards HMAS MELBOURNE. Both planes dropped bombs although no hits were scored. The SYDNEY's Sopwith Camel was launched at 0955, together with the MELBOURNE's at 1000 to find and engage the German planes. MELBOURNE's pilot Lieutenant L. B. Gibson, failed to locate the enemy sea planes and soon returned. SYDNEY's pilot, Lieutenant A. C. Sharwood, on the other hand, pursued the Germans for nearly sixty miles before he was able to engage them, shooting one of them down and being forced to bail out himself when he failed to relocate the SYDNEY. Sharwood's claim of one enemy sea plane having been shot down was not recognized by the Admiralty on the grounds that there was no independent corroboration. The incident did, however, serve to confirm Dumaresq's faith in aircraft. SYDNEY was present at the surrender of the German Grand Fleet on 21 November, 1918. She sailed from Portsmouth on 9 April, 1919, for the return

passage to Australia. Other than visits to New Guinea in 1922 and New Caledonia and the Solomons in 1927, SYDNEY spent the remainder of her seagoing career in home waters, serving as flagship to the Australian Squadron from September, 1924 until October, 1927. She paid off at Sydney on 8 May, 1928. On 10 January, 1929, she was delivered to Cockatoo Island, Western Australia for breaking up. HMAS ENCOUNTER was originally a Royal Navy light cruiser commissioned into the Royal Australian Navy on 1 July 1912 after serving in the Australian Squadron. ENCOUNTER served in the Pacific and Far East during World War I and was a training ship until it was paid off in 1920 and broken up in 1930-1931.

HMS ENCOUNTER (originally a Royal Navy vessel) was a Challenger Class light cruiser built at Devon Dockyard, Plymouth, England. She was laid down on 28 January, 1901, launched on 18 June 1902 and commissioned on 21 November, 1905, under Captain C. F. Thursby, RN. ENCOUNTER was the fourth vessel built by the Royal Navy to bare the name. As a member of the Challenger Class, she was initially rated as a second-class protected cruiser,

having no side armour, but an inbuilt armoured deck. The vessel's armament consisted of eleven 6-inch guns, eight 12-pounder guns, six 3-pounder guns and two 18-inch torpedo tubes. Her displacement was 5880 tons and her crew complement was 475. On New Years Eve, 1905, ENCOUNTER sailed for the antipodes to join the Royal Navy's Australian Squadron and thereafter carried out the whole of her service east of the Suez Canal. The Australian Station, established in March, 1859, was the Royal Navy command responsible for the waters around the Australian continent and British and Australian colonial possessions in the South-Pacific. ENCOUNTER spent her first six years of service in these waters, regularly visiting Australian and New Zealand ports and the Pacific islands. Her duties remained uneventful during this time. In 1913 the Australia Station was passed to the command of the newly formed Royal Australian Navy (RAN). It was around this time that ENCOUNTER was loaned to the RAN as a training vessel, pending the completion of HMAS BRISBANE. Volunteers were called for from the existing ship's company to form a nucleus crew, remaining for a further

three years in the Australian service and receiving Australian rates of pay. Nearly a third of the men decided to stay behind. Officially commissioned into the RAN on 1 July, 1912, ENCOUNTER became Australia's first cruiser. Over the next two years she was actively employed in training the growing navy and showing the flag at ports all around the nation. On 4 October, 1913, she joined the remainder of the new Australian Fleet unit (comprising the battlecruiser Australia, the light cruisers SYDNEY and MELBOURNE, and destroyers PARRAMATTA, YARRA and WARREGO) as the contingent sailed prestigiously into Sydney Harbour. In the days prior to the outbreak of World War One, ENCOUNTER was with the remainder of the Australian Fleet operating in Queensland waters. On the receipt of the Admiralty warning order on 30 July, 1914, AUSTRALIA and ENCOUNTER returned to Sydney to replenish and complete repairs. War between the British and German empires began on 5 August and the following day ENCOUNTER sailed from Sydney and headed north. On 12 August, she intercepted and captured the steamer ZAMBEZI; an

ex-British vessel under German control, which became the RAN's first wartime prize. A month later ENCOUNTER accompanied the successful Australian operation to capture German New Guinea, escorting the transport and store ships and providing covering fire during the advance of the Australian Military and Naval Expeditionary Force's advance from Herbertshöhe to Toma. This covering fire is generally regarded as the RAN's first offensive fire of the War. ENCOUNTER later took part in the search for the Australian submarine AE1 which went missing on 14 September, 1914. Even following the Allied capture of German New Guinea, the threat posed by the German East Asiatic Squadron under Vice Admiral Graf von Spee remained the most pressing problem for the Australian naval authorities. With the whereabouts of German vessels unknown, the Australian fleet remained on high alert and mistakes of identity were not uncommon. In actuality, von Spee had headed east across the Pacific and, in October, 1914, ENCOUNTER began patrol duties in the Fiji-Samoa area incase any of his

ships should return. These patrols continued into 1915 and, despite being an unremarkable prize, one success of this time laid in the capture the small German schooner ELFREDE. In July, following a refit in Sydney, the cruiser sailed for Fanning Island in the north-Pacific where she landed a garrison for protection of the cable station. The Pacific cable had been cut by the German cruiser NÜRNBERG in September, 1914 and reports had reached the Australian Naval Board that the Germans might make another attempt. One of those serving onboard ENCOUNTER at this time was Boy First Class William Evan Allan, later to become Australia's last living veteran of active service during World War One. ENCOUNTER returned to her Fiji patrols until the end of 1915, when the Admiralty briefly employed her in similar duties off Malaya and the East Indies. In February, 1916, she was recalled to protect merchant shipping sailing around Cape Leeuwin in Western Australia. Several German commerce raiders had escaped into the Atlantic and it seemed likely that the importance of the transport and trade routes in Australian waters might encourage the

enemy to extend their attacks. With almost the entire Australian Fleet employed overseas, it fell to ENCOUNTER and several cruisers of the Imperial Japanese Navy to provide the necessary convoy escort and patrols. In July, 1916, during a visit to an unnamed island off the coast of Western Australia, two bronze canons were discovered by ENCOUNTER officers Commander C. W. Stevens and Surgeon Lieutenant W. Roberts. Given that these guns were erroneously thought to be carronades (a short smoothbore, cast iron canon developed by the RN in the late eighteenth century), the decision was made to christen the island 'Carronade Island.'

Subsequent investigation has ascertained that these canons are not European-made as originally suggested, but poorly made copies of European designs made in south-east Asia for use onboard Macassan trepangers that visited the north-western coast of Australia regularly during the eighteenth and nineteenth centuries. The first evidence of a German presence in Australian waters came on 6 July 1917 when the large cargo ship SS CUMBERLAND struck a mine ten miles off Gabo Island (a small island located off the coast of

eastern Victoria). The Japanese cruiser CHIKUMA was the first to render assistance, but ENCOUNTER arrived the next day from Port Phillip, and remained to supervise salvage operations. The minefield had been laid by the raider WOLF, which later captured and sank the cargo ship SS MATUNGA off New Guinea. During September, ENCOUNTER took part in the search for MATUNGA, before providing an escort for other steamships heading for Rabaul. WOLF remained undiscovered and, after fourteen months at sea, returned safely to Germany in February, 1918. A second German raider, the sailing ship SEEADLER, also reached the Pacific, but sank just three small vessels before striking a reef off Mopelia Island in the Society group in August 1917. The following month ENCOUNTER was sent to inspect the wreckage. ENCOUNTER continued her Australian patrols until the end of the War, but peace did not bring about an immediate reduction in her employment. On 24 November, 1918, the Naval Board dispatched the cruiser to Fiji and Samoa on what became Australia's first overseas humanitarian assistance operation. ENCOUNTER

embarked medical stores and a joint Army and Navy relief expedition and provided valuable aid following a severe outbreak of influenza among the indigenous populations. Returning safely to Sydney and with no illness onboard, the cruiser spent less than a month at home before sailing, in early 1919, for Darwin in the Northern Territory. Here an industrial dispute had escalated to the point where unionists directly threatened the Commonwealth-appointed Administrator Dr. John Gilruth. For almost a month the cruiser provided a dominating presence in the harbour before leaving for Melbourne with the Administrator and his family safely aboard. On 5 December, 1919, ENCOUNTER was permanently transferred to the RAN (having officially been on loan from the RN since 1912.) The active career of the 'Old Bus' was, however, rapidly drawing to a close. On 10 January, 1920, she briefly returned to her role as a sea-going training ship, making several trips to Melbourne and Hobart. On 28 May, she took part in the RAN's first Fleet Review in Port Phillip Bay, which honoured the visit of the Prince of Wales (later King Edward

VII). Between June and August ENCOUNTER visited several ports in South Australia and Western Australia before returning to Sydney and paying off into reserve on 30 September, 1920. On 1 January, 1923, HMAS PENGUIN, the Depot Ship at Garden Island, Sydney, paid off after 47 years of naval service. On the same day ENCOUNTER was renamed PENGUIN and re-commissioned for service as the Depot and Accommodation ship. Painted white with buff funnels, and deprived of armament, the new PENGUIN spent six years at Garden Island until reductions in defense expenditure necessitated her disposal. She paid off for the final time on 15 August, 1929. In 1930-31 she was stripped at Cockatoo Island Dockyard. What remained of ENCOUNTER's hull was towed to sea and sunk off Bondi Beach, Sydney, on 14 September, 1932. She now lies at a depth of approximately 74 meters (240 ft) and is still dived regularly. Between 1965 and 1994, the name HMAS ENCOUNTER was used for the naval depot in Port Adelaide, South Australia. The font in the Garden Island Chapel, Sydney, is made of the timber recovered from

ENCOUNTER. HMS
FOUDROYANT was flagship
of Admiral Lord Horatio
Nelson's fleet in the
Mediterranean when he
captured Naples from the
French. The ship was also
active in South America
and Egypt, and acted as a
training vessel. Its
association with Lord
Nelson helped extend its
life before being broken up
in 1897 after it was
damaged in a gale. At this
time FOU DROYANT's
timber and metal was
broken up and sold as
souvenir pieces. HMS
FOUDROYANT was a British
80-gun third rate ship of
the line (from the 1720s
third rate ships
represented the most
effective weapon the Royal
Navy had at their disposal,
representing the most
formidable compromise of
any vessel between sailing
ability, firepower and cost.
They carried between sixty
four and eighty guns,
usually over two gun
decks). FOU DROYANT was
designed by Sir John
Henslow, and was the only
ship built to her draught. It
was a one-off design,
differing from the British
norm, and following French
practice, by mounting the
80 guns on two decks
rather than three, as was
typical onboard British
second rate ships. It is,
perhaps, for this reason
that FOU DROYANT was

named after a French ship of the line that had been captured by the British in 1758 and which was finally broken up in 1787.

FOUDROYANT was ordered on 17 January, 1788. Built in Plymouth-Dock (renamed Devonport in 1824), she was laid down in May, 1789 and finally launched on 31 March, 1798. She was first commissioned on 25 May, 1798 under the command on Captain Thomas Byard, although this would only last until 31 October 1798 when he died. Captain William Butterfield was given temporary command of the ship, until he was transferred to HMS HAZARD just twelve days later. Captain John Elphinstone took command on 26 November, 1798, in Cawsand Bay (a bay on the south-east coast of Cornwall, England). British admiral Lord Keith (George Elphinstone, 1st Viscount Keith) made FOUUDROYANT his flagship on 28 November, 1798, before the vessel departed to join the Mediterranean Squadron on 5 December, 1798. After arriving at Gibraltar, Keith shifted his flag to HMS BARFLEUR on 31 December, and Captain Elphinstone left the ship the following day to be replaced by Captain James Richard Dacres. Dacres' command lasted four

months, before he was replaced on 22 March, 1799 by Captain William Brown. FOU德罗YANT sailed from Gibraltar on 11 May, 1799, calling at Port Mahon (part of Minorca that was occupied by the British in 1798 before being returned to Spain in 1802) before arriving at Palermo, Sicily on 7 June, 1799. At this time Brown transferred to HMS VANGUARD, and Captain Thomas Hardy took over the command. The following day Lord Nelson (Vice Admiral Horatio Nelson, 1st Viscount Nelson, 1st Duke of Bronté KB) made FOU德罗YANT his flagship. Over the following months FOU德罗YANT was involved in efforts to return the Neapolitan royal family to Naples. Nelson's fleet arrived in Naples on 24 June, 1799 and landed 500 marines in support of the Neapolitans. It was while FOU德罗YANT was in Naples harbour that Nelson began his affair with Lady Emma Hamilton. The ship departed on 6 August, 1799, in company with the frigate HMS SYREN and the Portuguese ship of the line PRINCIPE REAL. FOU德罗YANT also transported the Sardinian royal family to Leghorn (a port-city on the west coast of Italy). On 13 October, 1799, FOU德罗YANT

entered Port Mahon harbour where Captain Hardy was succeeded by Captain Sir Edward Berry. The vessel arrived back in Palermo on 22 October, 1799. Nelson then remained ashore when FOUDROYANT departed for Gozo (an island of the Maltese archipelago in the Mediterranean) on 29 October, 1799 with HMS MINOTAUR. In November, having weathered a storm in Palermo harbour, FOUDROYANT departed once more, this time with HMS CULLODEN before running aground in the Straits of Messina. With CULLODEN's assistance, it was possible to haul the ship off and into deeper water. On 6 December, 1799 a large contingent of soldiers from the 89th regiment were embarked on FOUDROYANT. The soldiers were landed at St. Paul's Bay, on Malta, on 10 December, 1799. The ship was back at Palermo on 15 January, 1800, where Lord Nelson once more went onboard. FOUDROYANT sailed on to Leghorn, arriving on 21 January, 1800. It was here that she received salutes from Danish and Neapolitan frigates, as well as two Russian ships of the line. On 11 February, 1799, FOUDROYANT embarked a contingent of Sicilian soldiers, before sailing for

Malta the next day, in company with HMS ALEXANDER, HMS NORTHUMBERLAND and HMS SUCCESS. On 18 February, 1799 the fleet began perusing a squadron of three French ships: LE GÉNÉREUX, BADINE and FAUVETTE. ALEXANDER forced one of the ships to surrender whilst SUCCESS engaged LE GÉNÉREUX, and the two ships exchanged a number of broadsides before FOUROYANT came up and fired into the French ship of the line. LE GÉNÉREUX struck her colours, and it was discovered that Rear-Admiral Jean-Baptiste Perrée, the commander-in-chief of the French Navy in the Mediterranean was aboard and had been killed at the beginning of the action. His ships had been carrying troops intended to relieve Malta, and their failure to arrive significantly weakened the French hold on Malta given that the British blockade of the island was proving highly successful. When FOUROYANT sailed for Malta once more on 21 March, 1800, Nelson, having been taken ill, was left in Palermo. On 29 March, 1800, FOUROYANT encountered HMS BONNE CITOYENNE where Berry learnt that French ships were

expected to leave Valetta (the capital city of Malta) that evening. The French vessel GUILLAUME TELL put to sea as expected, immediately being pursued by HMS LION and HMS PENELOPE. As day broke on 30 March, 1800, FOU德罗YANT joined the ensuing battle. GUILLAUME TELL eventually struck her colours, but not before FOU德罗YANT had lost her fore topmast and main topsail yard. Later in the day the ship's mizzen mast also fell, having been damaged during the battle. LION took FOU德罗YANT in tow for a time, whilst a jury rig was set up. She entered Syracuse, Sicily on 3 April, 1800. On 3 June, 1800, the king and queen of Naples boarded FOU德罗YANT, as well as Sir William Hamilton and his wife Lady Emma Hamilton. The royal family departed the ship after their arrival in Leghorn on 15 June, and two weeks later Nelson chose to leave the ship, beginning a journey home to England overland with the Hamiltons. Lord Keith raised his flag on FOU德罗YANT for the second time on 15 August, 1800, returning the ship to Gibraltar on 13 September, 1800. Captain Berry left the ship on 2 November, 1800 to command HMS PRINCESS CHARLOTTE. Captain Philip Beaver took

command of FOU德罗YANT on 17 November, 1800, and sailed into the Eastern Mediterranean with a fleet of fifty one vessels, many armed en flûte (meaning to replace canons with cargo) and carrying 16,150 men of General Sir Ralph Abercromby's force, which was intended to drive the French out of Egypt. Keith used his ships to reduce the castles at the entrance of Abukir Bay (as spacious bay on the Mediterranean coast of Egypt), which eventually fell to the British on 18 March, 1801. A French counter-attack on 21 March, 1801 by some 14,000 men, although ending in defeat, succeeded in injuring General Abercromby, and he died aboard FOU德罗YANT a week after the battle. FOU德罗YANT lay off Alexandria, Egypt, until June, 1801 and on 17 June, 1801, Captain Beaver transferred to HMS DETERMINÉE, to be replaced by Captain John Clarke Searle. When the Treaty of Amiens was signed, bringing the war to an end in 1802, Searle paid the ship off at Plymouth on 26 July, 1802. In January, 1803, FOU德罗YANT was docked Plymouth undergoing repairs. The ship was then re-commissioned under the command of Captain Peter Spicer on 11 June, 1803.

Her former captain, now Rear-Admiral Sir James Richard Dacres, made the vessel his flagship the same day, and remained onboard until 28 October, 1803. Two days later Rear-Admiral of the White, Sir Thomas Graves made the vessel his flagship. Captain Peter Puget took over the command on 27 February, 1804; however, owing to a serious injury he received whilst FOU DROYANT was serving with the Channel Fleet, he was returned to England (leaving Christopher Nesham in acting command) and officially left the ship on 31 May, 1805. FOU DROYANT returned to dock on 26 March, 1804 for repairs. On 24 February, 1805, Captain Edward Kendall took command of FOU DROYANT and, in June, the vessel acted as flagship to a fleet consisting of HMS BARFLEUR, HMS RAISONNABLE, HMS REPULSE, HMS TRIUMPH, HMS WARRIOR, HMS WINDSOR CASTLE, and HMS EGYPTIENNE that had been sent to blockade the French port of Rochefort (in south-western France). On 9 December, 1805 command of FOU DROYANT temporarily passed to Captain John Douglas, before Captain John Chambers White assumed command on 13 December, 1805. On 13

March, 1806, FOU德罗YANT was involved in an action between some ships of the British fleet and two French vessels: MARENGO and BELLE POULE. Both ships were captured and taken into the navy. On 24 November, 1806, Captain Richard Peacock took command of FOU德罗YANT, and Admiral Sir John Borlase Warren hoisted his flag onboard on 19 December, 1806. Rear-Admiral Sir Albemarle Bertie raised his flag in FOU德罗YANT on 20 May, 1807 and remained onboard until the 17 November, 1807. Peacock's command passed to Captain Thompson on 31 May, 1807. FOU德罗YANT joined with Admiral Sir Sydney Smith's squadron blockading Lisbon. Smith hoisted his flag onboard FOU德罗YANT on 24 January, 1808. Captain Charles Marsh Schomberg took command of the ship on 6 June, 1808. On 12 March, 1808, FOU德罗YANT parted company for South America, arriving in Rio de Janeiro in August, 1808. Captain John Davie took command on 25 January, 1809, followed by Captain Richard Hancock on 17 May. Smith transferred his flag to HMS DIANA on the same day. From 25 May,

1809, FOU德罗YANT was in company with HMS AGAMEMNON, HMS ELIZABETH, HMS BEDFORD, HMS MUTINE, HMS MISTLETOE and HMS BRILLIANT, escorting a convoy. On 8 June, 1809 the fleet entered Moldonado Bay at the mouth of the Rio de la Plata (the River Plate) where AGAMEMNON struck rocks and was wrecked. FOU德罗YANT assisted in taking off men and stores and no lives were lost. FOU德罗YANT remained in Rio until August, 1812, when she returned to England, entering Cawsand Bay on 21 October, 1812 and entering Plymouth on 6 November. Hancock departed the ship on 30 November, 1812, and the vessel remained at anchor until 26 January, 1815, when she was taken into dock for repairs that would last four years. When repairs were completed in 1819 FOU德罗YANT took up a role as guard ship at Plymouth until 1860. Throughout this period she was in and out of dock for further repairs. In 1862 she was converted into a gunnery training vessel, a role she fulfilled until 1884. She was thereafter stationed at Devonport on dockyard duties, and was attached as a tender to the gunnery schoolship HMS CAMBRIDGE. In 1891

FOUDROYANT was finally placed on the Sales List and sold out of the service in January 1892. Bought by J. Read of Portsmouth, she was promptly re-sold to German ship-breakers. This encouraged a storm of public protest. Wheatley Cobb then bought her to be used as a boy's training vessel. To offset hefty restoration costs it was decided to exhibit FOUDDROYANT at various seaside resorts around the country. In June, 1897 she was towed to Blackpool and was abandoned at a dangerous place in open seas. On 16 June 1897, during a violent storm, she was wrecked on Blackpool Sands, damaging Blackpool North Pier in the process. Flotsam from the wreck was used to make furniture while the ship's bell now resides in Blackpool Town Hall. A replacement vessel, HMS TRINCOMALEE, was purchased by Wheatley Cobb and re-named HMS FOUDDROYANT in the previous vessel's honour. This vessel remained in service until 1991, when she was taken to Hartlepool and re-named TRINCOMALEE. IMPERATOR was a passenger liner that travelled between Hamburg, Germany and America. It was launched on 23 May 1912 and during World War I was used as a troopship. After the conflict

IMPERATOR operated for the Cunard passenger line (as RMS BERENGARIA) until it was broken up and sold for scrap in 1946. SS IMPERATOR was a German ocean liner built by AG Vulcan Stettin for the Hamburg-American Line between 1910 and 1913. She was the first of a trio of successively larger Hamburg-America ships that included SS VATERLAND and SS BISMARCK which were intended for transatlantic passenger service. At the time of her launch in May, 1912, IMPERATOR was the largest passenger ship in the world, superseding RMS OLYMPIC. At 51, 680 gross tons, she remained the largest until the VATERLAND set sail in 1914. The first plates of IMPERATOR's keel were laid in 1910. She was launched on 23 May, 1912, christened on 24 May, 1913 and finally completed in June of that year in Hamburg, Germany. On 23 May, 1912, Cunard Line announced that their new ship, RMS AQUITANIA, which was then under construction at the John Brown shipyards in Glasgow, Scotland, would be longer than IMPERATOR by one foot. There was instant uproar in Hamburg which resulted in the German vessel being fitted with a large bronze eagle

several weeks later.
Designed by Professor Bruno Kruse of Berlin, the eagle graced the forepeak of the IMPERATOR with a banner that was emblazoned with Hamburg-America Line's motto 'Mein Feld ist die Welt' (loosely translated as 'My Field is the World'). The eagle's wings would later be torn off in an Atlantic storm during the 1914 season, after which the entire structure was replaced with gold scroll-work similar to that which appeared on her stern. On her initial sea trials IMPERATOR ran aground on the Elbe River due to insufficient dredging (the excavation of sediments from shallow seas with the intention of keeping waterways navigable) and a flash fire in the engine room which resulted in eight crewmen being taken to hospital. On her official trials she suffered overheating of the turbines and some issues relating to stability which resulted in the abandonment of trials and the commencement of emergency work by the builders. IMPERATOR finally commenced her maiden voyage in June, 1913 with Commodore Hans Ruser in command. Hamburg-America also appointed four other captains for the journey to ensure that everything ran smoothly

on her voyage between Cuxhaven, Germany, and New York. On her way IMPERATOR stopped at Southampton and Cherbourg before making her way across the Atlantic. On her first arrival, Captain George Seeth noted that the ship listed from side to side when the helm made changes to the ship's direction and she was soon nicknamed 'Limperator.' Having been discovered as being top heavy and unstable in heavy seas, IMPERATOR was returned to Vulcan shipyard in October, 1913 for drastic alterations to be carried out over the next few months. Firstly, cement was poured into the hull as ballast. Secondly, the vessel's three funnels were shortened by nine feet. Thirdly, all her upper deck fittings were replaced, wherever possible, with light-weight substitutes (e. g. all the marble bathroom suites in first class were removed and all of the heavy furniture was replaced with lightweight wicker cane). The costs for these alterations were borne by the shipbuilders as part of their five year warranty to the owners. In addition, an advanced fire sprinkler system was fitted throughout the ship as several fires had occurred onboard since the vessel

had entered service. During the 1914 refit of the IMPERATOR, Commodore Ruser handed over command of the ship to Captain Theo Kier and left to take command of the new, larger flagship VATERLAND which was nearing completion. The IMPERATOR returned to service on 11 March, 1914, arriving in New York five days later on 19 March, 1914. In August, when war broke out, the vessel was laid up in Hamburg and remained inactive for more than four years, falling into a dilapidated state in the process. Following the armistice on 11 November, 1918, IMPERATOR was commandeered under the Allied Food Shipping and Finance Agreement, and allocated to the United States for temporary use as a transport alongside the VATERLAND, for bringing home American service personnel from France. She was commissioned as USS IMPERATOR on 5 May, 1919, in Brest, France, under Captain Casey. After embarking 2,100 American troops and 1,100 passengers, IMPERATOR departed Brest on 15 May, 1919, arriving in New York one week later. Operating with the Cruiser and Transport Force (a unit of the United States Navy's Atlantic Fleet during World

War One) from 3 June, 1919 to 10 August, 1919, she made three cruises from New York to Brest, returning over 25, 000 troops, nurses, and civilians to the United States. On 10 June, whilst en route to New York, IMPERATOR assisted the French cruiser JEANNE D'ARC, which had broken down in the Atlantic Ocean. The President of Brazil happened to be onboard the JEANNE D'ARC and was received by the IMPERATOR for transport to the United States. Decommissioned in New York on 24 November, 1919, IMPERATOR was transferred to the British shipping company Cunard where she was renamed BERENGARIA. The ship arrived at Southampton on 10 December, 1919 and then proceeded to Liverpool for what was planned to be a quick overhaul. However, upon inspection the vessel was found to be in extremely poor condition. The rudder was found to have a piece missing and her propellers were suffering from erosion on their leading edges. These issues were attended to whilst the interior of the ship was refurbished with items borrowed from the Cunard vessels TRANSYLVANIA and CARMANIA. Due to the extent of the work that

needed to be carried out, BERENGARIA remained in Liverpool until 21 February, 1920 and during this time the company's annual dinner was held onboard, before the ship returned to service on the North Atlantic. On 2 March, 1920 BERENGARIA left New York, reaching Southampton in nine days. During the voyage the vessel developed a severe list which was found to have been caused by a faulty ash ejector. At this point Cunard decided that the ship was in need of a major overhaul and was withdrawn from service. Sir Arthur Rostron (of TITANIC and CARPATHIA fame) took command of BERENGARIA in July, 1920. The following year the vessel was sent, along with the AQUITANIA, to Armstrong Whitworth shipyards to be converted from coal fired to oil. In May, 1934 the BERENGARIA made the headlines when she ran aground on the mud banks at Calshot on the Solent. She was pulled free from the mud by four Southampton tugs. The vessel suffered no damage and the incident did not affect her sailing schedule. Despite her German heritage, BERENGARIA served as flagship to the Cunard Line, until she was replaced by her sister ship MAJESTIC (formerly SS

BISMARCK) in 1934 (after the merger between Cunard and White Star Line). In later years she was used for discounted prohibition-dodging cruises, which earned her the unfortunate nickname 'Bargain-area.' Towards the end of her service life she suffered several electrical fires caused by ageing wiring and Cunard-White Star opted to retire her in 1938. She was sold to Sir John Jarvie (who also purchased the OLYMPIC) to provide work for his local region. She sailed for the River Tyne under the command of Captain George Gibbons and, once there, was scrapped down to her waterline. Final demolition took place in 1946. HMS VICTORY was launched on 7 May 1765 at Chatham and was one of the largest Georgian Royal Navy ships to enter into battle. VICTORY was Admiral Lord Nelson's flagship during the Battle of Trafalgar between the English and French on 21 October 1805. The great English victory came at the cost of Lord Nelson's life on board VICTORY. The ship currently remains in dry dock at Portsmouth and is the oldest remaining commissioned warship in the world. HMS VICTORY was an eighteenth century British 100-gun first rate ship of the line. First rates

were the largest Royal Navy vessels of the time, wielding at least 100 guns over three gun decks. In the heyday of the sailing ship, however, the Admiralty tended to favor smaller, more maneuverable vessels that were cheaper and easier to construct (Only ten first rate ships were built by the Royal Navy throughout the entire eighteenth century). VICTORY weighed in at 3,500 tons, measured 227 feet, 3 inches in length and, as a full rigged ship, could manage a maximum speed of eight to nine knots. In December, 1758, the commissioner of Chatham Dockyard was ordered to prepare a dry dock for the construction of a new first rate ship. The outline plans arrived in June, 1759, being largely based on HMS ROYAL GEORGE which had been launched at Woolwich Dockyard in 1756. The architect chosen to design the vessel was Sir Thomas Slade who, at the time, was the appointed Surveyor of the Navy. The ship was designed to carry at least 100 guns, although in practice her armament would vary between 104 and 106 guns and carronades. The keel of the new ship was laid on 23 July, 1759 in the Old Single Dock (since renamed 'No. 2 Dock' and, now, 'Victory

Dock'). In October, 1760 the name 'VICTORY' was chosen to commemorate the Annus Mirabilis or 'Year of Victories' that had been proclaimed in 1759. In that year of the Seven Years' War, land victories had been won at Quebec, Canada and Minden, Germany. Naval battles had also been won off the coast of Lagos, Portugal and in Quiberon Bay off the coast of France. There were, however, some doubts about whether 'VICTORY' was an appropriate name for the new British vessel, since the last first rate ship of the line to be called VICTORY had been lost with all hands in 1744. Once the frame of VICTORY had been constructed, it was standard practice to cover the ship up and leave it for several months to 'season' (a process of reducing the moisture content of wood prior to its use.) The end of the Seven Years' War, however, delayed the vessel's completion and it was left unfinished for nearly three years, contributing to the subsequent longevity of her timbers significantly. Work was recommenced in autumn, 1763 and VICTORY was finally launched on 7 May, 1765. The vessel had been constructed at a cost of £63, 167 and three

shillings and was composed of around six thousand trees, ninety percent of which were oak and the remainder elm, pine, and fir. Given that there was no immediate use of the ship, she was placed in reserve, roofed over, dismasted and placed under general maintenance. VICTORY remained moored in the River Medway for thirteen years until France joined the American War of Independence. In March, 1778, John Lindsay was appointed as VICTORY's first captain but was soon transferred to HMS ROYAL GEORGE in May when Admiral, the Honorable Augustus Keppel decided to make VICTORY his flagship. She was commissioned that same month under the command of Rear Admiral John Campbell (1st Captain) and Captain Jonathan Faulknor (2nd Captain), with the flag of Admiral Keppel in place. She was armed with smooth bore, cast iron canon: thirty 32 and 42-pounders, thirty 24-pounders and forty 12-pounders. Later on she was also equipped with two carronade guns. Keppel put VICTORY to sea from Spithead, England on 9 July, 1778, at the head of a force of thirty ships of the line and, on 23 July, sighted a French fleet of

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twenty nine ships 100
miles west of Ushant (an
island in the English
Channel that marks the
north-westernmost point of
European France). The
French Admiral, Louis
Guillouet, comte
d'Orvilliers, who had orders
to avoid a confrontation,
was cut off from Brest but
retained the weather gage
(an advantageous position
of a fighting sailing vessel
that finds itself situated
upwind of another). Two of
the French ships were able
to escape into port leaving
the fleet with only twenty
seven fighting vessels. The
two fleets maneuvered
during shifting winds and
heavy rain squall until a
battle became inevitable
with the British more or
less in column and the
French in some confusion.
However, the French were
fortunate enough to pass
along the British line with
some of their most
advanced ships and at
around 11.45am on 27
July, 1778, the First Battle
of Ushant had commenced
with VICTORY opening fire
on BRETAGNE of 110 guns,
which was being followed
by the VILLE DE PARIS of
90 guns. The main British
force managed to escape
with little damage,
although Sir Hugh Palliser's
rear division suffered
considerably. Keppel made
the signal to pursue the
escaping French ships but

Palliser did not concur and the action was discontinued. Keppel was later court martialled and cleared of any wrong doing, whilst Palliser was criticized for his actions in an inquiry. In March, 1780, VICTORY's hull was 'sheathed' (a practice of protecting the underwater hull of a ship through the use of copper plates affixed to the outside of the hull) with 3, 923 sheets of copper below the waterline to protect it against shipworm. In December, 1781, the ship, which was now commanded by Captain Henry Cromwell and bearing the flag of Rear Admiral Richard Kempenfelt, sailed along with eleven other ships of the line, a 50-gun fourth rate and five frigates to intercept a French convoy that had sailed from Brest on 10 December. Not knowing that the convoy was protected by twenty one ships of the line, commanded by Luc Urbain de Bouxexic, comte de Guichen, Kempenfelt ordered a chase when they were sighted on 12 December, and began the Second Battle of Ushant. Having noted the French superiority, Kempenfelt contented himself with shadowing the French force, eventually taking satisfaction in witnessing

its dispersal in a storm whilst traversing the Atlantic. In 1796, Captain Robert Calder (1st Captain) and Captain George Grey (2nd Captain) commanded VICTORY under Admiral Sir John Jervis' flag. Jervis sailed from the Tagus (the longest river on the Iberian Peninsula) on 18 January, 1797, and, after being reinforced on 6 February by five ships from England, his fleet consisted of fifteen ships of the line and six frigates. On 14 February, the Portuguese frigate CARLOTTA, commanded by a Scotsman named Campbell with a Portuguese commission, brought news that a Spanish fleet was close. Jervis maneuvered to intercept the fleet and the Battle of Cape Vincent ensued that same day. PRINCIPE DE ASTURIAS, leading the Spanish leeward division, tried to break through the British line ahead or astern of VICTORY, but VICTORY poured such a tremendous fire into her, followed by several raking broadsides, that the whole Spanish division wore round and bore up. Horatio Nelson, in HMS CAPTAIN (primarily), also played a decisive role in this action. In February, 1798, VICTORY was stationed at Chatham under the command of Lieutenant J. Rickman.

Deemed unfit for service as a warship on 8 December, she was ordered to be converted into a hospital ship to hold wounded French and Spanish prisoners of war. In 1799, Rickman was relieved by Lieutenant J. Busbridge. On 8 October, 1799, however, fate played a hand in rescuing VICTORY from its ignoble fate when HMS IMPREGNABLE was lost off Chichester, having run aground on her way to Portsmouth after escorting a convoy to Lisbon. She could not be re-floated and was, therefore, stripped and dismantled. Now short of a first rate ship, the British Admiralty decided to recondition VICTORY. Work began in 1800 but as it proceeded an increasing number of defects were discovered and minor repairs quickly developed into an extensive reconstruction. The original estimate of £23,500 was soon inflated to £70,933. Extra gun ports were also added, taking her from 100 guns to 104, and her magazine lined with copper. Her figurehead was replaced along with her masts and the paint scheme changed from red to the black and yellow seen today. Her gun ports were originally yellow to match the hull but later repainted black, giving a

pattern subsequently dubbed the 'Nelson Chequer' which became the standard for all Royal Navy ships following the Battle of Trafalgar. The work was completed on 11 April, 1803 and the ship left Portsmouth on 14 May under her new captain, Samuel Sutton. Vice Admiral Horatio Nelson hoisted his flag in VICTORY on 16 May, 1803 with Samuel Sutton as his flag Captain. He sailed to assume command in the Mediterranean on 20 May, where he transferred to the faster frigate AMPHION on 23 May. On 28 May Captain Sutton captured the French EMBUSCADE of 32 guns, bound for Rochefort from San Domingo. VICTORY rejoined Lord Nelson off Toulon on 30 May when Captain Sutton exchanged commands with the captain of the AMPHION, Thomas Masterman Hardy. VICTORY was passing the island of Toro (in the Caribbean) on 4 April, 1805 when HMS PHOEBE brought the news that the French fleet under Pierre-Charles Villeneuve had escaped from Toulon. While Nelson made for Sicily, on the assumption that the French were heading for Egypt, Villeneuve was actually entering Cádiz, Spain, to link up with the Spanish

fleet. On 7 May, Nelson reached Gibraltar and received his first definite news. The British fleet finished taking on stores in Lagos Bay, Portugal on 10 May and, two days later, sailed westward with ten ships and three frigates in pursuit of the combined Franco-Spanish fleet of seventeen ships. They arrived in the West Indies to find that the enemy was sailing back to Europe where Napoleon Bonaparte was waiting for them with his invasion force at Boulogne. The Franco-Spanish fleet was involved in the indecisive Battle of Cape Finisterre in fog off Ferrol, Spain with Admiral Sir Robert Calder's squadron on 22 July, 1805, before taking refuge in Vigo and Ferrol to land the wounded and abandon three damaged ships. Calder on 14 August and Nelson on 15 August, joined Admiral Cornwallis' Channel Fleet off Ushant. Nelson continued to England in VICTORY leaving his Mediterranean fleet with Cornwallis who detached twenty of his thirty three ships of the line and sent them under Calder to find the combined fleet at Ferrol. On 19 August the British received the news that the Franco-Spanish fleet had already sailed from Ferrol and, two days later, that it

had reached Cádiz. On the evening of Saturday, 28 September, Nelson joined Lord Collingwood's fleet off Cádiz. On the morning of 19 October, 1805, Admiral Villeneuve took his Franco-Spanish fleet to sea, first sailing towards the Mediterranean but then turning north towards the British fleet, thus beginning the Battle of Trafalgar. Nelson had already made his plan to break the enemy line some two or three ships ahead of the enemy's Commander in Chief and thereby achieve victory before the main enemy force (the van) could come to their aid. In the event fitful winds made the maneuver an arduous process. For five hours after Nelson's last maneuvering signal the two columns of British ships slowly approached the French line before HMS ROYAL SOVEREIGN, leading the lee column, was able to open fire on FOUGUEUX. Twenty five minutes later VICTORY broke the line between the French vessels BUCENTAURE and REDOUTABLE firing a treble shotted broadside into the stern of the former at a range of a few yards. At twenty five minutes past one Nelson was shot, the fatal musket ball entering his left shoulder and lodging in his spine. He finally died at half-past

four. Such killing had taken place on VICTORY's quarter deck that REDOUTABLE attempted to board her, but they were thwarted by the arrival of Eliab Harvey in the 98-gun HMS TEMERAIRE, whose broadside devastated the French ship. Nelson's final order was for the fleet to anchor, but this was countermanded by Vice-Admiral Collingwood. VICTORY lost 57 killed and 102 wounded at the Battle of Trafalgar. VICTORY transported Nelson's body to England where, after lying in state at Greenwich, he was buried at St. Paul's Cathedral on 6 January, 1806. VICTORY bore many admirals' flags after Trafalgar, and sailed on numerous expeditions, including two Baltic campaigns under Admiral Sir James Saumarez. Her active career finally ended on 7 November, 1812 when she was moored in Portsmouth Harbour off Gosport and employed as a depot ship. It has been rumored that when Thomas Hardy, First Sea Lord, informed his wife that he had just signed the order for VICTORY to be broken up she burst into tears and sent him straight back to his office to rescind the order. Though this story may well be apocryphal, it is given added credibility by the

fact that the page of the duty log containing the orders for that day has been torn out. In 1889, VICTORY was fitted out as a Naval School of Telegraphy. She was soon after designated as a Signal School, and signal ratings from ships that had paid off were sent to VICTORY instead of the barracks, for a two month training course. The school remained onboard VICTORY until 1904, when training was temporarily transferred to HMS HERCULES and, in 1906, the whole establishment was moved to a permanent establishment at the Chatham Royal Naval Barracks. As the years passed VICTORY was gradually allowed to fall into disrepair. By 1921 she was in very poor condition and a campaign was launched to save her by the Society of Nautical Research, known as the Save the Victory Fund. The outcome of the campaign was that the British Government agreed to restore and preserve VICTORY to commemorate Nelson, the Battle of Trafalgar and the Royal Navy's supremacy before, during, and after the Napoleonic period. On 12 January, 1922 she was moved into No. 2 Dock Portsmouth (the oldest dry dock in the world and the

same dock in which construction on her had first began in the 1750s). In 1928 King George V was able to unveil a tablet celebrating the completion of VICTORY's restoration, although restoration and maintenance still continued under the supervision of the Society of Nautical Research. In 1941 the vessel sustained some damage to her hull from a bomb dropped by the Luftwaffe into her dry dock. On one occasion German propaganda claimed that the ship had been destroyed by a bomb, and the Admiralty had to issue a denial. Listed as part of the Nautical Historic Fleet, Core Collection, in the early part of the twenty first century, VICTORY underwent another extensive restoration for the bicentenary of the Battle of Trafalgar in 2005 to bring her appearance as close as possible to that which she would have had at Trafalgar. Replicas of items including mess bowls, breakers and tankards in the Marines' Mess, together with a toothbrush, shaving brush and wash bowl in Hardy's Cabin are also now on display. HMS VICTORY is still in commission as the flagship of the Second Sea Lord in his role as Commander in Chief of the Royal Navy's Home

Command. She is the oldest commissioned warship in the world, although the USS CONSTITUTION, launched thirty years later, is the oldest commissioned warship still afloat. As a museum ship, VICTORY attracts around 350, 000 visitors per year. The vessel's foretop sail, which was badly damaged during the Battle of Trafalgar, has also been preserved as an exhibit at the Royal Naval Museum. SOUTHERN CROSS is the name of the Fokker F.VIIb/3m trimotor monoplane which, in 1928, was flown by Australian aviator Sir Charles Kingsford Smith and his crew in the first ever trans-Pacific flight, from the mainland United States of America to Australia (about 7, 250 miles). The plane began life as the DETROITER, a polar exploration aircraft of the Detroit News-Wilkins Arctic Expedition. The aircraft had crashed in Alaska in 1926, and was recovered and repaired by the Australian expedition leader George Hubert Wilkins. Wilkins, who had decided that the Fokker was too large for his arctic explorations, met with Charles Kingsford Smith and Charles Ulm in San Francisco where he arranged to sell them the aircraft, without engines or

instruments. Having fitted the aircraft out again, Kingsford Smith made two attempts at the world endurance record, in an attempt to raise funds for his trans-Pacific flight. However, after the New South Wales Government withdrew its sponsorship of the flight, it seemed as if the money would run out and that Kingsford Smith would have to sell the SOUTHERN CROSS. The aircraft was bought by American aviator and philanthropist Allan Hancock, who then loaned it back to Kingsford Smith and Ulm. On 31 May, 1928, Charles Kingsford Smith, Charles Ulm, together with Americans Harry Lyon and James Warner, took off from Oakland, California. The SOUTHERN CROSS first stopped for rest and refueling in Hawaii before setting off for Fiji. This leg of the journey took thirty four and a half hours of flight across open seas before gliding past the Grand Pacific Hotel in Suva, where a large enthusiastic crowd witnessed the first ever aircraft landing in Fiji. The SOUTHERN CROSS landed at Eagle Farm Airport in Brisbane, Australia on 9 June, 1928, where a crowd of 25, 000 people were waiting to greet its crew. The plane then flew on to Sydney the next day.

Kingsford Smith and Ulm also went on to make the first non-stop flight over the Tasman Sea in the SOUTHERN CROSS - from Australia to New Zealand and back (c. 25, 000 miles) - beginning with the first crossing on 10-11 September, 1928. Guy Menzies completed the first solo trans-Tasman flight in the SOUTHERN CROSS JUNIOR in 1931. Shortly before Kingsford Smith's death in 1935, he donated the SOUTHERN CROSS to the Commonwealth of Australia, for display in a museum. The aircraft was briefly brought out of retirement in 1945 for the filming of the movie 'Smithy.' The SOUTHERN CROSS is currently preserved in a special glass 'hangar' memorial on Airport Drive, near the international terminal at Brisbane Airport in Queensland, Australia. There is also a full-sized flying replica of the plane in South Australia. The aircraft was built in the 1980s and is the largest replica aircraft in the world. Three Japanese midget submarines attacked Sydney Harbour on 31 May 1942 resulting in the loss of the converted harbour ferry KUTTABUL and 21 crew members on board. The submarines were sunk and salvaged

from the Harbour, the parts being used as the basis for an Australian national tour incorporating cities including Sydney, Goulburn, Canberra and Melbourne. The tour helped raise funds for the Naval Relief Fund. In late May and early June, 1942, during World War Two, submarines belonging to the Imperial Japanese Navy made a series of attacks on the cities of Sydney and Newcastle in New South Wales, Australia. On the night of 31 May / 1 June, 1942, three Ko-hyoteki class midget submarines, each with a two member crew, entered Sydney Harbour, avoided the partially constructed Sydney Harbour anti-submarine boom net and attempted to sink Allied warships that were anchored in the Harbour. After being detected and attacked, the crews of two of the midget submarines scuttled their boats and committed suicide without successfully engaging Allied vessels. These were later recovered by the Allies. The third submarine attempted to torpedo the heavy cruiser USS CHICAGO, but instead sank the converted ferry HMAS KUTTABUL, killing twenty one sailors. The third midget submarine's fate remained a mystery until 2006, when scuba divers

discovered the wreck off Sydney's northern beaches. Immediately following the raid, the five Japanese fleet submarines which had carried the midget submarines to Australia embarked on a campaign to disrupt merchant shipping in eastern Australian waters. Over the next month the submarines attacked at least seven merchant vessels, sinking three ships and killing fifty sailors. During this period, between midnight and 2.30 am on 8 June, 1942, two of the submarines bombarded the ports of Sydney and Newcastle. The midget submarine attacks and subsequent bombardments are among the best-known examples of Axis naval activity in Australian waters during the Second World War and are the only times in history that either Sydney or Newcastle have come under attack. The practical effect was minimal: the Japanese had intended to destroy several major warships, but sank only an unarmed depot ship, inflicted minimal damage to Allied shipping, and failed to damage any significant targets during the bombardments. The main impact, therefore, was psychological; creating popular fear of an impending Japanese

invasion and forcing the Australian military to upgrade defenses. The military also began convoy operations to protect merchant shipping.



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00003404
Title: Cruise of HMAS
BRISBANE to Hawaii for the



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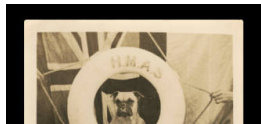
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Date: 1928
Medium: Black and white photographic print on paper.
Name: Photograph
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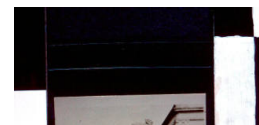
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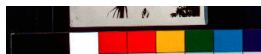
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Title: Cruise of HMAS
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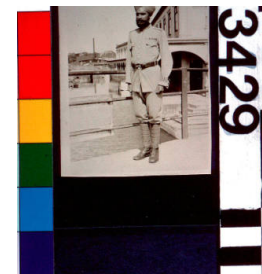
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Date: 1928
Medium: Black and white photographic print on paper.
Name: Photograph
History: First commissioned in 1916 the light cruiser HMAS BRISBANE was recommissioned for training duties on 28 June 1928 under the command of Captain Gerald Harrison. In August of that year it visited Honolulu to take part in the sesquicentennial celebrations of the arrival of Captain James Cook in Hawaii. The visit of HMAS BRISBANE and celebrations in Hawaii were covered extensively in the papers in Australia. Although, not always favourably. The Argus, 27 June 1927 "CENTENARY OF HAWAII Visit of HMAS BRISBANE The itinerary of HMAS BRISBANE, which will represent the Australian defence force at the centenary celebrations at Hawaii in August, was announced yesterday by the Minister for Defence (Sir William Glasgow). The cruiser will leave Sydney on July 12, and will call at Newcastle, Brisbane, and Suva (Fiji). Honolulu will be reached on August 9, and during the celebrations the vessel will travel to Kauai



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00003430

Title: Cruise of HMAS
BRISBANE to Hawaii for the



Object number:
00003431

Title: Cruise of HMAS
BRISBANE to Hawaii for the



Object number:
00003409

Title: Cruise of HMAS
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Medium: Black and white photographic print on paper
Name: Photograph
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00003410
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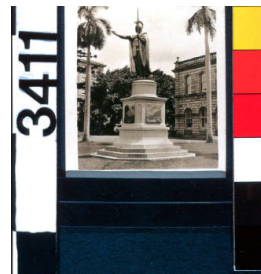
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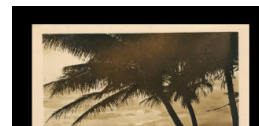
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00003418
Title: Cruise of HMAS
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00003419
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00003420
Title: Cruise of HMAS
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Date: 1928
Medium: Photographic print on paper
Name: Photograph
History: First commissioned in 1916 the light cruiser HMAS BRISBANE was recommissioned for training duties on 28 June 1928 under the command of Captain Gerald Harrison. In August of that year it visited Honolulu to take part in the sesquicentennial celebrations of the arrival of Captain James Cook in Hawaii. The visit of HMAS BRISBANE and celebrations in Hawaii were covered extensively in the papers in Australia. Although, not always favourably. The Argus, 27 June 1927 "CENTENARY OF HAWAII Visit of HMAS BRISBANE The itinerary of HMAS BRISBANE, which will represent the Australian defence force at the centenary celebrations at Hawaii in August, was announced yesterday by the Minister for Defence (Sir William Glasgow). The cruiser will leave Sydney on July 12, and will call at Newcastle, Brisbane, and Suva (Fiji). Honolulu will be reached on August 9, and during the celebrations the vessel will travel to Kauai and Hawaii as required.



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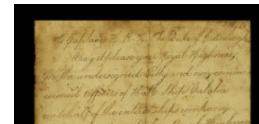
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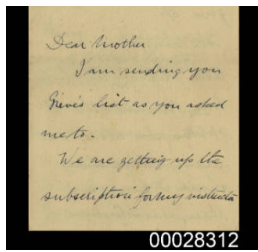
Object number:
00028312
Title: Letter from Arthur
Bingle to UMS BRITANNIA



Object number:
00045839
Title: Bookshelf
constructed from timber



Object number:
00046217
Title: Letter from the crew
of UMS CALTEA to UMS



Pringle on HMS BRITANNIA to his mother

Date: 27 November 1892

Primary Maker: Arthur Pringle

Medium: Ink on paper

Name: Letter

History: In 1869 the PRINCE OF WALES, a first rate, 120-gun naval sailing vessel was renamed BRITANNIA and began service as a cadet training ship at Dartmouth, moored on the River Dart. This vessel replaced the previous BRITANNIA in that role. As BRITANNIA, the ship was a hulk, and only had foremast and was linked to another hulk, the HINDOSTAN, bow to stern, by a covered gangway that increased the cadets learning and accommodation space. Cadets joining the Royal Navy were entered into a "term" in BRITANNIA, which they remained in for two years after which, depending on their results, they were passed out as midshipmen. Of note in this letter is the mention by Arthur of being measured for his uniform by Gieve. Gieves & Co. was established by James Gieve in 1887 after he took control over the business of his mentor, Melchisedek Meredith. Meredith had

become synonymous with military uniforms. It is said that he had made the uniform Admiral Nelson



constructed from timber from Burdekin house and HMAS SYDNEY

Date: 1934

Primary Maker: Stan H Ravenscroft

Medium: wood

Name: Bookshelf

History: Mr S H Ravenscroft was the landlord of Shirley House at 61 Market Street, the old premises of the Women's Pioneer Society. Burdekin House, located at 197 Macquarie St, Sydney, was built in 1841, probably by the architect James Hume for Thomas Burdekin (1801-1844). Burdekin was one of the most successful merchants of the 1830s in Sydney. He arrived in 1828 from London to establish a branch of 'Burdekin and Hawley', his family firm of ironmongers and general merchants, from which he prospered enormously and became a major property and land owner in Sydney and rural New South Wales. James Hume (1798-1868) was one of Sydney's earliest architects. He drew up the plans for St. Andrew's Cathedral (the foundation stone for which was laid in 1837) and the first building of the Great Synagogue (the foundation stone for which was laid in 1842). Burdekin House was occupied by members of the Burdekin family until its sale in 1922. Thomas Burdekin married Mary Ann Bossley and when he died in 1844 he left



of HMS GALATEA to his Royal Highness the Duke of Edinburgh

Date: 1868

Medium: Paper

Name: Letter

History: The second son of Queen Victoria, Prince Alfred Ernest Albert (1844-1900), Duke of Edinburgh visited Clontarf in 12 March 1868 where he was shot in the back by an Irishman, Henry James O'Farrell who was later hanged for his trouble. The Prince entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the emperor of Brazil. After two months at the Cape, the GALATEA reached Adelaide on 31 October 1867 to commence the first royal tour of Australia. After three uneventful weeks in South Australia, the Duke moved on to Melbourne where a shooting incident between Orange and Catholic factions and a riot due to inept handling of a free public banquet marred the generally enthusiastic atmosphere. He then visited Tasmania and

wore at Trafalgar. During the mid-nineteenth century, Gieves became the preferred tailor to naval cadets and officers. On James' death in 1888, the business was taken over by his two sons who continued to expand and by 1900 Gieves & Co. became tailors by appointment to the Royal Navy. In the following decade, Gieves received a number of Royal Warrants and established their premises in two different locations on Bond Street. The company is still in operation today as Gieves and Hawkes and is located at 1 Saville Road, Mayfair.

In 1844 he left considerable property to her and to his four sons, Lloyd, Bossley, Marshall (1837-1886) and Sydney (1839-1899). When Burdekin House was first put up for sale in 1922, a hotel to be called the 'Waldorf Astoria' was initially proposed for the site. As a result, the Royal Australian Historical Society (founded in 1901) lobbied government to acquire the house for preservation. Although their attempt was unsuccessful, the house's destruction was averted when it was sold in 1924 to Thomas Ernest Roze (1869-1945), a Sydney businessman and philanthropist. The grand spaces on the ground floor, and the back courtyard, were given over to the Royal Prince Alfred Hospital Ladies' Auxilliary for fund-raising functions and the upstairs rooms were let as studios for artists. A major public exhibition of fine and decorative arts was held at Burdekin House between 8 October and 21 December, 1929. HMAS SYDNEY was a Chatham class light cruiser built by the London-Glasgow Shipbuilding Company, Scotland. She was laid down in February, 1911 and launched on 29 August, 1912 by Lady Henderson, wife of Admiral Sir Reginald Henderson.

visited Tasmania and arrived in Sydney on 21 January 1868. After a month of festivities he spent a week in Brisbane and returned to Sydney. Despite rumours of sectarian strife, he attended a picnic at Clontarf on 12 March where an Irishman, Henry James O'Farrell, succeeded in wounding him seriously. In a frenzy of outraged patriotism the New South Wales government sought unsuccessfully to uncover a conspiracy and, overruling the Duke's eminently sensible proposal to refer the sentence on O'Farrell to the Queen, refused to recommend clemency. O'Farrell was hanged on 21 April and the Duke, who had recovered completely by 26 March, left for England on 26 June. The events were fully covered in the newspapers of the day, the Illustrated Sydney News providing graphic illustrations. An attempt to stir up anti-Irish feeling on the back of the event was short-lived. A Norfolk Island pine, planted to mark the place where the Duke was shot, still exists in Holmes Avenue. He visited Australia again informally, arriving in Fremantle on 28 January 1869 and leaving Sydney on 3 April. In both Sydney (Royal Prince Alfred Hospital) and Melbourne he dedicated

Sir Reginald Henderson.
 Joining the battlecruiser
 HMAS AUSTRALIA at
 Portsmouth, SYDNEY was
 commissioned on 26 June,
 1913. The two vessels then
 sailed for Australia in July,
 1913 via St. Helena,
 Capetown and Mauritius,
 eventually making landfall
 at Albany, Western
 Australia for coaling on 19
 September, 1913. In order
 to make their arrival all the
 more momentous the two
 ships were ordered to
 avoid major ports,
 travelling straight to Jervis
 Bay where the remainder
 of the main Australian
 fleet, HMAS MELBOURNE,
 HMAS ENCOUNTER, and
 three newly built
 destroyers were at anchor.
 The fleet then sailed north
 on the short voyage to
 Sydney triumphantly
 arriving in October, 1913.
 SYDNEY had been
 commissioned under the
 command of Captain John
 C. T. Glossop (1871-1934).
 The vessel's displacement
 was 5,400 tons, whilst her
 armament would
 ultimately consist of eight
 six-inch guns, one 13-
 pounder gun, four 3-
 pounder guns and two
 torpedo tubes. She was the
 sister ship to HMAS
 MELBOURNE and HMAS
 BRISBANE. The Chatham
 class was a subclass to the
 Town class light cruisers of
 the Royal Navy. Known to
 Australians simply as the
 Sydney class, the Chatham

Melbourne he dedicated
 hospitals commemorating
 his escape from death. In
 1870 the Duke made a
 final visit to dock the
 GALATEA. He arrived at
 Sydney on 15 September,
 visited Melbourne for the
 Cup from 22 October to 19
 November, and sailed early
 in 1871 without any
 ceremonies. The letter was
 written on behalf of the
 ship's complement to
 express their well wishes
 to the Duke and reads as
 follows: To Captain H.R.H.
 The Duke of Edinburgh,
 May it please your Royal
 Highness, We the
 undersigned Petty and non-
 comm- isioned Officers of
 H.M.Ship Galatea on behalf
 of the entire ships
 company do desire to
 express to your Royal
 Highness our beloved
 Captain our heart-felt
 sympathy with you in your
 sufferings consequent
 upon the wound recently
 inflicted by the Hand of an
 assassin and we also
 desire to express our deep
 felt thankfulness for your
 Providential escape from
 the assassin's deadly
 intent. We pray that the
 same good providence
 may soon restore you to
 perfect health and strength
 that your Royal Highness
 may in Gods good time be
 enabled to resume the
 joyful command of your
 most Obedient Servants

Sydney class, the Chatham class differed from other subcategories of the Town class by having reduced deck armour in order to incorporate newly developed belt armour. Their six-inch guns were mounted in single turrets with no secondary armament other than her anti-aircraft weaponry that would be further increased during the First World War. The Chatham Class also had aircraft fitted during the War. Following a period spent in eastern Australian ports, SYDNEY proceeded to Singapore in March, 1914, to act as escort to the two new Royal Australian Navy submarines AE1 and AE2. Although the two submarines had managed to reach Singapore with comparatively little trouble, the next stage of the voyage to Australia would make up for this lack of incident. Soon after leaving port AE1 lost all power and SYDNEY was forced to take her in tow while repairs were carried out. In fierce currents the tow rope parted and AE1 was nearly rammed by AE2, which had to take drastic evasive action. As a result of this the helm of AE2 was found to be jammed and the two submarines were drifting helplessly out of control. SYDNEY had to cope with the situation but found that

the situation but found that she herself was out of action as the parted tow rope had twisted itself around her rudder rendering the vessel immovable. When going to the submarines' rescue she was unable to turn and very nearly rammed them. Captain Glossop ordered all three vessels to anchor until morning when a diver was put over to free the SYDNEY's rudder. AE1 was taken in tow once more and the flotilla got underway bound for Darwin. The flotilla entered Sydney harbour on the 24 May, 1914, where they were welcomed by the entire Australian fleet. SYDNEY spent the remainder of the pre-war months in Australian waters. On 3 August, 1914, SYDNEY was joined at Townsville, Queensland, by the destroyers HMAS WARREGO and HMAS YARRA before proceeding north to form a unit in Admiral Patey's Pacific Squadron. Following the outbreak of war the following day, SYDNEY operated in New Guinea and Pacific waters, taking part in the brief Allied campaign against the German Pacific possessions and carrying out a series of punitive patrols. Highlights during this period included the capture of Rabaul (the capital of German New Guinea) between 9 and 11

Guinea) between 9 and 11 September, 1914 and the destruction of the Angaur Island (now part of Palau) Wireless Station on 26 September, 1914. In October, 1914, SYDNEY and her sister ship MELBOURNE detached from the Flagship HMAS AUSTRALIA and returned to Australia to form part of the escort for the first ANZAC convoy, which consisted of thirty eight transports carrying 20, 000 men and 7,500 horses. The escort consisted of SYDNEY, MELBOURNE, the British armoured cruiser HMS MINOTAUR and the Japanese battlecruiser IBUKI. The convoy left Albany, Western Australia on 1 November, 1914, bound for the Middle East. It was timed to pass some fifty miles east of the Cocos Islands on the morning of 9 November, 1914. At 0620 on 9 November, wireless telegraphy operators in several transports and in the warships picked up signals in an unknown code, followed by a query from the Cocos Island Wireless Telegraphy Station asking 'What is that code?' It was, in fact, the German cruiser SMS EMDEN ordering her collier BURESK to join her at Point Refuge (part of the Cocos Island Group). After some debate between the

debate between the vessels over which of the escorts should be dispatched, it was decided that SYDNEY, as the warship nearest to Cocos, should be sent. Detaching itself from the convoy at 0700 SYDNEY was able to exceed her designed speed, arriving at Cocos at 0915 and spotting EMDEN some seven or eight miles distant. At a range of 10,500 yards EMDEN opened fire and SYDNEY was soon under heavy fire. SYDNEY was, however, faster and better armed than her German opponent and by 1115 EMDEN lay wrecked on North Keeling Island, although it continued to resist. SYDNEY then left the scene to pursue the BURESK and, having forced the collier to be scuttled by its crew, returned at 1300 to secure EMDEN's surrender. Four members of SYDNEY's crew had been killed, whilst twelve had been wounded. On 15 November, 1914, SYDNEY arrived in Colombo, Sri Lanka, and from there was ordered to proceed to Malta where she arrived on 3 December. She was then ordered to Bermuda to join the North American and West Indies Stations for patrol duty. For the next eighteen months SYDNEY was engaged in observing neutral ports in the Americas, mainly in the West Indies with Jamaica

west Indies with Jamaica
as a base and off Long
Island with Halifax as a
base and Squadron
Headquarters at Bermuda.
SYDNEY finally left
Bermuda on 9 September,
1916, arriving in
Devonport, England, on 19
September, and from there
proceeded to Greenock,
Scotland for refit. On 31
October, 1916, SYDNEY
was temporarily attached
to the 5TH BATTLE
SQUADRON at Scapa Flow,
Scotland. On 15 November,
she sailed for Rosyth,
Scotland, whereupon she
joined the 2ND LIGHT
CRUISER SQUADRON,
consisting of the four sister
ships HMS SOUTHAMPTON,
HMS DUBLIN, HMAS
MELBOURNE and HMAS
SYDNEY, attached to the
2ND BATTLE SQUADRON of
which HMAS AUSTRALIA
was flagship. For the
remainder of the War
SYDNEY's duties were
confined to routine North
Sea patrols. On 4 May,
1917, while on patrol
between the Humber
Estuary and the mouth of
the Firth, SYDNEY fought a
running engagement with
the German zeppelin L43.
After both combatants had
expended all of their
ammunition to no avail
they reportedly parted
company on good terms. In
August, SYDNEY
commenced a three month
refit at Chatham, England,
during which she acquired

during which she acquired the tripod mast that is now sited at Bradleys Head, Sydney. Of greater significance, however, was the fact that she was fitted with the first revolving aircraft launching platform to be installed onboard a warship. On arrival at Scapa Flow in December, 1917, SYDNEY's commanding officer, Captain J. S. Dumaresq (who took over from Glossop earlier in the year on 5 February) borrowed a Sopwith Pup that was then being operated from a fixed platform onboard HMS DUBLIN. On 8 December the aircraft was successfully launched from the SYDNEY's platform in a fixed position. It was the first aircraft to take off from an Australian warship. Nine days later the Pup flew off the platform while it was turned into the wind; the first time an aircraft had been launched from such a platform in a revolved position. Early in 1918, SYDNEY took onboard a Sopwith Camel as a replacement for the Sopwith Pup. On 1 June, 1918, as British forces entered enemy controlled waters, two German sea planes were sighted by SYDNEY at 0933, diving towards HMAS MELBOURNE. Both planes dropped bombs although no hits were scored. The SYDNEY's Sopwith Camel

SYDNEY'S Sopwith Camel was launched at 0955, together with the MELBOURNE's at 1000 to find and engage the German planes. MELBOURNE's pilot Lieutenant L. B. Gibson, failed to locate the enemy sea planes and soon returned. SYDNEY's pilot, Lieutenant A. C. Sharwood, on the other hand, pursued the Germans for nearly sixty miles before he was able to engage them, shooting one of them down and being forced to bail out himself when he failed to relocate the SYDNEY. Sharwood's claim of one enemy sea plane having been shot down was not recognized by the Admiralty on the grounds that there was no independent corroboration. The incident did, however, serve to confirm Dumaresq's faith in aircraft. SYDNEY was present at the surrender of the German Grand Fleet on 21 November, 1918. She sailed from Portsmouth on 9 April, 1919, for the return passage to Australia. Other than visits to New Guinea in 1922 and New Caledonia and the Solomons in 1927, SYDNEY spent the remainder of her seagoing career in home waters, serving as flagship to the Australian Squadron from September, 1924 until October, 1927. She paid off at Sydney on 8 May, 1928.

at Sydney on 6 May, 1920.
On 10 January, 1929, she
was delivered to Cockatoo
Island for breaking up.



Object number:
00020431

Title: French naval band
from JEANNE D'ARC



Object number:
00020439

Title: JEANNE D'ARC
Leaving word



Object number:
00020440

Title: Officers and sailors
on JEANNE D'ARC



FROM JEANNE D'ARC

Date: 2 February 1938

Primary Maker: Samuel J Hood Studio

Medium: Emulsion on nitrate film.

Name: Nitrate negative

History: The French cruiser JEANNE D'ARC was built in 1930 and in 1931 toured countries of South America where France wanted to increase her influence. On 2 February 1938, she entered Sydney Heads and berthed at Circular Quay. La Jeanne (nickname) was a training cruiser and, under the command of Captain Paul Auphan, there were 27 officers, 506 ratings and 120 midshipmen. Early in 1938 Sydney was preparing to hold the Empire games while celebrating 150 years of European settlement. To help commemorate the occasion, ships of the United States (USS LOUISVILLE), French, Italian (cruiser RAIMONDO MONTECUCCOLI), Dutch (sloop FLORES), British (HMS ACHILLES), and New Zealand navies were present. JEANNE D'ARC and the sloop RIGAULT DE GENOUILLY comprised the French representatives. From the Sydney Morning Herald, Thursday 3

February 1938: MARCH OF TROOPS. FOREIGN NAVAL MEN TO TAKE PART. Tomorrow afternoon there



honour guard

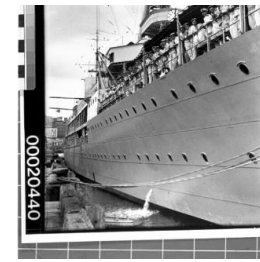
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Object number:
00020441

Title: Officers on parade on
JEANNE D'ARC



Object number:
00021323

Title: JEANNE D'ARC at
Circular Quay



Object number:
00020436

Title: Duty matelot on
JEANNE D'ARC



JEANNE D'ARC

Date: 1938

Primary Maker: Samuel J Hood Studio

Medium: Emulsion on nitrate film.

Name: Nitrate negative

History: The French cruiser JEANNE D'ARC was built in 1930 and in 1931 toured countries of South America where France wanted to increase her influence. On 2 February 1938, she entered Sydney Heads and berthed at Circular Quay. La Jeanne (nickname) was a training cruiser and, under the command of Captain Paul Auphan, there were 27 officers, 506 ratings and 120 midshipmen. Early in 1938 Sydney was preparing to hold the Empire games while celebrating 150 years of European settlement. To help commemorate the occasion, ships of the United States (USS LOUISVILLE), French, Italian (cruiser RAIMONDO MONTECUCCOLI), Dutch (sloop FLORES), British (HMS ACHILLES), and New Zealand navies were present. JEANNE D'ARC and the sloop RIGAULT DE GENOUILLY comprised the French representatives. From the Sydney Morning Herald, Thursday 3

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Medium: Silver gelatin print

Name: Photograph

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Object number:
00020437

Title: JEANNE D'ARC
moored at Circular Quay



Object number:
00020438

Title: Officers on board
JEANNE D'ARC



Object number:
00021324

Title: Officers and sailors
on JEANNE D'ARC



moored at Circular Quay

Date: 1938

Primary Maker: Samuel J Hood Studio

Medium: Emulsion on nitrate film.

Name: Nitrate negative

History: The French cruiser JEANNE D'ARC was built in 1930 and in 1931 toured countries of South America where France wanted to increase her influence. On 2 February 1938, she entered Sydney Heads and berthed at Circular Quay. La Jeanne (nickname) was a training cruiser and, under the command of Captain Paul Auphan, there were 27 officers, 506 ratings and 120 midshipmen. Early in 1938 Sydney was preparing to hold the Empire games while celebrating 150 years of European settlement. To help commemorate the occasion, ships of the United States (USS LOUISVILLE), French, Italian (cruiser RAIMONDO MONTECUCCOLI), Dutch (sloop FLORES), British (HMS ACHILLES), and New Zealand navies were present. JEANNE D'ARC and the sloop RIGAULT DE GENOUILLY comprised the French representatives. From the Sydney Morning Herald, Thursday 3

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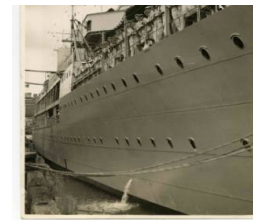
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Medium: Silver gelatin print

Name: Photograph

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Object number:
00020432
Title: Officers and sailors
line the bow of JEANNE



Object number:
00020433
Title: Billy Hughes inspects
JEANNE DIARD



Object number:
00020434
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line the bow of JEANNE D'ARC

Date: 1938

Primary Maker: Samuel J Hood Studio

Medium: Emulsion on nitrate film.

Name: Nitrate negative

History: The French cruiser JEANNE D'ARC was built in 1930 and in 1931 toured countries of South America where France wanted to increase her influence. On 2 February 1938, she entered Sydney Heads and berthed at Circular Quay. La Jeanne (nickname) was a training cruiser and, under the command of Captain Paul Auphan, there were 27 officers, 506 ratings and 120 midshipmen. Early in 1938 Sydney was preparing to hold the Empire games while celebrating 150 years of European settlement. To help commemorate the occasion, ships of the United States (USS LOUISVILLE), French, Italian (cruiser RAIMONDO MONTECUCCOLI), Dutch (sloop FLORES), British (HMS ACHILLES), and New Zealand navies were present. JEANNE D'ARC and the sloop RIGAULT DE GENOUILLY comprised the French representatives. From the Sydney Morning

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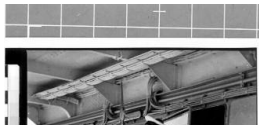
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Object number:
00020435

Title: Matelot on duty on
JEANNE D'ARC



Object number:
00004040

Title: Admiral Lord Horatio
Molson figurehead



Object number:
00034281

Title: HMS GALATEA
captain HBU the Duke of



JEANNE D'ARC

Date: 1938

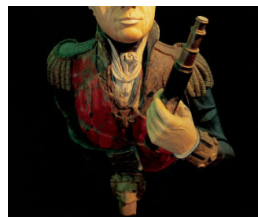
Primary Maker: Samuel J Hood Studio

Medium: Emulsion on nitrate film.

Name: Nitrate negative

History: The French cruiser JEANNE D'ARC was built in 1930 and in 1931 toured countries of South America where France wanted to increase her influence. On 2 February 1938, she entered Sydney Heads and berthed at Circular Quay. La Jeanne (nickname) was a training cruiser and, under the command of Captain Paul Auphan, there were 27 officers, 506 ratings and 120 midshipmen. Early in 1938 Sydney was preparing to hold the Empire games while celebrating 150 years of European settlement. To help commemorate the occasion, ships of the United States (USS LOUISVILLE), French, Italian (cruiser RAIMONDO MONTECUCCOLI), Dutch (sloop FLORES), British (HMS ACHILLES), and New Zealand navies were present. JEANNE D'ARC and the sloop RIGAULT DE GENOUILLY comprised the French representatives. From the Sydney Morning Herald, Thursday 3

February 1938: MARCH OF TROOPS. FOREIGN NAVAL MEN TO TAKE PART. Tomorrow afternoon there



Nelson figurehead

Date: 1814

Primary Maker: King's Yard, Woolwich, England

Medium: Wood, paint

Name: Figurehead

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



captain HKN the Duke of Edinburgh in a Cyclone in the Indian Ocean on Oct 12 1867

Date: 1868

Primary Maker: Illustrated London News

Medium: Ink on paper

Name: Engraving

History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYLUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island of Tristan da Cunha in the Atlantic Ocean where the

will be a march through Sydney streets of naval, military, and air force units, together with parties from the New Zealand, American, French, Italian, and Dutch warships now in port. The Governor-General, Lord Gowrie, will take the salute at the Town Hall at about 2.25 p.m. This will be the first time that naval parties of four foreign nations have marched together in Sydney. The procession will form up in the Domain (Mitchell Library entrance) at 2 p.m., and the route will be: Macquarie Street, St. James Square, Elizabeth Street, Liverpool Street, George Street, Martin Place, Macquarie Street, back to the Domain

FRENCH MARCH TO-DAY.

This morning, at 11 o'clock, landing parties from the French cruiser Jeanne d'Arc and the French sloop Rigault de Genouilly will place wreaths on the Cenotaph in Martin Place. They will march from the Circular Quay, via George Street, to Martin Place, and will return by the same route. From the Sydney Morning Herald, Friday 4 February 1938: **WARSHIP INSPECTIONS.** It was announced yesterday that there could be no further opportunities for the public to inspect the Dutch gunboat Flores. Inspection

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

Atlantic Ocean where the Duke was entertained by the 53 British inhabitants. On 6 September the ship headed to the Cape of Good Hope. After a few weeks in the Cape Colony, the GALATEA reached Adelaide on 31 October 1867 to commence the first royal tour of Australia. After three uneventful weeks in South Australia, the Duke moved on to Melbourne where a shooting incident between Orange and Catholic factions and a riot due to inept handling of a free public banquet marred the generally enthusiastic atmosphere. He then visited Tasmania and arrived in Sydney on 21 January 1868. After a month of festivities he spent a week in Brisbane and returned to Sydney. Despite rumours of sectarian strife, the Duke attended a picnic at Clontarf on 12 March where an Irishman, Henry James O'Farrell, succeeded in wounding him seriously. In a frenzy of outraged patriotism the New South Wales government sought unsuccessfully to uncover a conspiracy and, overruling the Duke's eminently sensible proposal to refer the sentence on O'Farrell to the Queen, refused to recommend clemency. O'Farrell was hanged on 21 April and the Duke, who

of the French cruiser Jeanne d'Arc has been reserved on Saturday afternoon (3 p.m. to 5 p.m.) to returned soldiers and sailors and their wives, and on Monday next (2 p.m. to 5 p.m.) to members of the Alliance Française. To-day 1 p.m. to 4 p.m. and on Sunday (2 p.m. to 5 p.m.) the vessel will be open for inspection by the general public. TO-DAY'S PROCESSION. MEN FROM FOUR FOREIGN NAVIES. In the procession of navy, army, and air force units in Sydney this afternoon, there will be on parade 1,600 officers and men from the Australian army and detachments from the New Zealand, United States, French, Italian, and Dutch warships, now in port. The Governor-General, Lord Gowrie, will take the salute at the Town Hall at about 2.25 p.m. The procession will leave the Domain (Mitchell Library entrance) at 2 p.m., and will march via Macquarie Street, Queen's Square, St. James's Road, Elizabeth Street, Liverpool Street, George Street, Martin Place, Macquarie Street, back to the starting point. The military units will include the 1st Heavy Brigade, Royal Australian Engineers, a section of sixty-pounders (two guns), a section of Howitzers (two guns), a section of anti-

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

April and the Duke, who had recovered completely by 26 March, left Sydney for England on 6 April via Cape Horn. The events were fully covered in the newspapers of the day, the Illustrated Sydney News providing graphic illustrations. An attempt to stir up anti-Irish feeling on the back of the event was short-lived. A Norfolk Island pine, planted to mark the place where the Duke was shot, still exists in Holmes Avenue. The Duke visited Australia again informally, arriving in Fremantle on 28 January 1869 and leaving Sydney on 3 April. In both Sydney and Melbourne he dedicated hospitals (Royal Prince Alfred and The Alfred respectively) commemorating his escape from death. In 1870 the Duke made a final visit to dock the GALATEA. He arrived at Sydney on 15 September, visited Melbourne for the Cup from 22 October to 19 November, and sailed early in 1871 without any ceremonies. HMS GALATEA was scrapped in Britain in 1882.

- aircraft units (two guns), two medium and two light tanks, and a detachment from the Royal Air Force. The bands in the procession will be those of the Louisville, the Jeanne d'Arc, the Achilles, the Royal Australian Navy, and the Royal Australian Air Force. FRENCH SAILORS PARADE AT CENOTAPH. With fixed bayonets and swords at the slope, and commanded by Lieutenant de Vaisseau, of the training cruiser Jeanne d'Arc, 150 midshipmen, petty officers, and men in the visiting French warships, Jeanne d'Arc and Rigault de Genouilly, marched through the city yesterday to the Cenotaph. The commander of the Jeanne d'Arc, Captain G. Auphan, laid a wreath on the Cenotaph, and the bugle sounded the "Last Post." This was followed by the Marseillaise, which was played by the band, and the ceremony ended with the playing of "Tipperary," as a tribute to Australian soldiers. From the Sydney Morning Herald, Monday 7 February 1938 INSPECTION OF WARSHIP. The crowd of sightseers who wished to inspect the French cruiser Jeanne d'Arc at Circular Quay yesterday, was so great that several hundreds late in the afternoon were unable to get on board. The vessel

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

- was open for inspection by the public from 2 o'clock until 5 o'clock. Before one o'clock the crowd commenced to gather, and it was formed into a long queue outside the entrance gates to the wharf. About 4.30 pm, the gates were closed. The younger people who were disappointed contented themselves with collecting autographs from members of the crew who passed to and from the ship. On 15 February 1938, having presented a plaque to the city that commemorated 'Les Dardanelles 1915' and 'Sydney 1938' the cruiser departed Sydney and was soon to take part in WWII naval operations in the West Atlantic, the Caribbean and was mentioned in despatches for taking part in the assault on Corsica in the Mediterranean. In the final months of the war, JEANNE D'ARC was part of the Flank Force supporting Allied troops in northern Italy. Post-war duties saw JEANNE D'ARC returned to schooling duties with some 27 world cruises before decommissioning in 1964. Traditions and service do not save ships from the wreckers yard, and in 1966 JEANNE D'ARC was broken up.



Object number:
00028370

Title: Peter Collins, Minister
for Arts and Health

Date: 1989

Primary Maker: Anne
Zahalka

Medium: Colour
photographic print taken
from original 1989
negative printed by artist

Name: Photograph

History: Anne Zahalka
created this photograph for
a series for Artspace. Peter
Collins is shown in his
ministerial office
surrounded by objects
which hold significance for
him. These include a
portrait of Robert Menzies,
a school blazer, a portrait
of his grandfather and a
barrister's wig. These
objects attempt to provide
insight into the man behind
the ministerial position and
highlight the interests of
the individual. Peter
Edward James Collins, AM,
RFD, QC (born 10 May
1947) was the Leader of
the Opposition in the New
South Wales Legislative
Assembly from 4 April
1995 to 8 December 1998.



Object number:
00034282

Title: The Duke of
Edinburgh in Australia



Object number:
00018995

Title: Steam fleet to
welcome and escort H.M.S.



Edinburgh in Australia

Date: 1868

Primary Maker: Illustrated
London News

Medium: Ink on paper

Name: Engraving

History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island

of Tristan da Cunha in the Atlantic Ocean where the Duke was entertained by the 53 British inhabitants.



welcome and escort HRH

Duke of Edinburgh to

Hobson's bay

Date: 1867

Primary Maker: Mason Firth
and Company

Medium: Ink, silk

Name: Chart

History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island of Tristan da Cunha in the Atlantic Ocean where the Duke was entertained by

On 6 September the ship headed to the Cape of Good Hope. After a few weeks in the Cape Colony, the GALATEA reached Adelaide on 31 October 1867 to commence the first royal tour of Australia. After three uneventful weeks in South Australia, the Duke moved on to Melbourne where a shooting incident between Orange and Catholic factions and a riot due to inept handling of a free public banquet marred the generally enthusiastic atmosphere. He then visited Tasmania and arrived in Sydney on 21 January 1868. After a month of festivities he spent a week in Brisbane and returned to Sydney. Despite rumours of sectarian strife, the Duke attended a picnic at Clontarf on 12 March where an Irishman, Henry James O'Farrell, succeeded in wounding him seriously. In a frenzy of outraged patriotism the New South Wales government sought unsuccessfully to uncover a conspiracy and, overruling the Duke's eminently sensible proposal to refer the sentence on O'Farrell to the Queen, refused to recommend clemency. O'Farrell was hanged on 21 April and the Duke, who had recovered completely by 26 March, left Sydney

Duke was entertained by the 53 British inhabitants. On 6 September the ship headed to the Cape of Good Hope. After a few weeks in the Cape Colony, the GALATEA reached Adelaide on 31 October 1867 to commence the first royal tour of Australia. After three uneventful weeks in South Australia, the Duke moved on to Melbourne where a shooting incident between Orange and Catholic factions and a riot due to inept handling of a free public banquet marred the generally enthusiastic atmosphere. He then visited Tasmania and arrived in Sydney on 21 January 1868. After a month of festivities he spent a week in Brisbane and returned to Sydney. Despite rumours of sectarian strife, the Duke attended a picnic at Clontarf on 12 March where an Irishman, Henry James O'Farrell, succeeded in wounding him seriously. In a frenzy of outraged patriotism the New South Wales government sought unsuccessfully to uncover a conspiracy and, overruling the Duke's eminently sensible proposal to refer the sentence on O'Farrell to the Queen, refused to recommend clemency. O'Farrell was hanged on 21 April and the Duke, who had recovered completely

for England on 6 April via Cape Horn. The events were fully covered in the newspapers of the day, the Illustrated Sydney News providing graphic illustrations. An attempt to stir up anti-Irish feeling on the back of the event was short-lived. A Norfolk Island pine, planted to mark the place where the Duke was shot, still exists in Holmes Avenue. The Duke visited Australia again informally, arriving in Fremantle on 28 January 1869 and leaving Sydney on 3 April. In both Sydney and Melbourne he dedicated hospitals (Royal Prince Alfred and The Alfred respectively) commemorating his escape from death. In 1870 the Duke made a final visit to dock the GALATEA. He arrived at Sydney on 15 September, visited Melbourne for the Cup from 22 October to 19 November, and sailed early in 1871 without any ceremonies. HMS GALATEA was scrapped in Britain in 1882.

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passing to the direct control of the chief secretary of the colony. In 1860 VICTORIA was loaned to the New Zealand Governor at the outbreak of the second Anglo-Maori war. It returned to service in Victoria in March 1861. VICTORIA was retired from service in 1864, but returned to survey duties from 1865-1869 and 1873-1877. It was briefly refitted as a warship in 1878 but was decommissioned after six months and eventually retired from government service in 1882. It was broken up at Williamstown in 1895.



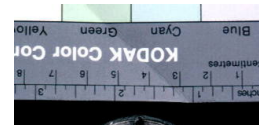
Object number:
00027361

Title: Sixty Five Plates of
Shipping and Craft



Object number:
00029811

Title: Scrapbook regarding
the Japanese submarine



Object number:
00016864

Title: Visit of HRH Prince
Alfred, Duke of Edinburgh



Snipping and Craft
Date: 1829
Primary Maker: Edward William Cooke
Medium: Ink on paper
Name: Book
History: The Fifty plates, and later Sixty Five Plates, were published when Edward Cooke was only 18 years old. He had shown early artistic talent that was no doubt encouraged by his father, the renown engraver George Cooke. The publication was acknowledged in its day for its accuracy of details but also in Cooke's wide choice of vessels and the appeal of the variety and interest of his settings. Cooke, despite his obvious skill at etching and engraving, moved to maritime painting in 1833 and became a highly regarded in that field, exhibiting at the Royal Academy just two years later. He travelled widely and had strong interests as a naturalist. Cooke became a Fellow of the Linnean Society, Fellow of the Geological Society and Fellow of the Zoological Society, and of the Society of Antiquaries. His geological interests in particular led to his election as Fellow of the Royal Society in 1863 and

he became a Royal Academician the following year. Cooke was also an avid horticulturist. One of



the Japanese submarine attack on Sydney Harbour
Date: c 1942
Primary Maker: Emily G Sutherland
Medium: Ink on paper, cardboard, silver gelatin prints
Name: Scrapbook
History: The Japanese Special Attack Group of two aircraft - carrying submarines and three with midget submarines was about to strike an unsuspecting Sydney. On 16 May the Russian steamer Wellen had been attacked some 30 miles east of Newcastle. Rear-Admiral Gerald Muirhead-Gould, in charge of harbour defences, suspended merchant sailing for 24 hours but patrols found nothing. A reconnaissance flight by a submarine-launched Japanese aircraft on 20 May was not detected. In the early hours of May 30th many military targets in the Harbour were noted from a Glen-type float-plane piloted by Susumulto. The plane had been seen from Garden Island but was not identified as Japanese. On its return it capsized in heavy seas on landing, but the two crew were rescued by the parent submarine. Australian defence authorities were aware of the vulnerability of the country's waterways. In Sydney a boom net from George Head at Middle



Alfred, Duke of Edinburgh
Date: 1867
Primary Maker: Thomas Stokes
Medium: Metal
Name: Medallion
History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island of Tristan da Cunha in the Atlantic Ocean where the Duke was entertained by the 53 British inhabitants. On 6 September the ship

his most successful efforts, along with his friend James Bateman, is that of Biddulph Grange. The gardens designed by the two are still maintained and part of the National Trust of Britain.

Georges Head at Middle Head to Green Point on Inner South Head was begun in 1942, consisting of steel anti-torpedo mesh net supported by dolphins or piers. The gate to allow vessels through was supported by floating buoys and opened to shipping by a boom gate vessel which pulled the net across. By May the centre portion of the boom net had been built while gaps at the western and eastern ends were still to be completed. Magnetic loop cables were laid across the harbour floor. Vessels that passed over them were registered and this information was compared with sightings and scheduled vessel movements to show up unauthorised craft. After Pearl Harbour several modifications had been made to the two-man A-type midget submarines, including an improved gyro compass, serrated net-cutters on bow and conning tower, a sled-like bow guard to help slide over obstacles and a propeller guard to prevent entanglement in nets or cables. The submarines were 23.9 metres in length with a diameter of 1.85 metres, weighed 46.2 tonnes and lacked any space for the most basic crew amenities. Each one contained 208 batteries, 72 in the bow section and 136

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in the bow section and 150 in the stern. They could stay submerged for 12 hours with a maximum speed of 19 knots. Compressed air bottles were carried for blowing ballast tanks and launching the 45cm kerosene motor powered torpedoes weighing 950 kilos each, while a sliding lead weight helped adjust boat trim. They were fitted with a periscope, two - way radio and demolition charges for self-destruction. At dusk that Sunday evening 31 May, 1942, the parent submarines I22, I24 and I27, silently released their lethal cargo 12 km east of the Heads of Sydney Harbour. The Japanese had chosen a full moon to aid their enterprise but clouds obscured it for some of that fateful night. The order of events was jumbled and chaotic although mechanical recordings and reports supplied a clearer picture later. The signature of an inward crossing was recorded on the indicator loop at 8.00pm but its significance was not recognised. The first report was of midget submarine No14, commanded by Lt Kenshi Chuma, sighted by Maritime Services Board watchman, James Cargill. It was snared at the western end of the boom net. Naval Auxiliary Patrol vessel LOLITA attacked with depth charges but they

for England on 6 April via Cape Horn. The events were fully covered in the newspapers of the day, the Illustrated Sydney News providing graphic illustrations. An attempt to stir up anti-Irish feeling on the back of the event was short-lived. A Norfolk Island pine, planted to mark the place where the Duke was shot, still exists in Holmes Avenue. The Duke visited Australia again informally, arriving in Fremantle on 28 January 1869 and leaving Sydney on 3 April. In both Sydney and Melbourne he dedicated hospitals (Royal Prince Alfred and The Alfred respectively) commemorating his escape from death. In 1870 the Duke made a final visit to dock the GALATEA. He arrived at Sydney on 15 September, visited Melbourne for the Cup from 22 October to 19 November, and sailed early in 1871 without any ceremonies. HMS GALATEA was scrapped in Britain in 1882.

depth charges but they failed to explode, having been set for deeper water. It was not until 10.27 pm that the official warning was given, instructing all ships in Sydney Harbour to take anti-submarine precautions. Minutes later the crew of midget No14 unable to disentangle their sub from the boom net, blew up their vessel and themselves. Meanwhile, another midget submarine, Midget A, commanded by Sub- Lt Katsuhisa Ban, had entered the harbour in the wake of a Manly ferry. The cruiser USS CHICAGO, moored off Garden Island, recently repaired at Cockatoo Island after its return from the Battle of the Coral Sea, sighted Ban's submarine and opened fire. The corvette HMAS GEELONG was ordered to fire but waited until a Manly Ferry had passed before beginning its attack. Ferries were kept operating because Rear Admiral Muirhead-Gould felt that more boats would 'keep the subs down till daylight'. The Manly ferry passengers had a front row seat and according to one person 'bullets were streaking like shooting stars'. It now seems remarkable that there was no serious 'collateral damage' from 'friendly fire', in today's military terminology. At 11.14 am the order was

11.14 pm the order was given for "all ships to be darkened". No one knew how many submarines were in the Harbour, air raid sirens sounded and some Sydneysiders thought a naval exercise was taking place. Then at about 12.20 am an enormous explosion rocked the Harbour. Ban's submarine had fired its torpedoes at the prize target, USS CHICAGO. Both missed, but one hit the wall at Garden Island and the explosion lifted the accommodation vessel HMAS KUTTABUL, an old harbour ferry, out of the water. It was blown to pieces and sunk, and 21 sailors died. This submarine was never recovered. It may have sunk off shore from damage sustained in the Harbour defence, or may have run down its batteries before reaching the parent sub. The third midget submarine, No2, commanded by Lt Kei Matsuo, had been sighted at the Heads by Naval Auxiliary Patrol boat LAURIONA, a large ketch-rigged motor sailer owned by the biscuit manufacturer Harold Arnott. Around 11.00 pm another Harbour defence vessel, HMAS YANDRA, tried to ram No21 and then dropped six depth charges, now set to detonate in the shallow water of the Harbour. At 2.00 am in the

harbour. At 3.00 am in the morning HMAS SEA MIST sighted a submarine off Taylors Bay. Following its first depth charge, the crippled submarine rose to the surface and sunk again. When recovered its propellers were still turning slowly. The crew had shot themselves. Throughout the week newspapers carried the story of the difficult and dangerous salvage operation, with live, armed torpedoes wedged in the tubes of sub No21. Damage to its relatively flimsy bow guard had prevented the torpedoes from leaving their tubes on firing. The naval funeral for the four Japanese submariners, and the return of their ashes to Japan with the repatriated Japanese Legation, caused consternation among the public. In a radio broadcast in July 1942 Rear-Admiral Muirhead Gould defended his decision to honourably cremate the remains. "Should we not accord full honours to such brave men as these," he asked. "It takes courage of the highest order to go out in a thing like that steel coffin." The submarine was taken around the south-eastern states by road on a fund-raising tour and as a symbol of the Japanese attack, enabling people to see for themselves the confined spaces in which the submariners had to

the submariners had to work, live for a while, and then to die. The professionals who examined the vessel for intelligence purposes were impressed at the quality of Japanese engineering, although its equipment also included British-manufactured valve gear acquired before the war. The Japanese storage battery technology for example, was considered to be advanced and the engineering standards of the propeller gear was singled out for favourable comment. Nonetheless, several design features contributed to the poor rate of success of the raid. The submarines appeared to experience difficulties in maintaining their depth when just submerged, exposing themselves inadvertently. The Japanese continued to use midget submarines in other attacks in the Philippines and Guadalcanal. Their design was continually reworked to create later models, including a five-man midget called the Koryu, and a piloted torpedo—a suicide weapon—called the Kaiten. At the end of the war there were some 400 midget submarines of various kinds in Japan which were destroyed by the Allies. However, the secret weapon never really lived up to the

nived up to the expectations of its proponents. While the notion of attacking enemy shipping in the supposed security of their own harbours with re-usable midget submarines was a bold one, they remained a minor threat to allied shipping. Significantly, the young submariners did not consider their chances of surviving these attacks as great, as they prepared themselves onboard the parent submarines on May 31 1942 for the mission that would bring the war to Sydney. - Signals, Winter, 1992.



Object number:
00009326

Title: Visit of HRH Prince
Alfred, Duke of Edinburgh



Object number:
00008402

Title: A Brig of War's 12 pdr
Cannonade



Object number:
00015638

Title: Boat Camp of HMS
Goliath, Green River

Alfred, Duke of Edinburgh

Date: 1868

Primary Maker: Thomas Stokes

Medium: Metal

Name: Medallion

History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island

of Tristan da Cunha in the Atlantic Ocean where the Duke was entertained by the 53 British inhabitants.



Carronade

Date: 1829

Primary Maker: Edward William Cooke

Medium: Ink on paper

Name: Etching

History: The smooth-bore ship's gun was the key to Britain's seapower for some 350 years from the 16th century. The reign of Henry VIII saw some of the first official mentions of guns, later described by the weight of the shot fired from them. They were developed from those used on land and used to inflict great damage to the hull of an enemy ship, in both defence and attack. Installing these big guns on board ships required great thought and design. Weight had to be distributed evenly and as low down as possible; tailored gun ports and carriages had to be designed to accommodate the variety of gun sizes. Room to load and reload was vital along with the issue of the explosion and recoil. From 1759 the Carron Company, Falkirk, Scotland supplied guns to the Board of Ordnance from its iron foundry. One of the guns they developed was a short, light chambered gun of large calibre. Nicknamed the 'Smasher' it is more commonly known as a carronade (after the factory). Its best feature was the ability to fire a big



CRUIZER, Swan River

Date: 1830

Primary Maker: Captain William Alexander Willis RN
Medium: Pen, watercolour
Ink on paper

Name: Drawing

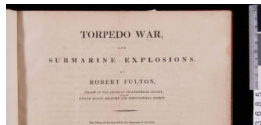
History: Captain William Willis (1799-1862) joined the Navy in 1811 was promoted to Lieutenant in 1824, Commander in 1835 and Captain in March 1844. The HMS CRUIZER was an 18 gun brig-sloop and launched in 1828. At sea from 4th November 1828 until 12th May 1831 under the command of Commander JEG Colpoys it was at sea in the East Indies based in Ceylon and arrived at the Swan River colony on 17th January 1830 where it stayed until December. It seems probable that HMS CRUIZER was sent to Western Australia to assist HMS SUCCESS in the charting of the Western Australian coastline after the SUCCESS had run aground on Carnac Island on 28th November 1829 and was under repairs for over a year. The Royal Navy played a significant part in establishing most of the major British settlements including that at the Swan River in Western Australia. In 1827 Captain James Stirling RN instigated settlement in the south west by representations to Governor Darling and later

On 6 September the ship headed to the Cape of Good Hope. After a few weeks in the Cape Colony, the GALATEA reached Adelaide on 31 October 1867 to commence the first royal tour of Australia. After three uneventful weeks in South Australia, the Duke moved on to Melbourne where a shooting incident between Orange and Catholic factions and a riot due to inept handling of a free public banquet marred the generally enthusiastic atmosphere. He then visited Tasmania and arrived in Sydney on 21 January 1868. After a month of festivities he spent a week in Brisbane and returned to Sydney. Despite rumours of sectarian strife, the Duke attended a picnic at Clontarf on 12 March where an Irishman, Henry James O'Farrell, succeeded in wounding him seriously. In a frenzy of outraged patriotism the New South Wales government sought unsuccessfully to uncover a conspiracy and, overruling the Duke's eminently sensible proposal to refer the sentence on O'Farrell to the Queen, refused to recommend clemency. O'Farrell was hanged on 21 April and the Duke, who had recovered completely by 26 March, left Sydney

was the ability to fire a big shot of low velocity at close range. It was deadly. The carronade shot ploughed into ships sending great splinters of timbers (often deadly) outwards and causing more casualties than those shots that went right through an enemy ship. It needed a smaller number of men to operate it (seven generally; or three in an emergency) and needed no time to sight (aim) as it was designed to use large shot at close range. The British Navy and British merchant ships found them most suitable, as did many of the British privateers. The navy used them as quarter deck guns for short range attack and defence. Edward William Cooke (1811-1880) is recognised as one of the great maritime artists of the 19th century. He came from a family of engravers and artists - his father George and uncle William Bernard (W B Cooke) were specialists in the field, engraving the works of many leading artists including J M W Turner, James Stark and Clarkson Stanfield.

Governor Darling and later to the British Government in 1828 that a colony on the Swan River was urgently needed. As a direct result Captain Charles Fremantle RN was despatched to claim the land as a British Crown colon in May 1829.

for England on 6 April via Cape Horn. The events were fully covered in the newspapers of the day, the Illustrated Sydney News providing graphic illustrations. An attempt to stir up anti-Irish feeling on the back of the event was short-lived. A Norfolk Island pine, planted to mark the place where the Duke was shot, still exists in Holmes Avenue. The Duke visited Australia again informally, arriving in Fremantle on 28 January 1869 and leaving Sydney on 3 April. In both Sydney and Melbourne he dedicated hospitals (Royal Prince Alfred and The Alfred respectively) commemorating his escape from death. In 1870 the Duke made a final visit to dock the GALATEA. He arrived at Sydney on 15 September, visited Melbourne for the Cup from 22 October to 19 November, and sailed early in 1871 without any ceremonies. HMS GALATEA was scrapped in Britain in 1882.



Object number:
00003685
Title: Torpedo War, and
Submarine Explosions



Object number:
00004523
Title: The cruise of HMS
GALATEA



Object number:
00004276
Title: Chart of Torres Strait
and the Coral Sea



Submarine Explosions

Date: 1810

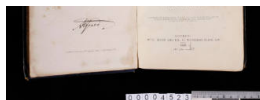
Primary Maker: Robert Fulton

Medium: Paper

Name: Book

History: Dedicated to James Madison, President of the United States and distributed to all members of the Congress by Fulton in an attempt to gain support for further research. Fulton had been experimenting with torpedoes, mines and submarines since 1797, envisaging a powerful, new arsenal which would serve to redress the numerical inferiority of the United States to their European rivals. Congress was not convinced. Plate I shows a view of the Danish brig DOROTHEA as she was blown up on 15 October 1805 in England for the British Admiralty. The experiment was based on the tides carrying the torpedo to and below the ship where it was detonated by time fuse. Earl St Vincent said "...Pitt was the greatest fool that ever existed, to encourage a mode of war which they who commanded the seas did not want, and which, if successful, would deprive them of it." Three further experiments were

conducted in New York Harbour in 1807. The first two failed but the final was a success. Plate II



GALATEA

Date: 1869

Primary Maker: Reverend John Milner

Medium: Ink on paper, gilk, clothbound board

Name: Book

History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in HMS GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate HMS EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South

America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island of Tristan da Cunha in the Atlantic Ocean where the Duke was entertained by the 52 British inhabitants



and the Coral Sea

Date: 1820

Primary Maker: J W Norie and Company

Medium: Ink on paper

Name: Chart

History: The islands of the Torres Strait have been inhabited for at least 2,500 years. The first recorded European navigation of the strait was by Luis Váez de Torres on the Spanish expedition led by the Portuguese captain Pedro Fernandez de Quirós who sailed from Peru to the South Pacific in 1605. Torres sailed along the south coast of New Guinea. In 1769 Alexander Dalrymple discovered Torres' testimony proving a passage south of New Guinea, which assisted James Cook in 1770.

Several navigators including Matthew Flinders and Phillip Parker King surveyed the complex and treacherous shoals and islands in the strait between 1800 and 1820. In 1823 lieutenant John Lihou, master of the merchant ship ZENOBIA, negotiated a route through Torres Strait from west to east, regarded as the first ship to navigate through to the Coral Sea from Torres Strait. John William Norrie (1772-1843) hydrographer, worked on many charts during the early 19th century, particularly of the sea lanes and coastlines of northern Australia and

represents the anchored torpedo, so arranged as to blow up a vessel which should run against it. One hundred pounds (100lbs) of powder were loaded into the torpedo; when a ship struck a certain lever, the torpedo exploded. It was designed to protect harbours and was in fact a mine. Plate III represents a clockwork torpedo, as prepared for the attacks of a vessel while at anchor or under sail, by harpooning her in the larboard and starboard bow. In effect a harpoon was fired into the ship to make fast a rope with a torpedo attached to it; the torpedo then exploded by time fuse. The harpoon would be fired from the stern of a row boat (ship's boat). Plate IV shows the stern of a row-boat fitted with harpoon and torpedo experiment. Plate V has 3 figures showing three methods of attack by harpoon. This method was based on ship's boats with crews of 12 men. Fulton advocated a "fleet" of these row-boats. He goes through the tactics, costs, equipment requirements and thoughts on the probable effect of this invention, both strategically and morally (the imaginary inhumanity of torpedo war, as Fulton puts it.)

the 55 British inhabitants. On 6 September the ship headed to the Cape of Good Hope. After a few weeks in the Cape Colony, the GALATEA reached Adelaide on 31 October 1867 to commence the first royal tour of Australia. After three uneventful weeks in South Australia, the Duke moved on to Melbourne where a shooting incident between Orange and Catholic factions and a riot due to inept handling of a free public banquet marred the generally enthusiastic atmosphere. He then visited Tasmania and arrived in Sydney on 21 January 1868. After a month of festivities he spent a week in Brisbane and returned to Sydney. Despite rumours of sectarian strife, the Duke attended a picnic at Clontarf on 12 March where an Irishman, Henry James O'Farrell, succeeded in wounding him seriously. In a frenzy of outraged patriotism the New South Wales government sought unsuccessfully to uncover a conspiracy and, overruling the Duke's eminently sensible proposal to refer the sentence on O'Farrell to the Queen, refused to recommend clemency. O'Farrell was hanged on 21 April and the Duke, who had recovered completely by 26 March, left Sydney

northern Australia and South-East Asia. Several charts were dedicated to the East India Company. He established the prolific chart publication business J. W. Norrie & Co. at the Navigation Warehouse and Naval Academy, no. 157 Leadenhall St. London, from around 1800 to the 1840s.

by 20 March, left Sydney for England on 6 April via Cape Horn. The events were fully covered in the newspapers of the day, the Illustrated Sydney News providing graphic illustrations. An attempt to stir up anti-Irish feeling on the back of the event was short-lived. A Norfolk Island pine, planted to mark the place where the Duke was shot, still exists in Holmes Avenue. The Duke visited Australia again informally, arriving in Fremantle on 28 January 1869 and leaving Sydney on 3 April. In both Sydney and Melbourne he dedicated hospitals (Royal Prince Alfred and The Alfred respectively) commemorating his escape from death. In 1870 the Duke made a final visit to dock the GALATEA. He arrived at Sydney on 15 September, visited Melbourne for the Cup from 22 October to 19 November, and sailed early in 1871 without any ceremonies. HMS GALATEA was scrapped in Britain in 1882.

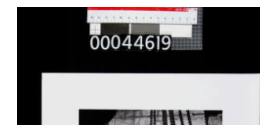


Object number:
00039567

Title: The Duke of
Edinburgh in Australia

Object number:
00042386

Title: Commissioning
hospital for UMAC BROOME



Object number:
00044619

Title: Two workers break
up the ship's wreck



Edinburgh in Australia

Date: 1868

Primary Maker: Illustrated
London News

Medium: Paper

Name: Engraving

History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island

of Tristan da Cunha in the Atlantic Ocean where the Duke was entertained by the 53 British inhabitants.

booklet for HMAS BROOME (II)

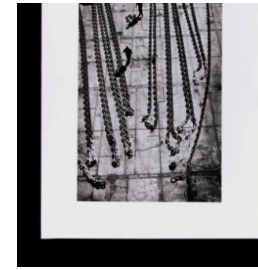
Date: 10 February 2007

Primary Maker: Royal
Australian Navy (Printing)

Medium: Ink on paper

Name: Booklet

History: HMAS BROOME is the eighth of 14 Armidale class patrol boats - the Royal Australian Navy's principal contribution to the nation's fisheries protection, immigration, customs and drug law enforcement operations. BROOME was built by Austal Ships in Western Australia for the Royal Australian Navy and commissioned in February 2007 under Lieutenant James Harper with Mrs Anne Zilko (daughter of BROOME (I) survivor Cmdr Bill Ritchie Ret'd) as Commissioning Lady. The Armidale class patrol boats work hand-in-hand with other Government agencies and each year they provide up to 3,000 patrol days as part of the Coastwatch-managed national surveillance effort. In the event of war they would be tasked to control the waters close to the Australian mainland. They are highly capable and versatile warships which are able to conduct a wide variety of missions and tasks. One of their primary duties is the contribution to the 'Civil Surveillance Program'. Surveillance and boarding operations



apart the snips anchor chains into shorter lengths to facilitate testing and repair

Date: 2001

Primary Maker: Jon Reid

Medium: Photographic
print on archival fibre-based paper

Name: Photograph

History: Jon Reid's photographic project in 2001 showcases HMAS SUCCESS, a RAN offshore replenishment vessel, undergoing a refit at the Captain Cook Graving Dock, Garden Island, Sydney, NSW. As the largest graving dock in the southern hemisphere it is a strong military port for not only Australian ships but allied ones too. Reid's photographs show the importance of the dockyard to our current Navy in the continuation of the long tradition of caring for warships since it was first developed in the 19th century. Garden Island's European history dates from 1788 when the Royal Navy vessel HMS SIRIUS landed on the island to establish a naval presence (and vegetable garden) in Sydney Harbour as part of the arrival of the British First Fleet. The first enemy action and casualties occurred at the Island Dockyard on 31 May 1942 when a Japanese midget submarine sank the depot ship KUTTABUL, killing 21 sailors. A key feature of

On 6 September the ship headed to the Cape of Good Hope. After a few weeks in the Cape Colony, the GALATEA reached Adelaide on 31 October 1867 to commence the first royal tour of Australia. After three uneventful weeks in South Australia, the Duke moved on to Melbourne where a shooting incident between Orange and Catholic factions and a riot due to inept handling of a free public banquet marred the generally enthusiastic atmosphere. He then visited Tasmania and arrived in Sydney on 21 January 1868. After a month of festivities he spent a week in Brisbane and returned to Sydney. Despite rumours of sectarian strife, the Duke attended a picnic at Clontarf on 12 March where an Irishman, Henry James O'Farrell, succeeded in wounding him seriously. In a frenzy of outraged patriotism the New South Wales government sought unsuccessfully to uncover a conspiracy and, overruling the Duke's eminently sensible proposal to refer the sentence on O'Farrell to the Queen, refused to recommend clemency. O'Farrell was hanged on 21 April and the Duke, who had recovered completely by 26 March, left Sydney

boarding operations conducted by the Royal Australian Navy safeguard Australia's sovereignty and significantly contribute to the security of the nation. Their operations protect against unauthorised entry, breaches of customs, immigration and drugs legislation, other illegal activity and in support of law enforcement, preserve the integrity of national fish-stocks, marine environment and other natural resources. HMAS BROOME has a range of 3,000 nautical miles at 12 knots and a maximum speed of about 25 knots. It is equipped with high-definition navigational radar, high and ultra high frequency communications equipment, gyro compasses and echo sounder. BROOME is also fitted with a satellite navigation system that enables the ship's position to be determined with great accuracy (Information courtesy Sea Power Centre, Australia). This commissioning booklet was produced for guests attending the formal commissioning of the patrol boat into the Royal Australian Navy and provides technical details, an Order of Service and a short history of the first HMAS BROOME.

sailors. A key feature of Garden Island is the preservation of the early naval buildings which are listed as Historic Buildings including the Barracks, Sail Loft, Rigging Shed, Battery Shop, Factory, Administration Building, Residences and Naval Stores. Through the construction of the Captain Cook Graving Dock, the island that is no more has become the major dockyard for this corner of the globe. The Captain Cook Graving Dock was built during war time in 1942 and accentuated the need for Australia to have its own working dock for the RAN as well as allied vessels. An assessment was undertaken of where the dock was to be built within Australia by a former Civil Engineer-in-Chief of the British Admiralty who was also responsible for the Singapore naval base, Sir Leopold Savile. Savile concluded that three sites would be suitable but that the Garden Island-Potts Point proposal would be the most cost-effective solution in constructing the largest dry dock in the southern hemisphere. The greatest engineering feat in Australia was underway involving the reclamation of 30 acres between Potts Point and Garden Island and the construction of the graving dock measuring

for England on 6 April via Cape Horn. The events were fully covered in the newspapers of the day, the Illustrated Sydney News providing graphic illustrations. An attempt to stir up anti-Irish feeling on the back of the event was short-lived. A Norfolk Island pine, planted to mark the place where the Duke was shot, still exists in Holmes Avenue. The Duke visited Australia again informally, arriving in Fremantle on 28 January 1869 and leaving Sydney on 3 April. In both Sydney and Melbourne he dedicated hospitals (Royal Prince Alfred and The Alfred respectively) commemorating his escape from death. In 1870 the Duke made a final visit to dock the GALATEA. He arrived at Sydney on 15 September, visited Melbourne for the Cup from 22 October to 19 November, and sailed early in 1871 without any ceremonies. HMS GALATEA was scrapped in Britain in 1882.

graving dock measuring 347.29 metres long, 45 metres wide and with 13.72 metres draught of water on sill at spring tide. The cofferdam was commenced in December 1940 and completed in February 1942. The fall of Singapore to the invading Japanese on 15 February 1942 added to the urgency of work as the dock at Singapore was now unavailable and Cockatoo Island was engaged in the construction of new ships for the Navy. The dock was ready for initial flooding in September 1944. Centrifugal pumps designed to discharge 320,493 litres per minute allowed the dock to be emptied of its 259,122,000 litres of water in about four hours. The construction was significantly advanced to allow the emergency docking of HMS ILLUSTRIOUS on 2 March 1945, three weeks before the official opening ceremony. The graving dock was named in honour of Captain James Cook RN and opened by the Governor General, the Duke of Gloucester on 24 March 1945. From HMS ILLUSTRIOUS' docking on 2 March 1945 to March 2004, the sixtieth anniversary of the dockyard, many vessels have used the facilities offered by the Captain Cook Graving Dock including 1,000 Royal

including 1,000 Royal Australian Navy dockings, 57 allied naval dockings, 425 support craft dockings and 160 commercial dockings. HMAS SUCCESS was designed along the lines of French Durance class ships in and built in Australia by Cockatoo Dockyard Pty Ltd at Sydney. SUCCESS was launched on 3 March 1984 by Her Excellency Lady Stephen and was commissioned into the RAN on 23 April 1986. SUCCESS is the largest ship built in Australia for the RAN and also the largest ship ever built in the port of Sydney. SUCCESS is an auxiliary oiler replenishment vessel and carries an American designed Westland Sea King helicopter produced in the United Kingdom. Its primary role is to provide support to the Fleet as a utility aircraft. SUCCESS supplies combat units with fuel, ammunition, food and stores whilst underway at sea. It is capable of day and night Replenishment at Sea (RAS) to ships alongside and concurrently by the embarked helicopter to other ships in company via Vertical Replenishment (VERTREP).



Object number:
00044623

Title: Dockmaster Brad
Levenson walks along the



Object number:
00056167

Title: Private Journal of
Quinn William H. David



Object number:
00056168

Title: Private Journal of
Quinn William H. David



Lovegrove walks along the floor of the near-dry dock to check the placement of the vessel on the concrete and timber blocks that support it.

Date: 2001

Primary Maker: Jon Reid

Medium: Photographic print on archival fibre-based paper

Name: Photograph

History: Jon Reid's photographic project in 2001 showcases HMAS SUCCESS, a RAN offshore replenishment vessel, undergoing a refit at the Captain Cook Graving Dock, Garden Island, Sydney, NSW. As the largest graving dock in the southern hemisphere it is a strong military port for not only Australian ships but allied ones too. Reid's photographs show the importance of the dockyard to our current Navy in the continuation of the long tradition of caring for warships since it was first developed in the 19th century. Garden Island's European history dates from 1788 when the Royal Navy vessel HMS SIRIUS landed on the island to establish a naval presence (and vegetable garden) in Sydney Harbour as part of the arrival of the British First Fleet. The first enemy

action and casualties occurred at the Island Dockyard on 31 May 1942 when a Japanese midget



Gunner William H. Bound,
RN Detailing Service
Aboard HM Schooner
SANDFLY

Date: 13 December 1872
-19 September 1874

Primary Maker: William H Bound

Medium: Paper, ink,
cardboard

Name: Journal

History: This journal is one of two associated with HM Schooner SANDFLY, one of five vessels specially constructed by Sydney shipbuilder John Cuthbert during the early 1870s for use by the Royal Navy to conduct anti-blackbirding operations in the South Pacific. SANDFLY was launched from Cuthbert's shipyard at Millers Point on 5 December 1872 and commenced service with the Australia Station the following year. William H Bound, RN joined SANDFLY as the schooner's gunner on 22 May 1873 and served aboard the vessel for nearly three years. Shortly after Bound joined SANDFLY's crew, the schooner was involved in the seizure of the brig AURORA in October 1873. Aurora was engaged in blackbirding and was seized for violating the Imperial Labour Act, which banned the practice. SANDFLY participated in hydrographic surveys in the waters of Papua New Guinea early the following year, but suffered damage



Gunner William H Bound,
RN Detailing Service
Aboard HM Schooner
SANDFLY

Date: 1874-1876

Primary Maker: William H Bound

Medium: Paper, ink,
cardboard

Name: Manuscript journal

History: This journal is one of two associated with HM Schooner Sandfly, one of five vessels specially constructed by Sydney shipbuilder John Cuthbert during the early 1870s for use by the Royal Navy to conduct anti-blackbirding operations in the South Pacific. Sandfly was launched from Cuthbert's shipyard at Millers Point on 5 December 1872 and commenced service with the Australia Station the following year. William H. Bound, RN joined Sandfly as the schooner's gunner on 22 May 1873 and served aboard the vessel for nearly three years. Shortly after Bound joined Sandfly's crew, the schooner was involved in the seizure of the brig Aurora in October 1873. Aurora was engaged in blackbirding and was seized for violating the Imperial Labour Act, which banned the practice. Sandfly participated in hydrographic surveys in the waters of Papua New Guinea early the following year, but suffered damage to its rudder during a

submarine sank the depot ship KUTTABUL, killing 21 sailors. A key feature of Garden Island is the preservation of the early naval buildings which are listed as Historic Buildings including the Barracks, Sail Loft, Rigging Shed, Battery Shop, Factory, Administration Building, Residences and Naval Stores. Through the construction of the Captain Cook Graving Dock, the island that is no more has become the major dockyard for this corner of the globe. The Captain Cook Graving Dock was built during war time in 1942 and accentuated the need for Australia to have its own working dock for the RAN as well as allied vessels. An assessment was undertaken of where the dock was to be built within Australia by a former Civil Engineer-in-Chief of the British Admiralty who was also responsible for the Singapore naval base, Sir Leopold Savile. Savile concluded that three sites would be suitable but that the Garden Island-Potts Point proposal would be the most cost-effective solution in constructing the largest dry dock in the southern hemisphere. The greatest engineering feat in Australia was underway involving the reclamation of 30 acres between Potts

year, but suffered damage to its rudder during a severe storm and had to be assisted back to Sydney by the crew of the paddle sloop HMS BASILISK. During SANDFLY's third voyage during the latter half of 1874, the vessel was attacked by a large group of islanders in canoes while operating near Santa Cruz in the Solomon Islands. SANDFLY is perhaps best known for the 'SANDFLY Incident', which occurred in October 1880 (after Bound had left the vessel) while the schooner was conducting hydrographic survey work near Guadalcanal in the Solomons. The schooner's commander, Lieutenant James Bower, went ashore at nearby Mandoliana Island with five of SANDFLY's crewmen to survey the eastern shoreline of the adjacent island of Nggela Pile. While encamped, the survey crew came under attack by a group of islanders from nearby Gaeta. Four of the sailors were killed in the initial assault; Bower escaped but was later captured and killed, while the remaining crewman eluded the attackers and swam 16 kilometres to the community of Honggo on Nggela Pile, where he was rescued and taken to safety by other islanders. On 22 October the surviving sailor reached

to its rudder during a severe storm and had to be assisted back to Sydney by the crew of the paddle sloop HMS Basilisk. During Sandfly's third voyage during the latter half of 1874, the vessel was attacked by a large group of islanders in canoes while operating near Santa Cruz in the Solomon Islands. Sandfly is perhaps best known for the 'Sandfly Incident', which occurred in October 1880 (after Bound had left the vessel) while the schooner was conducting hydrographic survey work near Guadalcanal in the Solomons. The schooner's commander, Lieutenant James Bower, went ashore at nearby Mandoliana Island with five of Sandfly's crewmen to survey the eastern shoreline of the adjacent island of Nggela Pile. While encamped, the survey crew came under attack by a group of islanders from nearby Gaeta. Four of the sailors were killed in the initial assault; Bower escaped but was later captured and killed, while the remaining crewman eluded the attackers and swam 16 kilometres to the community of Honggo on Nggela Pile, where he was rescued and taken to safety by other islanders. On 22 October the surviving sailor reached Sandfly and reported news

Point and Garden Island and the construction of the graving dock measuring 347.29 metres long, 45 metres wide and with 13.72 metres draught of water on sill at spring tide. The cofferdam was commenced in December 1940 and completed in February 1942. The fall of Singapore to the invading Japanese on 15 February 1942 added to the urgency of work as the dock at Singapore was now unavailable and Cockatoo Island was engaged in the construction of new ships for the Navy. The dock was ready for initial flooding in September 1944. Centrifugal pumps designed to discharge 320,493 litres per minute allowed the dock to be emptied of its 259,122,000 litres of water in about four hours. The construction was significantly advanced to allow the emergency docking of HMS ILLUSTRIOUS on 2 March 1945, three weeks before the official opening ceremony. The graving dock was named in honour of Captain James Cook RN and opened by the Governor General, the Duke of Gloucester on 24 March 1945. From HMS ILLUSTRIOUS' docking on 2 March 1945 to March 2004, the sixtieth anniversary of the dockyard, many vessels have used the

surviving sailor reached SANDFLY and reported news of the attack to the schooner's officers, who in turn undertook a punitive raid at Rita Bay, opposite Mandoliana Island. No islanders were encountered, but several canoes were burnt on the beach. As the shore party returned to SANDFLY, they were fired upon by a group of islanders, resulting in the death of one sailor and wounding of another. SANDFLY subsequently returned to Sydney to report the incident, and reprisal raids carried out by the crews of HM Ships Emerald, Cormorant, Alert and Renard resulted in destruction of several houses, canoes and crops belonging to the islanders, as well as the execution of four of the perpetrators who attacked Bower and his men. SANDFLY was paid off three years later and sold for £1000 to Messrs. Sahl and W.H. Moseley. In an ironic twist, it was soon bound for Tonga to participate in trade with the South Sea Islands--a venture that during the 1880s often included blackbirding. By August 1884, Sandfly had reportedly been bought by the Tongan government. It was later purchased in March 1890 for £350 by Mr H Beattie on behalf of a Sydney-based syndicate. On 3 December 1893,

Sandfly and reported news of the attack to the schooner's officers, who in turn undertook a punitive raid at Rita Bay, opposite Mandoliana Island. No islanders were encountered, but several canoes were burnt on the beach. As the shore party returned to Sandfly, they were fired upon by a group of islanders, resulting in the death of one sailor and wounding of another. Sandfly subsequently returned to Sydney to report the incident, and reprisal raids carried out by the crews of HM Ships Emerald, Cormorant, Alert and Renard resulted in destruction of several houses, canoes and crops belonging to the islanders, as well as the execution of four of the perpetrators who attacked Bower and his men. Sandfly was paid off three years later and sold for £1000 to Messrs. Sahl and W.H. Moseley. In an ironic twist, it was soon bound for Tonga to participate in trade with the South Sea Islands--a venture that during the 1880s often included blackbirding. By August 1884, Sandfly had reportedly been bought by the Tongan government. It was later purchased in March 1890 for £350 by Mr H. Beattie on behalf of a Sydney-based syndicate. On 3 December 1893, Sandfly was wrecked on

facilities offered by the Captain Cook Graving Dock including 1,080 Royal Australian Navy dockings, 57 allied naval dockings, 425 support craft dockings and 160 commercial dockings. HMAS SUCCESS was designed along the lines of French Durance class ships in and built in Australia by Cockatoo Dockyard Pty Ltd at Sydney. SUCCESS was launched on 3 March 1984 by Her Excellency Lady Stephen and was commissioned into the RAN on 23 April 1986. SUCCESS is the largest ship built in Australia for the RAN and also the largest ship ever built in the port of Sydney. SUCCESS is an auxiliary oiler replenishment vessel and carries an American designed Westland Sea King helicopter produced in the United Kingdom. Its primary role is to provide support to the Fleet as a utility aircraft. SUCCESS supplies combat units with fuel, ammunition, food and stores whilst underway at sea. It is capable of day and night Replenishment at Sea (RAS) to ships alongside and concurrently by the embarked helicopter to other ships in company via Vertical Replenishment (VERTREP).

On 5 December 1893, SANDFLY was wrecked on the island of San Christobal in the Solomon Islands while undertaking a trading voyage. All of the crew survived. William H Bound, RN was born on 20 January 1844 and joined the Royal Navy on 22 December 1855 at the age of 11. He served as a seaman for four years before being promoted to Petty Officer in 1859. Bound was assigned the rank of Gunner 2nd Class on 15 September 1870 and detached to the 104-gun First Rate ship of the line HMS Royal Adelaide. He joined the crew of the 22-gun corvette HMS CLIO for passage to Sydney (where Clio was serving as the flagship of the Australia Station) and was transferred to Sandfly upon his arrival. Following his service on Sandfly, Bound transferred to the 21-gun screw corvette HMS PEARL (which replaced CLIO as the flagship of the Australia Station) on 11 January 1876. He returned to the United Kingdom in June 1876 and was assigned to HMS Excellent, a shore-based installation in Portsmouth, where he served as a 'theoretical instructor' of naval gunnery. Bound served as a Gunner 2nd Class on several other British warships between 1882 and 1892, including HM

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and 1892, including HMS Ships Monarch (the first seagoing British warship with gun turrets), Hibernia (which transported convicts to New South Wales in 1818-1819), Neptune (an ironclad turret ship originally built for Brazil, but acquired by the Royal Navy in 1878), and Pembroke (a 74-gun Third-Rate ship of the line). On 1 August 1889, Bound was assigned to HMS President, a drill and training ship berthed at London's West India Docks, and served there until January 1896. During his time aboard President he was promoted to Chief Gunner. Bound's final assignment with the Royal Navy was at the Admiralty, where he was promoted to Honorary Lieutenant and served between 20 January 1896 and 31 March 1904. He was pensioned on 1 April 1904 and died at the age of 75 on 12 January 1919.

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Object number:
ANMS0516

Title: Menu and program
from naval celebrations



Object number:
00039036

Title: Souvenir Red Ensign
Date: 1941

Object number:
00015177

Title: Invitation to the
launching of UMAC



from naval celebrations collected by Vittorio Benvenuti
Date: 1919 - 1924
Medium: Paper
Name: Archive series
History: The Benvenuti family emigrated to Australia in 1871 in response to an open invitation from Bishop James Quinn of Brisbane to help build a 'cultural life' in his diocese. The Benvenuti family have been credited as the pioneers of classical music in Brisbane, and all went on to make significant contributions to the Brisbane music scene. Vittorio Benvenuti was directed the The Gaiety Theatre orchestra, and performed at functions organised by Queensland rowing and sailing clubs. He was the orchestra director at the Queensland parliamentary dinner to officers of HMAS MELBOURNE in 1919. During 1923-1924, the British Special Service Squadron undertook the Empire Cruise, a world tour that stopped at many countries who fought and held allegiance with Britain in World War I. The tour started on 27 November 1923 and lasted until 28 September 1924. The public relations exercise was an attempt to express Britain's world sea power, particularly relevant in the aftermath of World War I.



Date: 1941
Medium: Canvas, ink, pencil.
Name: Flag
History: The flag contains six signatures in pencil on both sides but only the following five signatures are discernible - D J McKenzie (AB Donald James McKenzie from Victoria), E C Dilton, J Allison (AB John Albert Curtis Allison from NSW), ? Mitchell (Supply Assistant Francis Joseph Mitchell from VIC) and A E Shiers (AB Arthur Ernest Shiers from SA). HMAS SYDNEY (II) was built by Swan, Hunter and Wigham Richardson Ltd at Wallsend on Tyne in 1933 and launched in 1934 by Mrs Bruce, wife of the Australian High Commissioner to the United Kingdom. The light cruiser was named after the first HMAS SYDNEY which had seen successful battle against the German raider SMS EMDEN in World War I. At the outbreak of World War II, SYDNEY undertook local patrol duties until April 1940 when she headed for the Mediterranean theatre to join the 7th Cruiser Squadron of the Mediterranean Fleet. Action soon followed with the bombardment of Bardia, encounters with Italian ships and the Battle of Calabria on 9 July. The Battle of Cape Spada took

launching of HMAS WARREGO
Date: 1911
Medium: Ink, card
Name: Invitation
History: From the Sydney Morning Herald, 5 April 1911 comes a description of the launch of HMAS WARREGO: I NAME THEE WARREGO. THE LAUNCHING. BRILLIANT SCENE. A GREAT DEMONSTRATION. MRS. PEARCE CHRISTENS THE VESSEL. "I name thee Warrego. In time of danger may thy movement be swift." Smash went a bottle of Australian champagne as the words were pronounced by Mrs. Pearce, wife of the Minister for Defence, and the third ship of the Commonwealth navy slid peacefully into the water. The setting of the scene was Fitzroy Dock, the time noon, and the date yesterday, April 4, 1911. Never before was there a display so brilliant on the Parramatta River. No aquatic event ever attracted such crowds; no function ever brought together a more distinguished gathering. The river was a mass of moving craft. Steamers and boats of all sorts, shapes, and sizes, decorated with all the flags and bunting they could procure, and carrying as many passengers as they dared, manoeuvred warily within prescribed limits.

The fleet consisted of H M Ships HOOD, REPULSE, the light cruisers DELHI, DRAGON, DAUNTLESS, DANAE and DUNEDIN with nine other supporting vessels. Various dinners, programs, marches, social and sporting events were held in each Australian port the Squadron visited, and many souvenirs were produced ranging from badges and booklets to dinner menus and programs. Vittorio Benvenuti was the Director of music at this event which included toasts to the King and Guests, singing God Save the King and a menu of hors d'oeuvres, soup, fish, entree, roast, vegetables, desserts, fruit, coffee and liqueurs. HMAS MELBOURNE (I) was a Town class light cruiser built by Cammell Laird at Birkenhead in England in 1911 and launched on 30 May 1912. MELBOURNE was commissioned into the Royal Australian Navy on 18 January 1913. The cruiser was involved in the pursuit of the German raider SMS EMDEN in 1914, and served on the North America and West Indies Stations from 1914 to 1916 before joining the Grand Fleet in the North Sea, where it was stationed for the remainder of the war. After the war the ships of the RAN returned to a

battle of Cape Spada took place on 19 July 1940 off the north-western point of Crete during World War II naval action in the Mediterranean Sea. BARTOLOMEO COLLEONI was severely hit by SYDNEY gunfire - resulting in a disabling hit on the engine room. The COLLEONI bravely fought on but was unable to manoeuvre as the rudder had been destroyed and the Italian cruiser sank. 555 survivors were rescued from the ship by the Allies, despite air bombardment from the Italian air force; 151 COLLEONI sailors lost their lives that day. After this successful sea battle SYDNEY took part in the second bombardment of Bardia and operations in the Straits of Otranto and the Adriatic. By January 1941 the ship was in need of refit and the ship's complement in need of rest so she sailed for Australia. After a refit at Garden Island and a change of command from Captain John Collins to Captain John Burnett, SYDNEY took up her duties as convoy escort in Western Australian waters. Returning from convoy duties HMAS SYDNEY sighted what appeared to be the Dutch merchant ship STRAAT MALAKKA off the Western Australian coast. It was 10 November

within prescribed limits. They came right on to the fringe of a line of danger flags, several times the length of the destroyer, and there awaited the eventful moment to cheer and shout. How many people turned out to see the Warrego launched it would be impossible to accurately state. But 50,000 would not be an unreasonable estimate. The island itself contained thousands of spectators, there were thousands on the water, and on every eminence within sight thousands and thousands more showed up. The heights and the foreshores of Balmain opposite the dock were black with heads. The trams could be seen emptying people out at every street which led down to the water's edge. They came along in hundreds upon hundreds, and wedged themselves in somewhere. A striking feature of the ceremony was the immense enthusiasm displayed. The crowds were out to do the thing properly. Officialdom had done its part, and the people backed it up nobly. Not only were the river craft gaily bedecked, but also the houses within the scene. Flagstuffs carried all the flags that could be begged or borrowed, and from numerous verandahs and balconies waved an Australian ensign or a

heroic welcome which began in Brisbane in May 1919 with MELBOURNE's officers treated to a special dinner and concert. The 'Orchestral Programme' commemorates this event.

coast. It was 19 November 1941. SYDNEY repeatedly signalled for identification. The merchant ship avoided replying, until suddenly it opened fire - revealing it to be the German armed auxiliary cruiser HSK KORMORAN. SYDNEY's bridge was destroyed in the first attack. Torpedoes hit near the forward gun turrets - putting them out of action. KORMORAN's engine room was hit and fire raged until it was abandoned, the mines on board detonated and the ship blew up and sank. German survivors reported seeing SYDNEY ablaze and steaming away. HSK KORMORAN was found on 12 March 2008 and HMAS SYDNEY on 16 March some 12 nautical miles apart by HMAS Sydney Search Pty Ltd. Both ships bear testament to the fierce gun battle. The damage to SYDNEY shows extremely accurate gunfire from the Germans and substantiates much of what the German survivors recounted. It also appears SYDNEY sank quickly after extensive damage to the forward section resulted in the bow falling away from the ship and flooding the remainder with water.

Australian Ensign or a Union Jack. The Warrego herself, as she lay high and dry on the slip, was a string of flags from end to end. Others were hoisted by the score in the immediate vicinity of the island, the sister ships Parramatta and Yarra were a blaze of colours, and the training ship Sobraon out in the stream had on all her holiday attire. Truly it was a splendid colour scheme, shown to the best advantage in beautiful autumn weather. There was scarcely a ripple in the water, a blue sky prevailed, and a pleasant easterly breeze freshened and invigorated all those who had turned out to witness the event. As the persons privileged to take part in the ceremony landed they made their way to the slip, and there viewed the destroyer as she rested awaiting her release. The water just lapped her stern. Her big bow was high and dry, level with a gaily-decorated platform, from which the christening ceremony was to be performed. An ominous grey thing she looked as one stood at her keel and glanced upwards. The name of destroyer seemed to fit that class of craft well. Apertures gaped from which later torpedoes may be discharged, and the whole make and shape of

whole make and shape of the little vessel seemed to suggest speed, secrecy, and destruction. "A pigmy alongside a Dreadnought," said a naval bystander to another, "but its presence in the vicinity of a big ship on a misty morning as grey as itself would make a man nervous. "The phrase "grey as itself" was striking. It would be difficult to see such a vessel on a grey morning till it was right upon you. The gathering on the platform was small and distinguished. It included the Governor-General, the Governor, the Prime Minister, Vice-Admiral King-Hall, Brigadier-General Gordon, Sir Samuel Griffith, Mr. Justice Barton and Lady Barton, Mr. Justice O'Connor, Mr. Justice Isaacs and Mrs. Isaacs, Mr. Hughes (Federal Attorney-General), Senator Pearce (Minister for Defence), the Acting Premier (Mr. Holman), the Lord Mayor and Mrs. Taylor, Mr. Griffith (Minister for Works), Mr. Cann (Speaker of the Assembly), Mr. Edden (Minister for Mines), Mr. Trefle (Assistant Minister for Agriculture), Mr. Beeby (Minister for Education), Sir James Fairfax and Miss Fairfax, Mr. J. O. Fairfax and Mrs. Fairfax, Mr. Flowers (Vice-President of the Executive Council), Captain and Mrs. Rolleston, Mrs. Wade, Senator

Mrs. Wade, Senator
McGregor (Vice- President
of the Federal Executive
Council), Captain Siemen
(German cruiser
Cormoran), Sir Francis
Suttor and Miss Suttor.
Towards noon a long line of
Australian naval cadets
and men of the Naval
Brigade was drawn up in
double file west of the
platform. Their band was in
attendance, and also the
bands of the Royal
Australian Artillery and the
police. At two minutes to
12 the bands struck up
"God Save the King," and
the principal actors in the
scene, headed by Lord
Dudley in military uniform,
and followed by Lord
Chelmsford, the naval and
military commanders, Mr.
Fisher, Mr. Holman, and
other Ministers of State,
and Mrs. Pearce, came
through the files of naval
troops and mounted the
platform. Not a second was
wasted in getting to the
actual work of the
ceremony. Officialdom for
once was scrupulously
prompt. The affair was
timed for noon, and at
noon precisely it came off.
The Minister for Works
stepped forward and, in
the briefest speech he ever
made, asked for silence
while Mrs. Pearce
performed the ceremony.
The request was
immediately complied
with, and Mrs. Pearce then
took her stand in front of

look her stand in front of the destroyer's bow. Her voice was clear and silvery. "I name thee Warrego. In time of danger may thy movement be swift." Simultaneously the ribbon was cut, and the wine splashed over the vessel. For a full minute the Warrego refused to budge. But the arrangements were perfect in every detail. A hydraulic appliance had been placed in position to cope with any hitch, and its application within the minute started the destroyer on her glide to the water. She did it gracefully, and took the stream amid a tremendous shout of applause that was taken up the other side of the water. Even the gravest of those present joined in the shout. It was infectious. Enthusiasm was in the air. A band struck up, first "Rule Britannia," and then "God Save the King." It remained for the numerous craft on the river to do the rest. There was a fearful medley of shrieking whistles, which overcame the shouts of applause and the bands combined. It was a pandemonium of joy. The noisiest New Year's Eve the city ever knew never approached anything like the noise which accompanied the launching of the first warship put together in Australia."



Object number:
00015178

Title: Invitation to the
luncheon for the launching

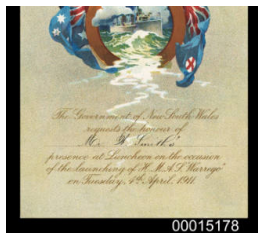
Object number:
00015179

Title: Invitation to luncheon
for the launch of HMS G



Object number:
00015180

Title: Menu for the
luncheon on the occasion



luncheon for the launching of HMAS WARREGO

Date: 1911

Medium: Ink, card

Name: Invitation

History: From the Sydney Morning Herald, 5 April 1911 comes a description of the launch of HMAS WARREGO: I NAME THEE WARREGO. THE LAUNCHING. BRILLIANT SCENE. A GREAT DEMONSTRATION. MRS. PEARCE CHRISTENS THE VESSEL. "I name thee Warrego. In time of danger may thy movement be swift." Smash went a bottle of Australian champagne as the words were pronounced by Mrs. Pearce, wife of the Minister for Defence, and the third ship of the Commonwealth navy slid peacefully into the water. The setting of the scene was Fitzroy Dock, the time noon, and the date yesterday, April 4, 1911. Never before was there a display so brilliant on the Parramatta River. No aquatic event ever attracted such crowds; no function ever brought together a more distinguished gathering. The river was a mass of moving craft. Steamers and boats of all sorts, shapes, and sizes, decorated with all the flags

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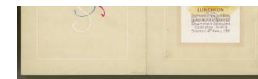
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Date: 1911

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Object number:
00015181

Title: Menu for the
luncheon on the occasion



Object number:
00001528

Title: HMAS AUSTRALIA (II)
pennant



Object number:
00046529

Title: Visit of Prince Alfred,
Duke of Edinburgh

luncheon on the occasion of the launching of HMAS WARREGO

Date: 1911

Medium: Ink, card

Name: Menu

History: From the Sydney Morning Herald, 5 April 1911 comes a description of the launch of HMAS WARREGO: I NAME THEE WARREGO. THE LAUNCHING. BRILLIANT SCENE. A GREAT DEMONSTRATION. MRS. PEARCE CHRISTENS THE VESSEL. "I name thee Warrego. In time of danger may thy movement be swift." Smash went a bottle of Australian champagne as the words were pronounced by Mrs. Pearce, wife of the Minister for Defence, and the third ship of the Commonwealth navy slid peacefully into the water. The setting of the scene was Fitzroy Dock, the time noon, and the date yesterday, April 4, 1911. Never before was there a display so brilliant on the Parramatta River. No aquatic event ever attracted such crowds; no function ever brought together a more distinguished gathering. The river was a mass of moving craft. Steamers and boats of all sorts, shapes, and sizes,

decorated with all the flags and bunting they could procure, and carrying as many passengers as they



teit pennant

Date: 1950s

Medium: Textile, felt

Name: Pennant

History: HMAS AUSTRALIA (II) was a County class heavy cruiser of the Royal Australian Navy built by John Brown & Co Ltd of Clydebank, Scotland and commissioned on 24 April 1928. The ship's complement numbered 679 in peacetime and 848 during war conditions. During World War II it conducted operations in the Indian and South Atlantic Oceans acting as a convoy escort and protecting shipping routes. The ship also served in the Battle of the Coral Sea, the Guadalcanal invasion, the Battle of Leyte Gulf and allied landings at Lingayen Gulf. AUSTRALIA suffered damage from Japanese kamikaze attacks on 21 October 1944 which also killed the commanding officer Captain E F V Dechaineux. The cruiser was used as a training ship after 1945 and was sold for scrap in January 1955. It was broken up at Barrow-in-Furness, UK in 1956. The pennant features the ship's badge which has a symbol representing each of Australia's six states. The ship's motto was ENDEAVOUR - reflecting the ideal of the Australian spirit and a link with James Cook's ship of 1768-1771.



Duke of Edinburgh

Date: 1867

Medium: Metal

Name: Medallion

History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island of Tristan da Cunha in the Atlantic Ocean where the Duke was entertained by the 53 British inhabitants. On 6 September the ship headed to the Cape of Good Hope. After a few

dared, manoeuvred warily within prescribed limits. They came right on to the fringe of a line of danger flags, several times the length of the destroyer, and there awaited the eventful moment to cheer and shout. How many people turned out to see the Warrego launched it would be impossible to accurately state. But 50,000 would not be an unreasonable estimate. The island itself contained thousands of spectators, there were thousands on the water, and on every eminence within sight thousands and thousands more showed up. The heights and the foreshores of Balmain opposite the dock were black with heads. The trams could be seen emptying people out at every street which led down to the water's edge. They came along in hundreds upon hundreds, and wedged themselves in somewhere. A striking feature of the ceremony was the immense enthusiasm displayed. The crowds were out to do the thing properly. Officialdom had done its part, and the people backed it up nobly. Not only were the river craft gaily bedecked, but also the houses within the scene. Flagstaffs carried all the flags that could be begged or borrowed, and from numerous verandahs

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and balconies waved an Australian ensign or a Union Jack. The Warrego herself, as she lay high and dry on the slip, was a string of flags from end to end. Others were hoisted by the score in the immediate vicinity of the island, the sister ships Parramatta and Yarra were a blaze of colours, and the training ship Sobraon out in the stream had on all her holiday attire. Truly it was a splendid colour scheme, shown to the best advantage in beautiful autumn weather. There was scarcely a ripple in the water, a blue sky prevailed, and a pleasant easterly breeze freshened and invigorated all those who had turned out to witness the event. As the persons privileged to take part in the ceremony landed they made their way to the slip, and there viewed the destroyer as she rested awaiting her release. The water just lapped her stern. Her big bow was high and dry, level with a gaily-decorated platform, from which the christening ceremony was to be performed. An ominous grey thing she looked as one stood at her keel and glanced upwards. The name of destroyer seemed to fit that class of craft well. Apertures gaped from which later torpedoes may

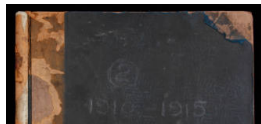
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Object number:
00031325

Title: Vickers Yard (Barrow
in Europe) would left



Object number:
00030501

Title: Mess plate from HMS
CALATIA



Object number:
00027553

Title: The Detached
Canadian under the



in Furness) mould into records book 1910 - 1915
Date: 1910 - 1915
Medium: Ink on paper, fabric
Name: Book
History: The Vickers Yard was established in Barrow in Furness 1871 by James Ramsden as the Iron Shipbuilding Company, but its name was soon changed to Barrow Shipbuilding Company. In 1897, Vickers & Sons bought the Barrow Shipbuilding Company and its subsidiary the Maxim Nordenfelt Guns and Ammunition Company, becoming Vickers, Sons and Maxim Limited and became the Naval Construction Yard. The company, through a series of mergers and acquisitions, changed names numerous times through the next century and is now known as BAE Systems. During its dominance of English submarine and ship building, the Barrow yard constructed approximately 373 merchant ships, 312 submarines and 148 naval surface ships. The AE1 was put into service in September 1914 as part of the Australian Naval and Military Expeditionary Force into New Guinea in

the attempt to eliminate German presence there and ensure their wireless communication stations



GALATEA
Date: c 1860
Medium: China
Name: Plate
History: HMS GALATEA was a steam frigate of 3,500 tons and one of the fastest and best equipped ships in the Royal Navy. It was launched at Woolwich in 1859 and was fully-rigged in addition to its steam engines. The cruise of Prince Alfred, Duke of Edinburgh (1844-1900), the second son of Queen Victoria, in GALATEA was a momentous occasion for the Australian colonies as it was the first visit of British royalty since British settlement in 1788. Prince Alfred entered the Royal Navy in August 1858 and travelled widely as a midshipman in the frigate EURYALUS. He was promoted lieutenant in 1863 and in 1866 became both a naval captain and Duke of Edinburgh. He commissioned his first command, HMS GALATEA, in January 1867, left for the Mediterranean in February and sailed for South America on 12 June for a state visit to the Emperor of Brazil. In late August, GALATEA left Brazil and headed for the tiny island of Tristan da Cunha in the Atlantic Ocean where the Duke was entertained by the 53 British inhabitants. On 6 September the ship headed to the Cape of Good Hope. After a few



Squadron, under the command of Vice-Admiral the Right Honorable the Earl of Clanwilliam, C.B.
Date: 1881
Medium: Photographic print on paper
Name: Photograph
History: The Detached Squadron of the Royal Navy consisted of the ironclad screw-propelled corvette HMS BACCHANTE, the standard screw-propelled corvettes HMS CARYSFORT, HMS CLEOPATRA and HMS TOURMALINE and the iron-clad screw-propelled frigate HMS INCONSTANT. On 6 July 1881 the Detached Squadron arrived in Sydney on a flag-showing cruise. The Squadron was commanded by Vice-Admiral Richard James Meade (4th Earl of Clanwilliam) who was born on 3 October 1832, joined the Royal Navy in 1845, saw service in several major world conflicts and died on 4 August, 1907. His flagship was the INCONSTANT. HMS BACCHANTE is also notable for having been the vessel on which Princes George and Albert of the British royal family were serving as midshipmen.

were not able to be used by them. On September 14, HMA Submarine AE1 and HMAS PARRAMATTA were directed out into the St Georges channel around New Britain and New Ireland in attempts to locate any enemy ships that may still be in the area. Although seas were calm, it was noted that the day itself was hazy and by mid-afternoon visibility on the water was reduced to five nautical miles. At 1520 HMAS PARRAMATTA spotted AE1 off Bernard Point. However, by 2000 that night AE2 had not returned to Simpson Harbour as agreed. HMAS PARRAMATTA and HMAS YARRA started to search for her that night but no trace was found. The next morning the search was widened and now included HMAS ENCOUNTER and HMAS WARREGO. At the end of three days searching, which now also included a number of smaller vessels available to the Australians, the search was concluded with no trace or clue as to what had happened to AE1. In a report back to the Admiralty Vice Admiral Patey suggested that AE1 most likely had struck and an underwater reef and sunk in the deeper waters of the channel. In December 2017, a search for Australia's first

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submarine, HMAS AE1, was undertaken by a collaborative team comprising researchers and specialists from the Silentworld Foundation, ANMM, Find AE1 Ltd., the Royal Australian Navy and Fugro, N.V. The search was successful and identified AE1's final resting place off the Duke of York Islands in Papua New Guinea. In April 2018, further research was carried out at the site by the ANMM, Find AE1 Ltd. and Curtin University's HIVE (Hub for Immersive Visualisation and eResearch) aboard R/V Petrel, a vessel owned by Microsoft co-founder Paul G. Allen and operated by Vulcan, Inc. Also on board was a Remotely-Operated Vehicle (ROV) and images relayed back to researchers aboard Petrel revealed vital clues to a sequence of events that led to AE1's loss. For example, the submarine's bow and stern torpedo tube caps were found to be either partially or fully open, and that this appears to have been an intentional act carried out on the surface. Why the caps were open, and whether they contributed in some manner to the loss will likely never be known. Similarly, the reason that a ventilation valve was partially open will probably never be known, but it is

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fair to say that it was one of the root causes of the submarine's demise once it began to submerge on what would be its last dive. Despite efforts by the crew to recover—as evidenced by the positions of the submarine's hydroplanes—AE1 was overwhelmed by the inflow of water through the ventilation valve and began to sink by the stern. At an unknown depth, the forward pressure hull partially imploded, killing the crew instantly. The submarine continued its fatal dive until it struck the seabed stern first at a shallow angle, breaking off the skeg and rudder. The hull then pitched forward, breaking AE1's back and possibly snapping off all four hydroplane guards. This violent movement also affected the fin, which—likely already weakened structurally during the implosion—began to topple forward into the remnants of the control room. Going forward, the imagery and 3D model generated as a result of the 2018 investigations will prove critical in AE1's ongoing interpretation, exhibition and management.



Object number:
00016851

Title: Invitation for the
Launch of HMS WARRIOR



Object number:
00016852

Title: Invitation to the
Luncheon for the Launching

Object number:
00015948

Title: Newspaper report in
old Turkish describing the



launch of HMAS WARREGO

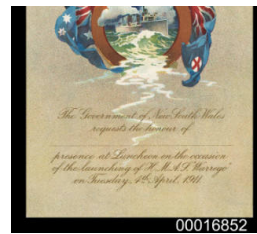
Date: 4 April 1911

Medium: Ink on paper

Name: Invitation

History: From the Sydney Morning Herald, 5 April 1911 comes a description of the launch of HMAS WARREGO: I NAME THEE WARREGO. THE LAUNCHING. BRILLIANT SCENE. A GREAT DEMONSTRATION. MRS. PEARCE CHRISTENS THE VESSEL. "I name thee Warrego. In time of danger may thy movement be swift." Smash went a bottle of Australian champagne as the words were pronounced by Mrs. Pearce, wife of the Minister for Defence, and the third ship of the Commonwealth navy slid peacefully into the water. The setting of the scene was Fitzroy Dock, the time noon, and the date yesterday, April 4, 1911. Never before was there a display so brilliant on the Parramatta River. No aquatic event ever attracted such crowds; no function ever brought together a more distinguished gathering. The river was a mass of moving craft. Steamers and boats of all sorts, shapes, and sizes, decorated with all the flags and bunting they could

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old Turkish describing the torpedo boat SULTANHISAR's destruction of submarine AE2
Date: 1915
Medium: Ink on paper
Name: Newspaper clipping
History: When war began in August 1914 the RAN submarines AE1 and AE2 were sent with the Australian naval forces attacking German-held colonies in New Guinea and other Pacific islands. Stoker Petty Officer Henry (Harry) James Elly Kinder had initially been assigned to AE1 but due to 'marriage leave' ended up on AE2 – a fortunate turn of fate. Kinder wrote: 'On 14th September, 1914, AE1 went out, accompanied by a destroyer, on what was to be her last journey. Little we thought, when laughing and joking with the crew just before she left, that it was the last time that we were going to see them'. AE1 was on a routine patrol and did not return. It was lost with all hands off the coast of Rabaul, New Guinea, and has never been located. After the German Pacific colonies were quickly taken by the Australian Naval and Military Expeditionary Force, AE2 was directed to the Mediterranean where a grand naval assault was planned on the Dardanelles Strait prior to the Gallipoli Campaign.

They came right on to the fringe of a line of danger flags, several times the length of the destroyer, and there awaited the eventful moment to cheer and shout. How many people turned out to see the Warrego launched it would be impossible to accurately state. But 50,000 would not be an unreasonable estimate. The island itself contained thousands of spectators, there were thousands on the water, and on every eminence within sight thousands and thousands more showed up. The heights and the foreshores of Balmain opposite the dock were black with heads. The trams could be seen emptying people out at every street which led down to the water's edge. They came along in hundreds upon hundreds, and wedged themselves in somewhere. A striking feature of the ceremony was the immense enthusiasm displayed. The crowds were out to do the thing properly. Officialdom had done its part, and the people backed it up nobly. Not only were the river craft gaily bedecked, but also the houses within the scene. Flagstaffs carried all the flags that could be begged or borrowed, and from numerous verandahs and balconies waved an Australian ensign or a

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the Gallipoli Campaign – a campaign that might not be needed if the Allied fleet managed to break through the heavily mined and fortified strait. But this assault on 8 March failed and the Turkish celebrated a great victory against the might of Britain, as they still do each year on that date. Concealed minefields destroyed several Allied ships. Kinder recalled: '...it wasn't a bad day's work for the Turks although they too suffered as a lot of their forts were blown up. It showed that the forcing of the Dardanelles wasn't going to be an easy job as it was well fortified by land and water'. The job of forcing the straits was given over to submarines. Just as the Gallipoli landings on 25 April were about to commence, AE2 was tasked with trying to get through to create havoc among Turkish shipping in the Sea of Marmara and assist with delaying reinforcements from eastern Turkey crossing to the Gallipoli peninsula. The dangers were immense. Several submarine attempts had already failed, and AE2's first effort on 24 April met the same fate. Kinder wrote: 'One of the knuckle joints on the driving shaft snapped. This block is a 4 inch square piece of steel which prevents the hydroplane from moving in

Union Jack. The Warrego herself, as she lay high and dry on the slip, was a string of flags from end to end. Others were hoisted by the score in the immediate vicinity of the island, the sister ships Parramatta and Yarra were a blaze of colours, and the training ship Sobraon out in the stream had on all her holiday attire. Truly it was a splendid colour scheme, shown to the best advantage in beautiful autumn weather. There was scarcely a ripple in the water, a blue sky prevailed, and a pleasant easterly breeze freshened and invigorated all those who had turned out to witness the event. As the persons privileged to take part in the ceremony landed they made their way to the slip, and there viewed the destroyer as she rested awaiting her release. The water just lapped her stern. Her big bow was high and dry, level with a gaily-decorated platform, from which the christening ceremony was to be performed. An ominous grey thing she looked as one stood at her keel and glanced upwards. The name of destroyer seemed to fit that class of craft well. Apertures gaped from which later torpedoes may be discharged, and the whole make and shape of

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hydroplane from moving in a rough sea or when running on engine power. The slightest incline would drive the boat under and then there would be another submarine disaster. What the captain said when he heard the extent of the damage would fill a book but I doubt if it would be readable'. But with running repairs, AE2 tried again the next day. Kinder noted that every submarine had a motto: 'AE2's was "Fortuna Favet Fortibus" or "Fortune Favours the Brave". With a motto like that we ought to have some kind of luck.' In the early hours of 25 April, just as Anzac troops were moving from ships into landing barges, AE2 crept into the Dardanelles Strait. Kinder described the beginning of the voyage: 'The captain ordered the boat to be taken to 80ft [24 metres] so as to be well clear of any shipping or floating mines which float about eight or nine feet under the water. Our greatest danger was running onto banks or getting entangled in wire hawsers. Everything was very quiet for the first two hours and only an occasional order from the captain and the hum of the motors broke the stillness. Strict silence is maintained by the crew so that no order is missed. The captain, every twenty

the little vessel seemed to suggest speed, secrecy, and destruction. "A pigmy alongside a Dreadnought," said a naval bystander to another, "but its presence in the vicinity of a big ship on a misty morning as grey as itself would make a man nervous. "The phrase "grey as itself" was striking. It would be difficult to see such a vessel on a grey morning till it was right upon you. The gathering on the platform was small and distinguished. It included the Governor-General, the Governor, the Prime Minister, Vice-Admiral King-Hall, Brigadier-General Gordon, Sir Samuel Griffith, Mr. Justice Barton and Lady Barton, Mr. Justice O'Connor, Mr. Justice Isaacs and Mrs. Isaacs, Mr. Hughes (Federal Attorney-General), Senator Pearce (Minister for Defence), the Acting Premier (Mr. Holman), the Lord Mayor and Mrs. Taylor, Mr. Griffith (Minister for Works), Mr. Cann (Speaker of the Assembly), Mr. Edden (Minister for Mines), Mr. Trefle (Assistant Minister for Agriculture), Mr. Beeby (Minister for Education), Sir James Fairfax and Miss Fairfax, Mr. J. O. Fairfax and Mrs. Fairfax, Mr. Flowers (Vice-President of the Executive Council), Captain and Mrs. Rolleston, Mrs. Wade, Senator

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captain, every twenty minutes or so, brought the boat up to the 22ft [7 metre] mark to take observations through the periscopes and see that we were on the right course; then down again to 80ft, well out of sight. At 6am the captain remarked that the next few minutes might see us sailing off for Kingdom Come after our halos and wings. We were approaching the place marked on the chart where there were two stationary mine fields, each containing nine rows of mines. Mines are one of the most dreaded things in submarines. It was not pleasant to know that we had to face eighteen rows of them'. Just after 6am AE2 scraped the first wire. Kinder recalled that 'it was enough to stop one's heart beating to hear it sliding over the steel deck'. He kept count of the wires as the boat hit them and 'on the eighteenth we guessed we had passed through our first danger'. The next thing was to pass the 'narrows' with its swift current, banks, shallows and overlooking forts. It was here that the British submarine E15 had 'met her fate' a few days before. At this point, the captain of AE2, Commander Henry Stoker, saw several Turkish cruisers at anchor and decided to 'have a shot'

McGregor (Vice- President of the Federal Executive Council), Captain Siemen (German cruiser Cormoran), Sir Francis Suttor and Miss Suttor. Towards noon a long line of Australian naval cadets and men of the Naval Brigade was drawn up in double file west of the platform. Their band was in attendance, and also the bands of the Royal Australian Artillery and the police. At two minutes to 12 the bands struck up "God Save the King," and the principal actors in the scene, headed by Lord Dudley in military uniform, and followed by Lord Chelmsford, the naval and military commanders, Mr. Fisher, Mr. Holman, and other Ministers of State, and Mrs. Pearce, came through the files of naval troops and mounted the platform. Not a second was wasted in getting to the actual work of the ceremony. Officialdom for once was scrupulously prompt. The affair was timed for noon, and at noon precisely it came off. The Minister for Works stepped forward and, in the briefest speech he ever made, asked for silence while Mrs. Pearce performed the ceremony. The request was immediately complied with, and Mrs. Pearce then took her stand in front of

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decided to have a shot. Kinder wrote: 'The bow torpedo tube was got ready but just as the torpedo was discharged a mine layer steamed across the cruiser's bows and got in our line of fire. Unfortunately for her, she stopped the torpedo. It must have been an unpleasant surprise for them so early in the morning. As soon as the torpedo was fired the captain ordered the sub down to 80ft to get away from the hornets' nest we had stirred up on top'. But the discharge of the torpedo had affected the vessel's compass and AE2 was 80 feet under water and running blind. Surfacing to gain bearings was too dangerous, as they were in front of the Turkish forts, but the narrows forced their hand - as the bottom was felt, AE2 rose but became stuck on a bank and surfaced right under Turkish guns. Kinder noted that in one sense they were fortunate, being so close inshore that the forts' guns could not be successfully trained on them. With all the ballast tanks blown and the motor full speed astern, gradually AE2 bumped off the bank. The tanks were again flooded and slowly the vessel sank back down to 80 feet. To Kinder, it had seemed AE2 had been on the surface an hour rather

the destroyer's bow. Her voice was clear and silvery. "I name thee Warrego. In time of danger may thy movement be swift." Simultaneously the ribbon was cut, and the wine splashed over the vessel. For a full minute the Warrego refused to budge. But the arrangements were perfect in every detail. A hydraulic appliance had been placed in position to cope with any hitch, and its application within the minute started the destroyer on her glide to the water. She did it gracefully, and took the stream amid a tremendous shout of applause that was taken up the other side of the water. Even the gravest of those present joined in the shout. It was infectious. Enthusiasm was in the air. A band struck up, first "Rule Britannia," and then "God Save the King." It remained for the numerous craft on the river to do the rest. There was a fearful medley of shrieking whistles, which overcame the shouts of applause and the bands combined. It was a pandemonium of joy. The noisiest New Year's Eve the city ever knew never approached anything like the noise which accompanied the launching of the first warship put together in Australia."

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the surface an hour rather than just a few minutes. 'At ordinary times I didn't care to be down under water but I was thankful to see the gauge registering 80ft once more'. Yet after escaping one side, and still travelling blind, AE2 careened into the opposite bank - again forcing its way off and gaining bearings before Turkish gunfire could target it. Their luck continued as the compass 'became sensible again' and Commander Stoker continued towards their goal of the more open Sea of Marmara. AE2 had indeed stirred up a hornets' nest. With an array of Turkish vessels desperately searching for it, Stoker decided to rest the vessel on the bottom. It was 8 am on Sunday morning. The crew had breakfast and some sleep, then rose for morning prayers at 11 am. Kinder wrote, 'I dare say it was the first time prayers were read on the bottom of the sea.' Commander Stoker decided to wait for nightfall so they might surface with less risk. Turkish vessels dragged lines searching for the submarine throughout the day. A destroyer passed only a few feet over their position - so close the AE2 crew could 'hear the stokers opening the furnace door and shovelling coal into the fires'. Kinder continued:

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'There was no more sleep for us as it got on our nerves to hear the boat persistently going backwards and forwards. Once the drag hit the boat and for one awful moment we waited anxiously to see if the destroyer would stop but when we heard her continue on her way we knew the drag had not caught. If the drag had held it would have been the end of AE2 and her crew as a depth charge would most likely have been our fate'. Towards the end of the day the air inside the submarine was 'getting thick'. AE2 had been submerged for 14 hours and carried no oxygen to renew the air. At 10.30 pm Commander Stoker decided it was quiet enough above to continue. For Kinder, 'action was far better than lying on the bottom imagining all sorts of things happening'. When the vessel surfaced after 18 hours submerged, the crew were joyous. 'What a relief it was ... How nice that fresh air tasted.' After sitting on the surface and recharging batteries, finally, at daylight on 26 April, AE2 headed into the Sea of Marmara and a sense of security, with open water to escape in. Kinder recorded the moment: 'It was a beautiful day and the Sea of Marmara was like a sheet

Marmara was like a sheet of glass ... it was lovely to sit on the saddle tanks in the sunshine ... We seemed to have the Sea of Marmara to ourselves'. Now, out of the dangers of the narrows, mines, current, forts and depth charges, AE2 was in the box seat – brazenly travelling on the surface scaring off local shipping and turning back transports with enemy troops heading towards Gallipoli. Stoker had been ordered to 'run amuck' [sic] if he made it through. After spending the next night submerged, then scaring off several more transports the next day, Stoker saw an opportunity and fired a torpedo at a transport vessel. Its escorting destroyers then attempted to ram AE2 and as the submarine dived, a destroyer's propellers sounded so close that 'we ducked our heads to allow it to pass'. Another night was spent lying on the bottom. Kinder reflected that: 'When the boat is lying on the bottom with only a pilot light on, one begins to imagine all sorts of things happening... Perhaps it would not be able to rise again with the crew caught like rats in a trap with no hope of escape. If you let your imagination run too long you can feel your hair rising ... Sometimes the

rising ... Sometimes the sound of a voice is a welcome sound'. Then on 29 April, in a moment of utter surprise and almost disbelief, a British submarine was spotted. E14 had also run the gauntlet in AE2's wake. The two commanders then agreed to separate and rendezvous the next day. But this meeting was not to occur. The next day, on nearing the appointed rendezvous, two Turkish gunboats and a destroyer were sighted making a bee-line for AE2. When the vessel dived, something was wrong – the boat started to go down by the bow. It was impossible to stand; 'everything moveable in the boat started to slide and roll to the bows'. Eventually, after all the ballast tanks were blown and with the engines full astern, AE2 began to rise. But circling above were Turkish warships. AE2 surfaced with a 'whoosh' and Stoker quickly flooded the tanks in order to dive again, hoping this time to dive correctly. But luck had seemed to finally desert AE2. Just as it was about to submerge, three shells hit the vessel. Water was flooding the engine room. AE2 descended and after a hard struggle, the watertight doors to the engine room were closed. The vessel went down to 80 feet and then stopped

oo feet and then stopped. Would the flooded engines keep going? Without them AE2 could not surface. Kinder recalled; 'Many things flashed through my mind in those few minutes. I could picture AE1 and her crew under similar conditions fighting for their lives with all the boat in disorder. Although they couldn't have lived long ... and the boat's hull would soon have been crushed under the enormous pressure ... Still, they must have suffered agonies in those few seconds. We would be lucky if we did not share the same fate'. Then AE2 began to rise. Perhaps luck was still with them. But on the surface the crew soon realised AE2's end had come. While Stoker gave the order to abandon ship, the two gunboats were still firing and shells were falling all around. Henry Kinder spent his last few minutes looking around the boat. He noticed the clock at five minutes to 12, and recalled there was a rabbit pie in the oven. He left the pie and went to his ditty box to retrieve 16 shillings and a photograph of his wife. On deck, Kinder saw Commander Stoker come up after opening the kingston valves to scuttle the vessel. They then dived overboard with the rest of the crew. For a few seconds Kinder saw AE2

SECONDUS KINDER SAW AE2
'moving through the water
like a big, wounded fish,
gradually disappearing
from sight'. There was only
one casualty – a large rat
that the cat at Garden
Island in Sydney had
chased on board one
morning when the
submarine was lying
alongside. The rat took up
residence in the engine
room and the crew fed him
to stop him eating their
own food. In what
Commander Stoker agreed
was a surreal moment,
Kinder noticed that
Lieutenant Haggard had lit
a cigar just before leaving
the boat and he recalled
that Haggard looked rather
comical floating around
amid clouds of smoke.
Stoker remembered a
different moment: 'Curious
incidents impress one at
such times. As those last
six men took [to] the water
the neat dive of one of the
engine-room ratings will
remain pictured in my
mind forever'. The Turkish
torpedo boat SULTANHISAR
under Captain Ali Riza Bey
took the crew prisoner.
They remained in captivity
for the rest of the war. Riza
Bey later wrote his own
version of events in his
book 'How I sank the AE2
submarine in Marmara
Sea'. Henry Kinder
recounted much of his time
in the camps in his
memoir, but said 'there
were many incidents that

were many incidents that happened during the time that we were prisoners that I will not be able to write down here'. He apparently never spoke about these events after the war. Kinder returned to Australia a broken man, having suffered kidney damage, malaria and severe beatings in the camps. He left the RAN in 1919 and moved with his wife to Dorrigo and then Casino in northern New South Wales. In later life he moved to Evans Head where he apparently became increasingly eccentric and entertained the locals by making large beach-sand drawings and sculptures. His artistic nature was still with him. Henry Kinder died on 25 April 1964 - Anzac Day. Lieutenant Geoffrey Haggard kept a 'black book of notes' after the war, though he never published them. According to his daughter, Haggard remained deeply troubled by the events of 1915. AE2 sent a wireless signal through to say the vessel had breached the Dardanelles Strait, and it has been argued that this news had a role in firming the Allied commanders' resolve to continue the Gallipoli invasion, rather than evacuate in the early stages. The resulting carnage haunted Haggard for the rest of his life.

for the rest of his life,
resulting in a long personal
silence for this crew
member of submarine AE2,
the so-called 'Silent Anzac'.
See Stephen Gapps
'Reading prayers at the
bottom of the sea'
<http://wp.me/phJZE-3AH>
Further reading Fred and
Elizabeth Brenchley, 'Stoker'
s Submarine – Australia's
daring raid on the
Dardanelles on the day of
the Gallipoli landings,
Australian Teachers of
Media, St Kilda, Victoria,
2001, 2013 Henry Hugh
Gordon Stoker, Straws in
the Wind, Herbert Jenkins,
London, 1925 Jennifer
Smyth, The Long Silence –
The story of G A G Haggard
of Submarine AE2, Spectra
Litho, Toorak, Victoria,
2007

Object number:

00051301

Title: Australia Post issued
commemorative first day

commemorative first day
cover envelope for the RAN
centenary

Date: 2011

Medium: Paper, ink,
aluminium bronze

Name: First day cover

History: In 1911 King
George V granted the title
'Royal Australian Navy' to
the Australian Squadron. In
1913 the first vessels of
the new RAN fleet entered
Sydney Harbour for the
first time with HMAS
AUSTRALIA (I) as the
flagship of the fleet. Prior
to this Australian waters
had been maintained by a
detachment from the
British Royal Navy.
Originally part of the East
Indies Station, in 1859 an
independent Australia
Station was established. In
1901 the squadron was
named the Commonwealth
Naval Forces and were a
small coastal defence
force. With increasing
international tensions in
1909 it was recognised
that Australia required a
significant naval expansion
program to defend
Australia's interest and
maintain regional defence.
2011 marks the centenary
of the granting of royal
recognition of the title
'Royal Australian Navy' and
a number of celebratory
and commemorative

events were scheduled for
the year. As part of the
commemoration Australia
Post issued a range of

collectible products including a stamp and coin cover, a maxi card set and a set of first day covers. Two vessels feature on these series - HMAS AUSTRALIA (I) the flagship of the first RAN fleet, and HMAS SYDNEY (IV) is a guided missile frigate that is still in service during 2011. By juxtaposing images of AUSTRALIA (I) and SYDNEY (IV) the Australia Post philatelic material represents the Royal Australian Navy 'Then and Now' and depicts the development of the navy over the century. Fleet Base and training establishment HMAS CERBERUS in Victoria also features on some of the commemorative material. HMAS AUSTRALIA (I) was a cruiser built between 1910 and 1913 by John Brown & Co Ltd, in Scotland. The ship's badge featured the Federation Star overlaid by a naval crown and the motto 'Endeavour'. This avoided any preference to any particular state in the newly federated Australia and the motto recalled the ship of James Cook (1768 - 1771). On 4 October 1913 AUSTRALIA (I) led the ships of the Fleet Unit MELBOURNE (I), SYDNEY (I), ENCOUNTER, WARREGO (I), PARRAMATTA (I) and YARRA (I) into Sydney Harbour for the first time

to much celebration by the Australian people. A tour to all the major Australian ports followed within the next 12 months. At the outbreak of World War I the Australian Fleet operated as a counter to the German East Asiatic Cruiser Squadron under Admiral Graf von Spee. In this period AUSTRALIA (I) took part in a series of operations to seize German Pacific colonies and destroy the enemy radio network for which it received battle honours (Rabaul 1914). AUSTRALIA (I) also captured the German ship SUMATRA and sank the German supply ship ELEONORE WOERMANN off the coast of South America whilst en route to Britain. In February 1915 the vessel became the flagship of the 2nd Battle Cruiser Squadron patrolling the North Sea from 1915-1918. In April 1916 HMAS AUSTRALIA (I) and HMS NEW ZEALAND collided in heavy fog and subsequently AUSTRALIA (I) was undergoing repairs during the Battle of Jutland. Another collision occurred in December 1917 with HMS REPULSE and repairs took three weeks. One officer and 10 ratings from the vessel volunteered to take part in commando raids on the occupied Belgian ports of

Ostend and Zeebrugge in April 1918 and between them received six awards. HMAS AUSTRALIA (I) also took part in aircraft experiments in 1918 with the first ever launchings of two-seater aircraft from a battle cruiser. Following the end of the war AUSTRALIA (I) resumed the role of flagship of the RAN was paid off into reserve in December 1921 and later scuttled as part of the terms of the Washington Naval Treaty of 1922. HMAS SYDNEY (IV) is one of four guided missile frigates in service during 2011. The vessel provides an escort service with the ability to provide area air defence, anti-submarine and anti-shipping warfare, surveillance, reconnaissance and interdiction. It was commissioned on 29 January 1983 and is the fourth vessel to hold the name SYDNEY. The current vessel has deployed to the Middle East four times as well as to East Timor. It has inherited a number of battle honours, more than any other ship in the RAN, as well as contributed four battle honours itself. These include: Rabaul (1914); Emden (1914); North Sea (1916-1918); Calabria (1940); Spada (1940); Mediterranean (1940); Kormoran (1941); Korea (1951-1952); Malaysia

(1964); Vietnam (1965-1972); Kuwait (1991); East Timor (1999); Persian Gulf (2001-2003); and Iraq (2003). HMAS CERBERUS is the Navy's main training establishment. The Naval Base is located on 1517 hectares of land at Hann's Inlet, Western Port Bay, Victoria. Originally named Flinders Naval Depot when the land was purchased in 1911, the base was officially opened in September 1920 and commissioned HMAS CERBERUS on 1 April 1921. Whilst the primary role is for the training of Navy Personnel, four tri-service schools have been opened over the last 13 years and this role has extended to training Army and Air Force personnel too. For many recruits it is their first contact with the Navy and there are ample facilities including accommodation buildings, sports and recreation buildings, a cinema, chapels, gardens and schools of engineering, survivability and ship safety, and is the home of the Recruit School.