

Object number:
00040641

Title: James Johnson, sole
survivor of the RMS TITANIC

Object number:
ANMS1434[031]

Title: Document titled:
Appendix M - James

Object number:
ANMS1435[030]

Title: Document titled:
Appendix M - Postcard to



survivor of the DUNBAR wrecked on 20 August 1857
Date: 1898-1915
Primary Maker: Tesla Studio
Medium: Black and white photographic print on paper
Name: Photograph
History: The 1850s was a period of great social and economic growth in Australia, spurred on by the gold rush and an increasing population. This rapid growth increased the demand for goods and services which could only be met by expansion within agriculture, industry and commerce. This economic climate and demand for passenger ships persuaded the well known ship-owner and merchant Duncan Dunbar to finance the construction of a clipper ship. The DUNBAR was a 1167-ton wooden three-masted sailing ship built in 1852 by the English shipbuilders James Laing & Sons at Sunderland. Costing over 30,000 pounds and constructed from British oak and Indian teak, it was held together by copper fastenings and iron knees. It was designed to carry passengers and cargo quickly between England and Australia but was initially used as a troop transport in the Crimean War. In late May 1857 DUNBAR departed London for its second voyage to Australia, carrying 63 passengers, 50 crew and a

Appendix IV o James Morrison (Boatswain's Mater - BOUNTY)
Date: c 2000
Primary Maker: Ron Coleman
Medium: Ink on paper
Name: Document
History: On Thursday 3 July 2008 Ron Coleman the former Curator of Maritime History and Archaeology at the Queensland Museum in Brisbane and the former State Maritime Archaeologist for Queensland died. Besides being the first State appointed maritime archaeologist he was also instrumental in the establishment of the Maritime Archaeological Association of Queensland in July 1982. Ron Coleman was a very well known, well published and highly respected archaeologist who worked on and had a serious professional interest in early colonial maritime history, maritime archaeology, Pacific exploration and ship technology. He was especially noted for his work on Jean François de Galaup, comte de La Pérouse, HMAV BOUNTY, HMS PANDORA and the British Royal Navy. He oversaw several seasons' excavation work on the wreck site of HMS Pandora, led the first of two Australian expeditions to Vanikoro to exam the sites of La Pérouse and carried

Appendix IVO. Boatswain's Mate James Morrison, BOUNTY
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Medium: Ink on paper
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passengers, 39 crew and a substantial cargo, including dyes for the colony's first postage stamps, machinery, furniture, trade tokens, cutlery, manufactured and fine goods, food and alcohol. Many of the ship's first-class passengers were prominent Sydneysiders, who had made good 'currency' in the colony, and after visiting their 'home' in England were returning to Australia. After a relatively fast voyage the vessel approached Port Jackson on the night of 20 August 1857, in a rising south easterly gale and bad visibility. The Macquarie Light near South Head could be seen between squalls, however the night was very dark and the land almost invisible. Captain Green was a veteran of eight visits to Sydney, being First Mate onboard AGINCOURT and WATERLOO and Commander of WATERLOO, VIMEIRA and DUNBAR. Shortly before midnight he estimated the ship was six miles away from the harbour's entrance and ordered the vessel on, keeping the Macquarie Light on the port bow. Shortly afterwards the urgent cry of 'Breakers Ahead' was heard from the Second Mate in the forepeak. Captain Green, confused by the squalls, and believing the vessel

of La Perouse and carried out extensive survey and excavation work on the Great Barrier Reef and in the Coral Sea. Ron Coleman left behind an archive of more than 150 books, photographs, field notes and 150 manila document folders which provide a snapshot of one of the pioneers of maritime archaeology in Australia. Subjects covered in the archive include HMS PANDORA, the BOUNTY, BOUNTY Mutineers, Pitcairn Island, site excavation reports, Canadian built vessels lost in Australian waters, the wrecks of the SAPHIRE, WOODLARK, YONGALA, CORINGA PACKET, HMS SIRIUS, HMS FOWEY, the SWIFT, CERBERUS, the HOLLANDIA, Europeans in the Pacific, Manila Galleons, Dutch and Spanish ships in Australian waters, whalers in American waters, indigenous watercraft, anchors, chains, winches, cables, dripstones, arms and armour, ship's pumps, ballast, blocks and rigging, stores, olive jars and his survey work on Wreck and Saumarez Reefs.

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and believing the vessel had sailed too far towards North Head mistakenly ordered the helm hard to port. In doing so the vessel sailed closer towards the cliffs instead of the entrance to the Heads. The DUNBAR struck the cliffs just south of the Signal Station at South Head - midway between the lighthouse and The Gap. Within a few minutes the ship had begun to break up. All 63 passengers and 58 of the crew perished in the disaster. The only person to survive the wreck was a young seaman called James Johnson. He was hurled from the deck onto a rocky ledge - from here he climbed up to the cliff face out of the reach of the waves. He remained there until being rescued on 22 August by either the Icelandic Antonia Wollier or the diver Joseph Palmer (depending upon sources). Charles Wiseman, skipper of the small coastal steamer GRAFTON (who had decided wisely to stand off the coast that night rather than enter the Heads) realised that a large vessel had been wrecked off the Heads when he sailed through the entrance and noticed large quantities of timber, bedding and bales floating in the water. By the time he arrived at Sydney more reports were filtering in

reports were filtering in from Watson's Bay and Manly about bodies being washed ashore. Dawn gradually unveiled the enormity of the event to the community of Sydney, as mailbags and other items washed ashore indicating the vessel was in fact the DUNBAR. Many of the local population knew the people on the passenger manifest, consisting of 122 men, women and children. Large crowds were drawn to the scene to watch the rescue of the single survivor, the recovery of the bodies and the salvage of some of the cargo. For days afterwards the newspapers were filled with graphic descriptions of the wreck and the public interest in the spectacle. The victims of DUNBAR were buried at St Stephens Church in Newtown. The funeral procession attracted an estimated 20,000 people who lined George Street. Banks and offices closed, every ship in the harbour flew their ensigns at half mast and minute guns were fired as the seven hearses and 100 carriages went past. The great loss of life caused by the wreck immediately led to an outpouring of letters demanding the upgrade of the Head's lighthouses. They were sent to the newspaper editors at the Empire (28/08/1857) (29/08/1857) and Sydney

/1857) and Sydney Morning Herald (27 - 30/08 /1857). The upgrade issue was also raised at Question Time in Parliament and recommended by the jury at the DUNBAR inquest. 'The verdict of the jury meets with pretty general concurrence. We may observe that the attention of the authorities is now directed to the subject of improving the arrangements for lighting the entrance to the harbour...' (Brennan, 1993). This recommendation was followed in 1858 and the Hornby Lighthouse was constructed. The effect of the DUNBAR wreck on Sydney is evident by the number of letters to paper editors, lithographs, paintings, poems, narratives and accounts which were published just days after the event. These publications were sold in their thousands. Besides the pamphlets and brochures other items began to appear in Sydney as part of the memorabilia associated with the tragedy. Salvagers had acquired bits of the vessel and were manufacturing items including a set of chairs marked, ' Made from the wreck of the Dunbar', along with 'Church, house and Garden Furniture' manufactured to any design, from the wreck of the DUNBAR is took and

the DUNBAR in oak and oak. The impact of the DUNBAR disaster is hard to imagine in these days of safe and efficient air and sea travel. For those living in the emerging colony of Sydney during the 1850s the tragedy had a lasting emotional effect.

Object number:
ANMS1140[002]
Title: Photocopied pages 'A
Missionary: Voyage to the

Object number:
ANMS1140[016]
Title: Morrison's
Memorandum: James

Object number:
ANMS1143[004]
Title: The Clocks and
Watchdog of Captain James

missionary voyage to the Southern Pacific Ocean 1796-1798' by James Wilson

Date: 1980s - 1990s

Medium: Ink on paper

Name: Photocopy

History: On Thursday 3 July 2008 Ron Coleman the former Curator of Maritime History and Archaeology at the Queensland Museum in Brisbane and the former State Maritime Archaeologist for Queensland died. Besides being the first State appointed maritime archaeologist he was also instrumental in the establishment of the Maritime Archaeological Association of Queensland in July 1982. Ron Coleman was a very well known, well published and highly respected archaeologist who worked on and had a serious professional interest in early colonial maritime history, maritime archaeology, Pacific exploration and ship technology. He was especially noted for his work on Jean François de Galaup, comte de La Pérouse, HMAV BOUNTY, HMS PANDORA and the British Royal Navy. He oversaw several seasons' excavation work on the wreck site of HMS Pandora, led the first of two Australian expeditions to Vanikoro to exam the sites of La Pérouse and carried

memorandum - James Morrison's Memorandum and Particulars respecting the Bounty and her Crew.

Date: 1980-1999

Medium: Paper

Name: Transcript

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watched on Captain James Cook 1769-1969 by Derek Howse and Beresford Hutchinson

Date: 1969

Medium: Ink on paper

Name: Journal

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Object number:
ANMS1142[023]
Title: James Morrison -
Destruction of Mole

Object number:
ANMS1142[024]
Title: Document titled:
James Morrison

Object number:
ANMS1142[029]
Title: Document titled:
James Morrison

Boatswain's Mate

Date: 1998

Medium: Ink on paper

Name: Document

History: On Thursday 3 July

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Medium: Ink on paper

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Object number:
ANMS1421[045]
Title: Photocopy of
document titled: The

Object number:
ANMS1426[051]
Title: Photocopy of a letter
from James W. Lee



Object number:
00002278
Title: HERWARD wrecked
on Mendenhall Beach

document titled: The Journals of Captain James Cook on His Voyages of Discovery
Date: 2000
Medium: Ink on paper
Name: Photocopy
History: On Thursday 3 July 2008 Ron Coleman the former Curator of Maritime History and Archaeology at the Queensland Museum in Brisbane and the former State Maritime Archaeologist for Queensland died. Besides being the first State appointed maritime archaeologist he was also instrumental in the establishment of the Maritime Archaeological Association of Queensland in July 1982. Ron Coleman was a very well known, well published and highly respected archaeologist who worked on and had a serious professional interest in early colonial maritime history, maritime archaeology, Pacific exploration and ship technology. He was especially noted for his work on Jean François de Galaup, comte de La Pérouse, HMAV BOUNTY, HMS PANDORA and the British Royal Navy. He oversaw several seasons' excavation work on the wreck site of HMS Pandora, led the first of two Australian expeditions to Vanikoro to exam the sites of La Pérouse and carried

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

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



Object number:
00002499
Title: HEReward wrecked
on Manukya Beach



Object number:
00002498
Title: HEReward wrecked
on Manukya Beach



Object number:
00002500
Title: HEReward wrecked
on Manukya Beach



on Maroubra Beach

Date: 1898

Primary Maker: William James Hall

Medium: Emulsion on glass

Name: Glass plate negative

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



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Date: 1898

Primary Maker: William James Hall

Medium: Emulsion on glass

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Object number:
00002497

Title: HERWARD stuck
at Manukoa beach



Object number:
00002496

Title: Wreck of HERWARD
at Manukoa beach



Object number:
00002495

Title: Wreck of HERWARD
at Manukoa beach



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



at Maroubra beach
Date: 1898
Primary Maker: William James Hall
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Object number:
00040634
Title: Key from the
DUNCAN DUNBAR



Object number:
00046922
Title: The Captain's Chair
constructed out of timber



Object number:
00009096
Title: Wreck of the
DUNCAN DUNBAR



DUNBAR shipwreck

Date: 1850s

Medium: Metal

Name: Key

History: The 1850s was a period of great social and economic growth in Australia, spurred on by the gold rush and an increasing population. The rapid growth increased the demand for goods and services which could only be met by expansion within agriculture, industry and commerce. This economic climate and demand for passenger ships persuaded the well known ship-owner and merchant Duncan Dunbar to finance the construction of a clipper ship. The DUNBAR was a 1167 ton wooden three-masted sailing ship built in 1852 by the English shipbuilders James Laing & Sons at Sunderland, England. Costing over 30,000 pounds and constructed from British oak and Indian teak, it was held together by copper fastenings and iron knees. It was designed to carry passengers and cargo quickly between England and Australia but was initially used as a troop transport in the Crimean War. In late May 1857 DUNBAR departed London for its second

voyage to Australia, carrying 63 passengers, 59 crew and a substantial cargo, including dyes for



constructed out of timber salvaged from the wreck of the DUNBAR

Date: 1857

Medium: Wood

Name: Chair

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DUNCAN DUNBAR, Australian passenger ship, on the coast of Brazil

Date: 1865

Primary Maker: Illustrated London News

Medium: Paper, ink

Name: Engraving

History: DUNCAN DUNBAR was built at Sunderland, Scotland, by James Laing & Sons in 1857. It was a wooden (teak and oak), three-masted clipper of 1,374 tons, owned by the well known English ship-owner Duncan Dunbar, who owned 24 ships, five of which were engaged in the emigrant trade to Australia. Captained by James Banks Swanson, the DUNCAN DUNBAR was on a voyage between London and Sydney in 1865 when, driven by contrary winds, it struck the Rocas shoals in October 1865. The shoals are in the Atlantic Ocean some 150 miles northeast of Cape San Roque, Brazil. All 70 passengers and 47 crew were rescued by the Royal Mail Steam Packet Company steamer ONEIDA. The accompanying article is as follows: It has been mentioned that the ship Duncan Dunbar, of London, Captain Swanson, master, which left London on the 28th of August and Plymouth on the 2nd of September, with passengers and cargo, for Sydney, was, on the 7th of October, wrecked on the

the colony's first postage stamps, machinery, furniture, trade tokens, cutlery, manufactured and fine goods, food and alcohol. Many of the vessels first-class passengers were prominent Sydneysiders, who had made good 'currency' in the colony and after visiting their 'home' in England were returning to Australia. After a relatively fast voyage the vessel approached Port Jackson on the night of 20 August 1857, in a rising south easterly gale and bad visibility. The Macquarie Light near South Head could be seen between squalls, however the night was very dark and the land almost invisible. Captain Green was a veteran of eight visits to Sydney, being First Mate onboard AGINCOURT and WATERLOO and Commander of WATERLOO, VIMEIRA and DUNBAR. Shortly before midnight he estimated the ship was six miles off the entrance to the Heads and ordered the vessel on, keeping the Macquarie Light on the port bow. The 1850s was a period of great social and economic growth in Australia, spurred on by the gold rush and an increasing population. This rapid growth increased the demand for goods and services which could only

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October, wrecked on the reef Las Roccas, lying in long. 33.45W and lat. 3.52 S on the coast of Brazil. She struck on the reef at about half-past eight in the evening. Every effort was made to get the ship off, but in vain, as she went on at high tide. Soon after the vessel struck the captain had gone in one of the boats to take soundings round her. As the boats could not carry all on the wreck, he determined to await daylight and then land, if there was any available spot; and, if there was no landing-place, to take all from the wreck in the boats and on a raft. "It is impossible," says one of the passengers, "to describe the state of mind in which we passed the hours of that most awful and trying night. The vessel was rolling from side to side, and striking most violently at each roll, in a way which seemed to threaten her instant destruction. As day dawned every glass was used in the hope of discovering some place uncovered by water, on which shelter, if only temporarily, might be taken. The captain again went in a boat, and succeeded in getting through the breakers to a landing-place on one of the two banks or islets of sand which rise about 7 ft above ordinary high water mark

be met by expansion within agriculture, industry and commerce. This economic climate and demand for passenger ships persuaded the well known ship-owner and merchant Duncan Dunbar to finance the construction of a clipper ship. The DUNBAR was a 1167-ton wooden three-masted sailing ship built in 1852 by the English shipbuilders James Laing & Sons at Sunderland. Costing over 30,000 pounds and constructed from British oak and Indian teak, it was held together by copper fastenings and iron knees. It was designed to carry passengers and cargo quickly between England and Australia but was initially used as a troop transport in the Crimean War. In late May 1857 DUNBAR departed London for its second voyage to Australia, carrying 63 passengers, 59 crew and a substantial cargo, including dyes for the colony's first postage stamps, machinery, furniture, trade tokens, cutlery, manufactured and fine goods, food and alcohol. Many of the ship's first-class passengers were prominent Sydneysiders, who had made good 'currency' in the colony, and after visiting their 'home' in England were returning to Australia. After

had sailed too far towards North Head mistakenly ordered the helm hard to port. In doing so the vessel sailed closer towards the cliffs instead of the entrance to the Heads. DUNBAR struck the cliffs just south of the Signal Station at South Head - midway between the lighthouse and The Gap and within a few minutes the ship had begun to break up. The only person to survive the wreck was a young seaman called James Johnson. He was hurled from the deck onto a rocky ledge - from here he climbed up to the cliff face out of the reach of the waves. He remained there until being rescued on 22 August by either the Icelander Antonia Wollier or the diver Joseph Palmer (depending upon sources). Charles Wiseman, skipper of the small coastal steamer GRAFTON (who had decided wisely to stand off the coast that night rather than enter the Heads) realised that a large vessel had been wrecked off the Heads when he sailed through the entrance and noticed large quantities of timber, bedding and bales floating in the water. By the time he arrived at Sydney more reports were filtering in from Watson's Bay and Manly about bodies being washed ashore. Dawn gradually unveiled the

ordinary high-water mark. Preparations were at once made for landing. The passengers were lowered in a chair over the stern into the life-boats, it being impossible to get the boats alongside the rolling vessel. By seven we were all landed. On landing, we found that the little islet or bank of sand was covered with pig-weed, but there were no signs of water. During this day the captain directed the landing of water and provisions. Unfortunately, four out of five water-puncheons got at were lost, being stove in by debris of wreck, or having drifted away; and our anxiety was lest we should fail in procuring a supply of water for the party on the reef, consisting in all of 117 souls. For the first two days we had only half a pint of water apiece, although toiling in a severe and unaccustomed manner under a broiling sun, the thermometer being at 112. A tent was set up, and we sheltered ourselves as well we could. The place was much-infested by land-crabs and various kinds of vermin, as well as by sea-birds. We obtained provisions, however, from the wreck to such an extent that on our leaving the place, ten days afterwards, there remained water and stores sufficient to serve a hundred people.

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gradually unveiled the enormity of the event to the community of Sydney, as mailbags and other items washed ashore indicating the vessel was in fact the DUNBAR. Large crowds were drawn to the scene to watch the rescue of the single survivor, the recovery of the bodies and the salvage of some of the cargo. For days afterwards the newspapers were filled with graphic descriptions of the wreck and the public interest in the spectacle. Many of the victims of the DUNBAR were buried at St Stephens Church in Newtown. The funeral procession attracted an estimated 20,000 people who lined George Street. Banks and offices closed, every ship in the harbour flew their ensigns at half mast and minute guns were fired as the seven hearses and 100 carriages went past. The great loss of life caused by the wreck immediately led to an outpouring of letters demanding the upgrade of the Head's lighthouses. They were sent to the newspaper editors at the Empire (28/08/1857) (29/08/1857) and Sydney Morning Herald (27 - 30/08/1857). The upgrade issue was also raised at Question Time in Parliament and recommended by the jury at the DUNBAR inquest. 'The verdict of the jury meets with pretty general

to serve a hundred people for a hundred days. The Captain left on the fourth day, in the life-boat, for Pernambuco. After proceeding 120 miles he was picked up by the Hayara, American ship, and dropped fifteen miles from Pernambuco. There he procured the assistance of the Royal mail-ship Oneida, which immediately came to the island and took all hands, 116 in number (the captain having remained in Pernambuco), safely to Southampton. The ladies behaved with wonderful bravery from first to last." From the Sydney Morning Herald, 16 December 1865: 'The wreck of the Duncan Dunbar, which will be heard of with regret, has happily not been accompanied with any of that disastrous loss of life which made her semi-namesake so sadly famous. On the whole, accidents to outward bound ships to Australia have been few, and we trust they may remain so. The emigration to Australia has been far safer than that to America.' From the Maitland Mercury & Hunter River General Advertiser, 19 December 1865: WRECK OF THE DUNCAN DUNBAR - We regret to learn by the latest English telegram received last evening that the fine ship Duncan Dunbar, bound to

58 of the crew perished in the disaster. The only person to survive the wreck was a young seaman called James Johnson. He was hurled from the deck onto a rocky ledge - from here he climbed up to the cliff face out of the reach of the waves. He remained there until being rescued on 22 August by either the Icelander Antonia Wollier or the diver Joseph Palmer (depending upon sources). Charles Wiseman, skipper of the small coastal steamer GRAFTON (who had decided wisely to stand off the coast that night rather than enter the Heads) realised that a large vessel had been wrecked off the Heads when he sailed through the entrance and noticed large quantities of timber, bedding and bales floating in the water. By the time he arrived at Sydney more reports were filtering in from Watson's Bay and Manly about bodies being washed ashore. Dawn gradually unveiled the enormity of the event to the community of Sydney, as mailbags and other items washed ashore indicating the vessel was in fact the DUNBAR. Many of the local population knew the people on the passenger manifest, consisting of 122 men, women and children. Large

meets with pretty general concurrence. We may observe that the attention of the authorities is now directed to the subject of improving the arrangements for lighting the entrance to the harbour...' (Brennan, 1993). This recommendation was followed in 1858 and the Hornby Lighthouse was constructed. The effect of the DUNBAR wreck on Sydney is evident by the number of letters to paper editors, lithographs, paintings, poems, narratives and accounts which were published just days after the event. These publications were sold in their thousands. Besides the pamphlets and brochures other items began to appear in Sydney as part of the memorabilia associated with the tragedy. Salvagers had acquired bits of the vessel and were manufacturing items including a set of chairs marked, ' Made from the wreck of the Dunbar', along with 'Church, house and Garden Furniture' manufactured to any design, from the wreck of the DUNBAR in teak and oak'. Given its mid 19th century provenance it is highly likely that this chair was manufactured out of timber salvaged from the wreck of the DUNBAR in 1857.

Duncan Dunbar, bound to this port from London, was wrecked on the rocks off Pernambuco about the 8th October. It is satisfactory to know that the passengers and crew were all, saved, and were being taken on by steamer to London. The following is a list of her cabin passengers : Mrs. Henry Mort, a Misses Mort, servant, and child; Mr. George Thornton and Son, Mrs. Thornton, Miss Thornton; Mr. and Mrs. Robinson, Mrs. and Miss Hudson, Mr. and Mrs Jones, child, and servant; Mr. and Mrs. Davis, child, and servant; Mrs. Davis; Mr. and Mrs. Christian, Mr. and Mrs. W. Christian, Mr. and Mrs. Holt, Mrs. Debenham, Miss Young, Mrs. Charles Haigh, Mr. Galloway, Mr. Parbury, Mr. Downy, and Mr. Crase.- Dec. 14 From The Brisbane Courier, 17 January 1866: 'The ship Duncan Dunbar has been wrecked on her passage from London to Sydney. No lives were lost. The Sydney Insurance Companies will lose £40,000 by the wreck.' From The Sydney Morning Herald, 17 February 1866: WRECK OF THE DUNCAN DUNBAR. (From the Times, December 22) The following correspondence has passed in reference to the loss of the above vessel - "Board of Trade, Whitehall, December 21 " Sir, With reference to your

crowds were drawn to the scene to watch the rescue of the single survivor, the recovery of the bodies and the salvage of some of the cargo. For days afterwards the newspapers were filled with graphic descriptions of the wreck and the public interest in the spectacle. The victims of DUNBAR were buried at St Stephens Church in Newtown. The funeral procession attracted an estimated 20,000 people who lined George Street. Banks and offices closed, every ship in the harbour flew their ensigns at half mast and minute guns were fired as the seven hearses and 100 carriages went past. The great loss of life caused by the wreck immediately led to an outpouring of letters demanding the upgrade of the Head's lighthouses. They were sent to the newspaper editors at the Empire (28/08/1857) (29/08/1857) and Sydney Morning Herald (27 - 30/08/1857). The upgrade issue was also raised at Question Time in Parliament and recommended by the jury at the DUNBAR inquest. 'The verdict of the jury meets with pretty general concurrence. We may observe that the attention of the authorities is now directed to the subject of improving the arrangements for lighting the entrance to the

Sir,- with reference to your report on the wreck of the Duncan Dunbar, I am directed by the Board of Trade to inform you that they were so dissatisfied with some of the evidence that they thought it desirable to take the opinion of the Hydrographer to the Admiralty. " I now enclose his report for your information, and I am to add that the professional officers of the Board of Trade entirely agree with the Hydrographer. "His report states the facts of the case so fully, and points out the errors in the evidence of Captain Jasper Selwyn and Captain Trivett so distinctly, that it is unnecessary to enter at large upon these subjects in this letter. " The Board of Trade have only to observe that the witnesses in question (upon whose testimony the conclusions of the Court seem to have been based) not only assume hypothetical currents (of the actual existence of which there is no evidence whatever), in order to account for a wreck which the course steered is quite sufficient to account for, but they pronounce and give credit to the opinion that a master of a first-class ship in the merchant service, when within two or three hours sail of a dangerous reef, and steering directly for it, is

harbour...' (Brennan, 1993). This recommendation was followed in 1858 and the Hornby Lighthouse was constructed. The effect of the DUNBAR wreck on Sydney is evident by the number of letters to paper editors, lithographs, paintings, poems, narratives and accounts which were published just days after the event. These publications were sold in their thousands. Besides the pamphlets and brochures other items began to appear in Sydney as part of the memorabilia associated with the tragedy. Salvors had acquired bits of the vessel and were manufacturing items including a set of chairs marked, 'Made from the wreck of the Dunbar', along with 'Church, house and Garden Furniture' manufactured to any design, from the wreck of the DUNBAR in teak and oak. The impact of the DUNBAR disaster is hard to imagine in these days of safe and efficient air and sea travel. For those living in the emerging colony of Sydney during the 1850s the tragedy had a lasting emotional effect.

steering directly for it, is justified in neglecting the obvious precaution of taking an afternoon observation. " The Board do not believe that such an opinion obtains among the intelligent officers of the mercantile marine; but if such an opinion were by means of the evidence in question to receive a credit which it does not now possess, the result of the inquiry would be to do serious harm and to increase the dangers of shipwreck. " In order to prevent the evidence in question from having this effect the Board of Trade think it their duty to publish this letter and the enclosed report from the Hydrographer. " I am, Sir, your obedient servant, T. H. Farrer, " To James Traill, Esq., Police Court, Greenwich." " December 16. " ' In regard to the loss of the Duncan Dunbar on the Rocos Shoal, I have to remark that supposing the ship to have been in the position as stated in the evidence at noon - viz , latitude 2.56 S., longitude 33 11 W., and to have subsequently steered at stated, from S.W. half S. to S.W. by S., and gone at a speed of between seven and eight knots - moreover, to have experienced the usual westerly current, as shown on the Admiralty chart - then she should be nearly

then she should as nearly as possible have been on shore on Los Rocos, at the moment she was, and her grounding proved that her chronometers were in no appreciable degree in error, and that the current as shown on the chart, and stated in the Admiralty sailing directions, really did exist. " It seems very improbable that the witnesses examined did not give the extreme westerly course made by the ship and the more so as it appears the log-book was altered some days after the wreck to give the ship a more westerly course than had been assigned to her at the time. "As regards the evidence given by Captain Selwyn R N, and Captain Trivett, of the mercantile marine, to which the Board of Trade desire to draw special attention I have to observe that in regard to the southerly and easterly current described by the former officer as existing from sixteen to twenty miles N. E. of Los Rocos, there is no evidence whatever of such a current in the records of this department; but, on the contrary, all the documents bearing on the subject go to prove the existence of a westerly current. In the plans of Los Rocos made by Captain Parish, R N , in 1856, and by Captain Selwyn, in 1857, no current

Selwyn, in 1857, no current is mentioned, and in the remarks of the latter officer which accompanied his plan, he notices the fact of the shoals lying in the heart of a westerly current, but communicates no information in regard to the southerly and easterly current stated in his evidence to have been established by him. " 'In regard to the remarkable difference in the latitude and longitude observed by Captain Selwyn, I have only to say that Lieutenant Lee, of the United States' navy, fixed the position of the shoal in 1852, that Captain Parish, R N., made a survey of it in 1856, and planted 100 cocoanut trees, and that Captain Selwyn again made a plan of it in the following year, and planted seven trees, three of which appear to have survived; that the observations of these three officers in regard to latitude agree within five seconds, and that the difference in their longitude amounts to two or three miles, which is no more than was to have been looked for in results obtained by ordinary ships of war not specially supplied with instruments for the purpose. " 'With reference to the statements of Captain Selwyn and Captain Trivett, that they would have pursued the course

have pursued the course adopted by the master of the Duncan Dunbar under similar circumstances, I am obliged to say that I entirely differ from them as to the prudence and safety of such a course, and it is, I think, a dangerous doctrine to disseminate that a shipmaster in charge of life and property is justified in abstaining from making all possible observations to ascertain his position when in the neighbourhood of danger. " ' A single observation for longitude at 4 p m of the 7th October ought to have prevented the catastrophe which occurred only four hours later. " ' In regard of the recommendations of Captain Selwyn, referred to in the letter from the Board of Trade, which I presume alludes to the desirability of the establishment of a lighthouse on the Rocas, I am of opinion that, however valuable such a light might be to the local trades, and admitting in an abstract point of view the utility of a light on any small low island in the middle of the ocean, it is not necessary for ocean ships, which would assuredly never adopt so westerly a route as the Rocas, unless compelled to do so, which would very rarely be the case. " ' It is submitted that these observations should be referred for the information

referred for the information
of the Board of Trade. " ' Geo Henry Richards,
Hydrographer.' " From The
Sydney Morning Herald, 19
January 1866: WRECK OF
THE DUNCAN DUNBAR,
(From our Melbourne
Telegraphic
Correspondent) 'The
Duncan Dunbar sailed from
Gravesend for Sydney on
the 27th August, and was
lost off Las Rocas, north of
Pernambuco on the 7th of
October. Her passengers
and crew were all saved
and conveyed by the Brazil
mail steamer Oneida to
Southampton, which place
they reached on the 4th of
November. The following is
a list of her passengers:
Mr. and Mrs. Robinson, Mr.
and Mrs. Jones, child, and
servant, Mrs. Mort and
family, Mrs. and Miss
Hudson, Mr. and Mrs.
Davis, infant, and female
servant, Mrs. Davis, Mr.
and Mrs. Thornton, son,
and daughter, Miss Young,
Mr. and Mrs. William
Christian, Mr. and Mrs. E.
Christian, Mr. Wilkinson,
Mrs. and Miss Beet, Mrs.
Dudgeon, Mrs. Haigh,
Messrs. Parbury, Galloway,
Tomkins, Crase, Dowling,
Hudson, Santylands,
Geddes, thirteen second
class passengers, and the
officers and crew, fifty-nine
in number.'



Object number:
00001320

Title: Anchor chain section
from the wreck of the



Object number:
00040633

Title: Buckle from the
DUNBAR shipwreck



Object number:
00040635

Title: Belt buckle from the
DUNBAR shipwreck

from the wreck of the
DUNBAR

Date: 1852-1857

Medium: Metal

Name: Anchor chain

History: The 1850s was a period of great social and economic growth in Australia, spurred on by the gold rush and an increasing population. This rapid growth increased the demand for goods and services which could only be met by expansion within agriculture, industry and commerce. This economic climate and demand for passenger ships persuaded the well known ship-owner and merchant Duncan Dunbar to finance the construction of a clipper ship. The DUNBAR was a 1167-ton wooden three-masted sailing ship built in 1852 by the English shipbuilders James Laing & Sons at Sunderland. Costing over £30,000 and constructed from British oak and Indian teak, it was held together by copper fastenings and iron knees. It was designed to carry passengers and cargo quickly between England and Australia but was initially used as a troop transport in the Crimean War. In late May 1857 DUNBAR departed London for its second

voyage to Australia, carrying 63 passengers, 59 crew and a substantial cargo, including dyes for



DUNBAR shipwreck

Date: 1850s

Medium: Metal

Name: Buckle

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Object number:
00040636

Title: Hanks and Lloyd,
Australian Tea Merchants




Object number:
00040637

Title: Hanks and Lloyd,
Australian Tea Merchants



Object number:
00040638

Title: Hanks and Lloyd,
Australian Tea Merchants



Australian Tea Mart, Sydney


Date: 1850s

Medium: Metal

Name: Trader token

History: The 1850s was a period of great social and economic growth in Australia, spurred on by the gold rush and an increasing population. This rapid growth increased the demand for goods and services which could only be met by expansion within agriculture, industry and commerce. This economic climate and demand for passenger ships persuaded the well known ship-owner and merchant Duncan Dunbar to finance the construction of a clipper ship. The DUNBAR was a 1167-ton wooden three-masted sailing ship built in 1852 by the English shipbuilders James Laing & Sons at Sunderland. Costing over 30,000 pounds and constructed from British oak and Indian teak, it was held together by copper fastenings and iron knees. It was designed to carry passengers and cargo quickly between England and Australia but was initially used as a troop transport in the Crimean War. In late May 1857 DUNBAR departed London for its second voyage to

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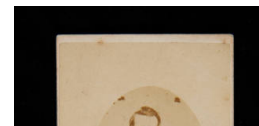
Object number:
00040639

Title: Teaspoon from the
DUNBAR chieftain's



Object number:
00040640

Title: Spigot from the
DUNBAR chieftain's



Object number:
00046966

Title: George Tombs,
Gardner, M.C. Wales

DUNBAR shipwreck

Object Names: Still image

Date: 1850s

Medium: Metal

Name: Teaspoon

History: The 1850s was a period of great social and economic growth in Australia, spurred on by the gold rush and an increasing population. This rapid growth increased the demand for goods and services which could only be met by expansion within agriculture, industry and commerce. This economic climate and demand for passenger ships persuaded the well known ship-owner and merchant Duncan Dunbar to finance the construction of a clipper ship. The DUNBAR was a 1167-ton wooden three-masted sailing ship built in 1852 by the English shipbuilders James Laing & Sons at Sunderland. Costing over 30,000 pounds and constructed from British oak and Indian teak, it was held together by copper fastenings and iron knees. It was designed to carry passengers and cargo quickly between England and Australia but was initially used as a troop transport in the Crimean War. In late May 1857 DUNBAR departed London

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Date: 1850s

Medium: Metal

Name: Spigot

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Sydney, N.S. Wales. Drowned in the MARY LAWSON (BARQUE) on Middleton Reef, June 1866

Date: 1866

Medium: Black and white photographic print on paper.

Name: Carte-de-visite

History: The MARY LAWSON was a wooden, three-masted barque of 432 registered tons launched from the Southwick Yards, in Durham in September 1864. It was owned by Lawson, Hodgeson and Company of Liverpool and registered in the same port. The barque made at least two voyages to Moreton Bay, Queensland in 1865 and 1866 carrying immigrants and general cargo. On its last voyage two of the ship's crew refused to work the ship and were charged in Brisbane when the vessel arrived there. The crew in turn charged Captain Thom(p)son with assault and the case was heard before a magistrate - the two crew were subsequently imprisoned in Brisbane and missed the voyage of the MARY LAWSON to Shanghai via Sydney. On 6 June 1866 the barque left Sydney, New South Wales under the command of Captain J H Thom(p)son for Shanghai with 600 tons of coal from the Bulli Coal Company. Nothing further was heard from the vessel.

dyes for the colony's first postage stamps, machinery, furniture, trade tokens, cutlery, manufactured and fine goods, food and alcohol. Many of the ship's first-class passengers were prominent Sydneysiders, who had made good 'currency' in the colony, and after visiting their 'home' in England were returning to Australia. After a relatively fast voyage the vessel approached Port Jackson on the night of 20 August 1857, in a rising south easterly gale and bad visibility. The Macquarie Light near South Head could be seen between squalls, however the night was very dark and the land almost invisible. Captain Green was a veteran of eight visits to Sydney, being First Mate onboard AGINCOURT and WATERLOO and Commander of WATERLOO, VIMEIRA and DUNBAR. Shortly before midnight he estimated the ship was six miles away from the harbour's entrance and ordered the vessel on, keeping the Macquarie Light on the port bow. Shortly afterwards the urgent cry of 'Breakers Ahead' was heard from the Second Mate in the forepeak. Captain Green, confused by the squalls, and believing the vessel had sailed too far towards

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was heard from the vessel until 15 June when John Miller, the Chief Officer of the MARY LAWSON, James Matthews, Second Mate and Samuel Wilson, seaman appeared on the northern side of the Clarence River, New South Wales where they were assisted by two local settlers Captain Muir and Mr Black. According to a letter, written by John Miller, published in the Sydney Morning Herald of 26 June 1866 the MARY LAWSON had been wrecked at about 2 am on the morning of 10 June 1866 on Middleton Reef 300 nautical miles east of Brisbane in the Coral Sea. Once the barque was on the reef a succession of huge seas swept over the vessel forcing the crew to take to the ship's boats. Despite the efforts of the crew both the gig and longboat were swept away drowning two of the occupants. A line was then floated across to some rocks which were above water and attempts were made to ferry the crew and Captain's wife ashore - the Captain, his wife and several of the crew drowned in the process with only four crew members making it safely to the rocks. The rest of the crew, not wanting to risk the line, decided to remain on the vessel. The four sailors who reached

North Head mistakenly ordered the helm hard to port. In doing so the vessel sailed closer towards the cliffs instead of the entrance to the Heads. The DUNBAR struck the cliffs just south of the Signal Station at South Head - midway between the lighthouse and The Gap. Within a few minutes the ship had begun to break up. All 63 passengers and 58 of the crew perished in the disaster. The only person to survive the wreck was a young seaman called James Johnson. He was hurled from the deck onto a rocky ledge - from here he climbed up to the cliff face out of the reach of the waves. He remained there until being rescued on 22 August by either the Icelandier Antonia Wollier or the diver Joseph Palmer (depending upon sources). Charles Wiseman, skipper of the small coastal steamer GRAFTON (who had decided wisely to stand off the coast that night rather than enter the Heads) realised that a large vessel had been wrecked off the Heads when he sailed through the entrance and noticed large quantities of timber, bedding and bales floating in the water. By the time he arrived at Sydney more reports were filtering in from Watson's Bay and

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four sailors who reached the safety of the reef recovered one of the ship's boats and endeavoured to standby the vessel and assist in the rescue of the remaining crew - heavy seas prevented this from happening and the boat crew were driven to leeward of the reef and set a course for the coast. Andrew Renwick, the ship's carpenter, was drowned when the boat came ashore north of the Clarence River. On 30 June 1866 HMS FALCON of the Australia Station was ordered to proceed to New Zealand via Elizabeth and Middleton Reef for the purpose of ascertaining the fate of the remaining crew. The FALCON later reported (7 August 1866, Sydney Morning Herald) that it had arrived off Elizabeth and then Middleton Reef on 6 July 1866 and searched the area for shipwreck survivors. The crew of the FALCON observed three wrecks on Middleton Reef and conditions were so favourable that they were able to board the remains of the MARY LAWSON and search for survivors. Captain Parkin of the FALCON reported that the stern of the vessel had been washed away, the decks fallen in, beams given way, the hull broken open and the masts laying across the vessel. The vessel was in such poor

Manly about bodies being washed ashore. Dawn gradually unveiled the enormity of the event to the community of Sydney, as mailbags and other items washed ashore indicating the vessel was in fact the DUNBAR. Many of the local population knew the people on the passenger manifest, consisting of 122 men, women and children. Large crowds were drawn to the scene to watch the rescue of the single survivor, the recovery of the bodies and the salvage of some of the cargo. For days afterwards the newspapers were filled with graphic descriptions of the wreck and the public interest in the spectacle. The victims of DUNBAR were buried at St Stephens Church in Newtown. The funeral procession attracted an estimated 20,000 people who lined George Street. Banks and offices closed, every ship in the harbour flew their ensigns at half mast and minute guns were fired as the seven hearses and 100 carriages went past. The great loss of life caused by the wreck immediately led to an outpouring of letters demanding the upgrade of the Head's lighthouses. They were sent to the newspaper editors at the Empire (28/08/1857) (29/08/1857) and Sydney Morning Herald (27 - 30/08

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vessel was in such poor condition that it would not have provided any shelter for the surviving crew. No evidence of the crew, except for some personal belongings, was found. Both Captain Parkin and the Master of the FALCON Alfred Thomas were of the opinion that Middleton Reef would have provided enough shelter in almost any condition for the survivors in the longboat to have stayed on station and render assistance. 'As the lagoon of the Middleton Reef is quite land locked and perfectly free from breakers with winds from N. E. to W.S.W. I cannot see that there would have been any difficulty for the men who escaped from the MARY LAWSON in the longboat to have remained in the lagoon with the hope of being able to render some assistance to their unfortunate shipmates'. Those drowned in the wreck were J H Thom(p) son, Captain, Mrs Thom(p) son, Andrew Murray, Samuel Wilson, Thomas Roberts, Joseph Benders (cook), Henry Jones, George Kirkwood, George Graham, James Lockhart, William Hanson, and George Tombs. The photographer was C H Tullett of Pitt Street, Sydney. As Tullett operated from this address post-1868, it is highly likely that this party de visita of

/1857). The upgrade issue was also raised at Question Time in Parliament and recommended by the jury at the DUNBAR inquest. 'The verdict of the jury meets with pretty general concurrence. We may observe that the attention of the authorities is now directed to the subject of improving the arrangements for lighting the entrance to the harbour...' (Brennan, 1993). This recommendation was followed in 1858 and the Hornby Lighthouse was constructed. The effect of the DUNBAR wreck on Sydney is evident by the number of letters to paper editors, lithographs, paintings, poems, narratives and accounts which were published just days after the event. These publications were sold in their thousands. Besides the pamphlets and brochures other items began to appear in Sydney as part of the memorabilia associated with the tragedy. Salvors had acquired bits of the vessel and were manufacturing items including a set of chairs marked, 'Made from the wreck of the Dunbar', along with 'Church, house and Garden Furniture' manufactured to any design, from the wreck of the DUNBAR in teak and oak. The impact of the

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that this carte de visite of George Tombs was a posthumous copy of an ambrotype or carte de visite that was taken (according to the inscription on the back) in 1866.

DUNBAR disaster is hard to imagine in these days of safe and efficient air and sea travel. For those living in the emerging colony of Sydney during the 1850s the tragedy had a lasting emotional effect.

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Object number:
00047811

Title: Jug retrieved from
the BURBAGE site



Object number:
00037647

Title: Burmantofts faience
jar



the DUNBAR wreck site

Date: 1850s

Medium: Pewter

Name: Jug

History: The 1850s was a period of great social and economic growth in Australia, spurred on by the gold rush and an increasing population. This rapid growth increased the demand for goods and services which could only be met by expansion within agriculture, industry and commerce. This economic climate and demand for passenger ships persuaded the well known ship-owner and merchant Duncan Dunbar to finance the construction of a clipper ship. The DUNBAR was a 1167-ton wooden three-masted sailing ship built in 1852 by the English shipbuilders James Laing & Sons at Sunderland. Costing over £30,000 and constructed from British oak and Indian teak, it was held together by copper fastenings and iron knees. It was designed to carry passengers and cargo quickly between England and Australia but was initially used as a troop transport in the Crimean War. In late May 1857 DUNBAR departed London for its second voyage to Australia,

carrying 63 passengers, 59 crew and a substantial cargo, including dyes for the colony's first postage



vase

Date: 1879 - 1890

Primary Maker:

Burmantofts Faience

Medium: Earthenware, enamel glaze

Name: Vase

History: Burmantofts Pottery (Messrs. Wilcox and Co. (Ltd) of Leeds in Yorkshire England were active between 1842 and 1904. Originally the firm made bricks, sanitary tubes, architectural goods and other household pottery items. But when James Etches became manager in 1879 they began the production of ceramic tiles, art pottery and architectural faience. By 1888 the name of Wilcock and Co. ceased and the pottery became known as The Burmantofts Company Ltd. Pamphlets, engravings, poems, paintings and brochures soon began to appear in Sydney as part of the memorabilia industry associated with the tragedy. Salvors including Captain Miller, had acquired numerous bits and pieces associated with the vessel and were either selling salvaged items as mementos of the tragedy or manufacturing all manners of items - including a set of chairs marked with MADE FROM THE WRECK OF THE DUNBAR - FROM THE HULL OF THE UNFORTUNATE DUNBAR. The effect of the

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DUNBAR. The effect of the DUNBAR disaster is hard to imagine in these days of safe and efficient air and sea travel. Brennan (1993) tried to portray the disaster by comparing it to 2,619 Sydney-residents being killed by a plane crashing into Botany Bay in 1993. Even in 2007 the repercussions of the event still live on with the descendants of some of the victims attending the annual DUNBAR Commemorative Services at Camperdown Cemetery and St Stephens Church, Newtown.

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