



Object number:
00019730

Title: The Screw Engines of
the GREAT EASTERN



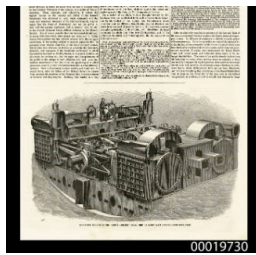
Object number:
00036885

Title: A Missionary Voyage
to the Southern Pacific



Object number:
00055457

Title: Flotation piece
Date: 2005-2012



the GREAT EASTERN Steam-Ship, by James Watt and Co
Date: 23 May 1857
Primary Maker: Illustrated London News
Medium: Ink on paper
Name: Engraving
History: In 1858 when the 18,914-ton GREAT EASTERN was launched, it was the world's largest iron ship. At a time when the largest ships on the seas were less than 5,000 tons, the GREAT EASTERN was a colossal vessel designed to carry 4,000 passengers along with 6,000 tons of cargo to Australia without the need to re-coal. Designed by Isambard Kingdom Brunel, the five-funnelled six-masted ship featured side-paddles and a screw propeller, and was built by Scott Russell & Co Ltd at Millwall on the River Thames between 1854 and 1858. The screw engines by James Watt & Co were built at the Soho Foundry at Smethwick, England in 1857. The third of Brunel's 'great ships' (after the GREAT WESTERN and the GREAT BRITAIN), the GREAT EASTERN was unique as the first ship to incorporate a steering engine and was designed with a double cellular hull. Despite a myriad of technical and financial difficulties during construction, the ship was eventually launched in January 1859 and fitted out



to the Southern Pacific Ocean
Date: 1799
Primary Maker: Thomas Haweis
Medium: Leather, gilt, paper, ink
Name: Book
History: The origins of the London Missionary Society (LMS) lie in the late 18th century revival of Protestant Evangelism and the development of the Congregationalist movement in England and the United States. The Missionary Society was formally established in September 1795 and although broadly interdenominational in scope, the Society was very much Congregationalist in both outlook and membership. The Missionary Society was renamed the London Missionary Society in 1818. Heavily influenced by the voyages of James Cook and with the patronage of Joseph Banks, missionary activity commenced in the South Seas with the first overseas mission to Tahiti in 1796. Missionary work expanded into North America, South Africa, eastern and southern Europe including Russia, Greece and Malta. However, during the 19th century, the main fields of mission activity for the LMS were China, South-East Asia, India, the Pacific, Madagascar, Central



Date: 2005-2012
Medium: Syntactic Foam, Isofloat, Microglass / epoxy
Name: Flotation piece
History: These blocks each represent a full size block 1 /5 scale. The original concept was to build the DEEPSEA CHALLENGER in layers like putting bricks together. This set of trays is a concept model. The blocks bonded together by special technique that forces glue into the join, which creates a homogenous layer. Building the chassis from foam instead of metal meant that the vehicle could be lighter overall. James Cameron didn't want the DEEPSEA CHALLENGER to have a metal chassis. He wanted the chassis to be foam. Ron Allum recalls: "Flotation for submersibles is usually made up of a mix of hollow glass microspheres and epoxy resin which sets solid like a brick but floats. Again I turned towards the US and requested quotes and samples. Again I hit a wall. It was either no-response or the samples I tested were not homogeneous or offered an insufficient factor of safety, especially for a piloted vehicle. With their standard foam we would have to incorporate a chassis that would make our sub too heavy. Not to mention, if a foam block failed during a dive the

January 1858 and fitted out at Deptford. During trials in September 1859, a heater attached to the paddle engine boilers exploded killing several men and damaging the forward funnel and grand saloon. In 1860 the GREAT EASTERN made its first trans-Atlantic run, and was promoted by a series of public exhibits and port visits along the United States east coast. In 1864, the GREAT EASTERN was sold for a fraction of its cost to a cable-laying company and it was used to lay the first trans-Atlantic telegraph cable. Between 1865 and 1874 the ship laid and repaired telegraph cables across the Atlantic and Indian Oceans. The GREAT EASTERN was then laid up at Milford Haven for the next 12 years, until it was used as a fairground and floating advertising billboard off the coast at Liverpool. It was sold for scrap in 1888, and in early 1889 the mammoth task of deconstruction began on the banks of the River Mersey.

Madagascar, Central Africa, Southern Africa, Australia and the Caribbean (including British Guiana, now Guyana). Following the formation of the London Missionary Society, Thomas Haweis and his supporters combined resources to prepare the 267-ton, wooden ship DUFF, owned by James Cox and Co, London (Lloyds, 1798) for the LMS's first missionary voyage into the Pacific. Haweis was one of the founders of the London Missionary Society and was very active in the promotion of overseas missions. An ex-East India Company captain retired to Portsmouth, James Wilson, heard of Haweis's zeal and approached him offering his services. With Captain James Wilson, Haweis had on his hands a zealous convert, who had converted to Christianity in India following a series of 'trials'. Whilst the DUFF was being prepared for the voyage, two supporters of the LMS, Joseph Hardcastle of London and James Duncan of Blackheath, proposed a scheme to fund the voyage. They approached the British East India Company, which held a crown monopoly of all trade in the Pacific and, aided by Joseph Banks, obtained permission from the Company to backload tea from China to England

laid during a dive the pilot and sub might not ascend. Rather than abandon the project I went to Kitchen Warehouse in Marrickville and bought a food mixer. It took me 12 months to come up with a structural flotation material that we could use. From there we designed a manufacturing plant and commenced production in February 2011." Each block represents a full size block 1/5 scale the original concept was to build the DEEPSEA CHALLENGER in layers like putting bricks together. This set of trays is not quite how was built in the end but is a concept model. Blocks bonded together by special technique that forces glue into join. This model is six metres long and constructed in five different sections. Built vertically, the way it would dive. Each block 1200 x 270 x 270 with biggest block off the shelf is about a cubic foot. The Isofloat process and bigger equipment and mixers could make bigger blocks. The blocks have machined and radiused corners which help to relieve stress as when block subjected to hydrostatic pressure, they bend like a banana.

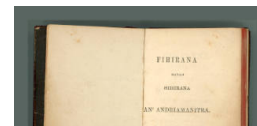
tea from China to England.
(Aulie, 1999; Brynes, 2002)
The vessel sailed from
Portsmouth on 10 August
1796 for the South Seas,
the Society Islands and
China. The voyage took
seven months, taking the
longer eastern route south
of Cape Town, Tasmania
and New Zealand, after an
unsuccessful attempt to
round Cape Horn. The LMS
arrived on board the DUFF
in March 1797. Although
the first contacts were
hopeful, the Tahitians
quickly disregarded these
new arrivals whose
behaviour was so different
from that of the Europeans
they had met before. The
DUFF missionaries,
although equipped with a
Tahitian - English
dictionary, were very ill-
prepared and failed in their
attempt to evangelize the
Tahitians. In 1798 11 of the
18 missionaries left the
island for New South Wales
on board the brig
NAUTILUS. The Christian
influence in Tahiti
remained low even after
the arrival of 12 new
missionaries in 1801 and
tribal wars incited the LMS
to abandon its mission in
1808, with Henry Nott
being the only missionary
to follow King Pomare II to
Moorea. A series of inter-
island and inter-tribal wars
between Christian and non-
Christian Tahitians followed
culminating in a Christian
victory at the Battle of

victory at the battle of
Feipi in 1815. Following
Feipi the LMS activities
were revived, a school and
church were established,
new missionaries settled,
books were translated,
Pomare II was baptised and
the High Priest Patii was
converted. A Royal Chapel
was built at Papare in 1818
and Pomare II was
christened in 1819. From
that time the influence of
the Anglican Church in
Tahiti grew; displacing the
indigenous culture and
religion and replacing it
with Christian morality.
(Moorhead, 1966, pp. 107 -
112)

Object number:
00042681
Title: Discovery and
Settlement of Port Phillip



Object number:
00044255
Title: Ai Volá Tabu
Date: 1864-1867



Object number:
00044256
Title: Fihirana
Date: 1875

Settlement of Port Phillip

Date: 1856

Primary Maker: James Bonwick

Medium: Leather, Ink on paper

Name: Book

History: James Bonwick was born near London, England in July 1817 and was educated at the Borough Road School in Southwark before becoming a teacher and later a Headmaster at a number of local primary schools. Deeply influenced by a Baptist clergyman he became a strict non-conformist, married Esther Beddow the daughter of a Baptist minister, and pledged himself to the Temperance movement. In 1841 James and Esther Bonwick were selected to manage the proposed Normal School in Hobart Town, Van Diemen's Land - the chief school of Sir John Franklin's new Board of Education. The Bonwicks arrived in Hobart on 10 October 1841 and ran the school for almost two years before resigning because of poor conditions at the school. They established their own school at Hobart in 1843, moving it to Glenorchy in June 1847. In 1847 (or 1846) he wrote "Introduction to Geography

for the Use of Australian Youth" the first of over 60 accredited publications. In 1850 the Bonwicks moved



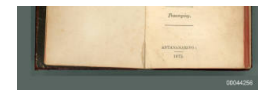
Date: 1804-1807

Primary Maker: W M Watts

Medium: Paper, hard board cover, leather, gilt

Name: Bible

History: One of the first tasks attempted by a missionary preaching the Christian faith in the Indian or Pacific Oceans was to translate the King James Bible and other religious tracts such as hymnals and prayer books into the language of the islands. These texts were subsequently printed on small portable printing presses. The translation and printing of these items was an enormous task requiring almost anthropological training in languages and linguistics along with the ability to establish an educational system that could teach reading and writing to a society where literacy was very much a foreign concept. The introduction of written language left the way open for mistranslations of the 'word of god', the Christianisation of the local languages and eventually the decline in local cultural beliefs. During the 19th century portable printing presses and missionary printers such as William Ellis were dispatched to the islands of the Pacific at an increasing rate with presses at Eimeo (1816); Mo'orea (1816); Tahiti (1818); Honolulu (1822).



Date: 1875

Primary Maker: Religious Tract Society

Medium: Paper, hard board cover, leather

Name: Hymnal

History: One of the first tasks attempted by a missionary preaching the Christian faith in the Indian or Pacific Oceans was to translate the King James Bible and other religious tracts such as hymnals and prayer books into the language of the islands. These texts were subsequently printed on small portable printing presses, by the missionaries and their helpers. The translation and printing of these items was an enormous task requiring almost anthropological training in languages and linguistics along with the ability to establish an educational system that could teach reading and writing to a society where literacy was very much a foreign concept. The introduction of written language left the way open for mistranslations of the 'word of god', the Christianisation of the local languages and eventually the decline in local cultural beliefs. During the 19th century portable printing presses and missionary printers such as William Ellis were dispatched to the islands of the Pacific at an increasing rate with

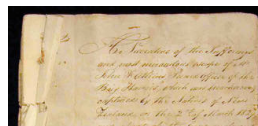
to Adelaide in South Australia, where they opened a private school and he became a lecturer at the first Australian branch of the Young Men's Christian Association and the founder of Australia's earliest teachers' association. Heavily in debt for building expenses associated with the school, Bonwick left for the Victorian goldfields in February 1852. After a brief stay they moved to Melbourne where, based on his experiences at the diggings James Bonwick wrote a number of guides on Victorian gold mining, as well as producing and editing a monthly magazine. In 1853 Bonwick opened a land agency and toured the diggings for a while as a lecturer for the Colonial Reform Association, an agency pledged to unlock the land before settling down to full time writing, producing 'Discovery and Settlement of Port Phillip' in 1856 and many other works. Between 1859 and 1881 the Bonwicks travelled extensively before he took up an appointment as an immigration agent, then a lecturer and historian with the Queensland Colonial Government and later archivist for the Government of New South Wales. He died at Brighton, England in 1906.

(1818); Honolulu (1822); Tonga (1831); Rarotonga (1834); Fiji (1839) and Samoa (1839).

an increasing rate with presses at Eimeo (1816); Mo'orea (1816); Tahiti (1818); Honolulu (1822); Tonga (1831); Rarotonga (1834); Fiji (1839) and Samoa (1839).



Object number:
00047681
Title: The Felonry of New
South Wales



Object number:
00030504
Title: The Narrative of the
Sufferings and Death



Object number:
00053937
Title: A Calendar of the
Prisoners in the Gaol of New



South Wales

Date: 1837

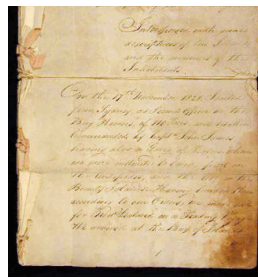
Primary Maker: James Mudie

Medium: Ink on paper, cloth and leather bound, gilt edges

Name: Book

History: Although the principal reasons behind the European occupation of Australia and the establishment of a settlement at Sydney Cove in 1788 were primarily of a militaristic and penal nature the colony quickly became popular with people seeking land and opportunity away from Europe and the Americas. Opportunities to prosper were also available to some of the colonies' former convicts and in New South Wales a complex class system developed between the non-convict wealthy landholders, free settlers, former convicts and convicts. As the system developed and changed over time vocal members of the various classes fought for political, social and financial status - sometimes supporting and sometimes in direct opposition to the Colonial and British government. James Mudie (1779 - 1852) was the son of John and Margaret Mudie of

Forfarshire, Scotland. In 1799 he was appointed Second Lieutenant in the 69th Company of Marines



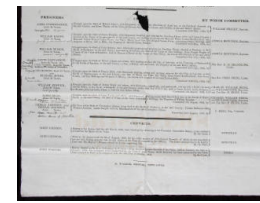
Sufferings and most Miraculous Escape of Mr John F Atkins, Second Officer of the Brig HAWEIS which was treacherously captured by the natives of New Zealand on the 22nd of March 1829 and a part of the crew massacred

Date: c 1830

Medium: Ink on paper

Name: Manuscript

History: The HAWEIS The 72 ton, wooden schooner HAWEIS was built on the island of Moorea, Society Islands for the London Missionary Society by the missionaries George Bignall and John Williams. The vessel launched in December 1817 by King Pomare of Tahiti, was named after Dr Thomas Haweis whose interests led to the founding of the London Missionary Society. Originally the London Missionary Society intended to use the HAWEIS between the Colony of New South Wales and their missions in Tahiti, New Zealand and Tonga. However after two very unprofitable voyages the vessel was leased to Robert Campbell (1769 - 1846) of Campbell Clarke & Co, Campbell's Wharf, Sydney, New South Wales. Campbell re-rigged the vessel as a brig, armed it with a couple of small cannons and then engaged it - sometimes on his behalf sometimes on the behalf of the Society, on a



Prisoners in the Gaol of our Sovereign Majesty... 19th Day of August 1829

Date: 1829

Medium: Paper

Name: Calendar

History: Extreme poverty was a fact of life for many people in 18th and 19th century. In desperation, many resorted to crimes such as poaching, theft, robbery with violence and forging coins as the means to survive in a society without any social welfare system. This was countered by the development of a complicated criminal and punishment code aimed at protecting private property. Punishments were harsh with even minor crimes, such as stealing goods worth more than one shilling, cutting down a tree in an orchard, stealing livestock or forming a workers union, attracting the extreme penalty of 'death by hanging'. Until the early 19th century, except for the King's Bench, Marshalsea, Fleet Prisons and Newgate Gaol which were all Crown prisons attached to the central courts, prisons were administered locally and were not the responsibility or property of central government. They were used for the correction of vagrants and those convicted of lesser offences, for the coercion

in Portsmouth and served in the English Channel and on board HMS LEDA. In 1805 he was promoted First Lieutenant and sent to Scotland where he got into significant trouble over his accounts and was subsequently dismissed from the Marines in August 1810. Unemployed and short of money Mudie persuaded a bookselling company to join him in making commemorative medals of events and heroes in the Napoleonic wars. Through lack of support and alleged misdealing over 10,000 pounds were lost in the venture and Mudie and the bookselling firm were forced into insolvency. Cashiered out of the Marines and now an insolvent, thanks to the benevolence of Sir Charles Forbes and the Colonial Office, Mudie with his three daughters and a step-daughter were given free passages to New South Wales arriving in Sydney in July 1822. Mudie was given a land grant of 2,150 acres (870 ha) on the Hunter River, which he named Castle Forbes after his patron. He also began a ladies' school at Parramatta; when it failed to win support he moved with his family to Castle Forbes. In 1825 Mudie expanded his estate by an additional 2,000 acres (809

hectares) on the Society, on a series of trading voyages throughout the Pacific. Between 1818 and 1828 the vessel made at least thirty five voyages between Sydney and the Pacific visiting the Society Islands, Norfolk Island, Batavia, New Zealand, Tonga and possibly Fiji. During a voyage in 1819 the vessel charted a series of previously unknown - at least to the Europeans - reefs and islands including North and South Minerva Reefs. In 1828 and 1829 the vessel made a number of voyages to New Zealand (one of which is the subject of the manuscript) before the brig left Sydney for the last time on October 24 1829. Bound for New Zealand, Tongataboo (Tonga) and Otaheite (Tahiti) with missionaries and school supplies the vessel is believed to have never reached any of its ports and in January 1830 was reported missing, believed to have been taken by either convict stowaways or Pacific Islanders. Robert Campbell and the London Missionary Society Robert Campbell was born in Greenock, Scotland in April 1769. In 1796 Campbell journeyed to India where he joined his older brother John Campbell who was one of the major partners in the Calcutta based trading agency Campbell Clarke

and Co. The company's offices, for the coercion of debtors and for the custody of those awaiting trial or the execution of sentence. For nearly all other crimes the punishments consisted of a fine, capital punishment or transportation overseas. Since the early 1600s European societies used the transportation of criminals overseas as a form of punishment. When in the 18th century, the death penalty came to be regarded as too severe for certain capital offences, such as theft and larceny, transportation to the British colonies in North America became a popular form of sentence. The loss of the American colonies during the Revolutionary War of 1776 - 1781 put an end to the mass export of British convicts to North America. Many of the convicts in England's overcrowded jails were sent instead to the hulks (de-commissioned naval ships) on the River Thames and at Portsmouth, Plymouth and Cork (Ireland) where they were employed on river cleaning, stone collecting, timber cutting and dockyard work while serving out their sentence. In 1784, under the Transportation and Penitentiaries Act, felons and other offenders in the hulks could be exiled to colonies overseas including

ha) and with the assistance of many assigned convicts and the services of his future son-in-law John Larnach, turned the estate into one of the finest agricultural establishments in New South Wales producing large quantities of wool, wheat and meat. Mudie was a harsh disciplinarian and treated his assigned servants and convicts severely under exacting rules. He was appointed a Justice of the Peace under Governor Ralph Darling in 1830 and served on the bench at Maitland where he quickly gained a reputation for his excessive use of flogging for minor offences and his outspoken views on the convict transportation system. With the arrival of Governor Sir Richard Bourke in the colony in December 1831, Mudie, along with other non-convict wealthy land holders campaigned with the conservative newspaper The Sydney Herald against what they saw as Bourke's weak stance on crime and punishment. Governor Bourke had proposed the introduction of trial by jury, legislation restricting the power of local magistrates to inflict capital punishment, and believed in Catholic emancipation and planned for non-denominational public

agency Campbell Clarke and Co. In January 1798 Robert Campbell became a partner in the company and in 1799 with his brother John bought out the Clarke's interests in the company and formed Campbell and Co. Despite the initial set back caused by the loss of their vessel SYDNEY COVE in 1797 Campbell Clarke and Co - subsequently Campbell and Co - had by 1799 established themselves in the penal settlement at Port Jackson. Robert Campbell taking up residence at Dawes Point where he began to build warehouses and a wharf in an area that later became known as Campbell's Cove. By 1804 Campbell and Co were heavily involved in the Australian, Pacific and Indian trade, having over 50,000 pounds worth of goods in its Sydney warehouses. Despite some local opposition Campbell's became known for their fair trading, reduced prices, and generous credit. These features no doubt made them very attractive to the London Missionary Society which was founded in 1795 as a non-denominational organisation dedicated to spreading the Christian faith in the non-European world. The Society sent missionaries to Africa, China, India, Southeast Asia and the South Pacific

colonies overseas including Gibraltar, Bermuda and in 1787, the Colony of NSW. (Frost, 1995). Between 1787 and 1868 over 160,000 men, women and children were transported – by more than 1000 modified, privately owned merchant ships, to the Australian colonies of New South Wales, Van Diemen's Land and Western Australia by the British and Irish Governments as punishment for criminal acts. Although many of the convicted prisoners were habitual or professional criminals with multiple offences recorded against them, a small number were political prisoners, trade unionists, social reformers, or one-off offenders. The criminal offences, associated court cases and sentences of those convicted of crimes were avidly recorded in the relatively cheap and plentiful broadsheets produced at the time. Broadsheets or broadsides, as they were also known, were originally used to communicate official or royal decrees. They were printed on one side of paper and became a popular medium of communication between the 16th and 19th centuries in Europe, particularly Britain. They were able to be printed quickly and cheaply and were widely distributed in

schools. In 1833 during Mudie's absence from his estate six convict servants mutinied, robbed the store, attempted to kill Larnach and then took to the bush before being captured and brought to Sydney for trial. During the trial the convicts stated that they were forced to mutiny because of the harsh living conditions on Mudie's estate and the brutality of Larnach and Mudie towards the convicts. All six convicts were found guilty, three were executed in Sydney, two at Castle Forbes and one was sent to Norfolk Island. Governor Bourke appointed Solicitor-General John Hubert Plunkett and Police Superintendent Frederick Hely to investigate charges made at the trial against Mudie and Larnach for degrading treatment of their assigned servants. Their report considered Larnach 'imprudent' in striking one convict and 'reprehensible' in bringing another before the local bench twice on the same day for the same offence so as to obtain two sentences of fifty lashes each but Mudie and Larnach were subsequently exonerated of ill treatment although heavily criticised for the quality and quantity of the rations they supplied to convicts. Angered by the report, Mudie and Larnach

Asia and the South Pacific islands. From 1818 onwards Campbell was closely associated with the LMS which acknowledged his 'constant kindness and effective acts of friendship' (Shaw, p205). The Society's missionary activities in the Pacific were on a number of occasions blended with speculative trading - the HAWEIS being an example of this, and Campbell acted as agent, banker and supplier to the Society. The HAWEIS incident In November 1828 the vessel, still leased by Campbell and under the command of Captain John James sailed with twelve sealers for various southern islands before arriving at the Bay of Islands in New Zealand to trade with the Maoris for pigs. It was an interesting and exciting time in New Zealand's history called by some historians 'The Musket Wars' - when the Maori tribes were engaged in internal power struggles influenced by European weaponry and the activities of missionaries and traders. Due to a number of problems with obtaining pigs and salted pork, Captain James decided to send Atkins along with an interpreter and another sailor to the Maori Pah at Whakatane to trade for the pigs. After discussions Atkins returned to the HAWEIS anchored

were widely distributed in public spaces including churches, taverns and town squares. Their function expanded as they became used as a medium to galvanise political debate, hold public meetings and advertise products or cultural events. One such Broadsheet was the Northumberland Calender of the Prisoners authorised by Sanderson Ilderton, High Sheriff of Northumberland and printed by E. Walker of Newcastle, England which listed the prisoners being tried before Sir John Bayley and Sir Joseph Littledale both judges of the King's Bench, the superior court in the United Kingdom and Ireland, now the High Court of Justice of England and Wales - on the 19th Day of August 1829. Ten out of the 13 listed names have been annotated by Thomas Thorpe (recording the verdicts and sentence handed down by the two justices - they include acquittals, not guilty verdicts, one month, two monthly, six monthly and two yearly custodial sentences in a House of Correction with hard labour and in the case of James Cumberlodge who was charged upon the oath of Robert Adams of stealing on the 26 Day of April 1829 at the Parish of Alnswick one silver watch of the value of twenty shillings a

prepared a joint protest and asked Bourke to send it to London. The Governor refused because of its improper form, so in September 1834 with help from another of the colony's conservative, pro-exclusive newspapers The Monitor, they printed 'Vindication of James Mudie and John Larnach, from Certain Reflections ... Relative to the Treatment by Them of Their Convict Servants'. They sent this pamphlet direct to the Colonial Office in London but the Governor's action was fully upheld. At the same time William Watt, a ticket-of-leave convict employed as a sub-editor in The Sydney Gazette, attacked Mudie for his cruelty to convicts in a pamphlet 'Party Politics Exposed', signed by 'Humanitas'. Mudie in turn charged Watt with serious misdemeanours, and also attacked Roger Therry for defending Watt and the six convict mutineers at court and Bourke for showing favouritism to convicts. In 1834 Mudie and his fellow exclusives sent a further petition to London (The Hole and Corner Petition) criticising Bourke. Later that year the mistatements and inhuman attitudes of the petitioners were denounced in a pamphlet by 'An Unpaid Magistrate', thought to be Roger Therry

to the HAWEIS anchored off Tauranga and the vessel sailed around to Whakatane to pick up the remaining pigs, butcher them, cook them in the hot thermal springs and then pack the cooked and salted pork in barrels. On Monday 2 March 1829 the First Officer, eight of the crew and a number of Maoris went ashore at Whale Island to prepare the remaining pigs. During the course of the morning using a preconceived plan the Maoris simultaneously attacked the shore party and the remaining crew on board the HAWEIS. 'not a moment was to be lost...I went up myself (to get to the muskets stored in a barrel attached to the fore mast) giving orders to keep a sharp look out to which they (three of the HAWEIS'S crew) paid little attention, telling me that I was meditating (sic) the life of an innocent man. As I was ascending the fore-rigging the men were joking...regardless of the motions of the natives, though I kept cautioning them, but as soon as the chief saw me unlash the muskets he fired at the oldest man...and shot him through the head, and with his 'maree' (a short stone club) he split his skull...' (Atkins, 1829) The Captain and some of the crew managed to escape in the ship's boats but not before

value of twenty shillings a sentence of transportation for 14 years. One other convict, William Hardy was found guilty of entering a dwelling house and stealing a handkerchief, a cotton purse, a snuff box, a tartan purse, a bible and fifteen shillings and sixpence from James Douglas of Longhoughton but his sentence had not been calculated prior to Thomas Thorpe posting off his copy of the Calendar to his father Robert Thorpe (17 August 1771 - 07 April 1847) Clerk of the Peace in Alnwick on the 20th August 1829 - but Hardy, like Cumberlodge, was also given a sentence of Transportation for 14 years and sailed on board the convict transport NITHSDALE along with 183 other male convicts in late December 1829 for the colony of New South Wales. After receiving 60 male convicts from JUSTITIA and GANYMEAD hulks at Woolwich on the 9th December, 64 male convicts from RETRIBUTION hulk at Sheerness on the 18th December and 60 from the DOLPHIN hulk at Chatham on the 19th December the wooden, three masted, 414 ton ship NITHSDALE departed Sheerness on the 1 January 1830 under the command of Captain Thomas Christian, with Robert Malcolm as surgeon

- the Catholic, Irish born judge, lawyer, convict advocate who later became the Attorney General of New South Wales. Ineffectual in these tactics Mudie found revenge by inducing the colonial treasurer, Campbell Riddell to stand against the Governor's nominee, Roger Therry, for election to the chairmanship of the Quarter Sessions. Riddell's victory by one vote, later shown to be irregular, was upheld by the Colonial Office. Governor Bourke already considering resignation over the 'exclusives' opposition to social reform - confirmed his resignation with the Colonial Office in protest over their actions. However in 1836 Mudie was not reappointed to the Commission of the Peace and disgusted with colonial affairs he sold Castle Forbes for £7,000 and in March sailed for England determined to seek redress against those who had not supported him. In London in 1837 he published The Felony of New South Wales, an attack on all whom he believed had opposed him in the colony - including many of his original supporters amongst the 'exclusives'. The arrival of several copies of his book in the colony in August 1837 was

ship's boats but not before three of the crew had been killed and the Second Officer James Atkins wounded. '...The steward was shot at several times before he left the deck, and then he made for the foretop with me. They then fired a volley at us, seeing me prime my piece, and in so doing Ngarar broke my arm with a bullet' (Atkins, 1829). After the Maoris took care of the remaining crew members they searched the HAWEIS for food, alcohol, muskets, ship's guns and gun powder before storming the fore-top and dragging down the wounded Europeans. Fortunately for Atkins - the Chief of the Whakatane Pa decided to keep the remaining Europeans alive and ransom them at a later date. Meanwhile Captain James and the surviving crew members had rowed and sailed up the coast until they arrived at Tauranga where they found another Campbell and Co vessel the NEW ZEALANDER under the command of a Captain Clarke at anchor. James informed Clarke of what had happened and persuaded him to return to Whale Island and assist James in the recapture of the HAWEIS. On Tuesday 3 March the NEW ZEALANDER sailed down to Whale Island and a heavily

Robert Malcolm as surgeon and Captain Robert Moffatt and 29 officers and privates acting as guard. After a relatively slow but uneventful voyage of 131 days the vessel arrived at Port Jackson on the 12 May 1830 and the convicts - after a brief stay at Hyde Park Barracks - assigned out to private settlers and the Australian Agricultural Company at Port Stephens. James Cumberlodge and William Hardy - represent the two sides of convict transportation in the 19th century. Cumberlodge appears to have been a hard and willing worker who received his ticket of leave shortly before the proscribed 5 years taking up a grant of land in the Murray District whilst William Hardy is reported in the Sydney Gazette of 19 April 1832 as being a notorious runaway who had absconded from the No 41 Road Gang on a number of occasions and in December 1832, whilst still on the run, was shot three times by mounted police whilst attempting to assault and rob a free settler on the Parramatta Road. He was sentenced to an additional two years hard labour at the secondary punishment settlement at Port Macquarie and appears to have died there in early 1836.

a sensation and it became the topic of the town for several months due to Mudie's personal attacks on some of the colony's leading citizens. In 1840 Mudie returned to Sydney, where he found himself no longer welcome, for his vindictive comments had lost him many friends. John Kinchela Jnr, son of the former Attorney General in the Colony of New South Wales who had been maligned in Maudie's book, publicly horsewhipped Mudie in Sydney, and when Mudie sued him, the £50 damages imposed on Kinchela were promptly paid by public subscription. In 1842 Mudie returned to London, where he lived until his death on 21 May 1852 at Tottenham. The Felonry of New South Wales, edited by Walter Stone, was republished in Melbourne in 1964, complete with the marginalia of Sir Richard Bourke and Dudley Perceval - both of whom were targets of Mudie's for their pro-convict, emancipist stance.

Whale Island and a heavily armed crew, covered by the guns of the ship went over to the HAWEIS and recaptured it. This event was observed by Atkins who was being held prisoner in the Whakatane Pa which overlooked Whale Island. Although the steward died in captivity from his wounds, Atkins managed to survive by 'predicting' - Atkins used the ship's sextant and guessed - an attack on the Whakatane Pa by Maoris from another Pa at Tauranga. Thanks to Atkins 'prediction' that Tauranga Maoris were defeated and Atkins goes into elaborate details describing the event and the subsequent feasting that took place. A few days later Atkins was released by the Maoris at Whakatane in exchange for a fowling piece, a blunderbuss and three canisters of gun powder. Following the capture of the HAWEIS, the killing of three of its crew and the ransoming of Atkins a number of unofficial punitive expeditions were carried out against the Whakatane Maoris by visiting sealing and whaling vessels - during which a number of Maoris were killed.



Object number:
00055458

Title: Switch box

Date: 2005-2012

Medium: Polycarbonate,
silicon fluid, metal

Name: Switch box

History: Rather than using heavy, thick walled pressure vessels to encase the electronics, battery assemblies are placed in a dielectric (non-conducting) fluid which can be housed in a lightweight container of any shape. Because these containers are not designed to withstand pressure, the electronics they house have to be capable of working at the ambient pressure of the surrounding sea water.

Object number:
00038292

Title: Verbal Notes and
Sketches for Marine



Object number:
00033898

Title: Wyld's Outline Chart
from England to Australia

Sketches for Marine
Engineers

Date: 1921

Primary Maker: J W M
Sothorn

Medium: Ink on paper,
cloth covered boards

Name: Book

History: Throughout the 19th century and for most of the 20th seagoing marine engineers were mostly drawn from the ranks of those who gained their engineering experience in shipbuilding yards and engineering establishments ashore. The experience of these engineers varied considerably and there were no defined rules regarding the standards of training required, unlike deck officers. In order to ensure that ships were crewed to a reasonable standards level, in 1862 the Merchant Shipping Act was modified to include the skills and qualifications of engineers. The new rules stipulated that seagoing engineers were required to obtain certificates of competency and all ships had to carry certified engineers. Two grades of engineers were established, First and Second Class. Standards of training varied widely however and the Institute of Marine Engineers, established in 1889, became the driving force to change the rules relating to training and



from England to Australia
and China

Date: 1855

Primary Maker: James Wyld

Medium: Paper, ink, linen,
cardboard

Name: Chart

History: The Wyld family business was started by James Wyld Snr (1790-1836), one of the founders of the Royal Geographical Society. After the death of James Wyld Snr in 1836, his son James Wyld Jnr (1812-1887) became head of the map-publishing firm. He was succeeded by his son John Cooper Wyld who later sold the company in 1893. Both James Wyld Snr and his son were appointed Geographer to the British Royal Family. Their maps and charts provided detailed coverage of many parts of the world of Imperial interest including Canada, the Caribbean, the Crimea, India, Afghanistan, China, New Zealand, the Australian colonies and surprisingly the United States of America. James Wyld Snr appears to have begun his cartographic career as a draughtsman working for the Quartermaster General's Office in London. He has been credited with introducing lithography into map printing in England in 1812, and in 1815 he demonstrated his innovative nature by constructing an unusual

relating to training and apprenticeships. In 1901 the Board of Trade, which controlled the granting of Certificates of Competency, introduced new regulations requiring formal qualifications, longer sea time and more stringent testing of candidates. Successful candidates were granted membership to the Institute of Marine Engineers. In Scotland, later considered the home of marine engineering, the first Chair of Engineering was founded at the University of Glasgow in 1840. L D B Gordon was appointed the first professor. James William Major Sothorn founded the Sothorn's College of Marine Engineering at 59 Bridge Street, Glasgow, Scotland with his relative R M Sothorn sometime in the early 1900s. He was a Member of the Institute of Engineers and Shipbuilders in Scotland; Member of the Institute of Marine Engineers, London; and Hon., Member, Marine Engineers' Association. The College was set up to provide expert technical advice and instruction for engineers of all grades to meet the new and revised Board of Transport Standards of Examinations for marine engineers. Sothorn wrote a number of texts on marine engineering which over

constructing an unusual world map depicting the religion, population and civilisation of each country. Wyld's use of various sizes of Roman numerals in this world map has also been credited with being the first attempt in cartography to employ proportional or graduated symbol to show size and magnitude. In 1823, James Wyld Snr took over the map and chart business of William Faden and appreciating the market potential for maps of areas being opened up by exploration and immigration, specialised in that area and achieved a worldwide reputation for excellence and accuracy. Wyld's intense cartographic activity and the quality and range of his firm's output earned him universal recognition. He was appointed Geographer to both George IV and William IV and was a founding member of the Royal Geographical Society. In 1836 James Wyld Snr died at the early age of 46 and his son James Wyld Jnr took over the family firm. Born in 1812 Wyld Jnr had trained at Woolwich for a military career but at the age of 18 opted for cartography joining the firm in 1830. Like his father he was known as a man of 'vigour, flair, independence, and accuracy' and became

engineering which over time became standard works on marine engineering and were used by marine engineers all over the world. As well as VERBAL NOTES AND SKETCHES FOR MARINE ENGINEERS, which was republished at least 18 times between 1907 and 1940, Sothorn also wrote NOTES AND SKETCHES ON MARINE DIESEL OIL ENGINES PRACTISE (1922); MARINE ENGINE INDICATOR CARDS (1918); OIL FUEL BURNING IN MARINE PRACTISE, SIMPLE PROBLEMS IN MARINE ENGINEERING DESIGNS and THE MARINE STEAM TURBINE (1921).

persuasion and became active in local politics, public debates, campaigns and various causes. Under Wyld's leadership the firm continued to grow producing maps, charts, atlases and globes showing newly emerging areas, as well as numerous official and semi-official maps, chart and plans of railway, shipping, docks and harbours, as well as public works. Like his father, Wyld was honoured with royal patronage becoming Geographer to Queen Victoria and Prince Albert. He became the leading London mapmaker of the age and his Charing Cross premises became the haunts of the rich, the powerful and the famous. He became a founding governor of the City and Guilds of London Institute, was awarded 17 European orders including the Legion of Honour and a gold medal from the King of Prussia. He died 1887 aged 74.



Object number:
00033899

Title: Slipcase for Wyld's
outline chart from England



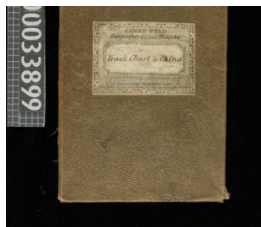
Object number:
00038151

Title: Kelvin compass
deflector



Object number:
00030604

Title: A Treatise on the
Steam Engine



outline chart from England to China
Date: 1855
Primary Maker: James Wyld
Medium: Paper, ink, linen, cardboard
Name: Chart slipcase
History: The Wyld family business was started by James Wyld Snr (1790-1836), one of the founders of the Royal Geographical Society. After the death of James Wyld Snr in 1836, his son James Wyld Jnr (1812-1887) became head of the map-publishing firm. He was succeeded by his son John Cooper Wyld who later sold the company in 1893. Both James Wyld Snr and his son were appointed Geographer to the British Royal Family. Their maps' and charts provided detailed coverage of many parts of the world of Imperial interest including Canada, the Caribbean, the Crimea, India, Afghanistan, China, New Zealand, the Australia colonies and surprisingly the United States of America. James Wyld Snr appears to have begun his cartographic career as a draughtsman working for the Quartermaster General's Office in London. He has been credited with introducing lithography into map printing in

England in 1812, and in 1815 he demonstrated his innovative nature by constructing an unusual



deflector
Date: 1920s
Primary Maker: Kelvin Bottomley and Baird Ltd
Medium: Metal, paint, timber box
Name: Compass deflector
History: Over time navigational instruments have increased in complexity from relatively simple lodestones, sounding leads and log lines to the more complex back-staff, astrolabes, magnetic compass, quadrants, octants, chronometers, sextants, binnacles, sounding machines, patent logs, electronic logs and satellite navigation. The development of navigation mirrored the science of instrument making, with academic research into and the production of numerous theses, mathematical tables and almanacs on 'the haven finding art'. The ship's compass, probably the single most important piece of navigational equipment on board, is a vessel's primary tool of navigation and allows the vessel to be steered and a course determined when the vessel is out of sight of land or other reference marks. Magnetic compasses, however, are influenced by variations in the Earth's magnetic field and by magnetic deviations caused by the presence of magnetic



Steam Engine
Date: 1846
Primary Maker: John Bourne
Medium: Ink on paper, cloth
Name: Book
History: There was no single inventor of the steam engine - instead over a number of years many individuals played a part in the development of a technology that would provide an abundant supply of cheap power. When this power was harnessed, not only was it able to propel ships and trains, mills and standing engines, but it would eventually lead to the industrial revolution. The steam engine was first imagined nearly 2,000 years ago when the Greek inventor Hero of Alexandria proposed and built a working model of a steam turbine engine. In 1698 Thomas Savery obtained a patent for a water raising steam engine, however the first real breakthrough in steam technology came with the invention of a steam powered pumping engine by Thomas Newcomen in 1712 at a colliery in Staffordshire. This beam engine was powered by a single, open topped, steam cylinder that operated a water pump in the mine below. Many improvements were made to the Newcomen beam engine over the years, including the addition of a steam

world map depicting the religion, population and civilisation of each country. Wyld's use of various sizes of roman numerals in this world map has also been credited with being the first attempt in cartography to employ proportional or graduated symbol to show size and magnitude. In 1823, James Wyld Snr took over the map and chart business of William Faden and appreciating the market potential for maps of areas being opened up by exploration and immigration, specialised in that area and achieved a worldwide reputation for excellence and accuracy. Wyld's intense cartographic activity and the quality and range of his firm's output earned him universal recognition. He was appointed Geographer to both George IV and William IV and was a founding member of the Royal Geographical society. In 1836 James Wyld Snr died at the early age of 46 and his son James Wyld Jnr took over the family firm. Born in 1812 James Wyld Jnr had trained at Woolwich for a military career but at the age of 18 opted for cartography joining the firm in 1830. Like his father he was known as a man of 'vigour, flair, independence, and

presence of magnetic material in the vessel's hull or equipment. Magnetic variation is noted on marine charts and navigators take this variation into account when calculating course. Magnetic deviation varies from vessel to vessel and compass to compass and is usually calculated by a compass-adjuster. A compass which has not been adjusted, or a compass where the magnetic deviation is not known is virtually useless as a navigational instrument. The compass deflector was an instrument used to tentatively adjust a ship's compass when a more direct method, such as swinging a compass onto known geographical points was not possible due to inclement weather or sea conditions. The instrument consists of a hinged magnet with a screw adjustment. The lower part of the magnet creates the deflecting force on the compass being adjusted. The amount of magnetic force created is controlled by using a screw adjustment and the amount of magnetic force applied is calculated by using the built-in scale and micrometer. By using the compass deflector the adjuster could calculate the amount of deviation acting on the compass

addition of a steam condenser to the beam engine by James Watt in the 1770s, which made the engine more efficient as well as double acting (providing power on both the up and the down strokes). Watt and his partners Boulton and later Murdock went on to develop the steam rotary engine, steam governors for regulating speed and a system of slide valves (that lessened the number of moving parts and areas for steam to escape from). Between 1780 and 1800 other gentlemen scientists, artisans and inventors - such as John Wilkinson with his steam cylinder boring machine in 1779; James Picard with the development of the metal crank and atmospheric reciprocating engine in 1780, the Americans Fitch and Voight who in 1789-88 (almost simultaneously with the Scots Miller, Taylor and Symington) developed the first steam engine small enough to power water craft - made a number of significant contributions in making steam engines small enough and efficient enough to be used by ship owners and marine engineers to power not only river and harbour craft but also trans-ocean steamers. By 1846 (when Bourne wrote his treatise) a number of steam engines

persuasion' and became active in local politics, public debates, campaigns and various causes. Under Wyld's leadership the firm continued to grow producing maps, charts, atlases and globes showing newly emerging areas, as well as numerous official and semi-official maps, chart and plans of railway, shipping, docks and harbours, as well as public works. Like his father, Wyld was honoured with royal patronage becoming Geographer to Queen Victoria and Prince Albert. He became the leading London mapmaker of the age and his Charing Cross premises became the haunts of the rich, the powerful and the famous. He became a founding governor of the City and Guilds of London Institute, was awarded 17 European orders including the Legion of Honour and a gold medal from the King of Prussia. He died 1887 aged 74.

acting on the compass when the compass was deflected to the north, south, east and west cardinal points. The compass could then be adjusted, using the compensating iron balls, Flinders' Bars and the fore and aft magnets in the compass binnacle. As the manipulation of the compass deflector required considerable practice on the part of the adjuster and as the deflector could only assist in the compensation of a compass, even under the most favourable conditions, to within a few degrees it was not a very practical or a commonly used compass adjuster's instrument. This compass deflector was probably made by Kelvin, Bottomley and Baird, a company which originated in the highly successful relationship between William Thomson, later Lord Kelvin, (1824-1907), Professor of Natural Philosophy at Glasgow University from 1846-1899 and James White, a Glasgow optical maker. By 1854, White was already producing electrical instruments, electrometers and electrical balances from Thomson's designs. In 1870, White was largely responsible for equipping Thomson's laboratory in the new University premises at Gilmorehill

a number of steam engines were not only being commercially produced in significant numbers by steam engineers which as Boulton and Watt, Napier, Maudslay and Penn but were also operating in Australia where the first steam engine - used to power Dickson flour mill in Darling Harbour - arrived in 1813. One of the foremost writers and steam engineers of the early 1800s was John Bourne. Steam historian Edgar Smiths said that "no works are more worthy of study than those of John Bourne" (Smith, 1937, p142). In the 1840s and 1850s Bourne's work and his writings on steam engine, marine engineering and screw propulsion enjoyed a considerable reputation among other engineers. His Treatise on the Steam Engine, first published in 1846, went through five further editions in 1861 and is still considered one of the principle works on early steam engineering. His treatise - as all his books are - is very well illustrated, with plates of the direct-acting paddle engines, the geared screw engines and the direct acting screw engine along with numerous illustrations, schematic diagrams and explanatory texts on the engines of all the leading makers. His plates form a valuable

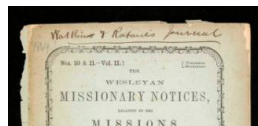
premises at Gilmoremill.
From 1876, he was producing accurate compasses for metal ships to Thomson's design, and this became an important part of his business in the last years of his life. He was also involved in the production of sophisticated marine sounding machinery that Thomson had designed to address problems encountered in laying cables at sea, helping to make possible the first transatlantic cable connection. In 1899, Lord Kelvin resigned from his University chair and became, in 1900, a director in the newly formed limited liability company, Kelvin & James White Ltd which acquired the business of James White. At the same time, Kelvin's nephew, James Thomson Bottomley (1845-1926), joined the firm. Kelvin & James White Ltd underwent a further change of name in 1913, becoming Kelvin, Bottomley & Baird Ltd.

plates form a valuable reference and record of the principals, designs and construction of early marine engines and the evolution of the steam engine from the revolutionary work of James Watt in 1770 to the development of steeple engine by David Napier; the 800 horse power twin cylinder engine of Maudslay fitted to HMS RETRIBUTION and the 260 horse power Penn's oscillating engine fitted to HMS BLACK EAGLE. Bourne also prophesied the future direction of marine steam engines by stating that the vertical inverted cylinder engines as illustrated by the engines fitted to the FRANKFURT and the NORTHMAN were '...simple, compact and substantial, and upon the whole are very eligible class of engines for merchant vessels...' (Bourne, 1846). It was the vertical inverted single cylinder steam engine that went on to become first the compound engine, and later the famous triple expansion steam engine of the 1870 - 1950s.



Object number:
00036438

Title: Journal of a Voyage
from Grenada to England



Object number:
00044258

Title: The Wesleyan
Missionary Notices relating



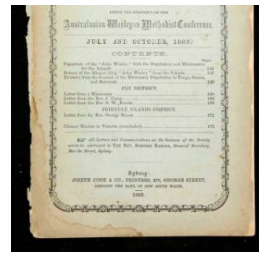
Object number:
00045218

Title: The Rev J William's
First interview with the



from Gravesend to Sydney on the CITY OF EDINBURGH
Date: 1833 -1834
Primary Maker: Eliza Taylor
Medium: Paper, ink, leather
Name: Journal
History: The CITY OF EDINBURGH was a copper-sheathed, wooden-hulled, three-masted barque built at Coringa, Cochin, India in 1813. The vessel made a number of trips to Australia between 1837 and 1840 carrying cargo and passengers, as well as two voyages as a convict transport in 1828 and 1832. In 1840 it ran aground in Lillies Bay, Flinders Island after encountering a series of gales. On 29 October 1833 the CITY OF EDINBURGH left Gravesend, England under the command of Captain W F Baker carrying passengers and cargo bound for Sydney, New South Wales. The ship arrived in Port Jackson on 29 March 1834 after five months at sea. The barque carried 20 passengers and a cargo including salt, alcohol, plate ware, seeds, soap, blankets, candles, cotton, silks, flannels, iron ware, corks, wheat mills, scales, clothing, butter, printers ink, paints, gunpowder, stationery and saddlery. Passengers on

board included Captain Gore RN, Mrs Gore, Mr Edward Gore, Misses Charlotte and Elizabeth



Missionary Notices relating to the Missions under the Direction of the Australasian Wesleyan Methodist Conference
Date: 1869
Primary Maker: Australasian Wesleyan Missionary Society
Medium: Paper
Name: Periodical
History: The work of the European and American Missionary Societies in general and John Williams from the London Missionary Society in particular led to a greater understanding of the potential of trade and colonisation in the Pacific. The Missionaries believed that they had a duty to evangelise and civilise the Pacific Region which would not only save souls and make travel safer but would also lead to greater trade. One of the first tasks attempted by a missionary propagating the Christian faith in the Indian or Pacific Oceans was the translation of the King James Bible and other religious tracts such as hymnals and prayer books into the language of the islanders and the subsequent printing of these items, usually on small portable printing presses, by the missionaries and their helpers. Portable printing presses and missionary printers such as William Ellis were dispatched to the islands of the Pacific at



first interview with the natives of Erromanga
Date: 1840
Primary Maker: George Baxter
Medium: Ink on paper
Name: Print
History: European missionary activity in the South Seas was influenced by the Pacific voyages of European explorers such as James Cook, and the published accounts of sailors, scientists and gentlemen explorers such as Joseph Banks. The first attempts were made by Franciscan friars at Tahiti in 1774 but after they failed to evangelize the Tahitians they returned to Lima (Peru) in 1775. Pacific Islanders saw no other missionaries for the next 22 years until the arrival of missionaries from the London Missionary Society (LMS) on board the vessel DUFF in March 1797. Although the first contacts - aided by King Pomare I - were hopeful, the Tahitians quickly disregarded these new arrivals, whose behaviour was so different from that of the European sailors and traders they had met before, and the LMS struggled to gain converts. John Williams was a key figure of the LMS he volunteered and was accepted for service in September 1816. Two months later he sailed for the South Pacific to take up a position in Tahiti with

Gore, Mr Henry Taylor, Mrs Taylor and Miss Taylor, Mr James Curtis, Mrs Mary Curtis, Miss Foster, Mr James Manning, Mr Edward Pegson, Mr Edward Allen, Surgeon Mr Richard Crisps, Mrs Sarah Crisps, Mr Robert and Jane May, Mr George Holliday, Mr William Kean and Mr George Phillipson. Eliza Taylor kept a private journal of the CITY OF EDINBURGH's voyage. She completed four sketches of Cape Town, the Cape of Good Hope, the peak of Tenerife and Porto Santo. On arriving in Sydney in 1834 Eliza was dismissive of the architecture of the still relatively small settlement but enthusiastic about the natural beauty of the colony, writing 'the cove is considered very beautiful and the anchorage so good that the largest ship of war may come close to the wharf. The Botanic Gardens are well worth seeing'.

the islands of the Pacific at an increasing rate with presses at Eimeo (1816); Mo'orea (1816); Tahiti (1818); Honolulu (1822); Tonga (1831; Rarotonga (1834; Fiji (1839) and Samoa (1839) The translation and printing of these items was an enormous task requiring almost anthropological training in languages and linguistics along with the ability to establish an educational system that would be able to teach reading and writing to a society where literacy was very much a foreign concept. The introduction of written language left the way open for mistranslations of the 'word of god', the Christianisation of the local languages and eventually the decline in local cultural beliefs. This collection of printed material from The London Missionary Society and the Wesleyan Missionary Society is significant in that it was predominantly printed on Pacific Island or Indian Ocean based printing presses established by the missionaries to spread Christianity and civilisation. The London Missionary Society was formally established in September 1795 and although broadly interdenominational in scope, the Society was very much Congregationalist in both

a position in Tahiti, with fellow missionaries William David Bourne (1794-1871), David Darling (1790-1867) and George Platt (1789-1865). They arrived at Hobart Town in March 1817 and held the first Evangelical service in Van Diemen's Land, with Williams defying any opposition by preaching in the open air. The missionaries then visited Sydney before sailing for the Pacific in September 1817. Williams preached throughout the Pacific, held prayer meetings in Sydney and Hobart, and bought a ship the HAWEIS (also known as HAWIIS) to trade between the islands and NSW. The vessel was launched in December 1817 by King Pomare of Tahiti and named after Dr Thomas Haweis, whose interests led to the founding of the London Missionary Society. The work of the Missionary Society and Williams impressed many people, including Governor Brisbane who gave stock and other supplies to the LMS and appointed John Williams as British Magistrate in the Pacific Islands. Williams was also active in the development of the LMS on his return to England in June 1834. He was determined to publish his accounts of missionary activity in the Pacific, raise funds for further work and

Congregationalist in both outlook and membership. One of the first tasks attempted by the LMS propagating the Christian faith in the Indian or Pacific Oceans was the translation of the King James Bible and other religious tracts such as hymnals and prayer books into the language of the islanders and the subsequent printing of these items, usually on small portable printing presses, by the missionaries and their helpers. Portable printing presses and missionary printers such as William Ellis were dispatched to the islands of the Pacific at an increasing rate with presses at Eimeo (1816); Mo'orea (1816); Tahiti (1818); Honolulu (1822); Tonga (1831; Rarotonga (1834; Fiji (1839) and Samoa (1839) The translation and printing of these items was an enormous task requiring almost anthropological training in languages and linguistics along with the ability to establish an educational system that would be able to teach reading and writing to a society where literacy was very much a foreign concept. The introduction of written language left the way open for mistranslations of the 'word of god', the Christianisation of the local languages and eventually

funds for further works and acquire a more suitable missionary vessel. In 1835 he superintended the printing of the Rarotongan New Testament and in early 1837 he published his 'Narrative of the Missionary Enterprises in the South Sea Islands'. On 11 April, 1838 he left England in his new missionary ship the CAMDEN. His advocacy campaign was so successful that Williams obtained the sum of 4,000 pounds for the purchase of the Missionary Society's first permanent missionary service vessel. The CAMDEN called at Cape Town, and there the missionary band was increased to 20 with the addition of Ebenezer Buchanan, a volunteer for service in Polynesia. Sydney was reached on 10 September 1838, and during the vessel's stay in Port Jackson the missionaries travelled around the colony spreading the word and collecting additional funds for their work. In 1837/38, Williams gave evidence before the committee of the House of Commons on Aborigines, being influential in the establishment of the NSW Aborigines Protection Society and the Auxiliary Missionary Society in Sydney. Williams returned to Sydney in early 1838 on

languages and eventually
the decline in local cultural
beliefs.

to Sydney in early 1838 on
the CAMDEN and drew
large crowds at public
meetings before he sailed
off to the Pacific Islands.
On 20 November 1839 he
was killed while trying to
establish a missionary
presence on the island of
Erromanga (Tanna) in the
New Hebrides, now
southern Vanuatu.
Following the death of
Williams the CAMDEN
returned to Sydney and a
request was made to the
Governor asking that a
ship of war might be
dispatched to recover the
bodies if possible and to
convey the news to
Samoa. This was done. On
1 February, 1840 HMS
FAVOURITE, Captain
Croker, with Mr
Cunningham on board, left
the anchorage at Sydney
for the New Hebrides. At
Tanna, a friendly chief was
taken on board to act as
interpreter. The remains of
Williams and some of the
other missionaries were
taken to Samoa, and
buried at Apia close to the
local church. At the service
addresses were delivered
by the Rev C Hardie in
English, and by the Rev T
Heath in Samoan. Captain
Croker requested that the
marines might be allowed
to fire a volley over the
grave of the Christian hero,
and he too wrote an
epitaph: 'Sacred to the
memory of the Rev John
Williams, father of the

Williams, father of the Samoan and other Missions, aged forty-three years and five months, who was killed by the cruel natives of Erromanga on November 20th, 1839, while endeavouring to plant the Gospel of Peace on its shore'. The CAMDEN returned to Britain and the London Missionary Society commenced raising funds to buy a new missionary vessel in John Williams's honour. This vessel was named the JOHN WILLIAMS I and was a wooden, three-masted barque of 296 tons 101.0' (L) x 24.8' (B) x 16.0' (DIH). Felted and sheathed in yellow metal the ship was built at Harwich, England on 1844. After many years of active service JOHN WILLIAMS I was wrecked on a reef off Danger Island, Cook Group on 16 May 1864. After the wreck of the first JOHN WILLIAMS the London Missionary Society ordered a second vessel. The JOHN WILLIAMS II was a wooden, three-masted, barque, 132.0' (L) x 25.0' (B) x 15.6' (DIH) built by Halls of Aberdeen, Scotland in 1865, rated 13 A1 at Lloyds and owned and operated by the London Missionary Society. The ship drifted ashore at Niue Island, 8 January 1867. The work and activities of the Missionary Society were keenly followed and famous missionaries

amous missionaries achieved the status of hero worship. A number of coloured prints were produced to demonstrate their exploits. Printing in colour had been experimented with since 1557 and a number of names can be cited as playing a key role in its development. These include Hugo da Carpi, John Baptist Jackson, William Savage, Edward Kirkhall, Arthur Pond, George Knapton, Albert Durer and James Christopher Le Blon. Despite experiments in colour by these various printers, most prints were still either monochrome or hand coloured by the late 1820s. The tradition was very labour intensive and expensive. The coloured prints of men like Baxter were a novelty during a period without photography. Baxter began his affiliation with the London Missionary Society in 1837 and between the periods of 1838-39 and 1846-47 he produced a number of missionary-themed prints. These two brief periods are considered to be Baxter's finest and most serious work as an artist and colour printer.



Object number:
ANMS1543[147]

Title: Lines Plan
Primary Maker: Ben Lanyon



Object number:
00045220

Title: The barque JOHN
WILLIAMS entering the Bay

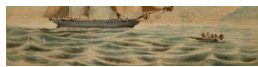


Object number:
00046544

Title: DUNBAR: Wrecked
recovered station South

Primary Maker: Ben Lexcen
Medium: Paper
Name: Plan
History: Following the success racing his yachts APOLLO and later APOLLO II, Alan Bond commissioned their designer Ben Lexcen (then Bob Miller), to design an International 12m yacht to challenge the Americas Cup in 1974. SOUTHERN CROSS, sail number KA-4, was built by Halvorsen, Morson & Gowland boatyard, Sydney in 1974. Designed by Ben Lexcen according to the International Third Rule-America's Cup, it was the first America's Cup yacht to be built in aluminium. Captained and helmed by James Hardy, the Australian challenge for the America's Cup took place at Newport, Rhode Island in September 1974. The Australian crew for the 1974 Americas Cup challenge consisted of James Hardy skipper, Hugh Treharne, Ron Packer, Dick Sergeant, John Longley, Les Valmadre, Rob Sterling, Lee Killingworth, Norm Hyett, John Shaw, and John Bertrand. The 1974 challenge was unsuccessful, but Ben Lexcen continued his partnership with Alan Bond and went on to design

other 12-metre yachts including AUSTRALIA, sailed in the 1977 and 1980 challenge, and then



WILLIAMS entering the Bay of Huahine, Society Islands
Date: 1840s
Medium: Watercolour
Name: Painting
History: European missionary activity in the South Seas was influenced by the Pacific voyages of European explorers such as James Cook and the published accounts of sailors, scientists and gentlemen explorers such as Joseph Banks. The first attempts were made by Franciscan friars at Tahiti in 1774, who failed to evangelize the Tahitians and returned to Lima (Peru) in 1775. The Pacific Islanders saw no other missionaries for the next 22 years until the arrival of missionaries from the London Missionary Society (LMS) on board the vessel DUFF in March 1797. Although the first contacts - aided by King Pomare I - were hopeful, the Tahitians quickly disregarded these new arrivals, whose behaviour was so different from that of the European sailors and traders they had met before, and the LMS struggled to gain converts. The origins of the London Missionary Society (LMS) and other missionary societies such as The American Board for the Commissioners of Foreign Missions (ABCFM) and the Wesleyan Missionary Society lie in the late 18th century revival of



near Signal Station South Head Sydney 20 August 1857: Relics Recovered July 1910
Date: 1910
Medium: Metal, bronze
Name: Medal
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

the world famous AUSTRALIA II in 1983 which finally brought the prestigious America's Cup home to Australia. Today, almost 50 years on, the 12-metre America's Cup challenge yacht SOUTHERN CROSS is still sailing as a charter yacht in the Whitsunday Islands.

century revival of Protestant Evangelism and the development of the Congregationalist movement in England and the USA. At a meeting of Independent Church leaders, Anglican and Presbyterian clergy - including Thomas Haweis - and laymen, held in London in November 1794, the aims of the London Missionary Society - to spread the knowledge of Christ 'among heathen and other unenlightened nations' - were established. The Missionary Society was formally established in September 1795 and although broadly interdenominational in scope, the Society was very much Congregationalist in both outlook and membership. The Missionary Society was renamed the London Missionary Society in 1818 and their work expanded into North America, South Africa, eastern and southern Europe including Russia, Greece and Malta. There was even an LMS mission to Jews in London. However, during the 19th century, the main fields of mission activity for the LMS were China, South-East Asia, India, the Pacific, Madagascar, Central Africa, Southern Africa, Australia and the Caribbean. During the course of their work the LMS, like other missionary

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

LMS, like other missionary societies, established the first printing presses in the Pacific Islands and subsequently translated the King James Bible along with numerous religious tracts, prayer books and hymnals into the various languages and dialects of the Pacific Islands. From its inception the Society had close links with Port Jackson, New South Wales. The Society's missionary activities in the Pacific were on a number of occasions blended with speculative trading, hence the close links with Sydney's merchants and traders, including Robert Campbell of Campbell and Clark. All five JOHN WILLIAMS vessels and the LMS's other ships MESSENGER OF PEACE and HAWEIS were involved in trading ventures throughout the Pacific. In terms of organisational structure, the LMS was governed by a Board of Directors. The working of the Board was reorganised in 1810 when separate committees were appointed to oversee particular aspects of mission work, including the important foreign committees. The administrative structure of the LMS relied upon the work of salaried officials such as the Home Secretary and the Foreign Secretary, together with

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 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

secretary, together with the workings of the various committees, including the Examinations Committee, which appointed missionaries to the field. The Directors themselves were unpaid. The constitution of the LMS was revised in May 1870, as a direct result of financial pressures and the expansion of overseas mission work; the work of the Investigation Committee (1866) in turn led to a new administrative policy and an emphasis on the development of the self-governing and self-financing indigenous church. In 1966 the LMS merged with the Commonwealth Missionary Society, to form the Congregational Council for World Mission (CCWM), which in turn was restructured to create the Council for World Mission in 1977. John Williams (1796-1839) was a key missionary figure of the LMS. He volunteered and was accepted for service in September 1816. Two months later Williams sailed for the South Pacific to take up a position in Tahiti with fellow missionaries William David Bourne (1794-1871), David Darling (1790-1867) and George Platt (1789-1865). They arrived at Hobart Town in March 1817 and held the first Evangelical service in Van Diemen's

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

service in Van Diemen's Land. Williams preached throughout the Pacific, held prayer meetings in Sydney and Hobart and bought a ship named HAWEIS to trade between the islands and NSW. The 72-ton, wooden schooner / brig HAWEIS was built at Moorea, Society Islands for the London Missionary Society by the missionaries George Bignall and John Williams. The vessel was launched in December 1817 by King Pomare of Tahiti and named after Dr Thomas Haweis, whose interests led to the founding of the London Missionary Society. The work of the Missionary Society and Williams impressed many people, including Governor Brisbane who gave stock and other supplies to the LMS and appointed John Williams as British Magistrate in the Pacific Islands. Williams was also active in the development of the LMS on his return to England in June 1834. He was determined to publish his accounts of missionary activity in the Pacific, raise funds for further works and acquire a more suitable missionary vessel. In 1835 he superintended the printing of the Rarotongan New Testament and in early 1837 he published his 'Narrative of the Missionary Enterprises in the South Sea Islands'. On

1837 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 in 1837 and

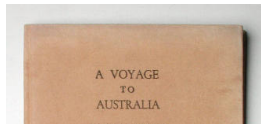
the South Sea Islands. On 11 April, 1838, he left England in his new missionary ship the CAMDEN. His advocacy campaign was so successful that William's obtained the sum of 4,000 pounds for the purchase of the Society's first permanent missionary service vessel. The CAMDEN was placed under the command of Captain Morgan. The CAMDEN called at Cape Town, and there the missionary band was increased to 20 with the addition of Ebenezer Buchanan, a volunteer for service in Polynesia. They reached Sydney, Port Jackson on 10 September 1838, and during the vessel's stay the missionaries travelled around the colony spreading the word and collecting additional funds for their work. It so happened that while the CAMDEN was in Sydney preparations were also being made there by the Wesleyan Missionary Society for sending forth their second band of missionaries to Fiji. The two expeditions left Sydney Harbour in company on Tuesday evening, 23 October, a united valedictory service was held in the Baptist Church, and on Thursday morning the missionaries and the friends of the two Societies went on board

the DUNBAR in leak 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.

societies went on board the steamer AUSTRALIAN, and together proceeded to the vessels which were anchored in Watson's Bay. As they steamed down the harbour, Rev J Saunders commenced the service and hymn 'Jesus, at Thy command', while prayer was offered by the Rev John McKenny. In Watson's Bay the Wesleyan missionaries were first taken on board the AUSTRALIAN; then the CAMDEN was visited, and her contingent put on board. During the embarkation many spirited and some solemn hymns were sung, and amid the cheering from the steamer and a whaling vessel anchored in the bay, the Wesleyan messengers of the Cross, including Rev J Calvert, John Williams and his comrades, sailed through Sydney's headlands. Williams returned to Sydney in early 1838 on the CAMDEN and drew large crowds at public meetings before he sailed off to the Pacific Islands. On 20 November 1839 he was killed while trying to establish a missionary presence on the island of Erromanga (Tanna) in the New Hebrides. The CAMDEN returned to Britain and the London Missionary Society commenced raising funds to buy a new missionary vessel in John Williams's

vessel in John Williams's honour. This vessel was named JOHN WILLIAMS I and was a wooden, three-masted barque of 296 tons 101.0' (L) x 24.8' (B) x 16.0' (DIH). Felled and sheathed in yellow metal the ship was built at Harwich, England in 1844. The London Missionary Society owned and operated the ship that was registered in London and rated 12 A1 at Lloyds. After many years of active service JOHN WILLIAMS I was wrecked on a reef off Danger Island, Cook Group on May 16 1864. Subsequently the London Missionary Society ordered a second vessel. JOHN WILLIAMS II was a wooden, three-masted barque, 132.0'(L) x 25.0' (B) x 15.6'(DIH) built by Halls of Aberdeen, Scotland in 1865. It left Sydney in August 1866 but had to return to the port after striking a reef near Aneityum that caused damage to its forefoot and false keel. After substantial repairs the vessel departed Sydney in November 1866 with missionaries and supplies for Savage Island (Niue). The ship then drifted ashore at Niue Island, on 8 January 1867 and was completely wrecked. There would eventually be three more missionary vessels named after John Williams. In the 19th century missionary

19th-century missionary societies were very active and wealthy and the reports of their activities were eagerly followed with missionaries, like Williams, achieving the status and hero worship similar to that of popular film or music stars today. Interest in the missions were catered for by the LMS's careful and strategic use of lithographs, prints, books and journals many of which used the George Baxter colour process and were published by Snow's in Paternoster Row, London. The heroic death of Williams on the island of Erromanga while he was attempting to proclaim the gospel, later illustrated by a series of Baxter colour process prints, created great interest and speculation in Australia, England and America and outpouring of sympathy and support for the LMS.

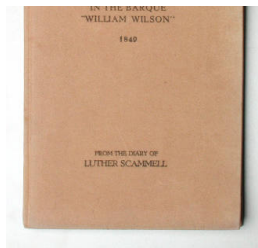


Object number:
00034329
Title: A Voyage To
Australia In The Revenue



Object number:
00033601
Title: The WEST
AUSTRALIAN

Object number:
00028740
Title: The Wreck of the
Dunbar An Original Paper



Australia in the Barque WILLIAM WILSON 1849
Date: c 1966
Primary Maker: Luther Scammell
Medium: Velveteen, paper, ink
Name: Book
History: The WILLIAM WILSON was a 400-ton wooden three-masted barque which had been built at Sulkea, Calcutta, India in 1826. Originally rated 14A1 because of the high regard Lloyd's Register had to Indian built ships, the vessel was rated AE1 for this particular voyage nearly 25 years after the vessel had been built. The WILLIAM WILSON left Gravesend on the 13 May 1849 bound for Port Adelaide in South Australia. The Captain's name was James Gibb and this was his first voyage as master, having been first mate of the vessel on its last voyage. The barque had an eventful first day with one of the steerage passengers being put into a straightjacket due to temporary madness and the vessel running aground on a sandbank. As a result of the grounding the vessel was delayed for a few days at anchor while the WILLIAM WILSON was inspected and Gibbs received instructions

from 'headquarters'. For the first few days Luther Scammell records treating the second mate for



AUSTRALIAN
Date: c 1865
Primary Maker: Frederick Garling (1806 - 1873)
Medium: Watercolour on paper
Name: Painting
History: Frederick Garling was one of the more prolific artists working on marine subjects in Sydney in the mid-19th century. He was born in London on 23 February 1806 and came to Australia with his parents in 1815 aboard the FRANCIS AND ELIZA. From 1827 until 1859 Garling worked for the Customs office as a landing waiter and later as a landing surveyor. His close experience with ships shows in his work - he is thought to have painted most of the vessels that came through Port Jackson during his time as a painter. Garling was self-taught as a marine artist and had a prodigious output of mainly unsigned works. He painted almost exclusively in watercolours with an acute attention to the ship's details, as well as creating dramatic and atmospheric scenes to accompany the ship portrait. In 1827 Garling accompanied Captain James Stirling as official artist on his exploratory expedition to the Swan River in Western Australia. As a semi-professional with some formal training, Garling exhibited at the

Dunbar. An Original Poem by the late Mr Samuel Bennett
Date: c 1880
Primary Maker: Samuel Bennett
Medium: Paper, ink
Name: Broadsheet
History: The gold rushes and the associated demand for passenger ships persuaded shipowner and merchant Duncan Dunbar to order the construction of a clipper ship from the English shipbuilder James Laing and Sons of Sunderland. Built in 1852, the 1167-ton, wooden, three-masted sailing ship DUNBAR was designed to cater for this new trade. Costing over 30,000 pounds and constructed from British oak and Indian teak and held together by copper fastenings and iron knees, the vessel was designed to carry passengers and cargo quickly between England and Australia. As the vessel was requested by the Royal Navy for use as a troop carrier during the Crimean War, it was not until 1856 that the vessel made its first visit to Australia. The ship remained in Sydney for three months before returning to England in the same year. In late May 1857 the ship departed London for its second voyage to Australia, carrying at least 63 passengers, 50 crew and a

'pleurisy', a seasick passenger, the discovery of a stowaway (who eventually ended up working his passage to South Australia), and provides additional details on his travelling companions. In early June 1849 Scammell records impressions of Madeira, Tenerife and the islands of the Canaries at the same time provide glimpses of his work as a ship's surgeon. In early July the WILLIAM WILSON crosses the line and Scammell records the usual ceremonies along with an interesting example of shipboard poetry. One of the more interesting comments on shipboard life and passenger/crew interactions is noted on the 11 July when a dispute arises between Scammell, the passengers and the ship's Captain: 'The preserved provisions were being served out in the Steerage and Intermediate passengers in tins of two pounds, four pounds and eight pounds each. The Captain, contrary to his usual customs, had been overlooking the steward and shore to interfere, insisting that four pound tins should be issued as five pounds, and eight pounds as ten.... I interfered, pointed out the nefarious character of the transaction, insisted on the

Gaming exhibited at the Promotion of the Fine Arts Society in Sydney in 1847 and 1848. His paintings of ships and yachts are recognised for their fine, evocative and descriptive qualities. He died in Sydney on 16 November 1873.

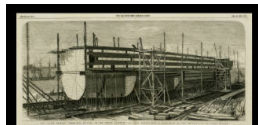
passengers, 39 crew and a substantial cargo, including metal dyes for the colonies first postage stamps, machinery, furniture, trade tokens, cutlery, manufactured and fine goods, food and alcohol. Many of the vessel's first-class passengers were prominent Sydney residents, returning to Australia after visiting their English homeland. After a relatively fast voyage the vessel was only hours out of Sydney when on the night of 20 August 1857, in heavy seas and poor visibility, the vessel struck the cliffs just north of the Signal Station at South Head - midway between the lighthouse and The Gap. Within a few minutes the ship began to break up. All perished in the disaster but one person - a young sailor who was hurled from the deck onto to a rocky ledge. As dawn gradually unveiled the enormity of the event to the community of Sydney, the great loss of life (at least 121 men, women and children, many of whom were known to the local population) deeply affected the population. Thousands were drawn to the scene of the wreck 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

rights of the passengers on this matter and demanded to have the provisions weighed.' As the voyage progressed the welfare of the passenger and crew was dutifully recorded by Scammell, who, in order to get his government bonus on arrival in Port Adelaide would have to show due care. Luther Scammell, along with his brother and sister arrived in Port Adelaide on the WILLIAM WILSON on 17 September 1849. Originally trained as a surgeon in England, he worked as a pharmacist when he arrived in South Australia. In 1861 he joined Francis Hardey Faulding, as an equal partner in Faulding's well known medical and pharmaceutical company F H Faulding and Co.

newspapers were filled with graphic descriptions of the wreck and the public interest in the spectacle. Pamphlets, engravings, poems, paintings and brochures soon began to appear in Sydney as part of the memorabilia industry associated with the tragedy. Many of the victims of THE DUNBAR were buried at St Stephens Church in Newtown. Some 20,000 people lined George Street for the funeral procession. 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 effect of the DUNBAR disaster is hard to imagine in these days of safe and efficient air and sea travel. 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.



Object number:
00019729
Title: The GREAT EASTERN
Steam Ship Construction



Object number:
00019731
Title: The GREAT EASTERN
Steam Ship Building on the



Object number:
00019732
Title: The Progress of
Steam Navigation



Steam-Ship: Construction of the Central Compartment at Millwall
Date: 13 June 1857
Primary Maker: Illustrated London News
Medium: Ink on paper
Name: Engraving
History: In 1858 when the 18,914-ton GREAT EASTERN was launched, it was the world's largest iron ship. At a time when the largest ships on the seas were less than 5,000 tons, the GREAT EASTERN was a colossal vessel designed to carry 4,000 passengers along with 6,000 tons of cargo to Australia without the need to re-coal. Designed by Isambard Kingdom Brunel, the five-funnelled six-masted ship featured side-paddles and a screw propeller, and was built by Scott Russell & Co Ltd at Millwall on the River Thames between 1854 and 1858. The screw engines by James Watt & Co were built at the Soho Foundry at Smethwick, England in 1857. The third of Brunel's 'great ships' (after the GREAT WESTERN and the GREAT BRITAIN), the GREAT EASTERN was unique as the first ship to incorporate a steering engine and was designed with a double cellular hull. Despite a myriad of

technical and financial difficulties during construction, the ship was eventually launched in



Steam-Ship Building on the Stocks, Millwall
Date: 30 May 1857
Primary Maker: Illustrated London News
Medium: Ink on paper
Name: Engraving
History: In 1858 when the 18,914-ton GREAT EASTERN was launched, it was the world's largest iron ship. At a time when the largest ships on the seas were less than 5,000 tons, the GREAT EASTERN was a colossal vessel designed to carry 4,000 passengers along with 6,000 tons of cargo to Australia without the need to re-coal. Designed by Isambard Kingdom Brunel, the five-funnelled six-masted ship featured side-paddles and a screw propeller, and was built by Scott Russell & Co Ltd at Millwall on the River Thames between 1854 and 1858. The screw engines by James Watt & Co were built at the Soho Foundry at Smethwick, England in 1857. The third of Brunel's 'great ships' (after the GREAT WESTERN and the GREAT BRITAIN), the GREAT EASTERN was unique as the first ship to incorporate a steering engine and was designed with a double cellular hull. Despite a myriad of technical and financial difficulties during construction, the ship was eventually launched in January 1858 and fitted out at Deptford. During trials in

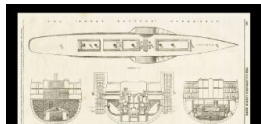


Steam navigation
Date: 16 January 1858
Primary Maker: Illustrated London News
Medium: Ink on paper
Name: Engraving
History: In 1858 when the 18,914-ton GREAT EASTERN was launched, it was the world's largest iron ship. At a time when the largest ships on the seas were less than 5,000 tons, the GREAT EASTERN was a colossal vessel designed to carry 4,000 passengers along with 6,000 tons of cargo to Australia without the need to re-coal. Designed by Isambard Kingdom Brunel, the five-funnelled six-masted ship featured side-paddles and a screw propeller, and was built by Scott Russell & Co Ltd at Millwall on the River Thames between 1854 and 1858. The screw engines by James Watt & Co were built at the Soho Foundry at Smethwick, England in 1857. The third of Brunel's 'great ships' (after the GREAT WESTERN and the GREAT BRITAIN), the GREAT EASTERN was unique as the first ship to incorporate a steering engine and was designed with a double cellular hull. Despite a myriad of technical and financial difficulties during construction, the ship was eventually launched in January 1858 and fitted out at Deptford. During trials in September 1858, a boiler

January 1858 and fitted out at Deptford. During trials in September 1859, a heater attached to the paddle engine boilers exploded killing several men and damaging the forward funnel and grand saloon. In 1860 the GREAT EASTERN made its first trans-Atlantic run, and was promoted by a series of public exhibits and port visits along the United States east coast. In 1864, the GREAT EASTERN was sold for a fraction of its cost to a cable-laying company and it was used to lay the first trans-Atlantic telegraph cable. Between 1865 and 1874 the ship laid and repaired telegraph cables across the Atlantic and Indian Oceans. The GREAT EASTERN was then laid up at Milford Haven for the next 12 years, until it was used as a fairground and floating advertising billboard off the coast at Liverpool. It was sold for scrap in 1888, and in early 1889 the mammoth task of deconstruction began on the banks of the River Mersey.

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Object number:
00019728
Title: The GREAT EASTERN
Steam Ship



Object number:
00019733
Title: The GREAT EASTERN
Steam Ship



Object number:
00019734
Title: The LEVIATHAN
Towed to her Mooring off



Steam-Snip

Date: 13 June 1857

Primary Maker: Illustrated London News

Medium: Ink on paper

Name: Engraving

History: In 1858 when the 18,914-ton GREAT EASTERN was launched, it was the world's largest iron ship. At a time when the largest ships on the seas were less than 5,000 tons, the GREAT EASTERN was a colossal vessel designed to carry 4,000 passengers along with 6,000 tons of cargo to Australia without the need to re-coal.

Designed by Isambard Kingdom Brunel, the five-funnelled six-masted ship featured side-paddles and a screw propeller, and was built by Scott Russell & Co Ltd at Millwall on the River Thames between 1854 and 1858. The screw engines by James Watt & Co were built at the Soho Foundry at Smethwick, England in 1857. The third of Brunel's 'great ships' (after the GREAT WESTERN and the GREAT BRITAIN), the GREAT EASTERN was unique as the first ship to incorporate a steering engine and was designed with a double cellular hull. Despite a myriad of technical and financial difficulties during

construction, the ship was eventually launched in January 1858 and fitted out at Deptford. During trials in



Steam Snip

Date: 13 June 1857

Primary Maker: Illustrated London News

Medium: Ink on paper

Name: Engraving

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towed to her moorings off Deptford

Date: 6 February 1858

Primary Maker: Illustrated London News

Medium: Ink on paper

Name: Engraving

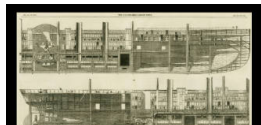
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September 1859, a heater attached to the paddle engine boilers exploded killing several men and damaging the forward funnel and grand saloon. In 1860 the GREAT EASTERN made its first trans-Atlantic run, and was promoted by a series of public exhibits and port visits along the United States east coast. In 1864, the GREAT EASTERN was sold for a fraction of its cost to a cable-laying company and it was used to lay the first trans-Atlantic telegraph cable. Between 1865 and 1874 the ship laid and repaired telegraph cables across the Atlantic and Indian Oceans. The GREAT EASTERN was then laid up at Milford Haven for the next 12 years, until it was used as a fairground and floating advertising billboard off the coast at Liverpool. It was sold for scrap in 1888, and in early 1889 the mammoth task of deconstruction began on the banks of the River Mersey.

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Object number:
00019735

Title: Longitudinal Section
of the LEVIATHAN Steamship



Object number:
00019736

Title: The GREAT EASTERN
Steam Ship as She Was



Object number:
00019509

Title: HMS PANDORA
Date: 1804



of the LEVIATHAN Steam-Ship

Date: 16 January 1858

Primary Maker: Illustrated London News

Medium: Ink on paper

Name: Engraving

History: In 1858 when the 18,914-ton GREAT EASTERN was launched, it was the world's largest iron ship. At a time when the largest ships on the seas were less than 5,000 tons, the GREAT EASTERN was a colossal vessel designed to carry 4,000 passengers along with 6,000 tons of cargo to Australia without the need to re-coal.

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difficulties during construction, the ship was eventually launched in January 1858 and fitted out



Steam-Ship as she will Appear at Sea

Date: 4 December 1858

Primary Maker: Illustrated London News

Medium: Ink on paper

Name: Engraving

History: In 1858 when the 18,914-ton GREAT EASTERN was launched, it was the world's largest iron ship. At a time when the largest ships on the seas were less than 5,000 tons, the GREAT EASTERN was a colossal vessel designed to carry 4,000 passengers along with 6,000 tons of cargo to Australia without the need to re-coal.

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Date: 1994

Primary Maker: John Wright

Medium: Timber, copper alloy

Name: Model

History: HMS PANDORA was designed by Sir John Williams and built in Deptford, London by Messrs Adams, Barnard and Dudman in 1778-1779. PANDORA was active in North America during the American Revolutionary War, acting as a convoy escort. However it is probably best known for its role in the story of the BOUNTY mutiny. On 24 May 1789, while under the command of Captain William Bligh, HMAT BOUNTY was taken over by 25 mutinous crew members, led by Fletcher Christian. Bligh was placed with 18 of his supporters in one of the ship's boat and cast adrift in the South Seas near Tonga. The mutineers then sailed the BOUNTY to Tahiti where they collected supplies and a number of women and boys. In an effort to hide from the Royal Navy, the mutineers first attempted to settle in Tubuai, one of the Austral Islands; but did not succeed due to the enmity of the local islanders who vigorously opposed them at every opportunity. This first unsuccessful attempt at settlement was followed by a second on Pitcairn Island by a smaller group under

at Deptford. During trials in September 1859, a heater attached to the paddle engine boilers exploded killing several men and damaging the forward funnel and grand saloon. In 1860 the GREAT EASTERN made its first trans-Atlantic run, and was promoted by a series of public exhibits and port visits along the United States east coast. In 1864, the GREAT EASTERN was sold for a fraction of its cost to a cable-laying company and it was used to lay the first trans-Atlantic telegraph cable. Between 1865 and 1874 the ship laid and repaired telegraph cables across the Atlantic and Indian Oceans. The GREAT EASTERN was then laid up at Milford Haven for the next 12 years, until it was used as a fairground and floating advertising billboard off the coast at Liverpool. It was sold for scrap in 1888, and in early 1889 the mammoth task of deconstruction began on the banks of the River Mersey.

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by a smaller group under Fletcher Christian. Some descendants of the BOUNTY mutineers still live on Pitcairn Island today (2010). Once news of the BOUNTY mutiny reached England in March 1790 the Admiralty dispatched the Royal Navy's 24-gun frigate HMS PANDORA to search for the mutineers. Under the command of Captain Edward Edwards the PANDORA, impressively armed with 20 six-pounder carriage guns and four 18-pounder carronades left to search, locate and apprehend the 25 mutineers. Leaving England on 7 November 1790 PANDORA arrived at Tahiti on 23 March 1791 where it arrested 14 surviving mutineers who had left Fletcher Christian's party after a failed attempt at settlement on Tubuai; they had decided to return to Tahiti. These men were James Morrison, William Muspratt, Charles Norman, Richard Skinner, George Stewart, John Sumner, Henry Hillbrant, Thomas Burkitt, Michael Byrne, Joseph Coleman, Thomas Ellison, Peter Heywood, John Millward and Thomas McIntosh. The PANDORA continued sailing west in search of the remaining mutineers and the missing BOUNTY; which by this time had actually been broken up by the mutineers off Pitcairn

mutineers on Pitcairn Island to conceal their whereabouts. After locating 14 of the mutineers on Tahiti Captain Edwards carried on with his search according to the orders he had received from the Admiralty. During its home-bound passage the ship ran aground as it attempted to enter the Great Barrier Reef near Cape York in August 1791. PANDORA's rudder and part of its sternpost were torn away and it quickly began to take on water. The vessel sank in approximately twelve hours after striking the reef and the wreck resulted in the deaths of 35 men, including four of the mutineers who drowned with their hand shackles still on. Ten surviving mutineers were returned to England where they were tried for their role in the BOUNTY mutiny. Seven were acquitted or pardoned but three were hanged in 1792 on the deck of HMS BRUNSWICK moored off Spithead. The PANDORA wreck lay undetected off the coast of Cape York for nearly 200 years until finally discovered in 1977. Protected by the Historic Shipwrecks Act of 1976 this site is one of the most important and well preserved archaeological wrecks in the southern

wrecks in the southern hemisphere. The site's conservation and excavation is the responsibility of the Queensland Museum (QM). Interpreting images obtained by remote-sensing equipment and comparing portions of the ship's timbers that have been uncovered by excavation, it is estimated that between one quarter and approximately one-third of the ship's hull still lies more or less intact, buried in the sea bed waiting further archaeological investigation. Nine seasons of marine archaeological excavation have been carried out by a team assembled by the QM during the 1980s and 1990s. Artefacts recovered from the PANDORA continue to provide an insight into maritime life on board a 'ship of discovery' during the late 18th century. Human remains of some of the victims of the wreck - 3 individuals- have been recovered and many personal objects belonging to the officers and crew. Some of these objects have been linked to possessions belonging to specific individuals - notably to the surgeon and possibly to one of the commissioned officers- that were left on board the PANDORA when it sank in

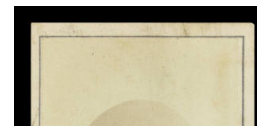
Object number:
00049367

Title: Brooch from the
DUNBAR wreck site



Object number:
00049374

Title: Fork from the
DUNBAR wreck site



Object number:
00042678

Title: David Ashworth, born
1836, died 1870

DUNBAR wreck site

Date: before 1857

Medium: Bronze

Name: Brooch

History: The DUNBAR was a passenger and cargo ship that ran the route between London and Sydney as a result of the Australian gold rushes. She was owned by Duncan Dunbar and was the pride of his growing fleet. After being requisitioned during the Crimean War she was returned to Dunbar and in 1856 she made her first journey to Sydney which was a success and she was proclaimed a "splendid ship". In 1857 she left England again bound for Sydney and was looking forward to repeating her success. On this journey she was laden with both expensive and important cargo and also a full contingent of passengers including some local Sydney dignitaries who had been visiting England. Her Captain, Green, was no stranger to the route and managed to sail her to Australia where she arrived off the coast of Sydney on 20 August 1857. However, there was a raging storm that night which made visibility particularly poor and the sea very rough. [http://www.anmm.gov.au

/webdata/resources/pdfs

/research_guides

/Signals_79_p34

39 The wreck of the Dunbar.pdf] Shortly before midnight Captain Green estimated the ship's position off the entrance to the Heads and chanc

00049374

DUNBAR wreck site

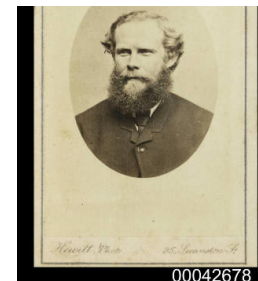
Date: before 1857

Medium: Metal

Name: Fork

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39 The wreck of the Dunbar.pdf] Shortly before midnight Captain Green estimated the ship's position off the entrance to the Heads and chanc



1856, drowned 1870

Date: 1870

Primary Maker: C Hewitt
Photographer

Medium: Black and white
photographic print on paper

Name: Carte-de-visite

History: The 1,103 tons, wooden, three-masted, fully rigged sailing ship GENERAL GRANT, belonging to Messrs Boyes, Richardson and Co of Boston, United States, was wrecked on Disappointment Island, one of the Auckland group of islands in the South Pacific Ocean, on 14 May 1866, a week after leaving Melbourne for London with a cargo of wool, skins, pelts and gold bullion. When the ship struck in the pitch darkness of the early morning of 14 May, the suddenness of the disaster caught everyone unawares and for some time no coherent or intelligible orders were given. The result was that the ship drifted astern and was blown into a large cave, the roof of which forced the masts through the hull. Two of the ship's boats managed to get away and at dawn attempted to rescue the remaining passengers and crew. (Illustrated London News, 1867) Tragically the ship's longboat capsized in the breakers and 68 of the passengers and crew were

the crew and five passengers including David Ashworth managed to get ashore and eventually find sanctuary in several huts which had been built on the Islands by the whalers Samuel and Charles Enderby, who had established a colony at Port Ross, Auckland Islands. For the next seven months the 15 survivors, Peter McNevin, Andrew Morrison, David McClelland, Chief Officer Bartholomew Brown, William Newton Scott, Cornelius Drew, James Teer, David Ashworth, Joseph Jewell, Mary Ann Jewell, William Sanguily, Arron Hayman (Harpman), William Ferguson, F P Caughley and Nicholas Allen, managed to live in freezing conditions and endure the severest hardships on the Auckland Islands. Eventually giving up all hope of being rescued by a passing ship Chief Officer Brown and three of the fittest sailors repaired one of the ship's boats, built up the sides with timber and decked it over with sealskins. After provisioning the small boat with seal meat, bird eggs and water the four-man crew departed the Islands in January 1867 attempting to sail to the small town of Bluff on New Zealand's South Island. The boat and its crew were never seen again. For the next 10

again. For the next 10 months the survivors, now numbering ten, following the death of Caughley from exposure, subsisted on the islands until they were rescued by the Captain and crew of the brig AMHERST, from Invercargill, New Zealand, on 21 November 1867 whilst the vessel was on a sealing voyage to the Auckland Islands. After assisting the AMHERST crew during the sealing expedition, the survivors arrived at Bluff Harbour, Southland, New Zealand in early January 1868 where they were clothed, housed and supplied by the locals until arrangements could be made for their return to Melbourne and then London. (Jewell, July, 1868)

Following the tragic loss of the GENERAL GRANT and several other vessels on the Auckland Islands and the miserable existence of the survivors, the Southland Colonial Government commissioned the brig AMHERST to carry out a complete search of the Islands for any other shipwreck survivors and to establish shipwreck refuges and store depots on the Auckland, Campbells, Bounty and Antipode Islands off the coast of New Zealand. Despite the hostile environment in which the GENERAL GRANT was wrecked the large quantity

wrecked the large quantity of gold on board attracted salvage attempts in 1868 and 1869. In 1870 the 48-ton schooner, DAPHNE, sailed from Bluff under Captain Wallace, but the expedition ended disastrously with the loss of six men who were drowned when their boat was swamped while attempting to reach the GENERAL GRANT's cave. The irony of this catastrophe lay in the fact that one of the crew drowned was David Ashworth, who three years earlier had been rescued with the rest of the survivors of the original wreck. (An Encyclopaedia of New Zealand, edited by A. H. McLintock, originally published in 1966. Te Ara - The Encyclopaedia of New Zealand, updated 26-Sep-2006, URL: <http://www.TeAra.govt.nz/1966/G/GoldSunken/en>) In 1907 the ship DUNDONALD took up the quest but disaster again occurred; the vessel ran into the cliffs of the western shore of Disappointment Island and 12 men were drowned. Another 16 managed to get ashore, but it was seven months before they were taken off by the Government steamer HINEMOA. Up until 1966 there have been nine official attempts to recover the gold and several more expeditions since. The

expeditions since. The wreck and its contents are now protected as historic relics and items under New Zealand Historic Places Legislation.



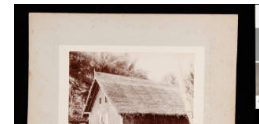
Object number:
00042679

Title: David Ashworth after
the rescue



Object number:
00042680

Title: David William
Ashworth - Son of David



Object number:
00046963

Title: Thatched chapel at
Devians in the Solomon



the rescue
Date: 1868
Primary Maker: C Hewitt
 Photographer
Medium: Black and white
 photographic print on
 paper (Albumen print)
 mounted on card.
Name: Carte-de-visite
History: The 1,103 ton,
 wooden three-masted, fully
 rigged sailing ship
 GENERAL GRANT,
 belonging to Messrs Boyes,
 Richardson and Co of
 Boston, United States, was
 wrecked on
 Disappointment Island, one
 of the Auckland group of
 Islands in the South Pacific
 Ocean, on May 14, 1866, a
 week after leaving
 Melbourne for London with
 a cargo of wool, skins,
 pelts, and gold bullion.
 When the ship struck in the
 pitch darkness of the early
 morning of 14 May, the
 suddenness of the disaster
 caught everyone unawares
 and for some time no
 coherent or intelligible
 orders were given. The
 result was that the ship
 drifted astern and was
 blown into a large cave the
 roof of which forced the
 masts through the hull.
 Two of the ship's boats
 managed to get away and
 at dawn attempted to
 rescue the remaining
 passengers and crew

ashore. (Illustrated London
 News, 1867) Tragically the
 ship's longboat capsized in
 the breakers and 68 of the



Ashworth - Son of David
 Ashworth
Date: 1870
Primary Maker: W Smith
 Photographer
Medium: Black and white
 photographic print on
 paper (Albumen print).
Name: Carte-de-visite
History: The 1,103 tons,
 wooden, three-masted,
 fully rigged sailing ship
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 ship's longboat capsized in
 the breakers and 68 of the
 passengers and crew were
 drowned. However ten of
 the crew and five



Koviana in the Solomon
 Islands
Date: 1899
Primary Maker: Reverend
 George Brown
Medium: Albumen print
Name: Photograph
History: Rev George Brown
 (1835-1917), Methodist
 missionary, was born in
 December 1835 at Durham
 in England, the son of
 George Brown, barrister
 and Unitarian preacher,
 and Elizabeth Dixon, sister
 of the wife of Rev Thomas
 Buddle, missionary in New
 Zealand. George Brown
 (Jnr) migrated to New
 Zealand in March 1855,
 attending classes held by
 Bishop Selwyn and Rev J C
 Patteson on the voyage.
 While living with his uncle,
 the Rev Thomas Buddle at
 Onehunga, Brown was
 influenced by several
 Methodist preachers and
 joined the Methodist
 Society. He became a local
 preacher and was
 designated a missionary
 for Samoa in 1860. On 2
 August 1860 he married
 Sarah Lydia, second
 daughter of Rev James
 Wallis, missionary at
 Whaingaroa Harbour.
 Brown was ordained in
 Sydney on 19 September
 1860 and soon afterward
 sailed to the Pacific
 Islands. While stationed at
 Savai'i (Samoa), Brown
 urged the opening of a
 mission in New Britain. In
 1874-75 he travelled in
 Victoria, New South Wales

passengers and crew were drowned. However ten of the crew and five passengers including David Ashworth managed to get ashore and eventually find sanctuary in several huts which had been built on the Islands by the whalers Samuel and Charles Enderby, who had established a colony at Port Ross, Auckland Islands. For the next seven months the 15 survivors, Peter McNevin, Andrew Morrison, David McClelland, Chief Officer Bartholomew Brown, William Newton Scott, Cornelius Drew, James Teer, David Ashworth, Joseph Jewell, Mary Ann Jewell, William Sanguily, Arron Hayman (Harpman), William Ferguson, F P Caughley and Nicholas Allen, managed to live in freezing conditions and endure the severest hardships on the Auckland Islands. Eventually giving up all hope of being rescued by a passing ship Chief Officer Brown and three of the fittest sailors repaired one of the ship's boats, built up the sides with timber and decked it over with sealskins. After provisioning the small boat with seal meat, bird eggs and water the four man crew departed the Islands in January 1867 attempting to sail to the small town of Bluff on New Zealand's

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Victoria, New South Wales, Tasmania and New Zealand canvassing support. He then visited Fiji and Samoa looking for volunteer missionaries before establishing a missionary station at Port Hunter, Duke of York Island. In October 1876 Brown arrived in Sydney and continued his work in the colonies. A portable mission house was built in Sydney and transported to New Britain in 1877 where George and Sarah established a mission. When a Fijian missionary and three teachers were murdered in April 1878 Brown was involved in a punitive expedition which caused a furore in the Australasian press (the Blanche Bay affair) but rendered the region safe for later missionaries and traders. Seriously ill, Brown withdrew to Sydney in May 1879. Because of travel hazards he did not return to New Britain until March 1880. His wife had survived a serious illness but two of his children had died. When the Browns left the archipelago in January 1881 more than 25 missionary stations had been established there. Sydney now became Brown's headquarters where he engaged in linguistic work for the mission. He had accrued additional celebrity through descriptions of his

South Island. The boat and its crew were never seen again. For the next 10 months the survivors, now numbering ten, following the death of Caughley from exposure, subsisted on the islands until they were rescued by the Captain and crew of the brig AMHERST, from Invercargill, New Zealand, on Nov. 21, 1867 whilst the vessel was on a sealing voyage to the Auckland Islands. After assisting the AMHERST crew during the sealing expedition the survivors arrived at Bluff Harbour, Southland, New Zealand in early January 1868 where they were clothed, housed and supplied by the locals until arrangements could be made for their return to Melbourne and then London. (Jewell, July, 1868) Following the tragic loss of the GENERAL GRANT and several other vessels on the Auckland Islands and the miserable existence of the survivors, the Southland Colonial Government commissioned the brig AMHERST to carry out a complete search of the Islands for any other shipwreck survivors and to establish shipwreck refuges and store depots on the Auckland, Campbells, Bounty and Antipode Islands off the coast of New Zealand. Despite the hostile

never seen again. For the next 10 months the survivors, now numbering ten, following the death of Caughley from exposure, subsisted on the islands until they were rescued by the Captain and crew of the brig AMHERST, from Invercargill, New Zealand on 21 November 1867 while the vessel was on a sealing voyage to the Auckland Islands. After assisting the AMHERST crew during the sealing expedition the survivors arrived at Bluff Harbour, Southland, New Zealand in early January 1868 where they were clothed, housed and supplied by the locals until arrangements could be made for their return to Melbourne and then London. (Jewell, July, 1868) Following the tragic loss of the GENERAL GRANT and several other vessels on the Auckland Islands and the miserable existence of the survivors, the Southland Colonial Government commissioned the brig AMHERST to carry out a complete search of the Islands for any other shipwreck survivors and to establish shipwreck refuges and store depots on the Auckland, Campbell's, Bounty and Antipode Islands off the coast of New Zealand. Despite the hostile environment in which the GENERAL GRANT was wrecked the large quantity

through descriptions of his collections in the PROCEEDINGS OF THE ZOOLOGICAL SOCIETY OF LONDON in 1877-81, and was popular for deputation work. In 1881-91 he did much to influence Australian public opinion about the Pacific Islands through his letters to the SYDNEY MORNING HERALD under various pseudonyms, the most notable series being the CARPE DIEM letters in 1883-85 which criticised British inaction and warned of German aggression. In 1886 he visited England where he was lionized in church and scientific circles and acted as a Commissioner for New South Wales at the Indian and Colonial Exhibition in London. He returned to Sydney via America in March 1887. In the interim he had been appointed General Secretary of Overseas Missions, an office which he held until his retirement in April 1908. His first major assignment was to act in 1888-91 as Special Commissioner to Tonga, where colonial mission policies had provoked the secession of the 'Free Church' in 1885 under the Tongan King and the Rev Shirley Baker. He attended the meeting at Port Moresby on 17 June 1890 under the auspices of Sir William MacGregor when

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Island, Port Moresby, Dobu
Island, Normanby Island,
Kiriwina, New Britain and
the Solomons (New
Georgia and the Shortland
Group). The majority of the
passengers on the
MORESBY were connected
with missionary work, and
included Roman Catholics
from Samoa and Fiji, the
Lutheran Rev Pastor Flierl,
members of the London
Missionary Society, the
Anglican Mission in New
Guinea and the Methodist
Church, of whom Brown
was the principal
representative.



Object number:
00046961

Title: A missionary station
Date: 1888



Object number:
00046958

Title: Three young
missionaries, New Britain



Object number:
00046965

Title: Young Shortland
Islanders outside a



Date: 1899
Primary Maker: Reverend George Brown
Medium: Albumen print
Name: Photograph
History: Rev George Brown (1835-1917), Methodist missionary, was born in December 1835 at Durham in England, the son of George Brown, barrister and Unitarian preacher, and Elizabeth Dixon, sister of the wife of Rev Thomas Buddle, missionary in New Zealand. George Brown (Jnr) migrated to New Zealand in March 1855, attending classes held by Bishop Selwyn and Rev J C Patteson on the voyage. While living with his uncle, the Rev Thomas Buddle at Onehunga, Brown was influenced by several Methodist preachers and joined the Methodist Society. He became a local preacher and was designated a missionary for Samoa in 1860. On 2 August 1860 he married Sarah Lydia, second daughter of Rev James Wallis, missionary at Whaingaroa Harbour. Brown was ordained in Sydney on 19 September 1860 and soon afterward sailed to the Pacific Islands. While stationed at Savai'i (Samoa), Brown urged the opening of a

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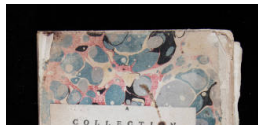
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Object number:
00046939

Title: Advertising card for the Texaco College Choir



Object number:
00046021

Title: A Collection of Papers
on Mental Architecture



Object number:
00046934

Title: The Reverend J F
Goldie and Leading Builders



the Tongan College Choir
Date: 1928
Primary Maker: Hunkin, Ellis & King
Medium: Cardboard
Name: Business card
History: Although Catholic Jesuit missionaries had been operating in the Pacific Ocean since 1668 their activities tended to be centred on the Spanish colonies in the Ladrone Islands (later the Marianas), the Philippines and Guam. Attempts to establish missionary stations further south, such as in Tahiti by the Franciscan Friars in 1774, failed due to problems with supply routes and the hostility and / or indifference of the Pacific Islanders. Heavily influenced by the Pacific voyages of Cook and other European explorers and the published accounts of sailors, scientists and gentlemen explorers such as Joseph Banks, European missionary activity began to steadily increase in the closing years of the 18th century with the arrival of Protestant missionaries from the London Missionary Society (LMS) in Tahiti on board the Missionary vessel DUFF in March 1797. Although the first contacts - aided by

King Pomare I - were hopeful, the Tahitians quickly disregarded these new arrivals, whose



on Naval Architecture
Date: 1792
Primary Maker: The Society for the Improvement and Study of Naval Architecture
Medium: Paper, ink, marbled cover, string
Name: Book
History: The European Magazine (1782 - 1826) was dedicated (according to its subtitle) to the mission of bringing to its readers 'the Literature, History, Politics, Arts, Manners, and Amusements of the Age'. Established by the journalist James Perry as the mouthpiece of the Philological Society of London, the 'Magazine' came under the proprietorship of the Shakespearean scholar Isaac Reed and his co-partners John Sewell and Daniel Braithwaite. The Magazine consisted primarily of articles and letters concerning literature, antiquarian matters, theology, science, biography, and current news, backed up by sections set aside in each monthly issue for book reviews, poetry, parliamentary reporting, theatre, and lists of births, deaths, marriages, promotions, and bankruptcies, the whole embellished with superb engravings. The Magazine was non-partisan though unswervingly loyal to Church, King, and Country and appealed primarily to



Goldie and leading Kubiana Chiefs
Date: c 1905
Primary Maker: Crown Studios
Medium: Black and white photographic print on paper
Name: Postcard
History: Although Catholic Jesuit missionaries had been operating in the Pacific Ocean since 1668 their activities tended to be centred on the Spanish colonies in the Ladrone Islands (later the Marianas), the Philippines and Guam. Attempts to establish missionary stations further south, such as in Tahiti by the Franciscan Friars in 1774, failed due to problems with supply routes and the hostility and / or indifference of the Pacific Islanders. Heavily influenced by the Pacific voyages of Cook and other European explorers and the published accounts of sailors, scientists and gentlemen explorers such as Joseph Banks, European missionary activity began to steadily increase in the closing years of the 18th century with the arrival of Protestant missionaries from the London Missionary Society (LMS) in Tahiti on board the Missionary vessel DUFF in March 1797. Although the first contacts - aided by King Pomare I - were hopeful, the Tahitians quickly disregarded these

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and appeared primarily to a readership of clergymen, landed gentry, magistrates, physicians, antiquaries, and lovers of literature. It was also, according to an advertisement on the second page of this publication, instrumental in the establishment of The Society for the Improvement and Study of Naval Architecture in 1791 and responsible for the publication of the work of the Society in the pages of the Magazine and as special 'Collections of Papers on Naval Architecture' of which this publication is one. Although an old discipline, the term Naval Architecture can be traced back to at least the late 16th century describing a new approach to the design and construction of warships, organised around the use of measured, three view, architectural style drawings. The concept of Naval Architecture changed during the 17th and 18th centuries to blend the practical, artisan skills of the dockyard shipwrights with the scientific theories of gentlemen scientists such as Isaac Newton, William Sutherland, William Emerson and John Charnook. The Society was established in 1791 by the publisher John Sewall and

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publisher John Sewell and Colonel Mark Beaufoy (1764-1827) a Fellow of the Royal Society, mountaineer, explorer and British Army officer with the express purpose to counteract a perceived imbalance between the naval architecture of France and Britain. The Society recruited the patronage of not only the future King William IV but also private shipyard owners, notably the Rotherhithe masters John Randall and William Wells, whose yards supplied many of the East India Company's larger vessels. Under Sewell and Beaufoy's leadership the Society organised a series of experiments at the Rotherhithe Docks between 1791 and 1799 testing, developing and proposing new methods of ship design, development and construction and attempted to establish a scientific regime that would bring order to British naval architecture and general dockyard business. The Society established a research library, published papers on ship technology and architecture through its 'Collections of Papers on Naval Architecture', commissioned and collected ship models for display, payed for large scale model trials in the Rotherhithe yards and agitated publicly for the

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agitated publicly for the foundation of a new naval architecture academy under government administration. The School of Naval Architecture was finally established in the Portsmouth naval yards in 1811. Although the Society dissolved in 1801 the work of the Society continued to be published through the pages of The European Magazine until at least 1805 with additional papers being published as late as 1835. This publication, the second volume, was published in 1792 and contains 1) An appendix of original letters containing various communications and observations on subjects connected with naval architecture; 2) An essay towards a general view of the literature of the art of ship building by Captain Muller; 3) Catalogue of Books on Naval Architecture; 4) An Enquiry into the cause of the Great Scarcity of Timbers through the Dominions belonging to His Majesty by Mr Yeoman Lott; 5) Improvement of Navigation by Two New-Invented Engines called a Navivium and a Naviger by Mr Joseph Gilmore and an extract from The Journal of John White regarding the use of Oil of Tar as a timber dressing.

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Object number:
00046940

Title: Pacific Islander in
Hobart



Object number:
00046964

Title: Village scene with
missionaries and locals of



Object number:
00046962

Title: Trobriand (Kiriwina)
Islanders and a missionary

Robert

Date: 1867

Primary Maker: Henry Hall Baily

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

Name: Carte-de-visite

History: Although Catholic Jesuit missionaries had been operating in the Pacific Ocean since 1668 their activities tended to be centred on the Spanish colonies in the Ladrone Islands (later the Marianas), the Philippines and Guam. Attempts to establish missionary stations further south, such as in Tahiti by the Franciscan Friars in 1774, failed due to problems with supply routes and the hostility and / or indifference of the Pacific Islanders. Heavily influenced by the Pacific voyages of Cook and other European explorers and the published accounts of sailors, scientists and gentlemen explorers such as Joseph Banks, European missionary activity began to steadily increase in the closing years of the 18th century with the arrival of Protestant missionaries from the London Missionary Society (LMS) in Tahiti on board the Missionary vessel DUFF in March 1797. Although the first contacts - aided by King Pomare I - were hopeful, the Tahitians



missionaries and locals of the Shortland Islands

Date: 1899

Primary Maker: Reverend George Brown

Medium: Albumen print

Name: Photograph

History: Rev George Brown (1835-1917), Methodist missionary, was born in December 1835 at Durham in England, the son of George Brown, barrister and Unitarian preacher, and Elizabeth Dixon, sister of the wife of Rev Thomas Buddle, missionary in New Zealand. George Brown (Jnr) migrated to New Zealand in March 1855, attending classes held by Bishop Selwyn and Rev J C Patteson on the voyage. While living with his uncle, the Rev Thomas Buddle at Onehunga, Brown was influenced by several Methodist preachers and joined the Methodist Society. He became a local preacher and was designated a missionary for Samoa in 1860. On 2 August 1860 he married Sarah Lydia, second daughter of Rev James Wallis, missionary at Whaingaroa Harbour. Brown was ordained in Sydney on 19 September 1860 and soon afterward sailed to the Pacific Islands. While stationed at Savai'i (Samoa), Brown urged the opening of a mission in New Britain. In 1874-75 he travelled in Victoria, New South Wales



Islanders and a missionary among huts

Date: 1899

Primary Maker: Reverend George Brown

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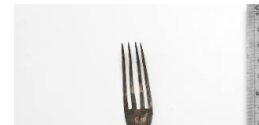
Object number:
00046959

Title: The missionary ketch
DOVE



Object number:
00046960

Title: Missionary party
aboard the SS MOREBY



Object number:
00049375

Title: Fork from the
DUNBAR wreck site



DOVE

Date: 1899

Primary Maker: Reverend George Brown

Medium: Albumen print

Name: Photograph

History: Rev George Brown (1835-1917), Methodist missionary, was born in December 1835 at Durham in England, the son of George Brown, barrister and Unitarian preacher, and Elizabeth Dixon, sister of the wife of Rev Thomas Buddle, missionary in New Zealand. George Brown (Jnr) migrated to New Zealand in March 1855, attending classes held by Bishop Selwyn and Rev J C Patteson on the voyage. While living with his uncle, the Rev Thomas Buddle at Onehunga, Brown was influenced by several Methodist preachers and joined the Methodist Society. He became a local preacher and was designated a missionary for Samoa in 1860. On 2 August 1860 he married Sarah Lydia, second daughter of Rev James Wallis, missionary at Whaingaroa Harbour. Brown was ordained in Sydney on 19 September 1860 and soon afterward sailed to the Pacific Islands. While stationed at Savai'i (Samoa), Brown

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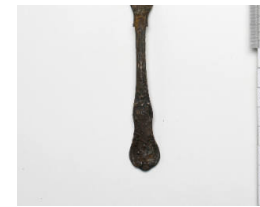
Date: 1899

Primary Maker: Reverend George Brown

Medium: Albumen print

Name: Photograph

History: Rev George Brown (1835-1917), Methodist missionary, was born in December 1835 at Durham in England, the son of George Brown, barrister and Unitarian preacher, and Elizabeth Dixon, sister of the wife of Rev Thomas Buddle, missionary in New Zealand. George Brown (Jnr) migrated to New Zealand in March 1855, attending classes held by Bishop Selwyn and Rev J C Patteson on the voyage. While living with his uncle, the Rev Thomas Buddle at Onehunga, Brown was influenced by several Methodist preachers and joined the Methodist Society. He became a local preacher and was designated a missionary for Samoa in 1860. On 2 August 1860 he married Sarah Lydia, second daughter of Rev James Wallis, missionary at Whaingaroa Harbour. Brown was ordained in Sydney on 19 September 1860 and soon afterward sailed to the Pacific Islands. While stationed at Savai'i (Samoa), Brown urged the opening of a mission in New Britain. In 1874-75 he travelled in Victoria, New South Wales, Tasmania and New



DUNBAR WRECK SITE

Date: before 1857

Medium: Metal

Name: Fork

History: The DUNBAR was a passenger and cargo ship that ran the route between London and Sydney as a result of the Australian gold rushes. She was owned by Duncan Dunbar and was the pride of his growing fleet. After being requisitioned during the Crimean War she was returned to Dunbar and in 1856 she made her first journey to Sydney which was a success and she was proclaimed a "splendid ship". In 1857 she left England again bound for Sydney and was looking forward to repeating her success. On this journey she was laden with both expensive and important cargo and also a full contingent of passengers including some local Sydney dignitaries who had been visiting England. Her Captain, Green, was no stranger to the route and managed to sail her to Australia where she arrived off the coast of Sydney on 20 August 1857. However, there was a raging storm that night which made visibility particularly poor and the sea very rough. [http://www.anmm.gov.au/webdata/resources/pdfs/research_guides/Signals_79_p34/39_The_wreck_of_the_Dunbar.pdf] ;

Tasmania and New Zealand canvassing support. He then visited Fiji and Samoa looking for volunteer missionaries before establishing a missionary station at Port Hunter, Duke of York Island. In October 1876 Brown arrived in Sydney and continued his work in the colonies. A portable mission house was built in Sydney and transported to New Britain in 1877 where George and Sarah established a mission. When a Fijian missionary and three teachers were murdered in April 1878 Brown was involved in a punitive expedition which caused a furore in the Australasian press (the Blanche Bay affair) but rendered the region safe for later missionaries and traders. Seriously ill, Brown withdrew to Sydney in May 1879. Because of travel hazards he did not return to New Britain until March 1880. His wife had survived a serious illness but two of his children had died. When the Browns left the archipelago in January 1881 more than 25 missionary stations had been established there. Sydney now became Brown's headquarters where he engaged in linguistic work for the mission. He had accrued additional celebrity through descriptions of his

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collections in the PROCEEDINGS OF THE ZOOLOGICAL SOCIETY OF LONDON in 1877-81, and was popular for deputation work. In 1881-91 he did much to influence Australian public opinion about the Pacific Islands through his letters to the SYDNEY MORNING HERALD under various pseudonyms, the most notable series being the CARPE DIEM letters in 1883-85 which criticised British inaction and warned of German aggression. In 1886 he visited England where he was lionized in church and scientific circles and acted as a Commissioner for New South Wales at the Indian and Colonial Exhibition in London. He returned to Sydney via America in March 1887. In the interim he had been appointed General Secretary of Overseas Missions, an office which he held until his retirement in April 1908. His first major assignment was to act in 1888-91 as Special Commissioner to Tonga, where colonial mission policies had provoked the secession of the 'Free Church' in 1885 under the Tongan King and the Rev Shirley Baker. He attended the meeting at Port Moresby on 17 June 1890 under the auspices of Sir William MacGregor when

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the major Protestant missions came to a mutual understanding on spheres of influence in Papua, and in 1891 he established the Methodist mission at Dobu. After visiting the Solomon Islands in 1901, he conducted the first mission party to Roviana in May 1902. He also made many visits to Methodist missions in the western Pacific and it was during these visits that Brown produced an extensive photographic record of Pacific peoples from Tonga, Fiji, Vanuatu, New Zealand, Papua New Guinea, the Solomon Islands and his old home of Samoa. Brown was well aware of the many possibilities for his photographs: as records of the missions, as pictorial records in the history of Methodism, as documents of ethnographic diversity and for anthropological study and research. In 1892 Brown was awarded an honorary D.D. by McGill University. He wrote many mission pamphlets, books and reports and was a regular contributor to the AUSTRALASIAN ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE, was a Fellow of the Royal Geographical Society, President of the Methodist General Conference, Vice-President of the British and Foreign Bible Society and the

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Australian Native Races Protection Society. He published many anthropological and sociological papers including COMMUNICATIONS RESPECTING THE WESLEYAN NEW MISSIONS TO NEW BRITAIN... (1875); A JOURNEY ALONG THE COASTS OF NEW IRELAND AND NEIGHBOURING ISLANDS (1881); DICTIONARY AND GRAMMAR OF THE DUKE OF YORK ISLAND LANGUAGE (1882); PAPUANS AND POLYNESIANS (1887); THE LIFE HISTORY OF A SAVAGE (1899); WINTER EXCURSIONS (1898); NOTES OF A RECENT JOURNEY TO NEW GUINEA AND NEW BRITAIN (1899); SOME NEW BRITAIN CUSTOMS (1901); A BRIEF ACCOUNT OF METHODIST MISSIONS IN AUSTRALASIA, POLYNESIA AND MELANESIA (1904); THE FUTURE OF THE AUSTRALIAN ABORIGINES (1911); A PERSONAL STATEMENT (1900s); THE CONCEPTIONAL THEORY OF THE ORIGIN OF TOTEMISM (1912) ; THE NECESSITY FOR A UNIFORM SYSTEM OF SPELLING AUSTRALIAN PROPER NAMES (1912).
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Thurston (High Commissioner to the Western Pacific; Colonial Secretary of Fiji), and C M Woodford (Commissioner of the Solomon Islands Protectorate) and the writer R L Stevenson. In his autobiography (1908) he gives a short account of his fourth voyage to New Guinea in June - July 1899 on board the steamer MORESBY. The MORESBY left Sydney on 18 June 1899 bound for Thursday Island, Port Moresby, Dobu Island, Normanby Island, Kiriwina, New Britain and the Solomons (New Georgia and the Shortland Group). The majority of the passengers on the MORESBY were connected with missionary work, and included Roman Catholics from Samoa and Fiji, the Lutheran Rev Pastor Flierl, members of the London Missionary Society, the Anglican Mission in New Guinea and the Methodist Church, of whom Brown was the principal representative.

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Object number:
00050469

Title: Fregate reversee sur
le chantier



Object number:
00054350

Title: Pilot Steamer
CAPTAIN COOK III



Object number:
00049373

Title: Ladies watch face
from the DUNDEE



le chantier

Date: 1805-1835

Primary Maker: Ange-Joseph Antoine Roux

Medium: Watercolour on paper, pencil and ink
Name: Painting
History: For hundreds of years, hand in hand with the development of maritime industries, ships and shipbuilding, have been the pictorial recording of these maritime endeavours.

Painters in oil, cartoonists using pencil and ink and artists using water colour have all attempted to capture scenes of national glory, meritorious victories, the beauty of ships, shipbuilding and the sea and the threat and potential violence of shipwreck, tempests, storms and gales. (Finch, 1983) Sometimes these works were expressions of artistic mastery or artistical whimsies created without a maritime audience in mind but many were commissioned by the ship's builders, its owners, captain or crew who were justifiably proud of their accomplishments and wished to capture and record their achievements. To fulfill this demand for accurate pictorial representation of ships and

the sea there emerged in the late 18th and early 19th century the ship portrait painter sometimes



CAPTAIN COOK III

Date: 1970-1985

Primary Maker: David Radford

Medium: Timber, plastic, glue, steel,

Name: Model

History: Following the wrecking of the ship DUNBAR off South Head in 1857 with the loss of at least 121 lives the NSW Government introduced a series of measures to make the Harbour and its approaches safer for the hundreds of vessels that were visiting the port of Sydney each year. These measures included the building of the Hornby Light on South Head along with the placement of two cruising pilot cutters on station outside the Heads along with the construction of Pilot Station at Gibson's Beach, Watsons Bay to accommodate the pilots and their families. By 1871 the two timber pilot cutters had been replaced by the much larger and more seaworthy pilot steamer THETIS which was operated by the Public Works Department. The 1868 steamer proved to be so successful at its job - which consisted of keeping a number of pilots and their boat crews on board ready to supply them quickly to any approaching vessel requiring pilotage services - that when it came to replace the steamer the government



nousing from the DUNBAR wreck site

Date: before 1857

Medium: Copper

Name: Watch face housing
History: The DUNBAR was a passenger and cargo ship that ran the route between London and Sydney as a result of the Australian gold rushes. She was owned by Duncan Dunbar and was the pride of his growing fleet. After being requisitioned during the Crimean War she was returned to Dunbar and in 1856 she made her first journey to Sydney which was a success and she was proclaimed a "splendid ship". In 1857 she left England again bound for Sydney and was looking forward to repeating her success. On this journey she was laden with both expensive and important cargo and also a full contingent of passengers including some local Sydney dignitaries who had been visiting England. Her Captain, Green, was no stranger to the route and managed to sail her to Australia where she arrived off the coast of Sydney on 20 August 1857. However, there was a raging storm that night which made visibility particularly poor and the sea very rough. [http://www.anmm.gov.au/webdata/resources/pdfs/research_guides/Signals_79_p34/20_The_wreck_of_the_Dunbar.pdf]

called a port painter or 'pierhead artist'. (Finch, 1983) On mainland Europe these artists drew on the skills and techniques developed from the continental tradition of maritime votive painting - which was very popular in Catholic France, Spain, Italy and Portugal from the beginning of the 16th century - when owners, builders and shipping merchants commissioned paintings of their vessel as votive offerings at churches at the beginning or end of a particularly arduous voyage. (Rodriguez, 2005) However as maritime commerce, shipping and trade increased at the turn of the 19th century even those maritime countries, such as North America and Britain, that lacked the Catholic tradition of votive painting also began producing their own pierhead artists. Ship portraits differed in many ways from the more refined and technically accomplished works of the great marine painters such as Turner. Ship portraits were produced for a very different group of individuals, the owners, captains and sailors of a particular vessel, and whilst the pierhead artists' works could be considered technically naïve at times, accuracy to detail

steamer the government decided to commission the construction of what has been claimed to be the first purpose built Pilot Steamer in the World - the CAPTAIN COOK (I) CAPTAIN COOK (I) commenced service in February 1877 and remained more or less on Station off the Heads for 15 years before being replaced by its larger, iron built, successor CAPTAIN COOK (II). After 45 years' service CAPTAIN COOK (II) was replaced by its almost identical successor CAPTAIN COOK (III) which became the third purpose built pilot steamer to operate off Sydney Heads. Built for the Maritime Services Boards of NSW by Morts Dock in Balmain the steamer was launched on the 12 December 1938 by Mrs Stevens, wife of the NSW Premier. CAPTAIN COOK (III) was registered in the Port of Sydney and had a tonnage of 524 gross and 214 net with length overall of 165.7ft, a width of 26.6 ft. and a depth of 15.2ft. Built with a single deck it carried two pilot 'pulling' or 'boarding' boats, a motor dingy and a large bronze figurehead of the navigator James Cook RN - which had been originally fitted to CAPTAIN COOK (II) Although it had been more than seventy years since the cruising pilot service had been formed the custom remained much the

particularly in regards to the ship, its hull and its rigging, was paramount as the audience knew their subject very well and demanded straightforward, accurate depictions of their vessels and would not take kindly to mistakes. This required accuracy for detail probably accounts for why so many accomplished ship portrait painters had a maritime background - John Ward (1798-1849) was the son of a sea captain and had been on several whaling voyages to the Arctic, George Chambers (1803-1857) was an ex-Whitby seaman and the Rouxs of Marseilles were trained cartographers. Distinctions between the northern and southern schools can also be discerned. More expensive painting techniques such as oil paint on canvas tended to be used by the ship portrait artists from north-western Europe while the artists from southern Europe, where competition was more robust and well established, tended to use watercolour, gouache, pen and ink or a combination of all three techniques in order to keep the costs of the work down, making them more affordable and attractive to visiting sailors and mariners. (Finch, 1983) Northern and southern ship portraits also

system remained much the same with the pilots and their crews living on-board the CAPTAIN COOK (III) cruising off the Heads until their services were required. However the increase in the number and size of vessels visiting the port and the availability and reliability of diesel engines made the CAPTAIN COOK (III) steamer obsolete and she was sold out of service in 1959 and replaced with three double-ended Pilot Cutter, the GOOLARA, the GOONDOOLOO and the GIRRALONG all built at Goat Island by the Maritime Services Board. CAPTAIN COOK (III) was subsequently sold to MR Koutoupos who intended to convert the former pilot steamer for commercial cruising in the Mediterranean but the business venture did not eventuate and the steamer was then sold to Hines Metals of Adelaide and the ship broken at Waterview Bay, Balmain in 1960.

differed in production techniques. Whilst the northern school tended to be produced by individual artists such as Robert Salmon (1775-1844), James Butterworth (1768-1842) and John Ward (1798-1849), the use of watercolour and gouache in southern Europe and later North America encouraged, to a certain degree, the mass production of ship portraits and families of artists, such as the Rouxs of Marseilles (1765-1835) and the Jacobsens (1850-1921) of New York rather than individuals were responsible for thousands of portraits over time. The prolific Roux family produced no less than six practitioners of ship portraiture including Joseph Roux (1725-1793), Ange-Joseph-Antoine Roux (1765-1835); Mathieu Antoine Roux (1799-1872), Ursule-Josephine Roux (1801-?), Francois Joseph Roux (1805-1870) and Francois Geoffroi Roux (1811-1882). Identified with producing over 5,000 ship portraits in the 19th century, the family has been recognised as being among the elite of the genre of traditional ship portraiture. Ange-Joseph-Antoine Roux (1765-1835) was the eldest son of Joseph Roux (1725-1793), a chart agent,

hydrographer, ship-chandler and well established ship portrait artist of Marseilles. No doubt Ange-Joseph-Antoine, also known as Antoine Roux, who later inherited his father's business, was brought into his father's practice. He inherited the hydrographer's eye for accuracy and detail. Roux's knowledge of hull shape, ship construction and repair are very apparent - the use of the sheer hulk to careen the vessel, the supporting cable girdle around the hull, the placement of the sheer leg blocks and the positioning of the vessel's anchor cables so that it can be kedged off the slip when required are true to life and historically, technically and accurately portrayed. Whilst the vessel is unidentified the presence of a ship's long boat flying an officer pennant and displaying the flag of the United States of America just off the bow of the vessel leads to some speculation that the heavily built and well armed frigate - with 32 guns on the lower deck and another ten or so on the main deck is possibly one of the US frigates involved in the Tripoli Wars in 1804-1805. Both the USS PRESIDENT and USS CONSTITUTION are known

to have entered and been repaired at Marseilles and the New York Public Library has a watercolour painting of the USS PRESIDENT also by Ange-Joseph-Antoine Roux in its collection showing the frigate entering the harbour at Marseilles in 1804 with a very similar ship's boat in the lead. (Toll, 2007)

Arguably the most successful of the Rouxs, Ange-Joseph is considered to be superior in quality and historical accuracy to others in his family and he was the inspiration to a following of aspiring French and Italian watercolour painters such as Nicola Camileri (1819-1835). (Archibald, No date) There are examples by all members of the Roux family in museums worldwide, in particular The Peabody Museum of Salem, The Mariners Museum, Newport, The National Maritime Museum, Greenwich, Le Musée de la Marine, Paris and Le Musée de la Marine, Marseilles.



Object number:
00049371

Title: Ground glass stopper
from the DUMBAR wreck



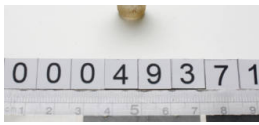
Object number:
00049370

Title: Perfume bottle top
from the DUMBAR wreck



Object number:
00049372

Title: Ground glass stopper
from the DUMBAR wreck



from the DUNBAR wreck site

Date: before 1857

Medium: Glass

Name: Bottle top

History: The DUNBAR was a passenger and cargo ship that ran the route between London and Sydney as a result of the Australian gold rushes. She was owned by Duncan Dunbar and was the pride of his growing fleet. After being requisitioned during the Crimean War she was returned to Dunbar and in 1856 she made her first journey to Sydney which was a success and she was proclaimed a "splendid ship". In 1857 she left England again bound for Sydney and was looking forward to repeating her success. On this journey she was laden with both expensive and important cargo and also a full contingent of passengers including some local Sydney dignitaries who had been visiting England. Her Captain, Green, was no stranger to the route and managed to sail her to Australia where she arrived off the coast of Sydney on 20 August 1857. However, there was a raging storm that night which made visibility particularly poor and the sea very rough.

[http://www.anmm.gov.au/webdata/resources/pdfs/research_guides/Signals_79_p34



from the DUNBAR wreck site

Date: before 1857

Medium: Glass

Name: Bottle top

History: The DUNBAR was a passenger and cargo ship that ran the route between London and Sydney as a result of the Australian gold rushes. She was owned by Duncan Dunbar and was the pride of his growing fleet. After being requisitioned during the Crimean War she was returned to Dunbar and in 1856 she made her first journey to Sydney which was a success and she was proclaimed a "splendid ship". In 1857 she left England again bound for Sydney and was looking forward to repeating her success. On this journey she was laden with both expensive and important cargo and also a full contingent of passengers including some local Sydney dignitaries who had been visiting England. Her Captain, Green, was no stranger to the route and managed to sail her to Australia where she arrived off the coast of Sydney on 20 August 1857. However, there was a raging storm that night which made visibility particularly poor and the sea very rough.

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20. The wreck of the Dunbar.pdf1 Shortly before mid-1857 Captain Green's Fleet Ltd Ltd 4



from the DUNBAR wreck site

Date: before 1857

Medium: Glass

Name: Bottle top

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[http://www.anmm.gov.au/webdata/resources/pdfs/research_guides/Signals_79_p34



Object number:
00049369
Title: Thimble from the
SUNBAR wreck site



Object number:
00038142
Title: Third Class
passenger Robert



Object number:
00045731
Title: Regulations for the
reformatory school at



DUNBAR wreck site

Date: before 1857

Medium: Metal

Name: Thimble

History: The DUNBAR was a passenger and cargo ship that ran the route between London and Sydney as a result of the Australian gold rushes. She was owned by Duncan Dunbar and was the pride of his growing fleet. After being requisitioned during the Crimean War she was returned to Dunbar and in 1856 she made her first journey to Sydney which was a success and she was proclaimed a "splendid ship". In 1857 she left England again bound for Sydney and was looking forward to repeating her success. On this journey she was laden with both expensive and important cargo and also a full contingent of passengers including some local Sydney dignitaries who had been visiting England. Her Captain, Green, was no stranger to the route and managed to sail her to Australia where she arrived off the coast of Sydney on 20 August 1857. However, there was a raging storm that night which made visibility particularly poor and the sea very rough. [http://www.anmm.gov.au

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/research_guides

/Signals_79_p34

39 The wreck of the Dunbar.pdf] Shortly before midnight Captain Green estimated the ship's position off the entrance to the Heads and chanc



passenger Robert Rumsey's sea chest

Date: c 1889

Medium: Wood, metal

Name: Sea chest

History: When young painter and decorator Robert (Bert) Rumsey sailed out from England to Australia in 1878, his voyage was governed and controlled by The Immigration Regulations (1876) issued by the Colonial Secretary's Office in London and the various Passengers Acts administered by the Board of Transport. According to these Acts and Regulations, Rumsey was assessed to be of sound mental and bodily health, and of good moral character and in order to be given an assisted passage, his skills had been assessed and were chosen with a special view to the promotion of the industrial pursuits of the colony. Assisted immigrant voyages to Australia during the latter half of the 19th century were a far cry from those in the 1830s and 40s. Social reformers such as Elizabeth Fry and Caroline Chisholm, and politicians such as the Agent-General for Emigration, were raising the awareness of the problems and perils of long distance voyaging. Their efforts, combined with the work of maritime safety



reformatory school on board the hulk DEBORAH

Date: 1865

Medium: Ink on paper, cardboard, staples

Name: Report

History: Until the early 19th century, except for the King's Bench, Marshalsea, Fleet Prisons and Newgate Gaol which were all Crown prisons attached to the central courts, prisons were administered locally and were not the responsibility or property of central government. They were used for the correction of vagrants and those convicted of lesser offences, for the coercion of debtors and for the custody of those awaiting trial or the execution of sentence. For nearly all other crimes the punishments consisted of a fine, capital punishment or transportation overseas. From the early 1600s European societies used the transportation of criminals overseas as a form of punishment. When in the eighteenth century, the death penalty came to be regarded as too severe for certain capital offences, such as theft and larceny, transportation to the British colonies in North America, became a popular form of sentence. In the 21st century we are accustomed to thinking of imprisonment as one of the

campaigners like Samuel Plimsoll and James Ballingall, meant that an immigrant on a voyage to Australia in the 1880s and 1890s had a far safer and more comfortable voyage than their predecessors. From the 1830s conditions onboard immigrant ships were governed by a series of regulations drawn up by the British and Colonial Governments. These regulations stipulated the amount of space, food and water allocated to each passenger, as well as their moral and physical protection. Flagrant breaches of these regulations by profit hungry shipowners and the frequent maltreatment of female passengers by the ship's crew resulted in additional legislation being introduced in the 1840s and 1850s including The Passenger Acts of 1842 and 1855. The Colonial Land and Emigration Office in London also enforced the employment of matrons and surgeons on board all immigrant ships and the withholding of bounties from ship owners, officers and crew if complaints were received from passengers. Rumsey's ship the SS ARAWATTA had been chosen and assessed by the Colonial Land and Emigration Office (later the Emigration Commission) and the AUSN Co as the owners of the vessel had

more obvious forms of punishment for convicted criminals. This was not so in the past, the industrial revolution, social change and war caused great changes in the lives of British people in the 17th and 18th centuries. Extreme poverty was a fact of life for many, and desperate people resorted to crimes such as theft, robbery and forgery in order to survive. If caught and convicted, they faced a harsh and complicated criminal code. Imprisonment was only one of a range of sentences that judges could inflict and, with no national prison system and few purpose-built prisons, it was often not their first choice. Instead, most criminal offences were punishable by death, public humiliation in the form of branding, whipping, hair cutting, the stocks or the pillory, the imposition of a fine, or transportation overseas. British authorities had used the transportation of criminals overseas as a form of punishment since the early 17th century, particularly to provide labour in the American colonies. When in the 18th century, the death penalty came to be regarded as too severe a punishment for offences such as theft and larceny, transportation to North America became

owners of the vessel had entered into a formal and legal Tender and Charter Party for the Conveyance of Passengers with the Commission to safely carry assisted immigrants to Australia. Under this tender, the AUSN guaranteed that the SS ARAWATTA was "tight, strong, and substantial, properly masted, rigged, equipped, and stowed and be in all respects seaworthy". It was equipped with "not less than two chronometers... two fire engines, four life buoys, a sufficient number of good boats...including a life boat". The SS ARAWATTA was also fitted "for the exclusive use and advantage of passengers, with proper and sufficient scuttles, stern ports, ventilators, bed places, seats, waterclosets, hospitals, bath room and dispensary". As a single male Rumsey was entitled to a set food and water ration which included beef, pork, preserved meats, salt, butter, biscuits, flour (for bread), oatmeal, peas, rice, potatoes, preserved vegetables, raisins, tea, coffee, sugar, molasses and water. Under The Passenger Act of 1855, Rumsey was entitled to "at least 15 clear feet for use as a berth along with access to the upper deck". As a Third Class or Storage passenger, he

to North America became an even more popular form of sentencing. The American Civil War of Independence (1775-1783) put an end to this human export. Convicts sentenced to transportation were sent instead to 'hulks', old or unseaworthy ships, generally ex-naval vessels, moored in rivers and harbours close enough to land for the inmates to be taken ashore to work. Although originally introduced as a temporary measure the hulks quickly became a cost-efficient, essential and integral part of the British prison system. and sentenced convicts were sent to a receiving hulk for four to six days, where they were washed, inspected and issued with clothing, blankets, mess mugs and plates. They were then sent to a convict hulk, assigned to a 'mess' and allocated to a 'work gang'. They spent 10 to 12 hours a day working on river cleaning projects, stone collecting, timber cutting, embankment and dockyard work while they waited for a convict transport to become available. From 1776 to 1802 all English hulks were operated by private individuals such as the shipowners Duncan Campbell and James Bradley, under contract to the British government. These included the

steerage passenger, he would have been berthed in a communal cabin separated from his cabin mates by curtains or wooden partitions. He was also entitled to 20 cubic feet of cargo space for all his personal belongings - including his wooden chest - which he could access every three to four weeks for the exchanging of articles.

These included the JUSTITIA, CENSOR, CERES and STANISLAUS on the River Thames at Woolwich, the CHATHAM and DUNKIRK at Plymouth, the LION at Gosport and LA FORTUNEE at Langstone Harbour near Portsmouth. From 1802 the private contractors in England came under the direct supervision of Aaron Graham, the first government-appointed Inspector of Hulks. All overseas hulks were operated by the British or colonial governments, including those in Bermuda (from 1799), Malta (1800), Nova Scotia (1813), Barbados (1814), Ireland (1817), Van Diemen's Land (1824), New South Wales (1825), Gibraltar (1842) and Victoria (1852). With Graham's retirement in 1814 John Capper was appointed Superintendent of Prisons and the Hulk Establishment. The private contractors were phased out and replaced by government operated hulks. Initially Capper responded to his onerous responsibility with great enthusiasm. He commenced an improvement program that involved refitting the hulks to allow for the easier separation of convicts, and made regular inspections and reports to parliament on the conditions of the hulks. He also introduced a

hulks. He also introduced a six tiered convict classification system that included the possibility of government pardons for good behaviour, and literally separated the men from the boys by commissioning a hulk, the BELLEROPHON, for boys under the age of 18. On the 1st January, 1842, there were 4,280 prisoners on board the various hulks in England. During the year, 3,954 were received in addition; 3,615 convicts were transported to Van Diemen's Land; 60 were sent to Bermuda; and 200 to Gibraltar; 501 have been discharged or transferred to other establishments; 144 have died... and 3,614 remained on board the hulks in England, 1,120 at Bermuda and 200 at Gibraltar, on the 31st of December last [1842] The value of the work carried out by the convicts on board the hulks both in England and the overseas colonies was immense. However, following several parliamentary inquiries, John Capper retired in 1847 and the British government set about reforming the System. More land prisons were built and the hulks were slowly decommissioned. They were similarly closed down in Britain's colonies, with the last hulk being decommissioned in

decommissioned in
Gibraltar in 1884.
Transportation and colonial
hulks In 1784, the British
government passed
legislation, The
Transportation and
Penitentiaries Act,
authorising the
transportation overseas of
convicts from the hulks.
The notion of using hulks
as floating prisons was
exported along with the
convicts. Eventually
convict hulks were
established at many British
colonies including
Gibraltar, Bermuda, New
South Wales and Van
Diemen's Land (Tasmania).
(Frost, 1995) Between
1788 and 1868 over
160,000 men, women and
children were transported
to Australian colonies by
the British and Irish
Governments as
punishment for criminal
acts. Although most of the
convicted prisoners were
habitual or professional
criminals with multiple
offences recorded against
them, a small number were
political prisoners, social
reformers or one-off
offenders. Although the
Australian colonies were
established as penal
settlements with the
prisoners assigned within
the community, the need
for more secure
accommodation quickly
became apparent,
especially for refractory or
rebellious offenders and

rebellious offenders and those found guilty of an offence in the colony, called secondary offenders. Following the British example, colonial authorities in New South Wales, Van Diemen's Land and Victoria purchased old or unseaworthy ships and converted them into floating prisons. The hulks in Australia had two main uses. They provided prison accommodation when existing colonial gaols were unsuitable or already full, and they served as floating holding pens for prisoners convicted of secondary offences while they awaited ships to transfer them to dreaded places like Norfolk Island or Port Arthur in Van Diemen's Land. The PHOENIX was the first floating prison used in Australian mainland waters. Between 1825 and 1837, it was moored in Sydney Harbour at Lavender Bay, known then as Hulk or Phoenix Bay, as sobering symbol of the 'strength and terror' of the colony's police, according to Governor Brisbane. It housed up to 260 prisoners at a time, including those awaiting trial, convict witnesses giving evidence, invalid convicts waiting for a ship to Port Macquarie Invalid Station, and those under colonial sentence of re-transportation. As with other prison hulks around

other prison hulks around the world, the human cargo on board was a source of cheap labour. Phoenix convicts worked from dawn to dusk predominately in 'shore parties' quarrying stone, cutting timber, building fortifications, reclaiming land and working in dockyards. The ANSON hulk on the Derwent River in Hobart was unusual in that it housed only female convicts. It was used to alleviate overcrowding at Hobart's Cascades Female Factory and to stop newly arrived convict women mixing with 'old hands' there by having them spend six months probation on the Anson. At the end of their probation the women were sent to hiring depots to be assigned to settlers as domestic servants, or, occasionally, were hired directly from the hulk. Over 4000 women spent time on the ANSON between 1844 and 1850, when the last inmates were moved to Cascades. The women worked at spinning, sewing, dressmaking and laundering. They made straw bonnets, knitted stockings from the wool processed on board, made shoes, picked oakum and prepared food. Although Victoria was nominally outside the Imperial Convict Transportation

Convict Transportation System its close ties with New South Wales and Van Diemen's Land meant that the colony not only inherited many of the other colonies former convicts but it also inherited notions and methods associated with the confinement and treatment of both imperial and colonial offenders. The hulks established in the Victorian colony were an indirect result of the discovery of gold in 1851. Victoria's population grew rapidly and the prison system was soon over-stretched. The newly constituted government established floating prisons on the PRESIDENT, SUCCESS, and DEBORAH and SACRAMENTO in Hobson's Bay at Williamstown. By the end of 1853, 455 prisoners were held on these hulks. A fifth hulk, the LYSANDER, was added in 1854. Conditions were the most severe on the PRESIDENT where shackled inmates were confined without work in cramped conditions under orders of silence. The next level was the SUCCESS, from where prisoners were sent ashore in chain gangs to work cutting or quarrying stone. Insubordination could mean transfer to the PRESIDENT. If well behaved, prisoners could be moved to other hulks and eventually to one of

and eventually to one of the stockades before ultimately obtaining their freedom. In 1857, a group of SUCCESS prisoners was hanged for the murder of John Price, Inspector General of Penal Establishments in Victoria. Price had a reputation for inhumane treatment of prisoners and his assassination triggered an inquiry into the use of the hulk system, leading to its ultimate demise in the Australian Colonies. Between 1800 and 2005 the British Government converted more than 150 ships into guard, prison, convict, accommodation, receiving, hospital, and school hulks. Great Britain's last prison hulk, HMP WEARE in Portland Harbour, Dorset, was closed in May 2005.



Object number:
00046543

Title: Centenary of the
London Missionary Society



Object number:
00009497

Title: Ship's bell from NEW
YORK PACKET



Object number:
00009498

Title: Ship's bell clapper
from NEW YORK PACKET



London Missionary Society
1795-1895
Date: 1895
Medium: Metal
Name: Medal
History: The Missionary Society was formally established in September 1795 to spread Christianity and the gospel and was renamed the London Missionary Society in 1818. In the 19th century the work and influence of the Society expanded into North America, South Africa, eastern and southern Europe including Russia, Greece and Malta but the main fields of mission activity for the society were China, South East Asia, India, the Pacific, Madagascar, Central Africa, Southern Africa, Australia and the Caribbean. During the course of their work the London Missionary Society, like other missionary societies, established the first printing presses in the Pacific Islands and subsequently translated the King James Bible along with numerous religious tracts, prayer books and hymnals into the various languages and dialects of the Pacific Islands. In 1895 the Society released this medallion to commemorate 100 years

of Missionary work in the Pacific.



YORK PACKET
Date: 1823
Medium: Copper alloy
Name: Bell
History: The wooden, three-masted, barque NEW YORK PACKET was built in Bristol, England by Hillhouse, Son and Company in 1823 for Captain John Gregory. The vessel had a length overall of 92' 7", a breadth of 26' 2" and was 269 tons. In 1834 the barque, rated 4AE1 by Lloyds, left England for Australia with a general cargo and passengers including Dudley North, Esq., John Giles, James Ritchie and Samuel Mackay in the saloon. The barque then spent at least the next 15 years trading between London, Sydney, Hobart, Port Adelaide, Timor and Valparaiso in Chile carrying a diverse range of cargoes including coal, cheese, leather, horses, tobacco, casks of beef and pork, whale boats, timber, whale oil, wine, beer, bone, tallow, live cattle and pigs, wheat, potatoes, sugar, rice, rum, scrap iron and copper, soap, hides, timber and oars. The barque, advertised as having 'excellent' or 'superior' accommodation, also transported passengers including soldiers from the 17th and 28th Regiments of Foot and their families, government officials and transported convicts being sent to Sydney for trial. On



FROM NEW YORK PACKET
Date: 1823
Medium: Iron
Name: Bell clapper
History: The wooden, three-masted, barque NEW YORK PACKET was built in Bristol, England by Hillhouse, Son and Company in 1823 for Captain John Gregory. The vessel had a length overall of 92' 7", a breadth of 26' 2" and was 269 tons. In 1834 the barque, rated 4AE1 by Lloyds, left England for Australia with a general cargo and passengers including Dudley North, Esq., John Giles, James Ritchie and Samuel Mackay in the saloon. The barque then spent at least the next 15 years trading between London, Sydney, Hobart, Port Adelaide, Timor and Valparaiso in Chile carrying a diverse range of cargoes including coal, cheese, leather, horses, tobacco, casks of beef and pork, whale boats, timber, whale oil, wine, beer, bone, tallow, live cattle and pigs, wheat, potatoes, sugar, rice, rum, scrap iron and copper, soap, hides, timber and oars. The barque, advertised as having 'excellent' or 'superior' accommodation, also transported passengers including soldiers from the 17th and 28th Regiments of Foot and their families, government officials and transported convicts being sent to Sydney for trial. On

sent to Sydney for trial. On 17 June 1850 the NEW YORK PACKET arrived in Port Adelaide from London with passengers and mining equipment for the copper mines at Burra. The vessel later departed Port Adelaide for England with 12 passengers, 12 crew and copper ore but had to return to port on 24 August 1850 with five feet of water in the hold. The vessel's departure from Port Adelaide after 1850 has not been located (Shipping Arrivals and Departures in South Australia) and it may be assumed, given the provenance of the bell, that the vessel was broken up there. Ship's bells are traditionally cast out of high quality bell metal - a type of bronze that has a 3:1 ratio of copper to tin (78% copper, 22% tin). The high proportion of tin aids in the pureness and tone of the bell when it is struck. Bells have a long maritime tradition and spiritual association with ships and examples have been found on shipwrecks from the early 1400s. They were used to mark the passage of time on board ship, as a fog signal or audible alarm in poor weather, to raise the attention of the crew and to call the passengers and crew to formal services. As prior to the 20th century few sailors would have had access to

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would have had access to durable time pieces, the chiming of the ship's bell was especially important for the discipline on board ship, the routine of the crew and the sailing and navigating of the vessel. On board ship the day is divided into six watches, the Middle Watch (0000-0400), the Morning Watch (0400 - 0800), the Forenoon Watch (0800 - 1200), the Afternoon Watch (1200 - 1600), the First Dogwatch (1600-1800), the Second Dogwatch (1800-2000) and the First Watch (2000 - 0000). The passage of time in each watch is marked by the ringing of the bell every 30 minutes with one bell marking the end of the first half hour and eight bells marking the end of the watch. In order to prevent the same crew members having the same watch, and to allow for the feeding of the crew at a reasonable hour, the watch between 1600 and 2000 was divided into two. Sailors when reporting time on board ship traditionally refer to one to eight bells in a particular watch. The vessel's name is traditionally cast onto the bell, often with the year the ship was launched and its first port of registry. Occasionally the bell will also carry the name of the shipyard that built the ship. If a ship's name is

shipyard that built the ship. If a ship's name is changed the original bell carrying the original name will usually remain with the vessel.

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Object number:
00046919

Title: Sketch of the SS LY-
55 MOON



Object number:
00046935

Title: Monseigneur
Baisanvula Eriassani



Object number:
00046936

Title: Recently baptised
Salomon Islanders, Papua



EE-MOON

Date: late 19th century
Medium: Pen, watercolour, paper
Name: Drawing
History: Named after the Lei Yue Mun channel between Kowloon and Hong Kong, the paddle steamer LY-EE-MOON was built by the Thames Ironworks Company, Orchard Yard, Blackwall, England in 1859 for Dent & Co. Designed and constructed specifically for the Opium Trade between India, China and England the iron hulled, three-masted vessel was over 282 feet long but had a beam of only 27 feet. At the time of construction the ship attained 17 knots making it one of the fastest vessels afloat. This turn of speed made the vessel an ideal blockade runner during the American Civil War and between 1860 and 1864 the LY-EE-MOON made a number of voyages in and out of Charleston, South Carolina. In 1863 the vessel was sold to Japanese interests and renamed the TAIHEI MARU before being sold to Jardine, Matheson and Company, and renamed LY-EE-MOON. In the early 1870s the vessel was badly damaged in a collision in

Hong Kong Harbour and sent to England for significant repairs. The vessel was fitted with new



Boismenu's Episcopal Jubilee at Yule Island

Date: c 1898
Medium: Black and white photographic print on paper
Name: Postcard
History: Although Catholic Jesuit missionaries had been operating in the Pacific Ocean since 1668 their activities tended to be centred on the Spanish colonies in the Ladrone Islands (later the Marianas), the Philippines and Guam. Attempts to establish missionary stations further south, such as in Tahiti by the Franciscan Friars in 1774, failed due to problems with supply routes and the hostility and / or indifference of the Pacific Islanders. Heavily influenced by the Pacific voyages of Cook and other European explorers and the published accounts of sailors, scientists and gentlemen explorers such as Joseph Banks, European missionary activity began to steadily increase in the closing years of the 18th century with the arrival of Protestant missionaries from the London Missionary Society (LMS) in Tahiti on board the Missionary vessel DUFF in March 1797. Although the first contacts - aided by King Pomare I - were hopeful, the Tahitians quickly disregarded these new arrivals, whose behaviour was so different



Solomon Islanders, Banoni, Solomon Islands, Mission des Salomon Septentrionales
Date: c 1905
Medium: Black and white photographic print on paper
Name: Postcard
History: Although Catholic Jesuit missionaries had been operating in the Pacific Ocean since 1668 their activities tended to be centred on the Spanish colonies in the Ladrone Islands (later the Marianas), the Philippines and Guam. Attempts to establish missionary stations further south, such as in Tahiti by the Franciscan Friars in 1774, failed due to problems with supply routes and the hostility and / or indifference of the Pacific Islanders. Heavily influenced by the Pacific voyages of Cook and other European explorers and the published accounts of sailors, scientists and gentlemen explorers such as Joseph Banks, European missionary activity began to steadily increase in the closing years of the 18th century with the arrival of Protestant missionaries from the London Missionary Society (LMS) in Tahiti on board the Missionary vessel DUFF in March 1797. Although the first contacts - aided by King Pomare I - were hopeful, the Tahitians quickly disregarded these

engines and converted to a screw steamer. Following its conversion the vessel was sold to the Australasian Steam Navigation Company (ASNC) in 1877 or 1878 who intended to use it on the Sydney, Fiji and Pacific Island run. Shortly after the screw steamer's arrival in Australia it caught fire at the ASNC's wharf in Darling Harbour, was scuttled, refloated, refitted and converted into a two-masted schooner-rigged screw steamer. In late 1878 the LY-EE-MOON was returned to service on the Brisbane, Sydney, Melbourne coastal run. On Saturday 29 May 1886 at about noon, the SS LY-EE-MOON left Melbourne bound for Sydney. On board were 55 passengers and 40 crew under the command of Captain Webber. The steamer's cargo included hats, benzine, tobacco, stationery, pepper, oatmeal, vegetables, potatoes, bran, tea, soap, chaff, hap, guano, wine, flour and 250 cases of whisky. At about 7:45 pm on 30 May 1886, Captain Webber left the ship in charge of the Third Officer, J Fotheringham. The ship was approaching Gabo Island (just south of the New South Wales/Victoria border) and the lighthouse there had been sighted.

behaviour was so different from that of the Europeans sailors and traders they had met before and in the early years of the missions the LMS struggled to gain converts. The origins of the London Missionary Society (LMS) and other missionary societies such as The American Board for the Commissioners of Foreign Missions (ABCFM), the Wesleyan Missionary Society and other lesser known missionary societies lie in the late 18th century revival of Protestant Evangelism and the development of the Congregationalist movement in England and the United States of America. The London Missionary Society was formally established in September 1795 and although broadly interdenominational in scope, the Society was very much Congregationalist in both outlook and membership. The Missionary Society was renamed the London Missionary Society in 1818. London Missionary Society work expanded into North America, South Africa, eastern and southern Europe including Russia, Greece and Malta. However during the 19th century, the main fields of mission activity for the LMS were China, South East Asia, India, the Pacific, Madagascar, Central

quickly disregarded these new arrivals, whose behaviour was so different from that of the Europeans sailors and traders they had met before and in the early years of the missions the LMS struggled to gain converts. The origins of the London Missionary Society (LMS) and other missionary societies such as The American Board for the Commissioners of Foreign Missions (ABCFM), the Wesleyan Missionary Society and other lesser known missionary societies lie in the late 18th century revival of Protestant Evangelism and the development of the Congregationalist movement in England and the United States of America. The London Missionary Society was formally established in September 1795 and although broadly interdenominational in scope, the Society was very much Congregationalist in both outlook and membership. The Missionary Society was renamed the London Missionary Society in 1818. London Missionary Society work expanded into North America, South Africa, eastern and southern Europe including Russia, Greece and Malta. However during the 19th century, the main fields of mission activity for the LMS were China, South East

Captain Webber instructed Fotheringhame of the course to steer and told him to call him when the ship was nearing Green Cape, (marked by a 29 metre high lighthouse which had been built at the Cape in 1883) which lies about 26 kilometres south of Eden. At about 9 pm the Captain returned to the bridge and found that the steamer was heading straight for the rocks on Green Cape. As he ordered the engines to be reversed, the ship hit the rocks under the lighthouse. It was too late and within 10 minutes the ship was broken into two sections. The stern appeared to remain on the outer reef while the bow floated towards the shore. When the foremast gave way three seamen and the boatswain crawled along the mast to safety. They joined the lighthouse keepers and attempted to rescue the remaining crew and passengers. An attempt was made to fire a life line from the shore to the bow section but this failed. A fishing line was thrown to the ship and a rope was tied to it and hauled to shore. One of the passengers Herbert Lumsdaine went hand over hand along the rope and made it to the shore. Fotheringhame and Alfred Smith (an employee of ASNC) tried to carry

Madagascar, Central Africa, Southern Africa, Australia and the Caribbean. During the course of their work the LMS, like other missionary societies, established the first printing presses in the Pacific Islands and subsequently translated the King James Bible along with numerous religious tracts, prayer books and hymnals into the various languages and dialects of the Pacific Islands. From its inception the Society had close links with Port Jackson, New South Wales and a number of its most prominent citizens including Robert Campbell of Campbell and Clark. The Society's missionary activities in the Pacific were on a number of occasions blended with speculative trading hence the close links with Sydney's merchants and traders - with all five John Williams's vessels and the LMS's other ships MESSENGER OF PEACE and HAWEIS being involved in trading ventures throughout the Pacific. Like the London Missionary Society, The American Board for the Commissioners of Foreign Missions (ABCFM), began informally with the 1806 Haystack Prayer Meeting of a group of Congregational ministers and students at Williams College, Williamstown

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another line ashore but failed. According to newspaper reports of the time, the Chief Steward W Thomson was successful in taking a line ashore and the remaining 11 people alive on the bow section made it ashore, including the Captain who was the last one to leave the wreck. Daniel Whelan, the Second Lighthouse Keeper, Ola Thorpe, boatswain, George Walters, telegraph operator at the lighthouse, Andrew Bergland (a passenger) and James Fotheringham were recommended for awards from the Royal Humane Society. The survivors on shore reported that they could hear people stranded on the stern section on the outer reef but were unable to get a line out to the wreck and by morning the stern had been washed into the sea. The news reached Sydney the next day and the Premier of New South Wales, Sir Patrick Jennings, dispatched the pilot vessel CAPTAIN COOK to Green Cape, arriving there at 5:15 pm on 1 June 1886. The steamer SS BEGA was also ordered to assist and it departed Eden for Green Cape at daylight that same day. On Wednesday 3 June 1886 the ship was reported to be totally broken up and bodies were seen floating off the point. The next day

Williamstown, Massachusetts. As stated in its original Constitution, the Board's purpose was to "devise, adopt, and prosecute, ways and means for propagating the gospel among those who are destitute of the knowledge of Christianity." The first missionaries of the American Board sailed for Calcutta in 1812. Missions opened in Sri Lanka in 1816, in Madura in 1834, and in Madras in 1836. The Board's first missions in Turkey were established in 1819, in Greece and China in 1830, and in Africa in 1834. Hiram Bingham Snr (1789-1869) and his wife and fellow missionary Sybil Moseley (1792 - 1848) were sent by the American Board of Missions to found the first Protestant mission in the Hawaiian and Gilbert Islands. Bingham (1789 - 1869) adapted the Hawaiian language to written form, published Elementary Lessons in Hawaiian (1822) and with his associates translated the Bible into Hawaiian. The American Board for the Commissioners of Foreign Missions was an ardent and strident believer in God's work. It firmly believed that 'missions are instituted for the spread of scriptural self-propagating Christianity' and that all religious work, including translating the

ministers and students at Williamstown, Massachusetts. As stated in its original Constitution, the Board's purpose was to "devise, adopt, and prosecute, ways and means for propagating the gospel among those who are destitute of the knowledge of Christianity." The first missionaries of the American Board sailed for Calcutta in 1812. Missions opened in Sri Lanka in 1816, in Madura in 1834, and in Madras in 1836. The Board's first missions in Turkey were established in 1819, in Greece and China in 1830, and in Africa in 1834. Hiram Bingham Snr (1789-1869) and his wife and fellow missionary Sybil Moseley (1792 - 1848) were sent by the American Board of Missions to found the first Protestant mission in the Hawaiian and Gilbert Islands. Bingham (1789 - 1869) adapted the Hawaiian language to written form, published Elementary Lessons in Hawaiian (1822) and with his associates translated the Bible into Hawaiian. The American Board for the Commissioners of Foreign Missions was an ardent and strident believer in God's work. It firmly believed that 'missions are instituted for the spread of scriptural self-propagating Christianity'

the CAPTAIN COOK collected several bodies, including one of an elderly lady. This was Mrs Flora Hannah MacKillop of St Kilda, Melbourne. Mrs MacKillop was an "elderly lady, mother of the Mother Superior of St Joseph's Provident Institution". Mrs MacKillop, one of the Saloon passengers, was on her way to Sydney to see her two daughters, Mary and another who was also a nun. Mrs MacKillop's body was identified by her nephew, Mr Macdonald. Mrs MacKillop's funeral was held on 7 June 1886 at St Michael's Church, Lower Fort Street, The Rocks (Sydney). The Reverend Father Murphy SM, conducted the mass and the church was said to be filled to overflowing. Mother MacKillop attended as did many of her nuns. Mrs MacKillop was buried at St Charles Cemetery at Ryde but later the body was moved to the North Ryde Cemetery where it now rests. A total of 71 people died, 21 out of 26 saloon passengers (17 men, six women and the infants), all 19 steerage passengers and 31 of the 41 crew. The survivors (without the Captain and Third Officer) arrived in Sydney on the CAPTAIN COOK at 3 pm on 4 June 1886. Five of the bodies recovered (not including

including translating the Bible, building schools and hospitals, and establishing the press should be directed to building a mature local church which then evangelized and sent out other missionaries to convert the non-believers. In contrast to other missionaries at the time it believed that 'civilisation was not a legitimate aim of the missionary but would only come as an impact of the gospel'. Concerned at the growing number of protestant religious groups operating in the Pacific the Roman Catholic's expanded their missionary activities in the Pacific establishing a Picpus Fathers mission at Ponape in 1837, a Capuchin Fathers mission in the Caroline Island in 1886 and at Palua in 1891, a Sacred Heart Mission in the Marshall Islands also in 1891, at Mortlock (Nomoi) Islands in 1911 and at Truk Atoll a few years later. Although acting under the loose umbrella of the Roman Catholic Church the Catholic missions in the Pacific were a fractured affair representing the teachings and opinions of a diverse range of Catholic religious orders including the Marists, Jesuits, Capuchins, Sacred Heart and Picpus Fathers. These religious orders were further divided by the territorial aspirations and

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Object number:
00046937
Title: Marist Missionary
house at Buia, Sierra



Object number:
00046938
Title: Christian marriage at
Santa Cruz, Solomon



Object number:
00050468
Title: Thames-side shipyard
Date: early mid 19th



nome at Rua Sura,
Solomon Islands

Date: c 1905

Medium: Cardboard

Name: Postcard

History: Although Catholic Jesuit missionaries had been operating in the Pacific Ocean since 1668 their activities tended to be centred on the Spanish colonies in the Ladrone Islands (later the Marianas), the Philippines and Guam. Attempts to establish missionary stations further south, such as in Tahiti by the Franciscan Friars in 1774, failed due to problems with supply routes and the hostility and / or indifference of the Pacific Islanders. Heavily influenced by the Pacific voyages of Cook and other European explorers and the published accounts of sailors, scientists and gentlemen explorers such as Joseph Banks, European missionary activity began to steadily increase in the closing years of the 18th century with the arrival of Protestant missionaries from the London Missionary Society (LMS) in Tahiti on board the Missionary vessel DUFF in March 1797. Although the first contacts - aided by King Pomare I - were

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Date: early-mid 19th century

Medium: Oil, canvas, timber

Name: Painting

History: For hundreds of years hand in hand with the development of maritime industries, ships and shipbuilding has been the pictorial recording of these maritime endeavours. Painters in oil, cartoonists using pencil and ink and artists using water colour have all attempted to capture scenes of national glory, meritorious victories, the beauty of ships, shipbuilding and the sea and the threat and potential violence of shipwreck, tempests, storms and gales. (Finch, 1983) Sometimes these works were expressions of artistic mastery or artistical whimsies created without a maritime audience in mind but many were commissioned by the ship's builders, its owners, captain or crew who were justifiably proud of their accomplishments and wished to capture and record their achievements. To fulfill this demand for accurate pictorial representation of ships and the sea there emerged in the late 18th and early 19th century the ship portrait painter sometimes called a port painter or 'pierhead artist'. (Finch, 1983) On mainland Europe these artists drew on the

from that of the Europeans sailors and traders they had met before and in the early years of the missions the LMS struggled to gain converts. The origins of the London Missionary Society (LMS) and other missionary societies such as The American Board for the Commissioners of Foreign Missions (ABCFM), the Wesleyan Missionary Society and other lesser known missionary societies lie in the late 18th century revival of Protestant Evangelism and the development of the Congregationalist movement in England and the United States of America. The London Missionary Society was formally established in September 1795 and although broadly interdenominational in scope, the Society was very much Congregationalist in both outlook and membership. The Missionary Society was renamed the London Missionary Society in 1818. London Missionary Society work expanded into North America, South Africa, eastern and southern Europe including Russia, Greece and Malta. However during the 19th century, the main fields of mission activity for the LMS were China, South East Asia, India, the Pacific, Madagascar, Central

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these artists drew on the skills and techniques developed from the continental tradition of maritime votive painting - which was very popular in Catholic France, Spain, Italy and Portugal from the beginning of the 16th century - when owners, builders and shipping merchants commissioned paintings of their vessel as votive offerings at churches at the beginning or end of a particularly arduous voyage. (Rodriguez, 2005) However as maritime commerce, shipping and trade increased at the turn of the 19th century even those maritime countries, such as North America and Britain, that lacked the Catholic tradition of votive painting also began producing their own pierhead artists. Ship portraits differed in many ways from the more refined and technically accomplished works of the great marine painters such as Turner. Ship portraits were produced for a very different group of individuals, the owners, captains and sailors of a particular vessel, and whilst the pierhead artists works could be considered technically naïve at times accuracy to detail particularly in regards to the ship, its hull and its rigging, was paramount as the audience knew their

Africa, Southern Africa, Australia and the Caribbean. During the course of their work the LMS, like other missionary societies, established the first printing presses in the Pacific Islands and subsequently translated the King James Bible along with numerous religious tracts, prayer books and hymnals into the various languages and dialects of the Pacific Islands. From its inception the Society had close links with Port Jackson, New South Wales and a number of its most prominent citizens including Robert Campbell of Campbell and Clark. The Society's missionary activities in the Pacific were on a number of occasions blended with speculative trading hence the close links with Sydney's merchants and traders - with all five John Williams's vessels and the LMS's other ships MESSENGER OF PEACE and HAWEIS being involved in trading ventures throughout the Pacific. Like the London Missionary Society, The American Board for the Commissioners of Foreign Missions (ABCFM), began informally with the 1806 Haystack Prayer Meeting of a group of Congregational ministers and students at Williams College, Williamstown,

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the audience knew their subject very well and demanded straightforward, accurate depictions of their vessels and would not take kindly to mistakes. This required accuracy for detail probably accounts for why so many accomplished ship portrait painters had a maritime background - John Ward (1798-1849) was the son of sea captain and had been on several whaling voyages to the Arctic, George Chambers (1803-1857) was an ex-Whitby seaman and the Rouxs of Marseilles were trained cartographers. Distinctions between the northern and southern schools can also be discerned. More expensive painting techniques such as oil paint on canvas tended to be used by the ship portrait artists from north-western Europe while the artists from southern Europe, where competition was more robust and well established, tended to use watercolour, gouache, pen and ink or a combination of all three techniques in order to keep the costs of the work down, making them more affordable and attractive to visiting sailors and mariners. (Finch, 1983) Northern and southern ship portraits also differed in production techniques. Whilst the northern school tended to be produced by individual

Massachusetts. As stated in its original Constitution, the Board's purpose was to "devise, adopt, and prosecute, ways and means for propagating the gospel among those who are destitute of the knowledge of Christianity." The first missionaries of the American Board sailed for Calcutta in 1812. Missions opened in Sri Lanka in 1816, in Madura in 1834, and in Madras in 1836. The Board's first missions in Turkey were established in 1819, in Greece and China in 1830, and in Africa in 1834. Hiram Bingham Snr (1789-1869) and his wife and fellow missionary Sybil Moseley (1792 - 1848) were sent by the American Board of Missions to found the first Protestant mission in the Hawaiian and Gilbert Islands. Bingham (1789 - 1869) adapted the Hawaiian language to written form, published Elementary Lessons in Hawaiian (1822) and with his associates translated the Bible into Hawaiian. The American Board for the Commissioners of Foreign Missions was an ardent and strident believer in God's work. It firmly believed that 'missions are instituted for the spread of scriptural self-propagating Christianity' and that all religious work, including translating the

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be produced by individual artists such as Robert Salmon (1775-1844), James Butterworth (1768-1842) and John Ward (1798-1849), the use of watercolour and gouache in southern Europe and later North America encouraged, to a certain degree, the mass production of ship portraits and families of artists, such as the Rouxs of Marseilles (1765-1835) and Jacobsens (1850-1921) of New York rather than individuals were responsible for thousands of portraits over time.

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Object number:
V00009497

Title: Ship's beland clapper
from NEW YORK PACKET



FROM NEW YORK PACKET

Date: 1823

Medium: Copper alloy

Name: Bell

History: The wooden, three masted, barque NEW YORK PACKET was built in Bristol, England by Hillhouse, Son and Company in 1823 for Captain John Gregory. The vessel had a length overall of 92' 7", a breadth of 26' 2" and was 269 tons. In 1834 the barque, rated 4AE1 by Lloyds, left England for Australia with a general cargo and passengers including Dudley North, Esq., John Giles, James Ritchie and Samuel Mackay in the Saloon. The barque then spent at least the next 15 years trading between London, Sydney, Hobart, Port Adelaide, Timor and Valparaiso in Chile carrying a diverse range of cargoes including coal, cheese, leather, horses, tobacco, casks of beef and pork, whale boats, timber, whale oil, wine, beer, bone, tallow, live cattle and pigs, wheat, potatoes, sugar, rice, rum, scrap iron and copper, soap, hides, timber and oars. The barque, advertised as having 'excellent' or 'superior' accommodation, also transported passengers including soldiers from the

17th and 28th Regiments of Foot and their families, government officials and transported convicts being

sent to Sydney for trial. On 17 June 1850 the NEW YORK PACKETT arrived in Port Adelaide from London with passengers and mining equipment for the copper mines at Burra. The vessel later departed Port Adelaide for England with 12 passengers, 12 crew and copper ore but had to return to port on 24 August 1850 with five feet of water in the hold. The vessel's departure from Port Adelaide after 1850 has not been located (Shipping Arrivals and Departures in South Australia) and it may be assumed, given the provenance of the bell, that the vessel was broken up there. Ship's bells are traditionally cast out of high quality bell metal - a type of bronze that has a 3:1 ratio of copper to tin (78% copper, 22% tin). The high proportion of tin aids in the pureness and tone of the bell when it is struck. Bells have a long maritime tradition and spiritual association with ships and examples have been found on shipwrecks from the early 1400s. They were used to mark the passage of time on board ship, as a fog signal or audible alarm in poor weather, to raise the attention of the crew and to call the passengers and crew to formal services. As prior to the 20th century few sailors

would have had access to durable time pieces, the chiming of the ship's bell was especially important for the discipline on board ship, the routine of the crew and the sailing and navigating of the vessel. On board ship the day is divided into six watches, the Middle Watch (0000-0400), the Morning Watch (0400 - 0800), the Forenoon Watch (0800 - 1200), the Afternoon Watch (1200 - 1600), the First Dogwatch (1600-1800), the Second Dogwatch (1800-2000) and the First Watch (2000 - 0000). The passage of time in each Watch is marked by the ringing of the bell every 30 minutes with one bell marking the end of the first half hour and eight bells marking the end of the Watch. In order to prevent the same crew members having the same watch, and to allow for the feeding of the crew at a reasonable hour, the Watch between 1600 and 2000 was divided into two. Sailors when reporting time on board ship traditionally refer to one to eight bells in a particular Watch. The vessel's name is traditionally cast onto the bell, often with the year the ship was launched and its first port of registry. Occasionally the bell will also carry the name of the shipyard that built the

ship. If a ship's name is changed the original bell carrying the original name will usually remain with the vessel.