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Time difference: 16hrs. ahead  
Lead Advance: Ed Murnane

(Duggan/Aarhus)  
December 12, 1991  
Draft Two  
Maritime

PRESIDENTIAL REMARKS: NATIONAL MARITIME MUSEUM  
SYDNEY, AUSTRALIA  
JANUARY 1, 1991

[Acknowledgments]

I am delighted to take part in dedicating this gift from the people of the United States to the people of Australia -- the USA Gallery of the Australian National Maritime Museum. President Reagan announced the gift in 1988, to celebrate the bicentennial of Australia's settlement by Captain James Cook. This year marks the two hundredth anniversary of the arrival of the first foreign trading ship in Sydney -- an American vessel called the Philadelphia.

Never was a ship more aptly named. Brotherly love has linked the Australian and American people now for two centuries. Our common ancestors endowed us with language and culture, the rule of law, a spirit of enterprise and a passion for freedom that we still share today.

Australians and Americans have been together for many a maritime adventure -- in peace and in war, in commerce and in sporting competition. Visitors to this gallery may see historical displays on the three Americans who were among the crew of Captain Cook's Endeavour on its voyage to Australia in 1770. Interactive ~~audio-visual~~ displays allow visitors a unique glimpse into life aboard a 19th century trading ship. Other

Our two countries' Maritime Museum Newsletter  
US MARITIME MUSEUM NOTES

AusMaritime News Release

Rigster

displays commemorate the common courage Australian and American  
naval forces showed half a century ago in the fateful battles of  
Midway and the Coral Sea.

Fraternal ties of culture and commerce between our nations  
have never been stronger than now. In this spirit, and in this  
anniversary year, I am honored to take part in opening the USA  
Gallery of Australia's National Maritime Museum.

# # #

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MESSAGE OR SUBJECT OF DOCUMENT:

AUSTRALIA / UNITED STATES RELATIONS  
DURING WW2

2

**OTHER BOOKS BY D.M. HORNER**

*Crisis of Command, Australian Generalship and the Japanese Threat, 1941-1943*

*New Directions in Strategic Thinking*  
(ed. with Robert O'Neill)

*Australian Defence Policy for the 1980s*  
(ed. with Robert O'Neill)

# HIGH COMMAND

**AUSTRALIA AND ALLIED STRATEGY  
1939-1945**

**D.M. HORNER**

1082  
DFA  
87-83  
\$23.96

**AUSTRALIAN WAR MEMORIAL CANBERRA  
GEORGE ALLEN & UNWIN SYDNEY LONDON BOSTON**

did admit, however, that he was a little disappointed with the performance of the air force.<sup>43</sup>

The receipt on 28 May of four important cables from Evatt provides further insight into the strategic decision-making process in Australia. Evatt told Curtin that he had previously suspected that the agreed strategy was 'beat Hitler first', and that now he had discovered to his surprise that there was a 'written agreement'. However, as part of the general strategy it had been decided that the security of Australia had to be maintained. Evatt pointed out that Australia had not been consulted and that a strong case could be made against the agreed strategy. Moreover, America and Britain had an obligation to provide MacArthur with the forces to execute that part of the grand strategy which was outlined in his directive. There was some good news. Evatt had persuaded Churchill to send three Spitfire squadrons to Australia. Curtin replied to Evatt the following day and expressed his surprise that neither Page nor Casey 'had been acquainted with the decision to treat Germany as the primary enemy'. He agreed with Evatt that they would have to 'strive most strenuously to help MacArthur get the forces'.<sup>44</sup>

On Monday 1 June 1942, Curtin met MacArthur in Melbourne to discuss Evatt's cables, but the first item to be discussed was the previous night's Japanese submarine raid on Sydney Harbour. MacArthur advised the release of a communiqué. He then criticised Britain for promising aid only if Australia were heavily attacked. In his opinion, this promise 'was an extremely weak reed on which to rely, as it would be impossible to come to the assistance of Australia in sufficient strength and early enough if Japan had air and sea superiority to carry out such an attack'. He therefore urged Curtin to seek the return of the 9th Division and the allocation of aircraft carriers to the South-West Pacific Area.<sup>45</sup>

The next morning Curtin and Shedden met with Blamey, Royle (the CNS) and Jones (the CAS) to discuss a report they had prepared the previous day.<sup>46</sup> Although the service chiefs agreed broadly with the grand strategy, they thought that Japan had become 'a much greater menace than the framers of the policy appear to consider'. They therefore recommended an offensive against Japan; after all, twelve allied divisions were contained in Australia, while the Japanese were almost completely free for operations elsewhere. British and American naval forces needed to be concentrated in the Pacific. At the conference Curtin accepted these views, and Blamey urged the return of the 9th Division.

At the Advisory War Council on 3 June Curtin read Evatt's cables, the notes of his discussion with MacArthur, and the report by the Australian service chiefs. The Council recommended that the conclusions should be embodied in a cable to Evatt, but that the draft should be submitted to MacArthur: 'The views of the Australian Advisers are to be expressed as those of the Government'. The Council accepted that a large-scale invasion of Australia was unlikely and urged an early offensive against Japan. Planning and preparation would take some months, but additional forces should be sent to Australia. The following day Curtin sent the draft cable to MacArthur for his comments.<sup>47</sup>

The decisive defeat of the Japanese fleet at Midway in early June had an important impact on strategic planning in Australia. Indeed, when the results

became known MacArthur realised that his dreams of an offensive could now become reality. Thus on 8 June he urged Marshall to send him troops trained in amphibious operations for an immediate offensive, and Evatt, now in Washington, advised Curtin that the time was right for MacArthur to make personal representations to Marshall. MacArthur's optimism was confirmed when on the morning of 11 June he told Curtin that 'the security of Australia had been assured. It would now be merely interpreted as a timid cry for help if we were to persist in demands for assistance for the defense of Australia'. In view of the changed strategic situation he advised that the draft telegram should not be sent and he recommended that Evatt should return to Australia. Later in the day Curtin repeated these views to the Advisory War Council which agreed that they should review the position once they had received MacArthur's revised appreciation.<sup>48</sup>

On 17 June MacArthur addressed the Advisory War Council and reaffirmed his views. In his opinion there had been a complete transformation of the war situation as it affected Australia. Internally there had been a tremendous accomplishment, not only in the services, but in the general war effort. After surveying the improvement in the navy, army, airforce and productivity, MacArthur then turned to the external situation. The minutes recorded that MacArthur claimed that the Battle of the Coral Sea had been

the most crucial incident of the war insofar as Australia was concerned . . .

Australia was in grave danger up to the time of the Coral Sea action. The results of that action and successes gained at Midway Island have assured the defensive position of Australia.

From the strategical point of view, we should take the initiative and not await results in other theatres. Our aim should be to strike at Japanese bases in the islands to the north and throw the enemy bomber line back 700 miles [1127 kms].

The greatest weakness of the present set-up is that there is too much strategical control in London and Washington. General MacArthur said that if the decision were left to him he would attack now, even in the face of a tactical defeat, in order to destroy the Japanese psychology of initiative.

The remainder of MacArthur's speech was, in essence, a plea for support for his theory that the Second Front should be initiated in the South-West Pacific Area, and he stated that if given the necessary troops and arms he would undertake an offensive to retake Rabaul and New Guinea. It was probably after this meeting that Menzies told Sutherland, who had been present, that he would like to 'throttle MacA' because of his exaggerated praise of the government. He agreed that MacArthur had stiffened morale and had gained considerable equipment when people had turned a 'nasty colour', but he felt that the 'Germany first' decision was the right one.<sup>49</sup>

While the government must have welcomed MacArthur's statement that Australia was secure, they could not afford to tell the public; they could not allow the tempo of the war effort to slacken. On 11 June Forde said that Australia was about to enter the worst period of the war. On 17 June, in a national broadcast, Curtin said that it was possible that Australia could be lost, and on 25 June he again spoke to the nation and said that Japan still had the initiative.

But what of the decision over the return of the 9th Division? Just as the situation in the Pacific seemed to improve, events elsewhere caused allied

(Duggan/Aarhus)  
December 23, 1991  
Draft Four  
Maritime

PRESIDENTIAL REMARKS: NATIONAL MARITIME MUSEUM  
SYDNEY, AUSTRALIA  
JANUARY 1, 1992

[Acknowledgments]. I am delighted to take part in dedicating this gift from the people of the United States to the people of Australia -- the USA Gallery of the Australian National Maritime Museum. President Reagan announced the gift in 1988, in honor of Australia's bicentennial. Now as we dedicate the new gallery, we mark another bicentennial: the two hundredth anniversary of the arrival of the first foreign trading ship in Sydney -- an American vessel named for our City of Brotherly Love, Philadelphia.

Never was a ship more aptly named. \\ Brotherly love has linked the Australian and American people now for two centuries. Our common ancestors endowed us with language and culture, the rule of law, a spirit of enterprise and a passion for freedom that we still share today. \\

Australians and Americans have been together for many a maritime adventure -- in peace and in war, in commerce and in sporting competition. Visitors to this gallery may see historical displays on the three Americans who were among the crew of Captain Cook's Endeavour on its voyage to Australia in 1770. Visitors will get a unique glimpse into life aboard a 19th century trading ship. Other displays commemorate the ~~common~~

*cooperation of*  
~~courage~~ Australian and American *2* ~~naval forces~~ *cooperation* ~~showed half~~ *half* a  
century ago in the fateful battles of Midway and the Coral Sea.

Fraternal ties of culture and commerce between our nations  
have never been stronger than now. I am proud that the United  
States and Australia are committed to open and robust world trade  
-- trade that creates jobs and lifts the standards of living in  
both our countries. In this spirit, and in this anniversary  
year, I am honored to take part in opening the USA Gallery of  
Australia's National Maritime Museum. Thank you, and may God  
bless you.

# # #

Other displays commemorate the

strategic & logistically

THE WHITE HOUSE  
WASHINGTON

Date \_\_\_\_\_

**TO:**

**FROM: SHARON BOTWIN**  
**Confidential Assistant to the**  
**Director for Communications**  
**2nd Floor, West Wing**  
**x7620**

## **LINKED BY THE SEA, THE USA GALLERY CONT'D**

The Australian and US Navies fought side by side against the Japanese Military advance in World War II.

Five months after the outbreak of war in the Pacific, the Battle of the Coral Sea in May 1942 was a crucial strategic victory for the allies, and the first reverse for the Imperial Japanese Navy.

Australia became the base for the allies' conduct of much of the War in the South-West Pacific. US ships, submarines and aircraft operated from bases at Fremantle, Darwin, Townsville, Sydney and Brisbane.

During the War, over a million American servicemen and women passed through, giving many Australians (our population was then only seven million) their first experience of a foreign culture. US servicemen gained a reputation for polite manners, clean-cut looks and gifts of scarce consumer goods. Following the War, many servicemen returned to the US with Australian brides.

This American presence along with large-scale European immigration following the War, were crucial in breaking down Australia's cultural isolation, its political and economic dominance by Britain, and in expanding relationships with the rest of the globe.

Bilateral sporting ties have developed strongly in recent generations. Australian surfers first learned their craft and technology of board design from Hawaiians and Californians before establishing their superiority in a continuous see-sawing contest.

Australian yachtsmen were the first to capture yachting's supreme trophy, the America's Cup, away from its 132-year-old home in the New York Yacht Club.

In the 50 years since World War II, ties with the US have developed from sporadic contact to regular commerce, military cooperation and cultural exchanges. Impetus for the Gallery within the Australian National Maritime Museum came largely from former US Ambassador Bill Lane Jr, who handed over a cheque for \$US5 million to Prime Minister Bob Hawke in 1987 to establish the gallery as a major US Bicentennial gift.



## **AUSTRALIAN NATIONAL MARITIME MUSEUM THE FACTS**

**The object of the Australian National Maritime Museum (ANMM) is to increase knowledge, appreciation and enjoyment of Australia's past and continuing involvement with the sea, through the acquisition, preservation and presentation of Australia's maritime history.**

**LOCATION:** The Museum is on the waterfront at Darling Harbour, Sydney, on the corner of Merino Boulevard and Pyrmont Bridge Road on the western side of Darling Harbour next to Pyrmont Bridge and the monorail Harbourside Station. The Museum is just a few minutes walk from Sydney's central business district and major rail and bus routes.

The Museum administration building is at 13a Union Street, Pyrmont.

The Fleet Management Base is at Berry's Bay, North Sydney.

**ACCESS:** Walk from Town Hall, take the monorail or bus, ferries from Circular Quay or Meadowbank, or drive and park in the Darling Harbour Northern Carpark.

**OPENING:** The Museum will open to the public with a spectacular Weekend Festival at Darling Harbour on Saturday 30 November and Sunday 1 December 1991.

**HOURS:** The Australian National Maritime Museum will be open daily from 9 a.m. to 5 p.m. The Museum will be closed on Christmas Day.

**A part of Sydney but belonging to the nation, the Australian National Maritime Museum is a Federally funded institution serving all Australians.**



## **MARITIME HERITAGE FOR ALL AUSTRALIANS**

Surrounded by oceans, Australia is rich in maritime heritage. Our history, society and daily life are shaped by the sea in ways that many Australians may find surprising.

The Australian National Maritime Museum will bring this story to life when it opens in November 1991 in Darling Harbour, Sydney.

The Museum is a Commonwealth Government project which began assembling its collection and exhibitions in 1985. Its landmark 10-storey-high building houses imaginative exhibitions combined with a fleet of historical vessels moored at its wharves.

Opening exhibitions encompass Aboriginal maritime cultures, early Asian contacts and European discovery, the experience of sea-travel to Australia from the convicts to boat people; whalers, fishers, sailors, wharfies and the continuing economic importance of the sea; the story of the Navy in Australia and a special look at Australians' love of relaxation and competition on the water.

The National Maritime Collection has been gathered from all over Australia - and overseas - by purchase, loan, donation and recovery from the sea. Material has also come from existing State and Commonwealth collections.

The collection encompasses a wide variety of art works, rare books and documents, ship models, personal memorabilia, marine engines, tools, instruments and artefacts, small water craft and historical vessels in full working order.

The United States, New Zealand, Norway and Czechoslovakia made gifts to the Museum during the Australian Bicentennial celebrations in 1988 of objects, vessels and major exhibition funding. A special gallery funded by a US Bicentennial gift will showcase over 200 years of US-Australian maritime contacts, competition and co-operation.

We are justly proud of Australia's newest national cultural institution - the first to be located outside Canberra - and look forward to showing you the collections and exhibitions.

Peter Doyle, AM  
Chairman

Kevin Fewster (Dr)  
Director



## News Release

# Australian National Maritime Museum

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Telephone: (02) 552 7777 Facsimile: (02) 552 2318

### **LINKED BY THE SEA THE USA GALLERY A BICENTENNIAL GIFT TO AUSTRALIA**

One of the six major exhibitions within the Australian National Maritime Museum is a permanent gallery, funded by a US\$5 million Bicentennial gift to Australia from the United States of America.

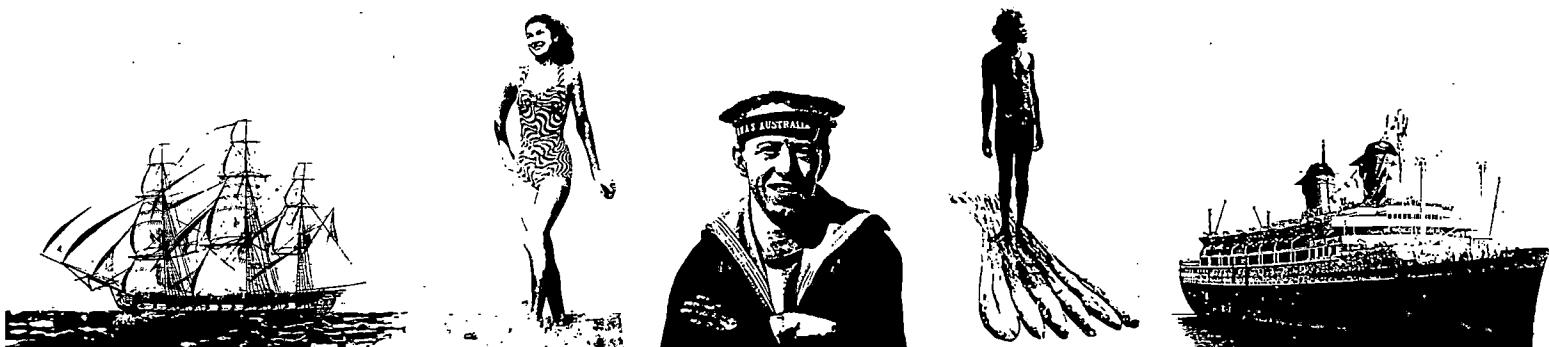
The USA Gallery exhibition commemorates Australian-US maritime relations over the past 200 years - links of exploration, trade, cooperation in times of war and competition in sporting events.

The USA Gallery narrative draws on a combination of showcased artefacts, paintings, models, scrimshaw, tools and printed material.

Computer-based interactive and audiovisual displays will incorporate the latest American exhibition technology. On two interactives visitors can act as captain of a 19th century trading ship, buying and selling commodities on a voyage to Australia. There are also touch-screen audiovisuals about surfing and defence as well as a comprehensive "Timeline" and a videowall with a nine-screen presentation.

Two working 12 metre US Navy periscopes can be used by visitors and visually link the USA Gallery with the ANZ Tall Gallery. The biggest exhibit in the Gallery is a whaleboat on loan from the Mystic Seaport Museum in Mystic, Connecticut.

The USA Gallery's initial exhibition shows glimpses of the story of Australian-US relations reaching back to the first Americans to visit Australia - three of the crew on Lt Cook's *Endeavour* in 1769-70.



## LINKED BY THE SEA, THE USA GALLERY CONT'D

This first visit was followed two years later by the US brigantine *Philadelphia*, the first foreign trading ship to reach Port Jackson. At that time, the infant British penal colony was in desperate need of supplies. When the *Philadelphia* reached Port Jackson carrying a speculative cargo of beef and rum, Captain Phillip bought the lot.

Australia's first visitor to North America was Aborigine Gnong-a-Gnong-a, sent on board the storeship *Daedalus* to learn English in 1793-94. Little is known of him except the Hawaiian king tried unsuccessfully to buy him as a slave, while he showed a more discerning interest in Hawaiian women than some of his fellow sailors.

Since those early visits, the two nations have been linked across the sea by contacts between whalers and traders, explorers and scientists, by Australians travelling to California to find gold and returning with Americans and their Californian technology to try their luck on the goldfields in Australia.

Travel under sail to Australia was slow. But with the impetus of the gold rushes in California and Australia in the late 1840s and 1850s, American shipbuilders designed and built fast clipper ships for operation on the England-Australia run, carrying passengers, wool and gold.

The gold rushes, faster ships, the growth of the US as a major industrial nation and the exploding population of Australia as a result of the gold rushes, led to more regular trans-Pacific contacts after 1850. American ships brought passengers, timber and US manufactures, even ice packed in sawdust, directly from Boston and New York.

Early this century, in a show of strength to deter the Japanese from eyeing recent US acquisitions in the Pacific such as the Philippines, Guam, Midway and Hawaii, the US Navy's Atlantic battleship fleet steamed around the world, visiting Australia in 1908. The Great White Fleet brought out cheering crowds in Sydney, Melbourne and Albany and spurred efforts to create the Royal Australian Navy.

US Navy ships visited Australian ports regularly from that time and it was during an official visit to celebrate Australia's sesquicentenary in 1938, the Sydney ferry *Rodney* capsized as well-wishers farewelled *USS Louisiana*, with the loss of 19 lives.

JOHN WADE  
SENIOR CURATOR



AUSTRALIAN  
NATIONAL MARITIME  
MUSEUM

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## BRIEFING NOTES

### The Australian National Maritime Museum and its USA Gallery

Although the Royal Australian Navy began pressing for a national maritime museum almost 30 years ago, it was the 1988 Bicentenary of British settlement - harking back to the "First Fleet" - which was the catalyst for the foundation of the Australian National Maritime Museum in Sydney.

The Museum was established by the Australian Government by a Cabinet decision in November 1985. Construction commenced soon after, with the building essentially completed in 1990.

Due to open on 30 November 1991, the building occupies a waterfront site on an arm of Sydney Harbour - described by American author Mark Twain as "the darling of Sydney and the wonder of the world". The Museum is a major element in the Darling Harbour waterfront renewal scheme, similar to Baltimore's Inner Harbor.

The sweeping curves of the museum's white-painted steel roofs are reminiscent of waves, clouds and sails. Windows and terraces give visitors glimpses of the water and activity in the working port of Sydney. A changing fleet of vessels, from the 1950s destroyer ex-HMAS *Vampire* to a traditional Indonesian trading boat, line its twin finger wharves.

Five thematic galleries provide visitors an overview of Australian maritime history. "Discovery" looks at Aboriginal exploitation of the sea and the early Dutch, British, French and Spanish explorers. "Passengers" reveals the shipboard lives of the immigrants who sailed to Australia, from 1788 until the recent arrival of Vietnamese boat people. "Commerce" shows how whaling (no longer pursued!), fishing, pearling and maritime trade have contributed to Australia's economy. The defence role of the Royal Navy and its successor the Royal Australian Navy from the time of British settlement is examined in "Navy", and "Leisure" tells of Australians' love of relaxing and competing on the water.

The USA has a special link with this Museum. The United States' major contribution to the Australian Bicentenary was to fund a sixth, permanent exhibition gallery commemorating Australian-American maritime relations.

In December 1987, US Ambassador the Hon. L. W. Lane Jr, on behalf of the US Government, handed over to the Australian Prime Minister, the Hon. R.J.L. Hawke, a cheque for \$US5 million to establish a gallery of Australian-US maritime relations as the major US Bicentennial gift.

The USA, along with neighbouring New Zealand, Britain and recently Japan, is one of Australia's major trading partners and a long-standing defence ally. With 300,000 US tourists visiting Australia annually - expected to rise with the approaching 50th anniversary of the Pacific War and renewed promotion of Australia as a safe tourist destination in the US - the Gallery explores the diverse links between the two countries.

The USA gallery will be an intimate, human-scaled space of 600 square metres. The design stresses clean, simple lines and quality materials, reflecting the permanent nature of the gift. To take advantage of its triangular shape, a bold central element - a boomerang-shaped, metal-clad wall - defines the gallery's circulation spine.

The museum has been working closely with the Washington DC-based Exhibits Service of the US Information Agency to develop the storyline. The narrative draws on a combination of showcased artefacts, paintings, models, scrimshaw, tools and printed material. Exhibits from the museum collection will be joined by objects borrowed from the USA, Australia, Eire, and Britain.

Computer-based interactive and audiovisual displays - including a videowall with a multi-screen presentation - will incorporate the latest exhibition technology.

The initial exhibition shows glimpses of the story of Australian-US maritime relations. Over time, the exhibition will evolve to reflect the results of ongoing research, input from visitors, and new acquisitions.

Australia has a long maritime heritage, going back at least 50,000 years to the probable arrival of the first humans from Asia. But unlike the first Asians who settled America, those who came to Australia had no land bridge. These people were the first sea-borne colonists in history.

The first European settlers in Australia also had links with America. After the War of Independence, Britain could no longer send its unwanted convicts to America. The first settlement at Sydney was a convict colony established in 1788 by the First Fleet of 11 ships, transporting over 700 convicts under the command of a naval governor, Captain Arthur Phillip RN.

But Americans had already been here. The first American visitors to our shores, three of the crew on Lt Cook's *Endeavour*, came here in 1769-1770. They were Second Lieutenant John Gore, Midshipman James Matra, and conscripted seaman James Thurmond. Matra proposed a British colony for New Holland in a proposal dated 1783.

Cook's men were followed in 1787 by the crew of the Philadelphia brig *Alliance*, sailing up the east coast of Australia to open a new trade route to China. With one crewman already dead from scurvy on board, Captain Thomas Read was desperate to land for fresh food, but could not find a suitable harbour.

At the end of the earth, with failing crops, the infant British penal colony at Sydney desperately needed supplies. The first foreign trading vessel to reach Port Jackson was the US brigantine *Philadelphia*, carrying a speculative cargo of beef and rum, in December 1792. Governor Phillip happily bought the lot.

The first Australian to visit North America was an Aborigine, Gnung-a Gnung-a, sent on board the storeship *Daedalus* under Lt Hanson, to learn the English language in 1793-94. Little is known about him; at Hawaii, the king tried unsuccessfully to buy him as a slave, while he showed a more discerning interest in Hawaiian women than some of his fellow sailors.

Captain Eber Bunker, a Massachusetts-born Loyalist whaler captaining a vessel of the Second Fleet, caught the first whales in Australian waters in 1791. Bunker reported more whales on his 1803 voyage from Sydney to Tasmania to establish a second British settlement, and caught several. American whalers hunting in the southern Pacific and Indian Oceans often touched Australia's shores to replenish their stores of water and wood fuel.

Free trade by US vessels was restricted by several factors: the monopoly granted to the British East India Company, the Anglo-American War of 1812, and various restrictions and taxes placed on US ships by the British Governors of the Australian colonies attempting to stop foreign ships carrying runaway convicts to freedom. Even so, in 1811 the China trader *Rapid* of Boston became the first of many US ships wrecked in Australian waters, going down carrying 280,000 Spanish silver dollars off north-west Australia. Archaeologists recovered some of them a decade ago.

The first US Navy visitors, the US Exploring Expedition in 1839-40, were grateful to rediscover civilisation in New South Wales. The scientists with the Expedition spent several months in Sydney and the hinterland, visiting scientists and gentlemen in the Colony. The fieldwork of geologist James Dwight Dana, and of anthropologist Horatio Hale, was especially important, carried out while the Expedition leader Lt Charles Wilkes was away searching for the Antarctic continent, accompanied by the dog "Sydney" acquired in Port Jackson.

Australians crossed the Pacific to join the California gold rush of 1849. Flamboyant NSW entrepreneur Ben Boyd - his Australian whaling, shipping, pastoral and banking empire crumbling - was one of those to try his luck, unsuccessfully. Sailing for home, Boyd was lost and presumed eaten by cannibals on Guadalcanal. Capping his misfortune, his splendid yacht *Wanderer* was wrecked in a storm at Port Macquarie.

Other miners back from California found the first payable gold near Ophir 120 miles from Sydney in April, 1851, starting the first of the Australian gold rushes. Californian technology was transferred to Australia in the use of gold washing pans, sluices and cradles to recover alluvial gold.

Sailing to Australia was slow. But with the impetus of the gold rushes in California and Australia in the late 1840s and 1850s, American shipbuilders designed and built fast clipper ships for operation on the England-Australia run, carrying passengers, wool and gold.

The gold rushes, faster ships, the growth of the US as a major industrial nation, and the exploding population of Australia as a result of the gold rushes, led to more regular trans-Pacific contacts after 1850. American ships brought passengers, timber and US manufactures - even ice - directly from Boston and New York. Among the passengers were actors J.C. Williamson, Maggie Moore, Edwin Booth, and Laura Keane, and writer Mark Twain.

The Confederate Navy restricted US trade in the 1860s. Neutral Melbourne unwisely hosted a visit by the CSS *Shenandoah* in 1865, while its propeller was repaired. The hospitality cost dearly, as Britain had to make reparations to the US Government for whaling vessels afterwards sunk by Captain Waddell's raider.

Early this century, in a show of strength to deter the Japanese from eyeing recent US acquisitions in the Pacific such as the Philippines, Guam, Midway and Hawaii, the US Navy's Atlantic battleship fleet steamed around the world. The Great White Fleet brought out cheering crowds in Sydney, Melbourne and Albany in 1908, and spurred efforts to create the Royal Australian Navy.

US Navy ships visited Australian ports on regular visits afterwards. During an official visit to celebrate Australia's sesquicentenary in 1938, the Sydney Harbour ferry *Rodney* capsized as well-wishers farewelled USS *Louisiana*, with the tragic loss of 19 lives.

In December 1941, facing the threat of Japanese expansion, and with Britain about to capitulate in Malaya, Australia turned to the United States for help. Prime Minister John Curtin categorically stated Australia's position in his message for New Year 1942:

*"Without any inhibitions of any kind, I make it quite clear that Australia looks to America, free of any pangs as to our traditional links or kinship with the United Kingdom".*

The Australian and US Navies fought side by side to turn back the Japanese military advance in World War II. Five months after the outbreak of war in the Pacific, the Battle of the Coral Sea in May 1942 was a crucial strategic victory for the allies, and the first reverse for the Imperial Japanese Navy.

Australia became the base for the allies' conduct of much of the War in the South-West Pacific. US ships, submarines and aircraft operated from bases at Fremantle, Darwin, Townsville, Sydney and Brisbane.

During the War, over a million American servicemen and women passed through, giving many Australians (our population was then only 7 million) their first experience of a foreign culture. US servicemen gained a reputation for polite manners, clean-cut looks and gifts of scarce consumer goods. The American incursion during the war, and large-scale European

immigration immediately afterwards, were crucial in breaking down Australia's cultural isolation, its political and economic dominance by Britain, and in expanding its relationships with the rest of the globe.

Bilateral sporting ties have developed strongly in recent generations, and emphasise Australia's growing independence and confidence as a nation. Australian surfers first learned their craft and the technology of board design from the Hawaiians and Californians, before establishing their own superiority in a long running, see-sawing contest. Australian yachtsmen were the first to wrest yachting's supreme trophy, the America's Cup, away from its 132-year-old home in the New York Yacht Club.

Colonial Australia's maritime ties were dominated by Britain. Since Federation in 1901, and especially in the past 50 years since World War II, ties with the US have developed from sporadic contact to regular commerce, military cooperation, and cultural exchanges. The growth of these ties reflects our common heritage and language, Australia's recognition of its place as a Pacific nation, the warm personal friendships which have developed between individual Australians and Americans, and the desirability of trade, mostly borne by sea.

### **The Gallery**

This exhibition will be shown in a gallery of 600 square metres, designed by Iain Halliday of Sydney design firm Burley Katon Halliday. The Museum has been working closely with the Washington D.C.-based Exhibits Service of the U.S. Information Agency in developing the ideas.

The Gallery will be an intimate, human-scaled space. The design of surfaces and inclusions stresses clean lines and quality materials, reflecting the permanent nature of the gift.

To take full advantage of the triangular area, the designer has used a bold central element, a boomerang-shaped, metal-clad wall, to define the Gallery's circulation spine. Ship models will be seen in circular cases which align with the columns supporting the ceiling.

On display will be objects from the collection of the Australian National Maritime Museum, as well as objects borrowed from other sources including museums in the USA, Australia, Eire, and Britain.

Computer-based interactive and audiovisual displays - including a videowall with a multi-screen presentation - will incorporate the latest exhibition technology, while adding to the variety and vitality of the Gallery.

Plans are already underway for changes to the exhibition after opening on 30 November 1990, so that it will be continually changing and developing. While the opening exhibition will show glimpses of the story of Australian-US maritime relations, there needs to be more thorough research and critical re-assessment of this area of our bilateral relations, which will be spot-lit by this exhibition. The evolving exhibition will progressively incorporate the results of this re-assessment.

*For further information or photographs contact*

*John Wade, Manager, USA Gallery  
Australian National Maritime Museum,  
Box 5131, Sydney NSW 2001, Australia  
Phone (011 61 2) 552 7777  
Fax (011 61 2) 660 0729*

S. F. Rowell)—3rd, 5th, 7th divisions—and II Corps (Lieut.-General J. Northcott)—1st, 2nd, 10th and 1st Cavalry divisions; Second Army (Lieut.-General Sir Iven Mackay) including the 1st Armoured, 2nd Cavalry and 41st United States divisions; III Corps (Lieut.-General H. G. Bennett) including the 4th Division; Northern Territory Force (Major-General E. F. Herring) including part of the 6th Division, militia and some unseasoned A.I.F. units; New Guinea Force (Major-General B. M. Morris) including the 30th and (from late May) 14th brigades.

In preparing to deploy this force MacArthur found that lack of naval and air forces limited him just as it had the Australian staffs. With the American navy as a whole on the defensive his own naval situation could scarcely improve. Even if he could have got the planes he needed he did not have the fields from which to use them outside Australia, and inside the continent the bases that were being built north to Cape York were still far from complete.

In March and April the Japanese moved forward into the New Guinea mainland and the Solomons. Lae and Salamaua, on the mainland, were occupied on 8th March, Lorengau (Manus Island) on 6th April, Bougainville in March-April, Tulagi Island (Solomons) on 2nd May; Port Moresby was under aerial bombardment from 3rd February. Unknown of course to the Allies (but forecast by the Australian Chiefs of Staff) the Japanese were now planning to safeguard their Pacific conquests by taking Port Moresby as their south-east pivot and New Caledonia, Fiji and Samoa (the last three of which were all being rapidly developed as American bases). They planned also the capture of Midway Island and the Aleutians.

**Coral Sea and Midway Battles.** Accordingly Major-General Horii, whose Japanese Nankai Detachment (built round the 144th Regiment and battalions of marines) had already taken Guam, Rabaul, Lae and Salamaua, issued orders in Rabaul on 29th April 1942 for the capture of Port Moresby—which was to be the first stroke in the overall plan. The strongly-convoyed occupation fleet (the convoy including the small carrier *Shoho*, six cruisers and submarines) was to be shepherded by an attacking force from Truk (two carriers, *Shokaku* and *Zuikaku*—with a cruiser and destroyer screen) whose task was to destroy any attacking Allied sea and air forces, raid Townsville and cover the landing.

Horii left Rabaul on 4th May and by the 7th the invasion fleet was deployed in the vicinity of the Louisiade Archipelago. Rear-Admiral F. J. Fletcher, United States Navy, had, however, learned by intercepted wireless of their movements. His fleet consisted of the two carriers *Yorktown* and *Lexington*, eight cruisers (including

H.M.A.S. *Australia* and *Hobart*), and 11 destroyers (with two oilers in attendance).

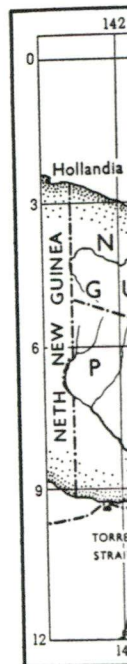
The Battle of the Coral Sea was fought out on 7th and 8th May. Japanese airmen from Rabaul, and Australian and American airmen from North Queensland air bases, joined in. Not a shot was fired by opposing ships. The Japanese lost the *Shoho*, the *Shokaku* was damaged, and the *Zuikaku*, although undamaged, lost most of its planes. Fletcher lost the carrier *Lexington*, the oiler *Neosho* and the destroyer *Sims*; the *Yorktown* was damaged. The Japanese convoy, however, turned back to Rabaul and the attacking force to Truk.

Once again the Americans, informed by intercept, prepared to meet the Japanese off Midway Island, some hundreds of miles north-eastward. Initial contact was made there on 3rd June and the battle which followed between the opposing ships, carrier-borne aircraft and land-based aeroplanes from Midway, continued until the 6th. The principal Japanese losses were all four carriers they deployed, one cruiser, one destroyer and probably about 250 planes, while the main American losses were the carrier *Yorktown* and some 150 aircraft. This battle restored the balance of naval power in the Pacific and ended the Allied defensive period at sea.

**Allied Strategy in New Guinea Area.** Even after the encounters of the Coral Sea and Midway Island, General MacArthur was in no position to launch an offensive. The Japanese still had naval and air superiority in his area; his own ground forces in New Guinea were weak and ill-balanced. At the end of January (1942) the Port Moresby garrison had numbered a mere 6500 with the 30th Brigade (39th, 49th, 53rd battalions) as the main core; subsequent reinforcements (except for the 14th Brigade) were mainly maintenance and construction troops until about the middle of the year. Blamey told MacArthur that only guerrilla action offered any offensive prospect. So the 5th Independent Company (from Australia) arrived at Port Moresby on 17th April to co-operate with the New Guinea Volunteer Rifles (N.G.V.R.), a local militia-type unit, which had been watching the Japanese at Lae and Salamaua since their arrival there.

In May, Kanga Force, including these two units as its main component, prepared to harass the Japanese at Salamaua and along the Markham River. Early on 29th June they attacked the Salamaua garrison heavily and successfully; 48 hours later they assailed the most forward Japanese position on the Markham—at Heath's Plantation—but failed to press their advantage home.

On 2nd July the U.S. Joint Chiefs of Staff, in their first directive governing the strategy of the war in the Pacific, ordered the seizure of the New Britain—New Ireland—New Guinea area. The first task would be the conquest of the Santa Cruz



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Australian Encyclopedia 1958  
August Robertson



## United States Information Service

CONSULATE GENERAL OF THE UNITED STATES OF AMERICA  
Level 36, Electricity House, Cnr Park & Elizabeth Streets  
SYDNEY NSW 2000, AUSTRALIA. Tel: 02-261-9200. Fax: 02-264-1719

October 28, 1991

Ms. Jennifer Grossman

Dear Jennifer,

Enclosed is what we've been able to pull together in response to your request.

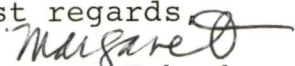
Items 1-4 are pretty well covered in the enclosed material. We'll continue to try to find more on items 5-8, which will provide color, and will fax it to you.

Also, the Royal Australian Navy is to fax to us tomorrow info on Australian naval activity during the Gulf War.

If you have any more specifics, please fax them to me on 264-1719.

We hope some of this material is useful.

Best regards

  
Margaret Eubank

JOHN WADE  
SENIOR CURATOR



AUSTRALIAN  
NATIONAL MARITIME  
MUSEUM

GPO Box 5131 SYDNEY  
NSW 2001 AUSTRALIA  
13A UNION STREET  
PYRMONT NSW 2009  
TELEPHONE: (02) 552 7728  
FACSIMILE: (02) 660 0729

Oct. 28, 1991

Request from White HOuse Speech Writer Jennifer Grossman

Background material for Speech at Dedication of USA Gallery

Source

ANMM  
John Wade

*Statuses of 10/28/91*

*Enclosed* 1. Background on Aus National Maritime Museum  
When began, description, historical significance

*Enclosed* 2. Background on ANMM USA Galley  
When given, reason, list of exhibits

ANMM

John Wade

*Enclosed* 3. Info on the Endeavor and the acutal discovery  
of Australia

USIS - *Encegl. Acert*

*Enclosed* 4. Info on Capt. Cook

USIS - *Encegl Acert*

5. Any great quotes by great Australian seafaring men (on courage,  
exploration, Australia, the life of the sea, progress, etc.)

*film by text* 6. Australian naval activity during Gulf War  
--any anecdotes, stories of heroism, sacrifice

RAN

Ross Gillett

7. Any anecdotes, stories to illustrate Australian-  
American naval cooperation in general or Australian  
naval courage, exploration

8. Any quotes by Australian authors on the sea, the  
seafaring life

*Enclosed: The Macquarie Dictionary of Australian Quotations*

Following articles from The Australian Encyclopedia, 1958 are enclosed:

Americans in Australia

Americans in Australia. The AUstralian Encyclopédia. 1977.

Cook, James

Coral Sea and Midway Battles

New South Wales-- history of early settlements

Naval Defence

Exploration by Sea-- for part on Cook's voyages, see p. 479+

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Excerpts from Sppeches delivered in Australia by US Ambassador

Mel Sembler on Australian/American relationship

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More background material on Australian/American naval relations

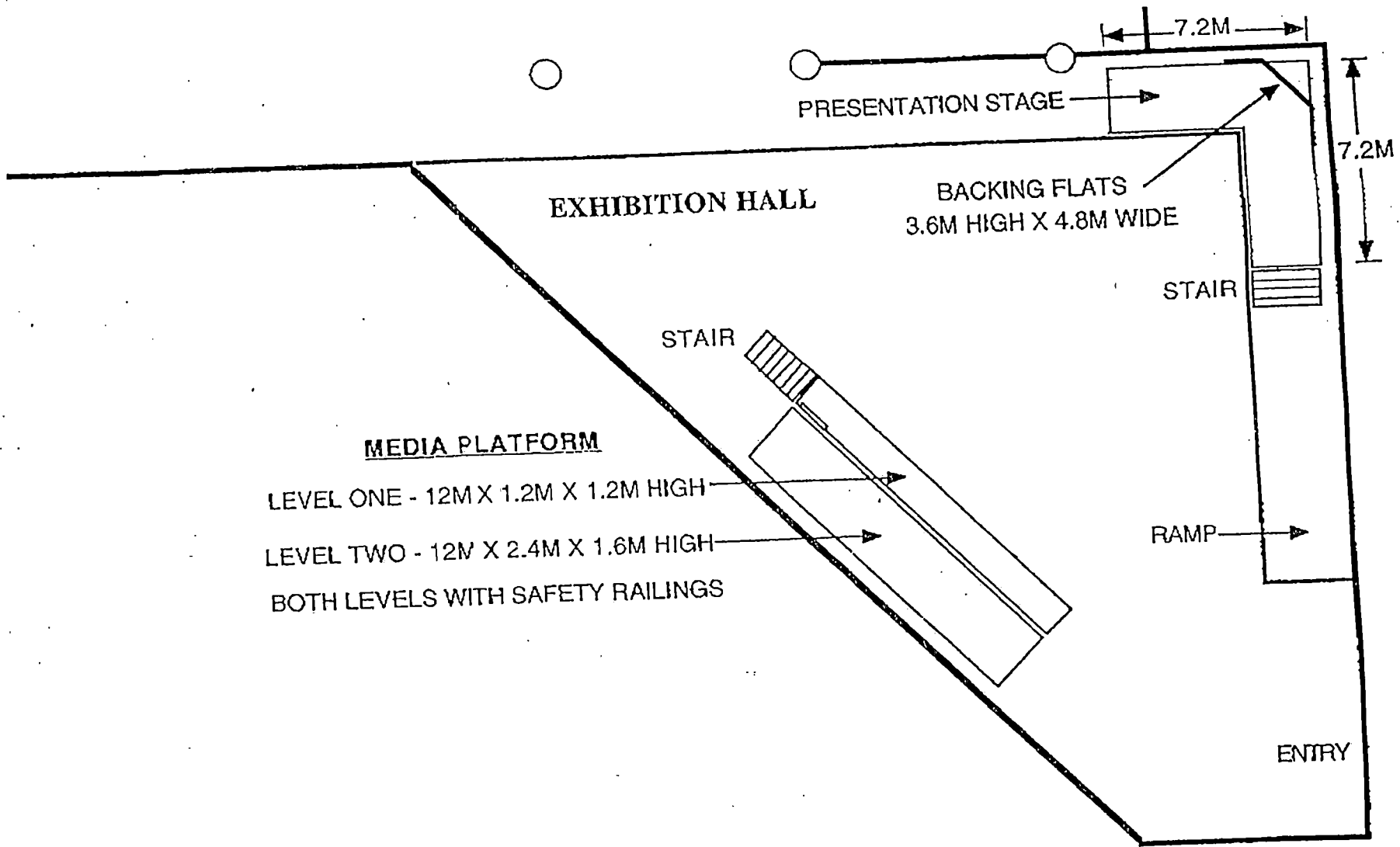
## SCHOFIELD SMITH PARTNERS

### Australian National Maritime Museum

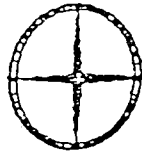
#### Official Opening and USA Gallery Dedication Draft Running Order (25.10.91)

<u>TIME</u>	<u>MOVEMENTS</u>	<u>MUSIC</u>	<u>MEDIA</u>
11.30 a.m.	Guests arrive Directed to Forecourt Escorted to Triangular Gallery Official Program distributed	RAN Band and Colour Guard march to positions on forecourt and wharf	Media arrive at Northern Wharf by ferry
11.45 a.m.	Prime Minister and Mrs Hawke arrive at Museum entrance Met by Chairman and Mrs Doyle and Director Proceed to wharf		Directed to positions or to Media Centre in ANZ Theatre
11.55 a.m.	Official Welcoming Party at end of Wharf	RAN Band plays Ceremonial Music	Media Photo Op
12.00	Boat docks at pontoon President and Mrs Bush with Premier and Mrs Greiner disembark Received by Welcoming Party Inspects Guard of Honour Proceeds along wharf	Ceremonial Music	Media photo op
12.05 p.m.	Official Party enters ANMM Triangular Gallery Guests stand	RAN Band plays Anthems? Hail to Chief?	Media Photo Op
12.06 p.m.	Official Party at Stage Prime Minister and Mrs Hawke President and Mrs Bush Ambassador and Mrs Sembler Premier and Mrs Greiner Consul General and Mrs Lincoln Minister Kelly and David Morgan Minister Simmons and Mrs Simmons Chairman and Mrs Doyle Dr Kevin Fewster  Speeches Chairman Doyle welcomes PM and President and introduces PM Prime Minister Hawke opens Museum and introduces President President Bush dedicates USA Gallery Chairman Doyle invites PM and President to proceed to inspect Museum and USA Gallery		Media Photo Op

12.12 p.m.	<p>Official Party walks up ramp en route to to USA Gallery Through Commerce to Australia II in ANZ Tall Gallery then up ramp to view Navy Helicopter from landing Down ramp to Tasman Light then to Foyer and into USA Gallery entrance.</p>	RAN Band	Media Photo Op
12.18 p.m.	<p>President unveils plaque Official Party walks to end of USA Gallery to two periscopes which PM and President use. Party walks past the surf board exhibition</p>		
12.328p.m.	<p>Official Party returns to USA Gallery entrance where President and Chairman exchange gifts</p>		Media Photo Op
12.30 p.m.	<p>Prime Minister and President walk to Convention Centre</p> <p>Image on Video Wall in Triangular Gallery and in ANZ Theatre</p>		<p>Media Photo O</p> <p>Official Party accompanied by video operators for entire visit</p>
12.31 p.m.	<p>Guests invited to inspect Museum Escorted to Lighthouse Area via the Forecourt</p> <p>Refreshments served in Forecourt, Foyer and Lighthouse Area</p> <p>Guests start tour of inspection</p>		



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Education

ANZ Tall Gallery

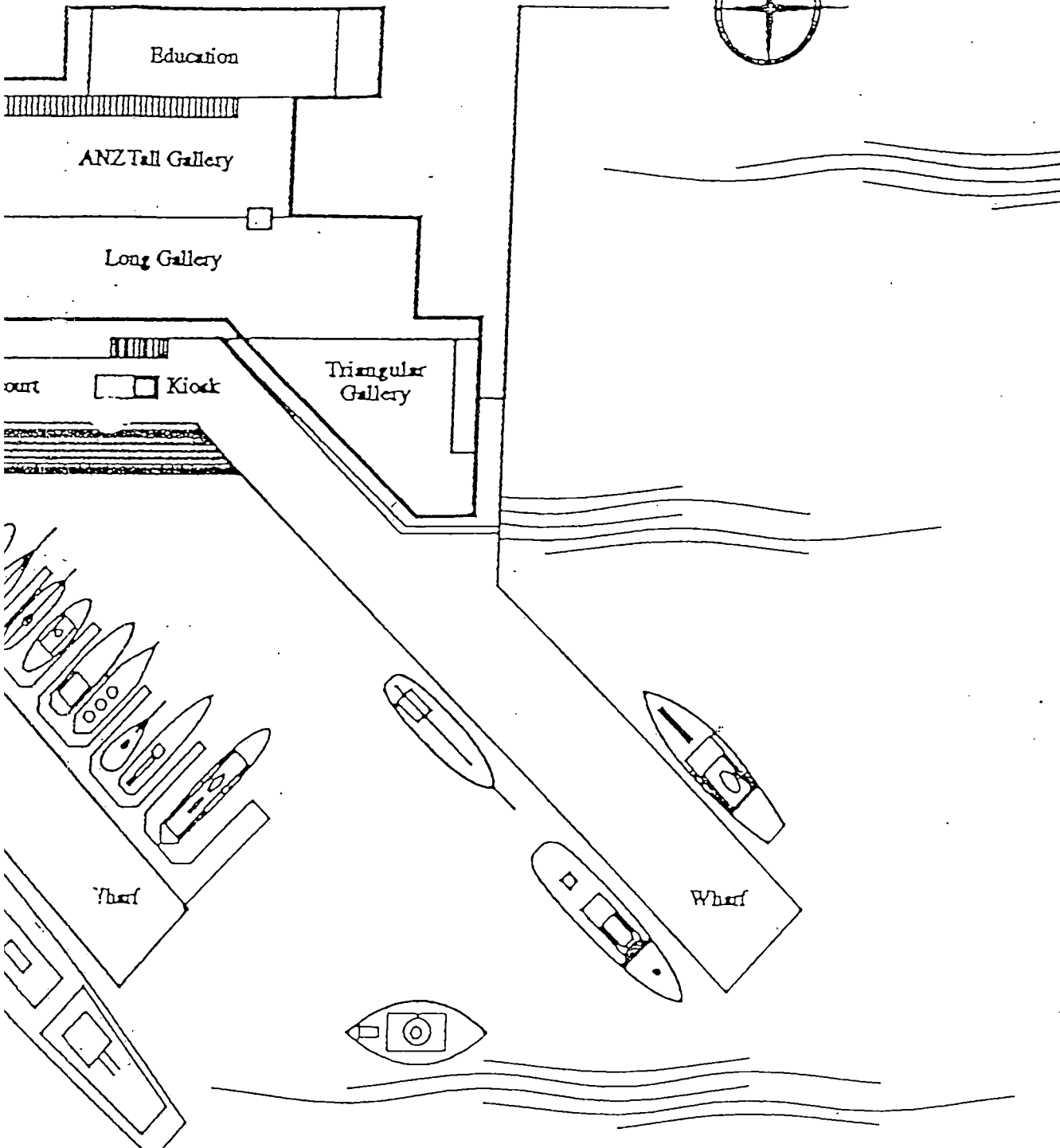
Long Gallery

Triangular Gallery

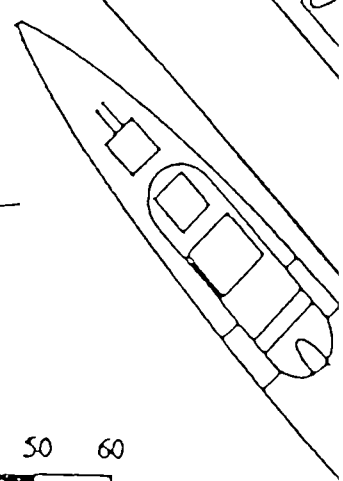
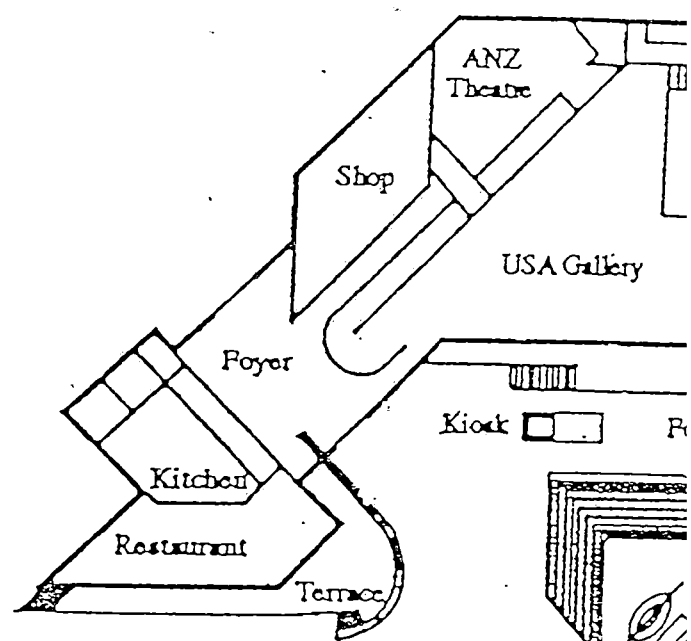
ourt      Kiosk

Wharf

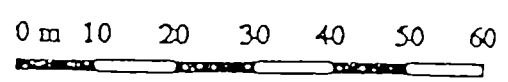
Wharf



Lighthouse



Plan





# Australian National MARITIME MUSEUM



## NEWSLETTER

AUGUST, 1988.

SPECIAL USA GALLERY EDITION

NUMBER 7

# LINKED BY THE SEA

Less than a year ago the US Ambassador, Mr. Bill Lane Jr, unveiled a plaque commemorating the establishment of the USA Gallery — Washington's major Bicentennial gift to Australia — in the Australian National Maritime Museum in Darling Harbour, Sydney.

Now, eight months later, work on the Gallery is well advanced. A design brief has been completed for the 600 square metre area; an overall story line for the exhibition it will contain has been written; displays are being planned; and Museum executives have established, during two visits, strong links with United States administration officials and maritime museums as their continuing involvement with the USA Gallery is vital for the success of the project.

As well as Ambassador Lane and members of the Embassy staff, progress on the USA Gallery has also been inspected by President Reagan's personal representative for the Bicentenary, Mr Caspar Weinberger; the US Consul-General in Sydney, Mr John Dorrance and members of his staff; the former US Secretary for the Navy, Mr James H. Webb Jr; the US Attorney-General, Mr Richard Thornburgh; and the Deputy Director of the United States Information Agency, Mr Marvin L. Stone.

Close liaison is being maintained between the USA Gallery project team and officers of the Exhibits Service of the United States Information Agency, which is acting as the Museum's link with the US Government.

The opening exhibition in the USA Gallery, which is now being assembled, will describe the two centuries of maritime contact — essentially, as seen through Australian eyes.

It is not intended to be an exhaustive coverage of US-Australian maritime history.

Our object in planning the USA Gallery is, first, to tell visitors about the United States' gift — certainly the most generous single cash donation ever received by an Australian museum.

Then we want to point out the similar origins of our two countries — both were vast, sparsely inhabited territories with long-established native populations, settled by migrants who had travelled thousands of miles in search of a better life; both offered great natural hazards of climate and terrain

**The Museum's USA Gallery will explore more than 200 years of maritime association. Project Manager John Wade reports on the progress so far**



*This striking illustration by Eymont-Kin Yee Design of Sydney has been used, with appropriate text, on a special USA Gallery poster and postcard series which is being used to publicise the United States' gift.*

to be overcome — and both were separated from 'home' by thousands of kilometres of water, which could only be crossed by sailing ship.

We will begin by looking at the first Americans known to have sailed Australian waters — three members of James Cook's crew aboard ENDEAVOUR in 1770 — one of whom was James Mario Matra, later a strong advocate of British settlement of 'New Holland'.

We'll be telling people a few things they probably didn't know, too — that a few weeks before the First Fleet arrived in

January 1788 an American merchantman, ALLIANCE, rounded the Australian mainland and Tasmania before sailing up through the Solomon Islands to China.

We'll be showing how Australians and Americans came into early competition — often violently — in Australia's first primary industries — sealing and whaling — within a decade of the landing at Sydney Cove . . . and were hotly competing in both Australian and American waters 160 years later for a very different prize — the America's Cup.

The whole Australian-American relationship is a fascinating mix of competition and co-operation, of comradeship in two wars, of the ebb and flow of migrants between the two countries during the Australian and Californian gold strikes of the 19th century . . . and the ebb and flow of businessmen and tourists today.

We shall explore the flood of ideas we received from America in the 19th century — and are still receiving today — and their impact on the emerging Australian society, as well as the manufactured goods and raw materials which were traded in ever increasing volumes between the two countries.

Visitors to the Museum will be able to explore all this and more in ways which will make the USA Gallery an exciting experience.

United States museums have been enthusiastic in suggesting material which the ANMM may either buy or borrow. The Museum Director, Sergio Sergi and I have already visited the United States twice for talks with US Administration officials and major museum representatives.

Earlier this year we addressed the annual meeting of the Council of American Maritime Museums (CAMM) at Clayton, New York, and Kingston, Ontario.

The President (Emeritus) of the CAMM, Dr Stuart M. Frank, expressed the hope that the visit would lead to an "enduring collegial relationship between the Australian National Maritime Museum and the many analogous maritime museums in North America".

Meanwhile, with just over a year to the Museum's September 1989 opening, the USA Gallery has already acquired an impressive range of artefacts.

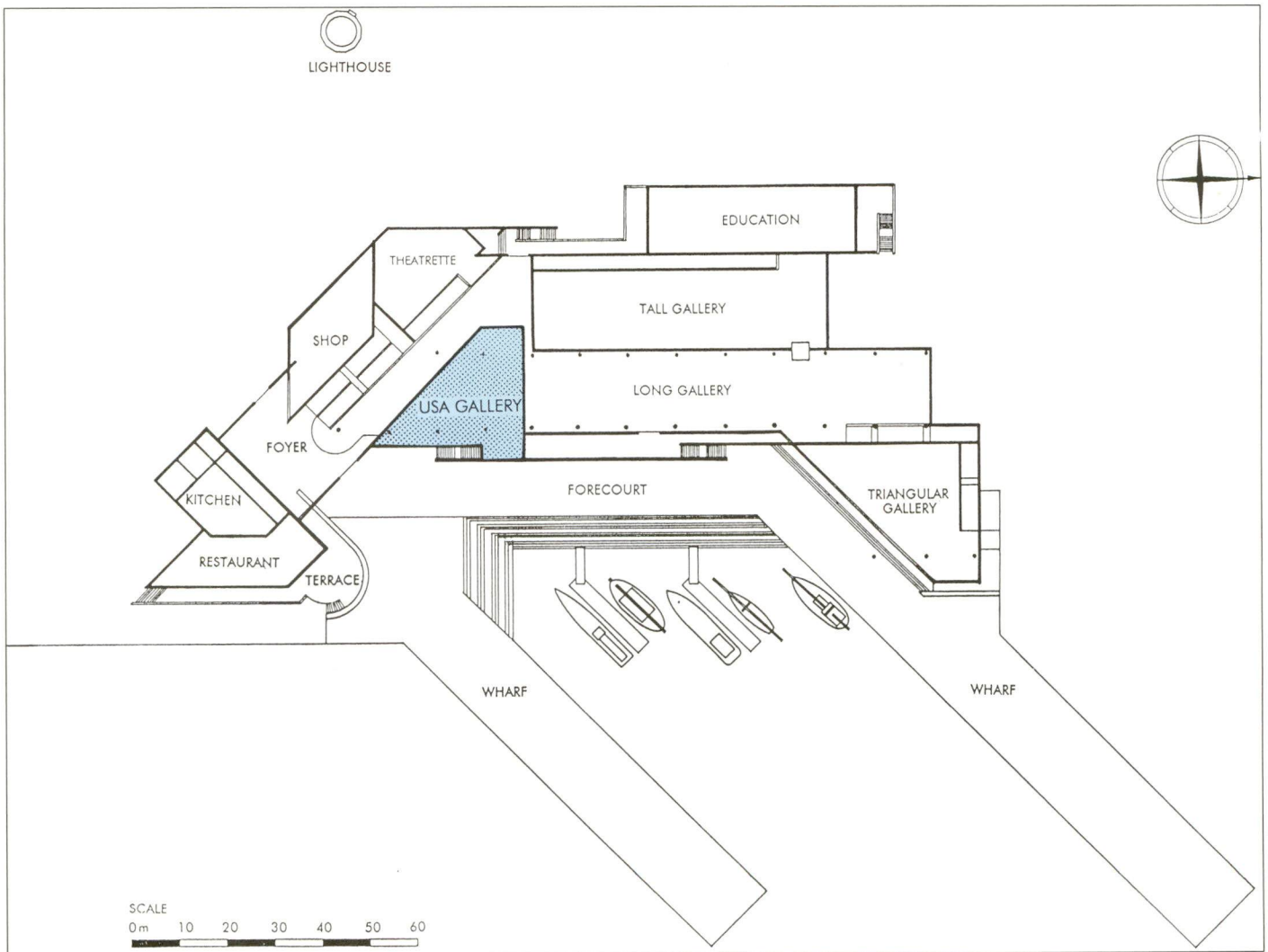


## US visitor sees Gallery progress

*Right: The Deputy Director of the United States Information Agency (USIA) Mr Marvin L. Stone visited the Museum in July and was shown the site of the USA Gallery. Mr Stone, left, is seen here with the Chairman of the Interim Council of the Museum, Mr Peter Doyle, and the USA Gallery Project Manager, John Wade, examining the plans of the Gallery. Photograph: Victoria Fernandez/ANMM.*



*Below: Plan of the Australian National Maritime Museum, with the USA Gallery highlighted.*



A major display in the USA Gallery will be the recreation — with artefacts, sound and video cassettes and photographs — of the vital Battle of the Coral Sea, on Australia's north-eastern doorstep, during World War II.

The centrepiece of the display, in current planning, will be a specially created computer-interactive system which will challenge the visitor with battle options and decision-making — it will allow them to put themselves in the position of an admiral of either of the opposing fleets, and make decisions, as they had to, in the stress of combat and on the basis of the scanty information coming in.

This battle effectively blunted the southward thrust of the apparently unstoppable Japanese military machine, saved Australia from later invasion plans and kept safe the country's trans-Pacific communication links.

By April 1942 the Japanese had made huge gains in South-East Asia and the Pacific. They next planned to take Midway Island, Tulagi in the Solomon Islands and Port Moresby in Papua New Guinea.

Admiral Isoroku Yamamoto, architect of the surprise attack on the US Navy at Pearl Harbour, was ordered to take Port Moresby and Tulagi. He organised two invasion groups, with the larger Port Moresby group escorted by one light aircraft carrier, SHOHU. The invasion groups were covered by a carrier strike force centred around the large carriers SHOKAKU and ZUIKAKU.

The Allies — alerted by Australian coastwatchers monitoring Japanese radio — hastily assembled three task forces to counter the Japanese threat: Task Force 17, which included the carrier YORKTOWN; Task Force 11, which had the only other carrier available, LEXINGTON; and Task Force 44, which included the Royal Australian Navy cruisers HMAS AUSTRALIA and HMAS HOBART. Task Force 44 sailed from Sydney on May 1 and joined Task Force 11; in the event, because of the nature of the battle which developed, neither Aus-

## Allies fought decisive battle on Australia's doorstep

tralian ship saw action.

Both sides met in the Coral Sea, off the far north Queensland coast, in early May and both commanding admirals made tactical errors: Rear Admiral Fletcher, commanding Task Force 17, made contact with the Port Moresby attack group on May 7 and thinking it was the main Japanese group expended most of his aircraft in attacking and sinking the carrier SHOHU.

The Japanese, in their turn, mistook an American tanker for a carrier and wasted their firepower on sinking it and its destroyer escort.

The following major battle lasted several days — without any of the big ships

in the opposing groups ever seeing each other. The battle was fought entirely by the carrier-based aircraft. (And ended, incidentally, the long-running argument about the value of carriers as against big-gun ships.) Aircraft from the US carriers badly damaged the SHOKAKU. In return, LEXINGTON was so badly damaged by bombs and torpedoes that she had to be abandoned and sunk. YORKTOWN was also damaged.

The cost in air crew and aircraft to both sides was enormous but to the Japanese it was crippling. It was their first reversal of fortune and had a severe psychological effect. It also had a significant practical effect: with SHOKAKU badly damaged and with both her and ZUIKAKU virtually stripped of experienced air crew, the Japanese were badly handicapped in the decisive Battle of Midway in June.

Tactically, with the destruction of the LEXINGTON, the Battle of the Coral Sea was a victory for Japan; strategically, it was a disaster, forcing them to abandon their plans to invade Port Moresby and, ultimately, Australia. ∞



ABOVE: The Commander-in-Chief of the US Pacific Fleet, Admiral David Jeremiah, presented the Museum with a relic of the Battle of the Coral Sea at a ceremony in the Brisbane City Hall during Coral Sea Week in May. It was the tailbook of a Douglas Dauntless, one of the US aircraft which took part in the decisive battle. The tailbook is mounted on a board with graphic photographs of the action and a description of the battle and the forces involved. Pictured: Admiral Jeremiah, the Director of the Museum, Sergio Sergi, and the Lord Mayor of Brisbane, Mrs Sallyanne Atkinson. Photograph: Brisbane City Council.

### An Australian perspective

THE opening exhibition in the USA Gallery will commemorate Australian-American maritime links from the 18th Century up to the present century and beyond.

The exhibition will examine, through Australian eyes, certain themes within this long-standing relationship rather than adopting a sweeping, generalist approach.

A chronological framework forms the basis for several groupings of related themes. These are:

- The 18th Century — the first American visitors.

- The 19th Century — the movement of people and ideas across the Pacific.
- The 19th Century — trade.
- The 20th Century — Australia-US defence and trade links.
- United States — Australian water-sports.

The aim of the exhibition and the USA Gallery is to inform and entertain a wide variety of visitors. To do this both traditional-based display methods and the latest experimental and challenging interactive video and computer-based technologies will be used. ∞

# Melbourne hospitality to a rebel raider cost Britain dearly

**M**ost citizens of Melbourne gave the captain and crew of the Confederate States Ship SHENANDOAH a warm welcome when the ship called for revictualling and repairs in early 1865.

The American Civil War was on at the time, and the secessionist Confederate States had many ardent supporters in Melbourne.

Thousands of people flocked to see the auxiliary steam sloop in dry dock in Williamstown. A dinner was held for the captain, Lieutenant-Commander James Waddell, and his officers at the prestigious Melbourne Club, and the crew were warmly welcomed whenever they sampled the town entertainments. The enthusiastic citizens of Ballarat even held a ball in the ship's honour.

Unfortunately for the British taxpayer, SHENANDOAH was not an innocent merchantman; it was a Confederate commerce raider. Britain — and this included the Colony of Victoria — was a declared neutral and thus obligated to give no assistance in the pursuit of hostilities to either side.

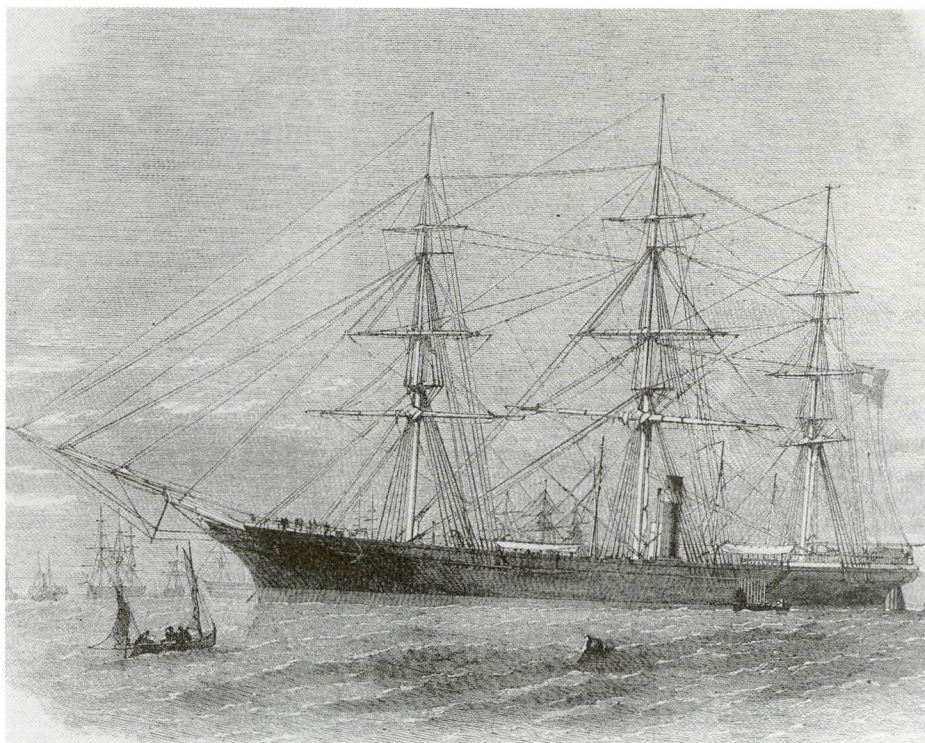
Despite the warmth shown Captain Waddell and his ship, in fact, Melbourne's citizens — and its newspapers — were divided into Union and Confederate factions. In terms of both community relations and hard cash the pro-Confederate Victorians' hospitality was to prove very expensive.

The 1100 ton/1117 tonne SHENANDOAH was built in Glasgow, Scotland, in 1863 and launched as the SEA KING. Fully rigged as a sailing ship, it had an auxiliary 188-kilowatt coal-burning engine driving a single screw. The ship was intended for the India run, but was bought by the Confederate States of America in 1864.

Captain Waddell took command of the auxiliary steamer in Funchal, Madeira, in late 1864. With a Confederate crew and fitted with eight guns, it sailed into the Atlantic as SHENANDOAH, one of the world's first commerce raiders . . . a breed which was to proliferate in both World Wars.

Captain Waddell took SHENANDOAH south, around the Cape of Good Hope, South Africa, destroying 12 Union ships on the way. When SHENANDOAH needed repairs and revictualling, Waddell decided to head for Melbourne. He chose the port because, while it was on the way to the whaling grounds of the Pacific — where SHENANDOAH could be sure of more pickings in the shape of Union whalers — it was also less likely than Sydney to have any Union ships in port to scatter and spread the news of the raider's imminent arrival across the South Seas.

The Governor of Victoria, Sir Charles Darling, granted Waddell's request to berth



THE LATE CONFEDERATE CRUISER SHENANDOAH IN THE MURSEY.—SEE NEXT PAGE.

*The auxiliary steam sloop SEA KING, later to become the Confederate States commerce raider SHENANDOAH. Picture: State Library of NSW/Illustrated London News.*

in Melbourne to buy coal and provisions and have a damaged propeller bearing repaired. The Declaration of Neutrality allowed ships of the warring powers into neutral ports only if they were in actual distress or danger. Lieutenant-Commander Waddell stated to a Port Phillip pilot that his ship was unseaworthy and was allowed to enter Victorian waters.

The United States Government Consul in Melbourne, William Blanchard, protested about what he considered a breach of Britain's neutrality. His protests were in vain, until it was discovered that Waddell was recruiting seamen to make up serious deficiencies in his crew. In fact, Waddell recruited to such good effect that when SHENANDOAH sailed on February 18 there were as many as 45 locally-raised sailors aboard.

Spurred by the outcry raised by Blanchard and other Northern sympathisers in Victoria, the Government ordered SHENANDOAH searched to ascertain whether there were any locally-recruited British sailors among the crew. Waddell not only refused to allow his ship to be searched but threatened to turn the ship's guns on the town — even though it was lying helpless in dry dock — if the authorities persisted.

Seeking to avoid a major diplomatic incident, the Government backed down and shortly thereafter, refuelled, revictualled

and repaired, SHENANDOAH — farewelled by 10,000 Melburnians — sailed out into the Pacific, where it soon proceeded to take a heavy toll of Union ships.

Between the end of October 1864 and late June 1865 (which includes a period before it docked in Melbourne) the ship sank 38 Union vessels, took more than 1000 prisoners and caused damage later claimed by the victorious Union Government to exceed US\$6 million.

In the Pacific, the enthusiastic Captain Waddell, isolated by the vastness of the ocean and the primitive communications of the time, continued his depredations for some months after North-South hostilities had ceased . . . until he was told by a passing British ship in August 1865 that the war had ended months earlier.

Waddell sailed SHENANDOAH to Liverpool, England, where, in 1866, it was sold at auction to the Sultan of Zanzibar for US\$ 15,750 (it had cost the Confederate Navy US\$ 35,000).

But that was not the end of the SHENANDOAH saga. During the War between the States, as the American Civil War was called, the US Government had frequently protested to Britain about the damage inflicted on Union shipping by ships such as the SHENANDOAH, ALABAMA and several other Confederate ships either built,



# Bank deposits a SOVEREIGN with Museum



**USA Gallery Project Manager John Wade and Assistant Curator Alexandra Marsden with the model of SOVEREIGN OF THE SEAS given to the Museum by State Street Bank of Boston, Massachusetts. Photograph: Victoria Fernandez/ANMM**

**M**ore than a century is a long wait between trips — yet that is how long it has taken the crack Boston clipper SOVEREIGN OF THE SEAS to return to Australia after last calling here in the late 1850s.

The return visit is not, of course, being made by the original ship but by a faithful scale model — 66 centimetres long and 41 centimetres high — presented to the Museum by the State Street Bank and Trust Company of Boston, Massachusetts.

The State Street Bank has a large and valuable collection — some 2000 pieces — of 19th century marine memorabilia, consisting of maps, ship portraits, ship models, figureheads and sternboards. The bank, which established a wholly owned Australian subsidiary (State Street Australia Ltd) in 1985, welcomed the chance of strengthening its ties with Australia by presenting the Museum with the model of SOVEREIGN OF THE SEAS.

As well as the SOVEREIGN OF THE SEAS model, the Bank also presented the Museum with a set of its publications about the collection.

Freighted to Sydney earlier this year, the SOVEREIGN OF THE SEAS model was cleaned and restored by a leading Sydney modelmaker, Ray Buckingham. A retired technical and further education college senior technical officer, Ray Buckingham specialises in ships of the 17th, 18th and 19th Centuries.

Of the SOVEREIGN OF THE SEAS model he said: "It's an interesting example. I don't think it was a shipbuilder's model — I think it was probably made by a sailor, or somebody interested in ships and the sea.

"It's rather heavy for its size — it's probably made of hardwood and it has some interesting features — for example, the tops and ladders are made of whalebone."

## The clipper that beat the steamers

**S**OVEREIGN OF THE SEAS was built by one of America's greatest 19th century shipbuilders, Donald McKay, at the East Boston Shipyard, Massachusetts, in 1852. Financed by loans from McKay's friends, it was sold immediately after launching for \$US150 000 — a sum it almost recouped on its first round trip, from New York to San Francisco and Honolulu via Cape Horn.

Under hard-driving Captain Lauchlan McKay, the builder's brother, SOVEREIGN OF THE SEAS reached San Francisco in 103 days — setting a record for a passage begun in August.

In 1853 the British shipowner James Baines chartered SOVEREIGN OF THE SEAS for his Black Ball Line. Quoting a freight rate of seven pounds sterling a ton for freight from Liverpool to Melbourne, Baines also guaranteed to return two pounds on every ton if his ship did not beat every steamer on the route. It did, making Baines a handsome profit on his gamble.

Although eventually surpassed by other McKay vessels for both size and speed, SOVEREIGN OF THE SEAS remained a landmark in the history of Massachusetts clippers on the arduous Australian run.

Sadly, SOVEREIGN OF THE SEAS came to an early and ignominious end. Sold to a German company in 1856, the clipper was wrecked in the Straits of Malacca, between present-day Malaysia and Indonesia, in 1859.

The 2421 ton/2359 tonne SOVEREIGN OF THE SEAS was 258.16 feet/78.6 metres long, with a beam of 23.6 feet/7.2 metres.

◀  
outfitted or repaired in British ports in contravention of the accepted conventions of neutrality.

After the war, continued representations by the United States led to the Treaty of Washington in 1871. Under this treaty, the American claims were referred to a board of arbitrators — appointed by the United States, Britain, Italy, Switzerland and Brazil. The arbitrators met in Geneva, Switzerland, in 1871 and in 1872 awarded the United States the equivalent of US\$ 15.5 million in gold as reparations for the damage inflicted

by the ALABAMA, SHENANDOAH and other Confederate raiders.

In the case of SHENANDOAH, Britain was held responsible for the actions of the raider after it had left Melbourne. Although the compensation for damage caused by each ship was not specifically determined, it is calculated that the Victorian Government's hospitality cost the British taxpayer US\$3.875 million payable in gold.

The USA-Australia Exhibition will tell the story of SHENANDOAH, using photographs of the ship in dry dock at Williamstown, and

a wide range of other memorabilia, borrowed from US museums — a model of the ship; one of the Confederate ensigns it flew; a signal gun and a cannon; and sketches of Union whalers unlucky enough to fall in with the raider. There are also assorted maps, sketches and newspaper accounts of the ship's visit to Melbourne.

FOOTNOTE: SHENANDOAH survived the tropical waters of East Africa for more than a decade before being wrecked in a hurricane off Zanzibar in 1879.

# US explorers took Sydney by surprise

On the morning of November 30, 1839 startled Sydneysiders awoke to find two strange ships had arrived unannounced during the night.

Hasty investigation by embarrassed harbour authorities revealed them as the United States' VINCENNES and PEACOCK, vanguard of the US Exploring Expedition, an ambitious venture designed to establish the young republic as a contributor equal to Europe in the field of scientific knowledge.

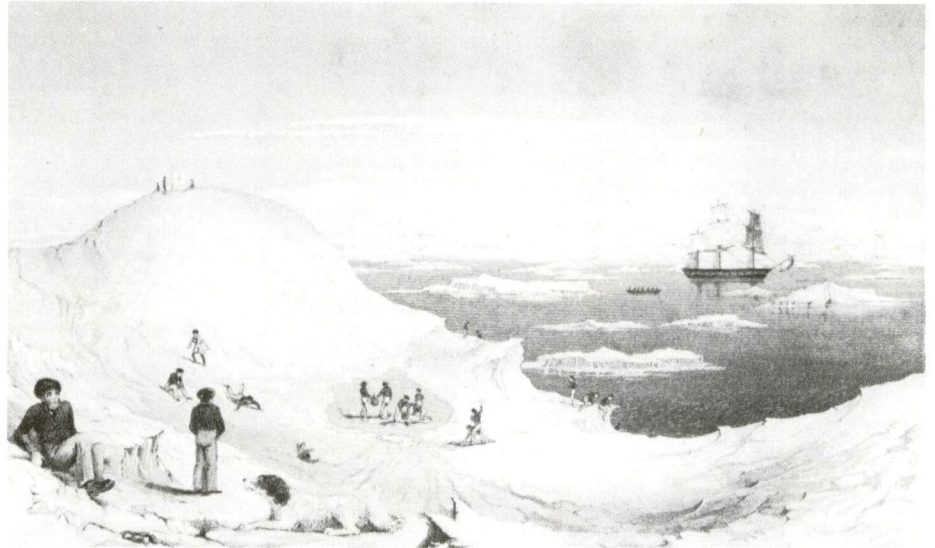
VINCENNES, flagship of the leader of the expedition, Lieutenant Charles Wilkes, USN, and PEACOCK had arrived off Sydney late at night ahead of the rest of the squadron. Without calling for a pilot, Wilkes, assisted by having aboard a quartermaster who had sailed into Sydney before, took his two ships up the eastern passage in darkness and succeeded in anchoring without being challenged by the lookouts at the port signal station on South Head.

What could have been a minor diplomatic incident was averted by the welcome given the ships by the Sydney press and public, and by Governor George Gipps, who took the realistic view that the Americans had given the Colony a constructive lesson on the state of its defences.

As well as VINCENNES and PEACOCK, the expedition consisted of the storeship RELIEF; the survey brig PORPOISE; and two former New York pilot schooners, the SEA GULL and FLYING FISH.

The Expedition headed for the Pacific via Cape Horn — where the SEA GULL was lost with all hands — and arrived at Sydney after 15 months at sea.

New South Wales proved a rewarding field of operations for the Expedition's civilian scientists, especially James Dwight Dana (1813-1895) a zoologist, geologist and mineralogist. During two months of extensive field work, Dana produced maps, stratigraphic measurements and drawings and a large collection of fossil plants. Dana's



*The US Exploring Expedition ship VINCENNES among the Antarctic icebergs. The dog is "Sydney," a pet Wilkes obtained while in New South Wales. This is one of the illustrations in the Lieutenant's Narrative.*

stay in New South Wales was enhanced by his meeting and subsequent collaboration with the first professional geologist to explore Australia, the Reverend William B. Clarke.

Other scientists to make the most of their Sydney stopover were the expedition's naturalist, Charles Pickering, and the philologist, Horatio Hale, who found rich lodes of material among the Aborigines and the local fauna and flora.

The fleet's officers were lavishly entertained at the fashionable Australian Club while the sailors enjoyed the shoregoing delights of Sydney to such an extent that when the expedition sailed on the next leg of its voyage — to Antarctica — 40 of them deserted.

To express their appreciation of the hospitality they had received in Sydney, Wilkes and his officers held a farewell ball at Fort Macquarie. Huge tents accommodated more

than 1000 guests, including Governor and Lady Gipps. Newspapers reported that some of the dancers stayed until dawn.

A special display in the USA Gallery will explain the objectives and importance of this major expedition in its 19th century context. It will be supported by material either owned by the Museum or borrowed — maps, sketches made by expedition artists, watercolours, some of Dana's geological instruments; and a set of Charles Wilkes' *Narrative of the United States Exploring Expedition*. This rare first edition of the *Narrative* consists of five volumes of commentary and one of maps. It is still in its original binding and was presented to the Museum by President Reagan's personal representative for the Bicentenary, Mr Caspar Weinberger, when he visited the Museum earlier this year.



THE USA Gallery exhibition is being assembled by a dedicated team brought together specially for the project:

Project Manager **John Wade** was the Museum's Senior Curator before taking on the USA Gallery project. He has worked in universities and museums for more than 15 years and was Senior Curator at Sydney's Powerhouse Museum from 1977 until joining the Australian National Maritime Museum in 1986. He has a Master of Arts in archeology from the University of Sydney and is undertaking an MBA.

Curator **Roger Marshall** was Curator of the Leisure theme exhibition before transferring to the USA Gallery project.

Before joining the Museum in 1986 he was with the Department of Defence. He has a Bachelor of Arts in history and

## PEOPLE BEHIND THE PROJECT

archeology from the University of Sydney and has almost completed a law degree.

After completing their Post-Graduate Diplomas in Museum Studies at the University of Sydney in 1987, Assistant Curators **Penny Cuthbert** and **Alexandra Marsden** worked together on several projects for the Powerhouse Museum and the Historic Houses Trust before joining the Museum in May 1988.

Penny Cuthbert was an assistant curator at the Powerhouse Museum and worked on the wine display earlier this year before joining the ANMM. She has

also worked for the Historic Houses Trust as an assistant curator, cataloguing at Rouse Hill House. She has a Bachelor of Arts degree from the University of Sydney.

Alex Marsden has a Bachelor of Arts (Honours) degree in history from the University of Adelaide. As well as her work for the Powerhouse Museum and the Historic Houses Trust, she has worked for several years as a heritage historian in South Australia.

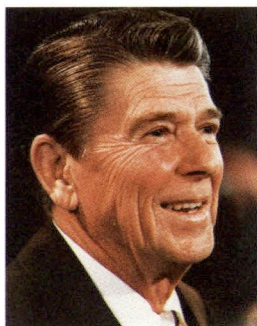
**Kathleen Hickie** majored in English at the University of Sydney, completing courses in history and fine arts. She worked in Canberra on the Lemonthyme Task Force and has been temporarily transferred to the Museum to assist with administration of the USA Gallery project.

## 'Steadfast partners'

The President of the United States, Mr Ronald Reagan, paid tribute to the "steadfast partnership" of Australia and the United States when welcoming the Prime Minister, Mr Bob Hawke, to Washington on June 23.

President Reagan said: "The United States and Australia have been steadfast partners through times of war and times of peace.

"I am sure the Prime Minister's visit to Washington ... will deepen the already close ties between our two countries."



*President Reagan: USA Gallery will be "testament of an enduring friendship."*

The President singled out the Australian National Maritime Museum for special mention during his welcoming speech. Referring to the United States' Bicentennial gifts to Australia, the President said: "Last year Congress appropriated US\$5 million for a US national gift to Australia that will be used for a permanent USA Gallery in the Australian National Maritime Museum, with an exhibition commemorating 200 years of bilateral maritime relations.

"I expect that this exhibit, along with other public and private efforts too numerous to list, will serve as a lasting testament of our two peoples' enduring friendship."

After touching on the subjects of mutual interest he had discussed with Mr Hawke, the President said: "The stabilising role the United States-Australia alliance plays in supporting our common efforts has helped foster the phenomenal growth the Pacific region has enjoyed.

"I cannot overstate the importance we attach to our relationship with Australia. Australia has made major contributions to our mutual security over the past 40 years as a responsible ally, a staunch defender of democratic freedoms and a major trading partner."

### LIBRARY HOURS

● The Australian National Maritime Museum Library is open to the public between 9am and 4pm Monday to Friday. As reader places are limited, admission is by appointment only. Frances Prentice may be contacted on (02) 27 9111 extension 50.



*Left to right: the US Ambassador, Mr Bill Lane Jr, on the Museum site with Museum Chairman Mr Peter Doyle; Governor Deukmejian; and Museum Director Sergio Sergi. Photograph: Jeffrey Mellefont/ANMM*

## California's 'Iron Duke' visits the Museum

The IRON DUKE was a British dreadnought class battleship named after the Duke of Wellington; the Iron Duke arriving at the Museum wharf on July 25 was the Governor of California, Mr George Deukmejian (pronounced duke-may-jin). The Republican Governor is known as the Iron Duke to distinguish him from the US Democratic Party Presidential nominee, Mr Michael Dukakis.

Governor Deukmejian found time in his crowded itinerary to visit the Museum site and present the Chairman of the Interim Council, Mr Peter Doyle, with a replica of the plaque left at what is now Drake's Bay, north of San Francisco, in 1579, claiming "New Albion" for Queen Elizabeth I. The Governor also presented the Museum with a video on California's underwater parks and a book on underwater archeological research in California. Mr Doyle gave the Governor a framed Museum poster promoting the USA Gallery.

Mr Deukmejian, elected 35th Governor

of California in 1982, is known for his awareness of Australia's importance among what Americans call the "Pacific Rim" nations.

Speaking at the Museum, Governor Deukmejian stressed the important historical links between Australia and the state of California – "possibly the strongest links that Australia has with any of the 50 states" – links that went back to the founding of the state in 1848, followed by the discovery of gold the next year. The California gold strikes led to an influx of Australian prospectors, beginning an ebb and flow of people across the Pacific as gold was discovered in New South Wales, Victoria and, later in Queensland and Western Australia.

These early links, the Governor pointed out, were subsequently diversified and strengthened through cultural, sporting and trade contacts – and in the field of defence in two world wars and in the Korean and Vietnam conflicts.



# Museum celebrates anniversary of founding – and commemorates a unique Australian

The Australian National Maritime Museum has commemorated yachtsman and designer Ben Lexcen by naming the forecourt walkway after him.

A plaque paying tribute to Lexcen — who died suddenly in May, aged 52, was unveiled during a ceremony on the Museum site on June 14. The plaque was unveiled by Mrs Yvonne Lexcen, the designer's widow, and the Federal Minister for Arts and Territories, Mr Gary Punch.

Mr Punch said that the Ben Lexcen Walkway was "in recognition of his special contribution to our maritime heritage and his personal achievements as a unique and likeable human being.

"Ben Lexcen — as a self-achiever — proved to us all that this country had resources of talent and determination. He was a man who overturned many hard and fast conceptions in his career as a yacht designer.

"He was renowned and loved by millions of Australians . . . and by people around the world."

Writing in a Sydney newspaper, Mrs Lexcen later said: "The idea of a walkway is marvellous — now no one will ever forget him and it will be there for evermore."

Mrs Lexcen also recalled that she and Ben, who had been a part-time consultant on yachting matters for the Museum — used to visit the Museum site — "not during the day, but at night. We would stroll around and he



Photograph: J. Mellefont/ANMM.

*The Minister for Arts and Territories, Mr Gary Punch; the Chairman of the Australian National Maritime Museum, Mr Peter Doyle; and Mrs Yvonne Lexcen at the unveiling of the plaque commemorating the late Ben Lexcen.*

would say: 'This is going to be the most wonderful centre, absolutely magnificent.' He seemed to know every facet of it and it was something in which he was very, very interested."

During the ceremony Mr Punch also announced

the establishment of a Ben Lexcen Trust, organised by Museum Chairman Peter Doyle, Sydney radio personality John Laws and other leading Sydney businessmen. The trust will help young yachtsmen and yacht designers develop their ideas.

Mrs Lexcen joined Mr Punch and the Museum Chairman aboard one of the Museum's latest and largest acquisitions, the former Royal Australian Navy patrol boat ADVANCE for the unveiling of the plaque.

The Museum was also celebrating the anniversary of its founding a year ago by the Prime Minister, Mr Hawke. On that day, the Museum was little more than a building site, bare of anything except foundations and a wall or two. The guests — almost 100 — at the June 14 ceremony saw the progress made in a year: the two 90-metre wharves completed, the soaring building roofed, and major construction work nearing completion.

Lying astern of ADVANCE at the Museum's southern wharf was the luxury charter catamaran MATILDA III, generously provided for the occasion complete with staff and refreshments by a Museum sponsor, Matilda Cruises Pty Ltd. As well as being a venue for guests after the commemoration ceremony, MATILDA III also housed a display of photographs and graphics depicting various aspects of the Museum and its planned exhibitions.

## AKARANA competition tests student design skills

THE New Zealand Government has sponsored a national design competition for schools which involves their Bicentennial gift to Australia, the restored 1888 gaff cutter AKARANA.

The competition, prepared by Museum Education staff and New South Wales teachers, is open to school children throughout Australia.

Contestants are asked to design an award for a race for vintage yachts in which AKARANA sails. The award may take any form — it may be two or three-dimensional, a plaque, a banner or a badge. It may be designed by individuals or groups.

Prizes are generous — Commodore computers, Hanimex cameras, Staedtler drafting kits.

Prizes will be awarded in all states. Every entrant will receive an Australian National Maritime Museum sticker.

Judging will be by a panel of design and museum educators.

The competition will be launched on 16 August.

Winners will be announced in *The Australian* newspaper on 19 November. An exhibition of selected entries will be mounted in the Museum.

For further information, please contact the Public Affairs Branch — Inda Rolavs, Jack Bennett, Chris Francis, Jeff Mellefont, Alison Muir — Australian National Maritime Museum, 9th floor, ADC House 189 Kent Street, Sydney NSW 2000; GPO Box 5131 Sydney 2001. Telephone: (02) 27 9111 Fax: (02) 27 3846. Information in this Newsletter may be reproduced by the media.



News Release  
Australian National Maritime Museum

13A Union Street Pyrmont NSW 2009 Australia  
GPO Box 5131 Sydney NSW 2001 Australia  
Telephone: (02) 552 7777 Facsimile: (02) 552 2318

6 SEPTEMBER 1991

IMMEDIATE RELEASE

**AUSTRALIAN NATIONAL MARITIME MUSEUM  
TO OPEN 30 NOVEMBER**

**SYDNEY Friday:** The people of Australia will have an appropriate forum in which to celebrate their love of the sea with the opening of the Australian National Maritime Museum on 30 November, according to the Minister for the Arts, Tourism and Territories, David Simmons.

"It will be a new and exciting experience in museums for most people, because it places Australian history in the context of its links with the sea.

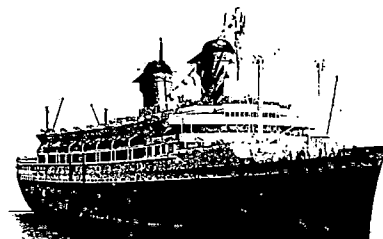
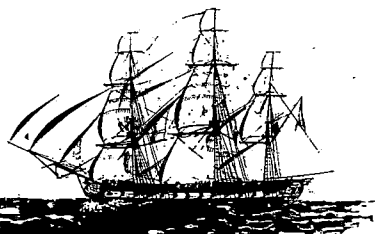
"This Museum does this by presenting maritime history as the story of people - sailors and explorers, colonists and migrants.

"It also commemorates the ongoing affinity that Australians have had with the sea and with sea craft," Mr Simmons said.

The Australian National Maritime Museum, on the waterfront at Sydney's Darling Harbour, is Australia's newest cultural institution and the only Federally funded collecting institution outside Canberra.

Chairman of the Council of the Australian National Maritime Museum is Mr Peter Doyle, AM, well known for his contribution to Sydney life both as a restaurateur and active promoter of Australia.

"The Museum will add a dimension to Sydney life for locals as well as Australian and international visitors. I feel all Australians will discover a fascination for our maritime heritage. The Museum will highlight the part played by the sea in all our lives and in the history of our country.



"It's an enormous project and the most exciting I've been involved with and I am delighted the Museum will be shared by all Australians from December onwards," Mr Doyle said.

The Museum's doors will open to the public at 10 a.m. on Saturday 30 November.

**Issued on behalf of the Australian National Maritime Museum by  
Schofield Smith Partners.**

**For further information: Helen Tribe and Phillip Howes**

**Phone 02 332 2955**



News Release  
Australian National Maritime Museum

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**THE FLOATING COLLECTION**

On two finger-wharves alongside the Australian National Maritime Museum at Darling Harbour, is moored a fascinating and diverse collection of every size and shape of ship, from an enormous destroyer to a tiny tug and a 1888 racing cutter.

Two of the Museum's fleet were Bicentennial gifts to Australia.

New Zealand gave the fully restored 1888 gaff-rigged racing cutter **Akarana**, which raced in Australia over 100 years ago during the Centenary celebrations.

The Bicentennial gift from Norway is **Kathleen Gillett**, a gaff-rigged ketch built in Sydney to a Norwegian design. In 1945, fabled yachtsman and artist Jack Earl entered the first Sydney Hobart Yacht Race in **Kathleen Gillett**. Following the race, Earl and **Kathleen** made the second Australian circumnavigation of the world.

The Navy is represented in the Collection by three very different vessels. Most famous is the World War II commando raider **Krait**, a one-time fishing vessel which carried Z Special Unit commandos on a successful raid on occupied Singapore.

Built between the wars, **Krait** was operating out of Singapore as a Japanese owned fishing tender in 1941. While evacuating civilians to Sumatra, it was attacked by fighter aircraft and fled 1700 miles to Ceylon (Sri Lanka) then shipped to Australia.

**Krait** was fitted for Operation Jaywick and sailed from WA in 1943 with a team of six commandos and eight crew drawn from Australian Navy, Army and Air Force units. The **Krait** team mined Singapore Harbour, sinking two enemy ships and damaging another five.



## THE FLOATING EXHIBITS CONT'D

A successful public appeal launched by Z Special Unit veterans who had found *Krait* after the war's end returned her to Australia in 1964. In 1988, the War Memorial placed *Krait* in the care of the Australian National Maritime Museum.

The Navy's modern Bofors-armed Attack Class patrol boat *Advance* (also known as the star of the TV series *Patrol Boat*) is one of 20 built for the RAN between 1967 and 1969 for surveillance and control of Australia's enormous coastline. Their work included control of illegal fishing, smuggling and immigration, search and rescue and occasional inshore survey work.

The high speed patrol boat design was superseded by the larger Fremantle class patrol boat and *Advance* became a training vessel for Navy rescue. Decommissioned in 1988, *Advance* was transferred to the Museum in operational condition.

The largest boat on the Museum's wharves is the conventionally armed Daring class destroyer *Vampire*. Designed to operate as part of a fleet in blue water naval strategy, they reached their peak in World War II days. Designed in Britain, *Vampire* was one of three built in Australia and is sister ship to *Voyager* which was lost in a disastrous collision in 1964.

A strong contrast to the sleek grey lines of the *Vampire* is the short red lightship *Carpentaria*.

*Carpentaria* is a floating lighthouse and was used where it is impossible to build a permanent light to act as a navigational aid and warn ships of hazards. *Carpentaria* was built at Cockatoo Island, Sydney in 1917 and served in the Gulf of Carpentaria as well as the Bass Strait oilfields before retirement in 1985.

The Vietnamese ex-fishing boat *Tu Do* represents the many Indochinese Australians who made the perilous refugee voyage to Australia.

Moored nearby is the Fleet's most unusual member - a traditional Indonesian sailing perahu *Sekar Aman*. Perahus once came to Australia to collect sea slugs and trade with the Aborigines. The *Sekar Aman* is one of the few remaining non-motorised trading and fishing craft made of teak and bamboo and carrying an enormous lateen sail.

The pearling lugger *John Louis* is one of the last working sail craft built in Australia. Operating out of Western Australia's world famous pearling centre of Broome, Aboriginal, Japanese and Southeast Asian crews would dive for pearl shell and rare finds of large pearls from the sea bed from the purpose designed pearling luggers.

## THE FLOATING EXHIBITS CONT'D

The 1903 built couta boat *Thistle* was also purpose designed for commercial work. Couta boats were developed in Victoria for the difficult conditions in Bass Strait for fishermen hunting Barracouta - the mainstay of the fish and chips trade.

Two historic craft used by the Museum as work boats are the timber tugboat *Bareki* and ex-Navy officers' launch *MB172 Epic Lass*.

*Bareki* was built by the Maritime Services Board at its Goat Island Shipyard on Sydney Harbour and was the last timber tug in service with the Board. *Bareki* was employed in general towage duties, particularly for the dredge service, towing 300-ton hoppers to sea to dump spoil.

The ex-Navy dockyard officers' launch *MB172 Epic Lass* was built in 1937 by the Royal Australian Navy at the Naval dockyard, Garden Island in Sydney. Much of *MB172's* service life was spent in Darwin until she was decommissioned by the Navy in a dilapidated condition and transferred to the Museum for extensive restoration.



## News Release

# Australian National Maritime Museum

13A Union Street Pyrmont NSW 2009 Australia  
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### **THE NATIONAL COLLECTION SIX THEMES**

Australian culture has traditionally based its legends and identity on the outback model - the taming of a harsh, arid interior by stockmen, settlers and squatters.

Australian settlers, having undergone the longest voyage of their lives, often seemed to turn their backs on the frontiers of ocean all around their new land.

The Australian National Maritime Museum will awaken a wider appreciation of the country's maritime story by bringing it to life through a multi-themed approach. There will be six opening exhibition themes - Discovery, Passengers, Commerce, Navy, Leisure and Australia-USA.

**Discovery - the finding of Australia** - explores Aboriginal maritime cultures, early Asian contacts and the arrival of Europeans.

The Discovery exhibition includes a reconstruction of an Aboriginal bark canoe built by the people of Borroloola in Northern Territory, an Indonesian lete-lete the *Sekar Aman*, paintings, etchings, models and artefacts.

**Passengers - The Long Sea Voyage** vividly documents the experience of sea travel to Australia for convicts and settlers, immigrants and refugees, by sail and by steam. For all - it was the longest journey to the furthest shore. This exhibition is rich in poignant reminders of passengers' thoughts, feelings and activities during the long days at sea which often stretched to several months in cramped sailing ships of the last century.

The economic importance and work of the ports and sea are highlighted in **Commerce - The Working Sea**. Whalers, sailors, traders, pearlmen, waterside workers, men and women of the fisheries are all part of Australia's long involvement with the sea.



## THE NATIONAL COLLECTION, SIX THEMES CONT'D

Australia's first manufacturing industry was ship-building and our first exports were maritime products - whale oil and seal skins. The Commerce exhibition will explore the ports and specialised industries of the sea, to trace the changing patterns of the nation's maritime fortunes.

From the time Captain Cook charted east coast Australia, the Royal Navy then the Royal Australian Navy played a leading role in our affairs, in peacetime as well as war.

**Navy - Protecting Australia** looks at naval history, elements of tradition, changes in technology and the people who served and their experiences of naval life. Exhibits include personal objects, from letters and handicrafts of ordinary seamen to the death mask of a revered naval leader to the Museum's largest exhibit, the destroyer *Vampire* moored in Darling Harbour.

In the exhibition centre for **Leisure - Sun, Surf and Sails**, the Museum celebrates Australian's affinity with the sea.

The Leisure exhibition is a special look at Australian's love of relaxation and competition on the water. It includes *Spirit of Australia*, the fastest boat in the world, and Australia's most celebrated yacht, America's Cup winning *Australia II*, which is suspended fully rigged in the ANZ Tall Gallery.

**Australia-USA - Linked by the Sea** is a special gallery funded by a Bicentennial gift from the USA and explores two centuries of US-Australian maritime contacts, competition and co-operation.

The Museum holds a wide variety of art works, rare books and documents, ship models, personal memorabilia, marine engines, tools, unusual instruments and artefacts, small and large vessels, a helicopter and naval equipment.

Two of the Museum's objects are considered national icons - a cannon from James Cook's barque *Endeavour* and its sternpost, the last remaining fragment of the ship.

The themes of the Museum's indoors exhibitions are reinforced by the fleet of historical vessels moored at the two Museum wharves.

These include classic Australian vessels such as the Western Australian pearling lugger and a turn-of-the-century Victorian cutaway boat, and exotics such as a trading perahu from Indonesia and a Vietnamese refugee boat. The oldest is an 1888 'plank on edge' racing cutter, the largest is a 1959 RAN Daring class destroyer. The entrance to vessel basin is marked by a 1917 iron lightship.



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**A WEEKEND OF FESTIVITIES  
TO OPEN THE  
AUSTRALIAN NATIONAL MARITIME MUSEUM**

The Australian National Maritime Museum will open to the public on Saturday 30 November at 10 a.m.

To celebrate the opening of Australia's newest cultural institution, a maritime festival will be staged at the Museum and Darling Harbour on Saturday and Sunday 1 December.

Australia's maritime community will salute the Museum as the doors open with a Fanfare and Grand Parade of historical and contemporary boats at 10 a.m. on Saturday.

Highlight of the weekend will be a three part Regatta on Sydney Harbour on Saturday, followed by an overnight raft-up in Darling Harbour's Cockle Bay for the fleet of classic power boats and vintage and contemporary yachts.

On the following morning, the regatta fleet will form a spectacular flotilla to escort the sail training vessel *Young Endeavour* from her berth at the Museum to Sydney Heads as she starts her first world voyage with a crew of young Australians on board.

Darling Harbour's Cockle Bay will become a stage for a dramatic program of maritime events including the Surf Life Saving Association's surf boat marathon, fast and furious Dragon Boat sprints, Hawaiian Outrigger Canoe racing, a relay by surf-rescue rubber duckies, contests between Australia's best triathletes and iron-men and iron-women and some putt-putt boat and model yacht racing.

The NSW Water Police will stage a dramatic water rescue, and the foreshores of the Museum will host bands and street theatre as well as Grand Marine Parades over the weekend.



## **A WEEKEND OF FESTIVITIES CONT'D**

On the wharves surrounding Darling Harbour a fascinating collection of ships will be docked. Visitors will be able to inspect a submarine, an Antarctic icebreaker, historic craft, commercial, industrial and leisure vessels and members of the Maritime Services Board's fleet of work vessels. After inspecting the ships, visitors can wander past stalls selling all varieties of seafood at Darling Harbour's first Seafood Festival.

On Saturday night, the Museum wharves will be open to the public for inspection of the Museum's fleet, with a continuing program of entertainment including the Bangarra Dance Theatre, the Royal Australian Navy Band, the NSW Police Band and the Australian Youth Choir.

## AMERICANS IN AUSTRALIA

ernment grants, donations from the public and community service organisations, and fund-raising activities.

Practical courses in first aid for the general public are provided by the St John Ambulance Association which has branches in every State. Another section of this organisation, the St John Ambulance Brigade, comprises men and women trained in first aid who volunteer their services at sporting fixtures, theatrical performances and other large public gatherings.

FURTHER READING: G. A. Ryan *et al.*, *A Review of Emergency Medical Services in Relation to Road Safety* (1973); *Report of Victorian Civil Ambulance Inquiry, November 1973* (1974).

(See also FLYING MEDICAL SERVICES, ST JOHN THE ORDER OF.)

**AMERICAN FIELD SERVICE INTERNATIONAL SCHOLARSHIP**, an international scholarship established in 1947, see AFS INTERNATIONAL SCHOLARSHIPS.

**AMERICAN RIVER**, a channel between Eastern Cove and Pelican Lagoon on the east side of Kangaroo Island, SA; and the township there. Matthew Flinders visited American River in 1802 and named it Pelican Lagoon. He found the lagoon's islands to be not only a breeding place for pelicans, "but from the number of skeletons and bones there scattered, it should seem that they had for ages been selected for the closing scene of their existence". He rhapsodised: "Alas, for the pelicans Their golden age is past; but it has much exceeded in duration that of man" - a passage that inspired James Montgomery to write his poem "Pelican Island". Nicolas Baudin, who followed Flinders, appears to have mentioned Kangaroo Island to Captain Pendleton of the sealer *Union*. In 1803 Pendleton

visited the island and there built the *Independence*, a vessel of 30 tonnes burden. Sealers soon settled at the spot and named it American River in recollection of the incident. Fishing and farming are carried on in the area.

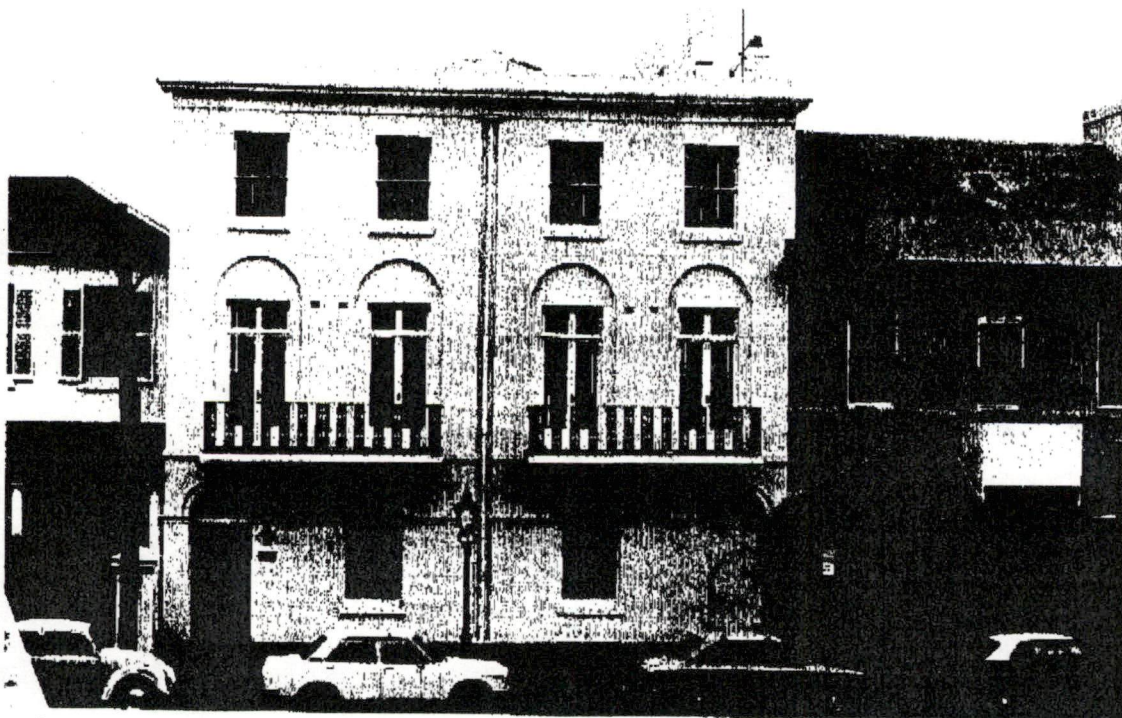
**AMERICANS IN AUSTRALIA.** The first United States ship to enter an Australian port was the *Philadelphia*, which arrived in Sydney in 1792. Subsequently, American trading ships, usually bound for China, appeared in Port Jackson for supplies. Ships with spirits and provisions for sale sometimes traded with the colony. This was against regulations but the "starving time" threatened by delay in the arrival of British ships was averted more than once by American cargoes.

During the first 20 years of settlement in New South Wales, foreign trade was confined almost entirely to the United States. Before 1800 as many as 16 American ships entered Port Jackson, one of which was the *Rebecca*, the first American whaler to visit Australia. From 1800 to 1811, the years immediately preceding the outbreak of war between England and America (1812-14), at least 42 ships came to Australia under United States colours.

**Sealing and Whaling.** The increase in American activities in Australian waters after 1800 was due mainly to the discovery of seals in Bass Strait, and Governor Philip Gidley King and the merchant community of Sydney became disturbed at the potential effect of American operations on trade. Disputes between American and local sealers arose, and finally the Government, concerned at the assistance given to escaped convicts by the United States sailors, imposed regulations by which the anchorage of foreign ships in Port Jackson was restricted to

The New South Wales headquarters of the Australian-American Association, Millers Point, Sydney. The building was designed (as twin town houses) by John Verge and built in 1835

Photo: Alex Skovron



The Australian Encyclopedia 1977.

## AMERICANS IN AUSTRALIA

Neutral Bay to prevent illegal trading and the "seizure of convicts". In 1804 American sealers were barred from Australian coastal waters; in any case the sealing grounds had almost been fished out and they then concentrated on rum-running, in collaboration with Sydney merchants.

Trade became less profitable and ceased with the outbreak of the war of 1812. Transactions resumed, however, with the arrival in Sydney of the United States schooner *Traveller*; and by 1832 when the *Tyler* sailed from Sydney with hides, horns, bones and kangaroo skins, trade between the two countries was firmly established. In 1833, the *Black Warrior* brought flour to Sydney and returned to America with a cargo which included 33 bales of wool, the first to be exported direct from Australia to America. Due, however, to the high rate of duties imposed on Australian goods, exports to America had decreased by 1843.

In 1833, American merchants opened trading branches in Australia. Between 1836 and 1843, Kenworthy & Co., the first American firm to be established in Australia, built up an almost complete monopoly of trade between the two countries. This made desirable the appointment of an American consul. The first consul, J. H. Williams, took office in Sydney in 1839.

The whaling industry was the attraction for most American ships in Australia during the first half of the nineteenth century. The peak years were between 1830 and 1850 when the whalers worked the waters around New Zealand, South Australia and Western Australia. Port facilities were often greatly improved in order to accommodate these ships. When gold was discovered in Australia in 1851, the whalers transferred to the San Francisco trade, and many became migrant vessels.

**General Trade.** From 1839 to the early 1860s, the only ice used in Australia came from America. In 1839, a cargo of ice was landed in Sydney from the *Tartar* of Boston, USA. The wastage in these cargoes was very great; of the 400 tons shipped, only 250 remained on arrival. The *Tartar* also carried iceboxes for sale, the first to be used in Sydney. The discovery of gold in California in 1849 fostered the export from Australia of flour, grain, timber and coal. However, with the discovery of gold in New South Wales and Victoria, Australia became an importer and the value of Australian exports fell sharply during 1850-51.

The stimulus that Americans had helped to give the Australian whaling industry was now repeated by the impact of United States commerce on Sydney and Melbourne, especially the latter city, where import figures rose dramatically in the early 1850s. The vigorous, progressive methods of the American firms caused concern in British circles. American hardware was better than that sent out by English merchants, and American stoves, carriages and sewing machines proved popular with the Australian public.

**Americans on the Goldfields.** Before 1850, American migration to Australia had been insignificant, but in the years 1851-6 more than 18000 persons arrived in Sydney and Melbourne from America though not all of them were Americans. After 1852 Americans on the Victorian goldfields were actively engaged in a movement to establish an Australian republic, this movement being linked with the Eureka Stockade (*qv*) of 1854. American miners at Ballarat formed a guerrilla corps, the California Rangers, which was to participate if fighting commenced. News of a gold strike in Peru reduced their numbers sharply, but those remaining formed the Independent California Rangers' Revolver Brigade. It was present at

the Eureka fighting, but little is known of the part that it played.

American miners were in all the big Australian gold-rushes. Although they were sometimes criticised, generally their effect on the community was beneficial, and their mining methods were usually adopted.

**Transport.** The basis of the American community in Australia has always been the commercial class, but the most colourful personalities emerged from the fortune-seekers, among whom were Freeman Cobb, George F. Train (*qv*), and James Rutherford (*qv*). Rutherford reached Australia in 1852 and was, in turn, goldminer, horse-dealer, coach-driver and builder. He is best remembered for his developmental work as owner of the coaching firm of Cobb & Co. (See COACHES AND COACHING DAYS.) In Melbourne, as a result of American industry, Boston watercarts were introduced to wash the streets, the Stock Exchange was revived (1853), a fire brigade was established, and Americans instigated petitions for road construction, better wharf facilities, and mail communications with the United States.

G. F. Train arrived in 1853 to set up a subsidiary of the Boston shipping house of Enoch Train & Co. Offering coaches and money for support, he urged Freeman Cobb to start in the coaching business. Cobb and three other Americans, John Peck, James Swanton and John Lamber, established a parcel service and then the firm of Cobb & Co., which gave the first regular service to the goldfields. In 1856, Cobb and his partners sold out to James Rutherford who extended operations to New South Wales and Queensland. In the late 1860s, F. B. Clapp, an American coach manufacturer and one-time part-owner of Cobb & Co., became manager of the Melbourne Omnibus Company. He had considerable influence in Melbourne transport until the cable tram of the 1880s, also an American invention, replaced the omnibus.

**Industry and Agriculture.** When the American Civil War interrupted the regular arrival of supplies, American businessmen stimulated the growth of the Australian tobacco, fruit-growing and mining industries.

As a result of the influx of immigrants at the time of the goldrush, small American communities developed and necessitated an expansion of consular representation. Trade in flour and provisions ceased in the 1860s and the timber traffic declined; oil and machinery became the principal items of commerce.

Economic and social relations between America and Australia continued to improve during the twentieth century. Mutual uneasiness over the Japanese occupation of Yap in 1914 led to the appointment, in 1918, of an Australian trade commissioner to the United States. The two countries raised their legations to the rank of embassies in 1946. During the same period, a United States Information Library was opened in both Sydney and Melbourne in order to promote a better understanding of Americans by Australians.

The advent of television and the increased number of American travellers has exerted a steady rise of American influence in Australia. In the early 1960s, about 15000 American tourists arrived annually; the same number arrived in a period of three months in the early 1970s. While some of these tourists were on actual holidays, a far greater number were businessmen, lecturers, authors, investment consultants and technical advisers for industry. Some of the younger people visited Australia on American Field Service International Scholarships. (See AFS INTERNATIONAL SCHOLARSHIPS.)

## AMPHIBIA

In the late 1960s, some 2000 Americans immigrated per year; in the early 1970s, the number jumped to approximately 6000 per year. Although this number accounted for only 3.5 per cent of the total immigration programme, the American migrant was usually financially well-off and therefore exerted, individually, a greater impact than other migrants. The majority of American migrants use Australia as an escape from racial and urban problems; a smaller number list economic opportunities as their chief reason for migrating. Many Americans own or work wheat, wool, cotton, and cattle properties; others move towards oil and mining centres. American migrants are also often found in fields of business which cater for the public, such as entertainment, motel and take-away food chains, and as schoolteachers.

**Naval and Military Visits.** During the nineteenth century units of the US Navy visited Australia and provoked much interest. In 1839 a naval scientific expedition commanded by Charles Wilkes dropped anchor in Sydney Harbour after dark without anyone's knowledge. The incident caused such a scare that a fortification was commenced on the rocky islet of the harbour which is now called Fort Denison (*qv*). In 1908, Rear-Admiral Charles S. Sperry commanded a tour of the "Great White Fleet", which comprised 16 battleships and 5 auxiliaries. Another large detachment of the navy consisting of 56 vessels and 25000 men visited Sydney and Melbourne in 1925. Other visits on a similar scale were made in 1938, 1941, 1947 and 1948. Since the ANZUS pact was signed in 1951, America and Australia have reciprocal docking rights for naval ships on tours of duty.

The greatest influx of United States armed forces into Australia occurred during World War II. After the establishment of Lend-Lease in 1941, the stream of American machine tools and materials coming into Australia was greatly increased. In turn, Australia agreed to supply foodstuffs, provisions and material to house the United States troops.

Inevitably, some friction occurred between the residents and the one million American servicemen who went through Australia during the war years, but the total effect served to strengthen the links that existed between the two countries. Some 12000 Australian brides of US servicemen went to the United States, and about 1000 American World War II veterans returned to Australia, mostly to settle on the Gold Coast or on properties.

During the Vietnam War, Australia was used as one of the American Rest and Recreation bases in the Pacific. When the programme began in 1967, controversy raged between those who feared an increase of crime and "Americanisation", and those who desired the trade the forces would bring. During the next four years, 300000 Americans were given six-day leaves in Sydney; they spent more than \$80000000. Due to the shortness of their stay, their impact was largely confined to an increase of souvenir shops and American-type restaurants, mostly in the Kings Cross area of Sydney. At the same time, through the R & R Hospitality Center in Sydney operated by the Australian-American Association and other organisations, many also enjoyed visits to Australian homes throughout New South Wales.

**Bicentenary Celebrations.** In 1976 the United States celebrated the 200th anniversary of the Declaration of Independence, and because of Australia's links with the United States, both past and present, the President invited the Australian Government and people to participate in the bicentennial celebrations through an interchange of ideas and actions between both countries. As part of the

contribution to the celebration the Australian Government offered a number of non-academic fellowships to enable Australians to visit the United States, and Americans to visit Australia, during 1976.

The celebrations in Australia included a festival sponsored by the Australian-American Association from 26 March to 24 April, during which American plays by such authors as Eugene O'Neill and Thornton Wilder were performed and exhibitions and concerts were held featuring the works of American artists and composers.

**FURTHER READING:** Gordon Greenwood, *Early American-Australian Relations from the Arrival of the Spaniards in America to the Close of 1830* (1944); Kay Aitchison, *Thanks to the Yanks? The Americans and Australia* (1972); E. Daniel Potts and Anette Potts, *Young America and Australian Gold: Americans and the Gold Rushes of the 1850's* (1974); R. Elsie Mitchell, "American Influences on Australian Nationhood", *J. Roy. Aust. Hist. Soc.*, vol. 62, pt 1 (Jun. 1976).

**AMERICA'S CUP,** see SAILING AND YACHTING.

**AMPHIBIA**, a class of vertebrate animals which were the first animals to inhabit the land, and which are directly descended from fishes. Amphibia includes three distinct living orders: Apoda (Caecilians), which are wormlike limbless forms; Caudata, which contains salamanders and newts; and Anura, which contains the frogs and toads. Anura is the only order of amphibia found in Australia, where there are about 140 species belonging to five families. The family Bufonidae (true toads) has only one representative in Australia - the introduced giant marine or cane toad (*Bufo marinus*). (See TOADS.)

**Characteristics.** Most amphibians have soft, moist glandular skins through which oxygen and carbon dioxide are exchanged, supplementing the respiration which takes place through simple lungs. They are "cold-blooded" animals - that is, the body temperature varies with the temperature of the external environment. Typically they have a life cycle in which unshelled, gelatinous eggs, which are fertilised externally, hatch to produce aquatic, gilled larvae or tadpoles. The tadpoles ultimately undergo a metamorphosis in which the gills are lost to produce air-breathing adults with lungs. There are many specialised forms in which this pattern of reproduction and development is modified in some way.

**Australian Families.** About 80 species of southern frogs (family Leptodactylidae) occur in Australia, and their habitat varies from coastal forests to the arid interior. Reproduction ranges from typical aquatic egg-laying and development to full terrestrial development in which the tadpole stage takes place entirely within the egg. In one species, the marsupial frog (*Assa darlingtoni*), the tadpoles are held within special brood pouches in the flanks of the male, where all subsequent development takes place. In other southern frogs, for example in some members of the widespread genus *Limnodynastes* which has about 10 Australian species, the breeding female develops a special flange on the inner finger. This flange is used as a paddle to beat the freshly-laid gelatinous egg-mass, forming a floating "foam" raft held up by hundreds of tiny air bubbles.

Many southern frogs have well-developed poison glands in the skin. The crucifix frog (*Nitaden bennetti*) produces a foul-smelling and lethal milky secretion which sets hard on contact with air.

The crucifix frog and several of its relatives live in areas which may be without rain for long periods, and to survive the frogs burrow deeply into moist layers of soil. The water-holding frog (*Cyclorana platycephalus*), which extends from western New South Wales through Central

visited the island and there built the *Independence*, a vessel of 30 tons burden. Sealers, who soon settled at the spot, gave it the name American River in recollection of the incident. See map SOUTH AUSTRALIA, fig. 2.

**AMERICANS IN AUSTRALIA.** The first United States ship to enter an Australian port was the *Philadelphia*, which arrived in Sydney in 1792. Subsequently American trading ships, usually bound for China, appeared in Port Jackson, though not ostensibly for trade; many of them were short of food and water. Ships with spirits and provisions for sale sometimes traded with the colony. This was against regulations, but the "starving time" threatened by delay in the arrival of British ships in New South Wales was averted more than once, in this way, by American cargoes.

During the first 20 years of settlement in the Australian colony, foreign trade was confined almost entirely to the United States. Before 1800 as many as 16 American ships entered Port Jackson, one of which was the *Rebecca*, the first American whaler to visit Australia. From 1800 to 1811, the years immediately preceding the outbreak of war between England and America (1812-14), the total number of ships that came to Australia under United States colours was 35.

**Sealing and Whaling.** The rapid increase in American activities in Australian waters after 1800 was due mainly to the discovery of seals in Bass Strait, and P. G. King, Governor of New South Wales, and the merchant community of Sydney became disturbed at the potential effect of American operations on trade. Disputes between Americans and local sealers were frequent, and finally the Government, concerned at the assistance given to escaped convicts by United States sailors, imposed regulations by which anchorage of foreign ships in Port Jackson was restricted to Neutral Bay on a bond of £200 (later increased to £500), to prevent illegal trading and "the seizure of convicts".

In August 1804 American sealers were denied the use of Sydney as a base and were forbidden to operate on the Australian coast; but the edict had little effect, although Bass Strait was neglected after 1805. In collaboration with Sydney merchants, the Americans concentrated on rum-running, which proved the more profitable undertaking now that the sealing grounds had almost been fished out.

Despite a deterioration in Anglo-American relations, which led to war in 1812, American vessels continued to visit Australia; but when Australia began trade to England in 1807, American profits in Australia commenced to fall, and by 1810 trade with Australia was no longer the profitable undertaking it had been. The complete break came when war began in 1812. The interval was ended by the arrival at Sydney in 1816 of the United States schooner *Traveller*, and by 1832 when the *Tybee*,

an American South Sea trader, sailed from Sydney with a cargo of 4800 hides, 11,000 horns, 23,000 bones and 1000 kangaroo skins, trade between the two countries was well established. In 1833 the *Black Warrior* brought flour to Sydney and amongst the cargo she loaded were 33 bales of wool, the first to be exported direct from Australia to America. However, because of the high rate of duties on Australian goods entering the United States, Australia's exports to America had decreased greatly by 1843, and in the following year imports declined.

In 1833 American merchants opened trading branches in Australia. Between 1836 and 1843 one trading house, Kenworthy & Co., the first American firm to be established in Australia, built up an almost complete monopoly of trade between the two countries, which made desirable the appointment of an American consul in Australia. The first consul was J. H. Williams; he took office at Sydney in January 1839.

The whaling industry was the attraction for most American ships in Australian waters during the first half of the nineteenth century. The peak years of the industry were between 1830 and 1850. Operations were first conducted in New Zealand waters, but soon whaling fleets were engaged off the South Australian and Western Australian coasts. Few whaling vessels chose Sydney as their base in the earlier years, but between 1831 and 1842 about 20 whalers used Port Jackson, and, as a result of extended facilities in the port, more than 40 used it as a base in 1846-7.

Another important whaling base in the 1840s was Hobart, where at one time 40 American and 20 French whalers were anchored. Sydney continued as a main whaling base for a few years after 1847, but when gold was discovered in Australia in 1851 the whalers transferred to the San Francisco trade. Many of them became migrant vessels. Port Jackson closed its shore work in connection with the whaling industry in the same year.

**General Trade.** From 1839 to the early 1860s the only ice used in Australia came from America. In January 1839 a cargo of ice was landed in Sydney from the *Tartar* of Boston, U.S.A. The wastage in these cargoes was very great; of 400 tons shipped in the *Tartar* only 250 tons remained on arrival. The *Tartar* also carried ice-boxes for sale in Sydney, the first to be used there. This ice trade continued intermittently until ice-making machinery was set up in Sydney in 1860. The discovery of gold in California in 1849 fostered the export from Australia of flour, grain, timber, and coal. The *Australia* (534 tons), built in that year by a group of merchants at Salem, U.S.A., was the first vessel specifically constructed for the American-Australian trade. Eight ships were dispatched from Sydney in 1849, and in February 1850 about nine ships, bound for California, were

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loading grain, timber, and other goods in the Derwent River, Tas. In the same month three ships arrived in Tasmania from San Francisco. This was a reversal of the trade position of the late 1830s.

In Melbourne, where commerce was threatened by the emigration of valuable labour, the departure of the first ship for San Francisco was delayed largely by the effect of a campaign conducted by the *Argus*. That newspaper cautioned workers against exchanging security in Australia for a "feverish dream" in California. Sydney merchants, after a preliminary outburst of trade gambling, began exporting within safer limits. Trading branches were established in San Francisco, and by 1850 a profitable trade in beer, building materials, flour, timber, and coal had developed.

With the discovery of gold in New South Wales and Victoria in 1851, Australia again became an importer, and the value of Australian exports fell from £95,473 in 1850 to £33,784 in 1851; the number of ships carrying Australian exports decreased from 86 to 26. In New South Wales, for every person who migrated to California there were three immigrants. American ships were given equal rights with British ships in Australian ports, and preferential duties were abolished in New South Wales and Victoria.

The stimulus that Americans had helped to give the Australian whaling industry was now repeated and greatly enlarged by the impact of United States commerce on Sydney and Melbourne, especially the latter city, where import figures rose from £60,363 in 1852 to more than £1,660,000 in 1853; and although trading was less active in 1856, it was stable, with American companies well established in the two cities.

The vigorous, progressive methods of the American firms caused concern in British circles. American hardware was better than that sent out by English merchants, and American stoves and carriages were more popular with the Australian public. There was a ready market for a wide variety of other American products, including sewing machines and kerosene.

Americans on the Goldfields. Before 1850 migration of Americans to Australia had been insignificant but in the years 1851-6 more than 10,000 persons from the United States arrived in Sydney and more than 8000 in Melbourne. Not all of them were Americans. Americans entered the Victorian goldfields in large numbers after 1852, and many of them were actively engaged in a movement to create an Australian republic, which was linked with the Eureka Stockade (*q.v.*) of 1854. American miners at Ballarat tentatively formed a guerilla corps, called the Californian Rangers, which was to participate if fighting commenced, but meanwhile gold was discovered at Peru and many of them left the Victorian field. Those who remained (about 200) formed the Independent Californian

Rangers' Revolver Brigade. They were present at Eureka during the rebellion, but it is not definitely known what part they played.

A young Irish-American, James McGill, an associate of the Eureka leaders, approached G. F. Train (*q.v.*), whose enterprise inaugurated Cobb & Co. coaches, wanting to purchase several thousands of colt revolvers. In addition he announced that the "republic" desired to make Train its president. Train declined the offer; nevertheless he afterwards helped McGill to escape from Australia.

American miners were in all the big Australian gold-rushes. At the snow-belt field of Kiandra, N.S.W., in 1860, the arrival of two American four-horse wagons caused excitement. Although American miners were sometimes criticized, their effect on the community was a beneficial one, and in general their mining methods were adopted. So, for a time, was their New England champagne, "an infernal aerated chemical preparation" which (according to Australian miners of the 1850s) went off with such force that men ran for their lives.

Transport. The basis of the American community in Australia was the merchant class, but the most colourful personalities emerged from the fortune-seekers, among whom were Freeman Cobb, G. F. Train, and James Rutherford. Rutherford (*q.v.*), who reached Australia in 1852, was, by turn, goldminer, stockman, horse-dealer, coach-driver for Cobb & Co., and organizer of coach-building and transport (*see COACHES AND COACHING DAYS*). In Melbourne, as a result of American industry, Boston water-carts were introduced to wash the streets, the Stock Exchange was revived (1853), a fire brigade established (1854), and the Chamber of Commerce restored as an active force in community affairs. Americans instigated petitions for road-construction, improvements to wharf facilities, and better mail communications with the United States. In 1854 an American engineer, Samuel McGowan, built the first telegraph line in Australia—from Melbourne to Williamstown. (*See POST OFFICE.*)

G. F. Train, son of a New England family, arrived at Port Phillip on 21st May 1853 to set up a subsidiary of the Boston shipping house of Enoch Train & Co. Offering coaches and money for support, he urged Freeman Cobb, then with the American express agents, Adams & Co., who established their Melbourne branch early in 1853, to start in the coaching business. In July 1853 Cobb, with three other Americans—John Peck, James Swanton, and John Lamber—established a parcel service from Sandridge (Port Melbourne) to Melbourne, and in 1854 the men founded the historic firm of Cobb & Co., which gave the first regular coach service to the goldfields.

Cobb and his partners sold their interest in the company in 1856, and later in the 1850s James Rutherford took over its organization, extending operations to New South Wales and Queensland.

Train left Australia in 1855. He is said to have been a promoter of the railway from Sandridge to Melbourne, and in 1854 he built a warehouse at the Sandridge terminus and a store in Melbourne. In the late 1860s F. B. Clapp, an American coach-manufacturer and at one time a part owner of Cobb & Co., became manager of the Melbourne Omnibus Company, afterwards called the Melbourne Tramways and Omnibus Company. He had considerable influence in Melbourne transport until the cable tram of the 1880s, which was also an American invention, displaced the omnibus.

**Industry and Agriculture.** When the American Civil War interrupted the regular arrival of supplies, American business men placed their technical knowledge at Australia's disposal, and stimulated growth of the Australian tobacco industry. Americans made their greatest contribution in the field of mining, introducing machinery and model industrial methods. Broken Hill benefited by employing American advisers and technicians. Fruit-growing by irrigation in northern Victoria was planned on systems adopted in California.

As a result of the influx of immigrants at the time of the gold-rush, small American communities developed in Australian cities. This necessitated an expansion of consular representation. Trade in flour and provisions ceased in the 1860s and the timber traffic declined, oil and machinery thereafter becoming the principal items of commerce. The United States has continued to supply Australia with these commodities. Economic and social relations between America and Australia continued to improve during the twentieth century. Mutual uneasiness over the Japanese occupation of Yap in October 1914 led to the appointment in 1918 of an Australian trade commissioner to the United States. The two countries raised their legations to the rank of embassies in July 1946.

A journal entitled *Australian-American Co-operation*, designed to contribute to a better understanding by the Australian public of American affairs and points of view, began publication in Sydney in February 1941; later it was renamed the *Journal of the Australian-American Association*. This association has branches in various Australian States and in New Zealand and New York. A United States Information Library opened in Sydney and Melbourne in 1944, but closed in 1947; it reopened in February 1949 under the auspices of the United States Government, with temporary offices at the Sydney Public Library; in November 1952 it was moved to new premises in Margaret Street, Sydney.

**Naval and Military Visits.** During the nineteenth century units of the U.S. Navy visited Australia from time to time and provoked much interest. Probably the greatest stir of all was caused by the arrival of a ship carrying an American naval scientific expedition commanded by

Charles Wilkes which dropped anchor in Sydney Harbour after dark on 29th November 1839 without a soul knowing anything about it. This caused such a scare that the fortification was commenced of the rocky islet in the harbour which is now called Fort Denison (*q.v.*). An important call was that of the "Great White Fleet", of 16 battleships and 5 auxiliaries, which visited Australia in 1908, under the command of Rear-Admiral Charles S. Sperry. This fleet, which reached Sydney in August and subsequently visited other centres, aroused tremendous interest throughout Australia.

Another strong detachment of American naval vessels, comprising in all 10 battleships, 4 cruisers, and various auxiliaries, visited Sydney and Melbourne in 1925. Other visits on a similar scale were made by American naval detachments in January 1938 (150th Anniversary celebrations), in March 1941, in May 1947, and in January-February 1948.

The greatest influx of United States armed forces into Australia occurred during World War II. Prior to the operation of Lend-Lease, Australia had purchased machine tools and material in the United States so far as the British Commonwealth's supply of dollars permitted; and when Lend-Lease was established (March 1941) the stream of material coming to Australia increased greatly. In turn, Australia supplied considerable quantities of foodstuffs and material to victual and house the United States troops.

Inevitably, some friction occurred between Americans and Australians, especially in the eastern States, where most of the visitors were stationed. But the total effect of the "invasion" was to strengthen the links existing between the two countries. Some 12,000 Australian brides of United States Servicemen went to the United States, and in much smaller numbers United States ex-Servicemen settled in Australia. Not all these domestic arrangements endured, of course.

**Notable Citizens and Visitors.** Notable Americans, or men of American descent, who have influenced Australia's progress, include James Mario Matra (1745-1806), who in 1783 proposed that a colony of American loyalists be formed in Australia—the first suggested foundation of a settlement for free men; George Washington Lambert (1873-1930), artist, one of Australia's greatest painters; Robert Carl Sticht (1856-1922), metallurgist, whose valuable art collection is now in the Melbourne Art Gallery; Dion Boucicault (1859-1929), actor and stage director, who exercised a considerable influence on Australian stage production; Walter Burley Griffin (1876-1937), the chief designer of the Australian Federal Capital, Canberra; Livingston Hopkins (1846-1927), artist, who worked for the *Sydney Bulletin* for more than thirty years; John Greeley Jenkins (1851-1923), premier of South Australia in 1901-5; Augustus Earle (1790-1839), artist, who published two books of

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Australian views in London; and Joseph Jefferson (1829-1905), actor, who helped to lay the foundations of dramatic art in Australia.

Herbert Hoover, later President of the United States, was a mining engineer in Western Australia during two periods, first from 1896 to 1898 and again from 1905 to 1907. Reference may be made also to the fact that Mark Twain (Samuel L. Clemens) visited Australia on a lecturing tour in 1895 and subsequently discussed his experiences in a book, *Following the Equator* (1897); the distinguished humorist appears to have been especially attracted by geographical names (such as Woolloomooloo) derived from aboriginal words.

Mrs Eleanor Roosevelt, wife of Franklin D. Roosevelt, the American President, visited Australia in September 1943 during a Pacific tour. Richard M. Nixon, Vice-President of the United States, paid a short visit in October 1953 as part of a goodwill tour of the Pacific and Far East.

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(See also FULBRIGHT SCHOLARSHIPS.)

**AMPHIBIA**, a class of cold-blooded vertebrates, the larval young of which live in water, breathe by means of gills, and later change or metamorphose into adult form and breathe air by means of lungs. They include frogs, toads, salamanders, newts, and some limbless, burrowing forms (*Gymnophiona*) which have no popular name. In Australia amphibians are represented only by frogs and small toads, of which there are approximately 70 Australian species.

Differences between frogs and toads are mainly skeletal. The principal characters concern the development of the shoulder-girdle and the presence or absence of teeth. A popular belief is that frogs have smooth skins and toads warty skins, but as these conditions may occasionally be found in both types they are not always a sound guide. In general, those species which have teeth in the upper jaw are frogs and those without teeth are toads; but variations in the different families are so great that it is not always easy to distinguish one from another. In Australia the name toad can be restricted to the crowned toadlets and cross-bearing toad.

**Breeding Behaviour.** In the colder climates of the northern hemisphere it has been noted that frogs have regular spawning times and breeding habits; but in Australia many types have adapted their breeding times to local climatic conditions. The inland species, in particular, have no regular breeding season, spawning being dependent on rainfall, which creates suitable conditions.

The eggs of frogs are minute and jelly-like. Depending on the species, they are laid in masses numbering from about fifty to many thousands. The newly-hatched larva at first appears to be mostly head, with two or three tiny branching gills. After a few days the gills disappear and the tadpole has to make frequent visits to the surface to breathe air with its developing lungs. As the tadpole grows, its hind-legs break through the skin and a few days later the fore-limbs appear. At this stage the mouth commences to change from a mere sucking organ to the typical frog-shaped mouth, but, as the creature cannot eat during this time, the tail is gradually absorbed by the body as food. The tail does not, as many suppose, drop off.

The process of metamorphosis is subject to variation in different species, and the hatching of eggs may be retarded under unfavourable conditions. This applies particularly to the toadlets belonging to the genus *Pseudophryne*, which deposit their eggs in cavities under stones or logs in damp places. The eggs may remain unhatched for periods upwards of three months; then, following suitable rains, the tadpoles develop rapidly and there may be a sudden appearance of many tiny toadlets.

**General Habits.** Many frogs are capable of making a much louder croaking or whistling sound than their size suggests. The males of most species have a dilatible vocal sac, and when this is in use the region of the throat may be distended into quite a large balloon. It appears that batrachians are very sensitive to changes in the atmosphere, and their croaking is thought to portend rain.

Frogs have many enemies: they may be devoured by rapacious birds or fall victims to snakes or some of the larger lizards. When seized by a snake, or for that matter by any enemy, a frog generally distends itself to an abnormal size to avoid being swallowed.

Because of their insectivorous diet frogs and toads are decidedly useful; grubs, beetles and even large centipedes have been found in the stomachs of specimens sent to museums.

A frog has no true ribs, therefore its method of breathing is somewhat different from that of other animals. Air is forced into the lungs by a pumping action of the throat, the mouth acting as a reservoir, so that if a frog's mouth were to be kept open the creature would suffocate.

Frogs and toads can change colour to a remarkable degree—from light to dark green, from brown to grey, or from blackish to brown—according to the surrounding conditions. Colour change is automatic; it is a physiological action and is not in any degree under the control of the frog. Actually there is no green pigment in the skin of a frog; this colour is produced by light rays that pass through a yellow screen or filter and then are reflected back, through interference cells, as green to the eye of the observer.

# U.S. Department of State



## EAP FAX

Date: 12/5/91

TO: Comm/White House - Jennifer Grossman

FAX Phone Number: 456-6218

Addressee's Phone: 456-7750

FROM: EAP/ANZ - Brian Woo

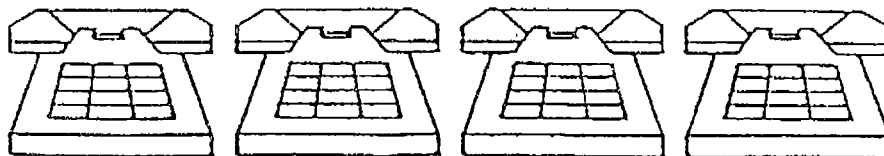
FAX Phone Number: 202-647-7350; 647-4402

Sender's Phone: 202-647-9690

NUMBER of PAGES INCLUDING COVER SHEET 6

Remarks:

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**FACSIMILE COVERSHEET**

**TO:** Sylvia Stanfield  
Department of State  
EAP/ANZ

**FAX NO.:** 202 647-7350

**FROM:** Marilyn Meyers

**DATE:** December 4, 1991

**SUBJECT:** President's Visit: Opening of USA  
Gallery at Maritime Museum in Sydney

**NO. OF PAGES**  
**(Including cover sheet):** 5

**COMMENTS:** Attached from the November issue of The Australian Way (Australian Airlines in-flight magazine) is a xerox copy of an article regarding the new Maritime Museum opened in Sydney by PM Bob Hawke on November 29. The article contains a few paragraphs referring to the USA Gallery within the museum. I would appreciate your passing this along to Jennifer Grossman, Research Assistant in the Office of Communications at the White House. She was along on the preadvance team at the end of October and asked that we forward any such material to her; this might be of use in drafting remarks for the President to use at the January 1 opening of the USA Gallery. Her number in the OEOB is 456-7750. Thanks.

Marilyn Meyers  
(Signature).

**OFFICIAL PERSONAL**

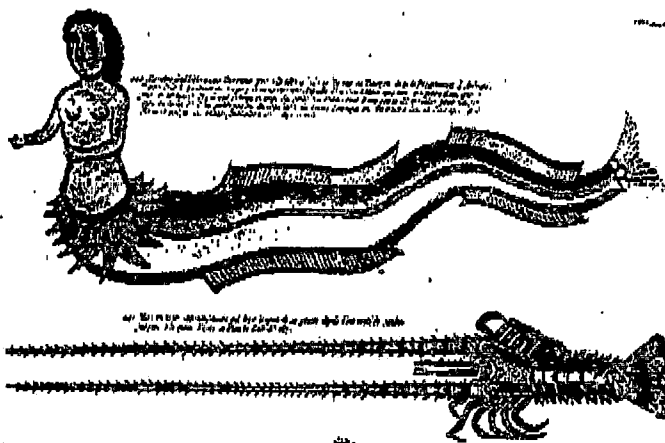
(0072C)

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**HISTORY**

*The great ships of Australia's past rest in peace at the new Maritime Museum.*

# HOME FROM THE SEA

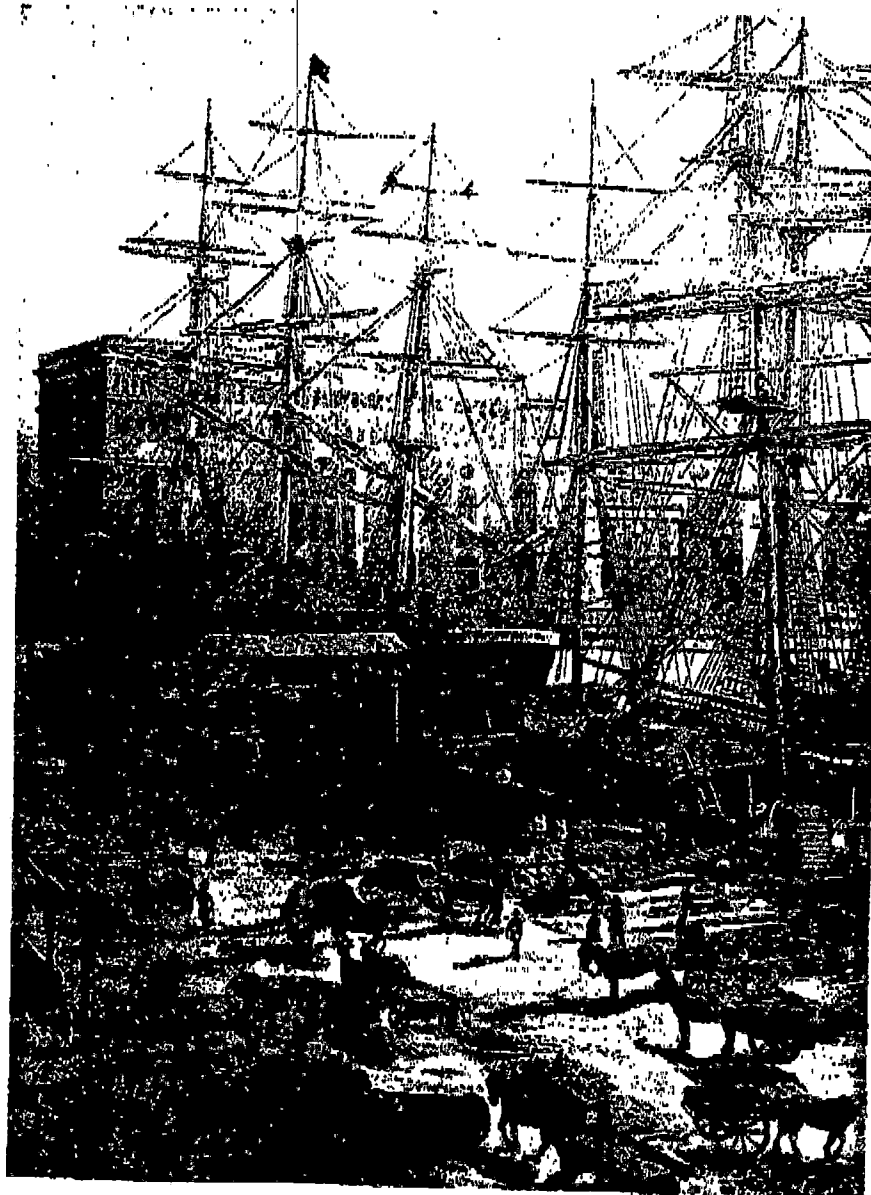


THE FLOTILLA OF ODD LITTLE CRAFT looks somewhat incongruous as it bobs about outside the spanking new building that houses the Australian National Maritime Museum in Pyrmont, Sydney. Indeed, some vessels in the 10-ship collection look distinctly shabby. But the museum, which opens over the weekend of November 30 and December 1, would not have them appearing any other way.

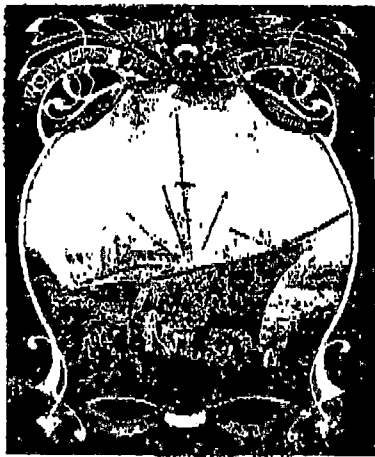
Each ship moored at the wharf is a vital piece of Australia's rich maritime history, frozen in time to look exactly as it did at a particular moment in its career. "Rustbucket" may seem an apt tag to pin on one particular craft that looks something like an ocean-going African Queen. But who would dare to alter the colours or appearance of the *Krait* by giving it a good scrub?

The famous fishing smack that carried Australian commandos to Singapore, to sink 40,000 tons of Japanese shipping in 1943, appears exactly as it did on that historic day. A dedicated floating war memorial entrusted to the Australian War Memorial in Canberra, it is now on long-term loan to the Maritime Museum.

The Broome pearling lugger *John Louis* is not a pretty boat either - nor was it meant to be, as it towed its divers over pearl beds on the north Western Australia coast. "We have



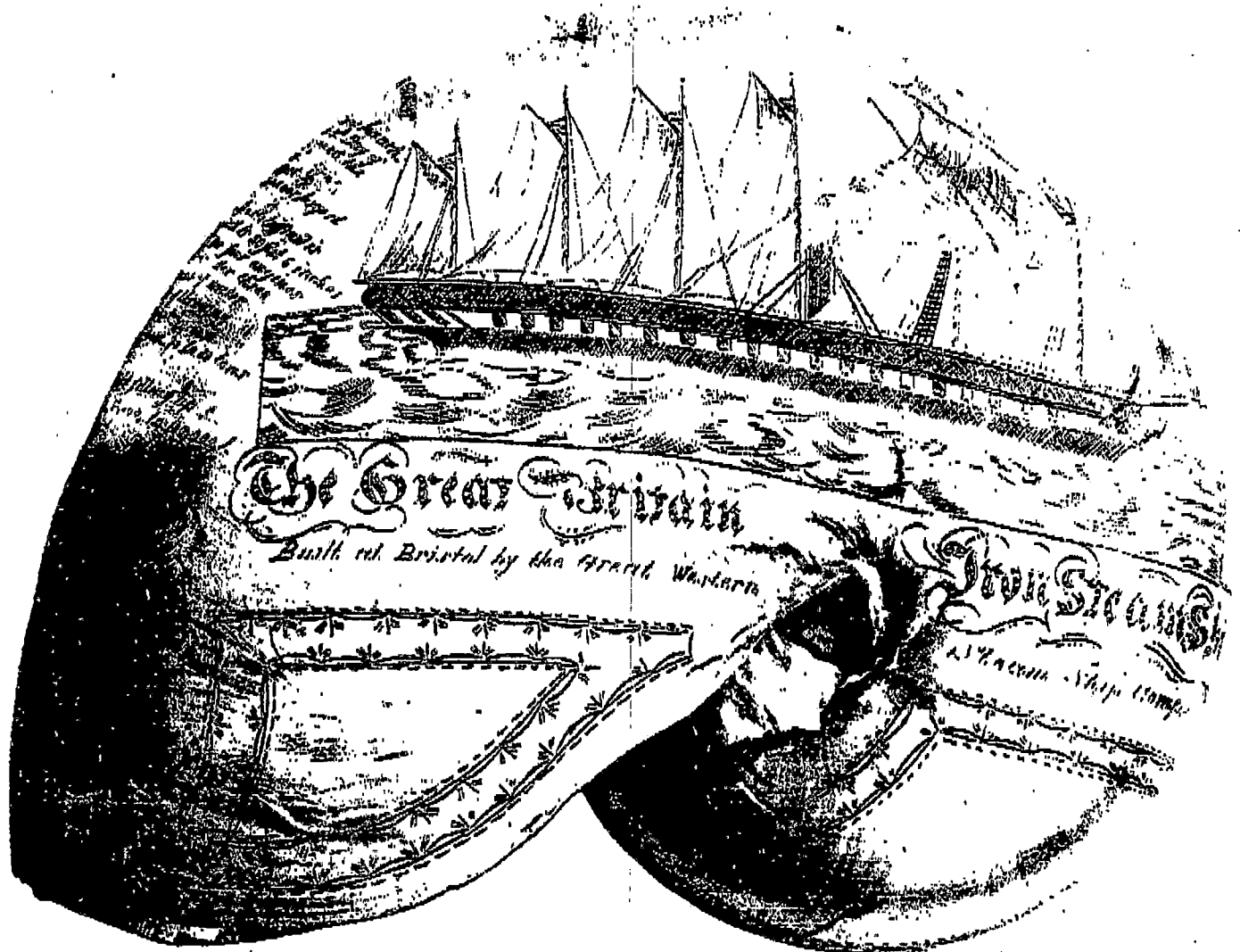
ALAN HARDIE *pays his respects.*

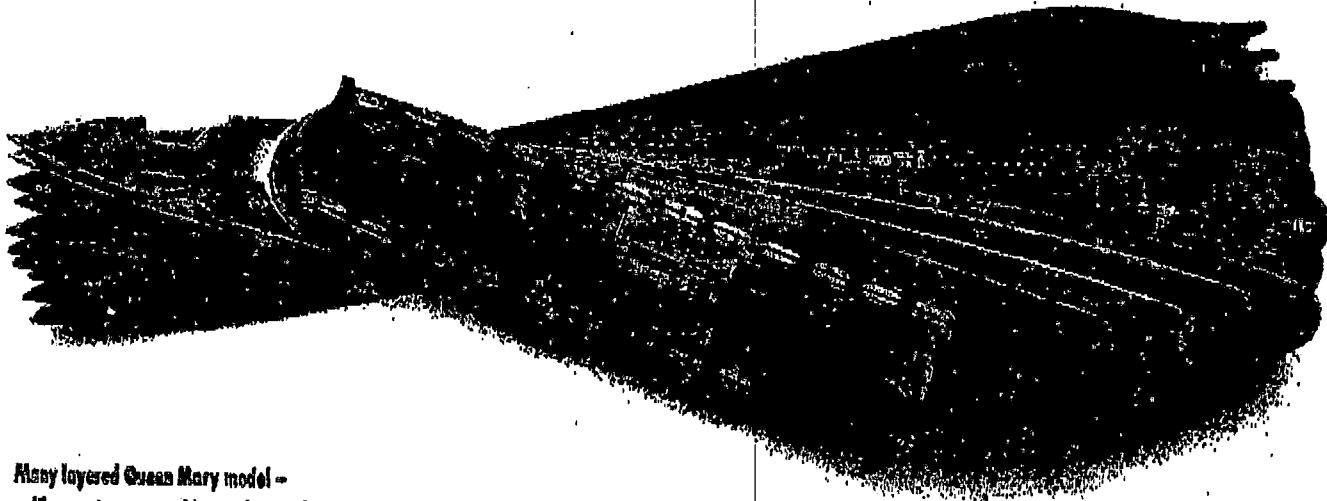


LEFT TO RIGHT, ABOVE: A passage to Australia, c1920. The Fallours Mermoid and Crayfish, eighteenth century.

Waterside Workers Federation banner, 1903. The golden age of steam. Native man of New South Wales, c1820, by convict artist Richard Browne.

below: Circular Quay by JR Ashton, c1856. Nautilus shell engraved by CH Wood, 1843.





Many layered Ocean Mary model - unlike most museum objects, this can be handled by inquisitive children.

been more concerned with maintaining the cultural integrity of our vessels and other objects, rather than bringing them back to a pristine condition," says the museum's director Kevin Fewster.

"The difficult challenge is how best to preserve things as they would have looked at a particular time, as well as ensuring their survival. We wanted the *John Louis* to reflect its rough and ready condition, and we had to decide whether to paint over the rust stains, or let the vessel rust away. We finally compromised, by preserving some stains but ensuring they spread no further."

The museum's exhibition site on the western side of Darling Harbour is one of Sydney's notable recent landmarks. It features a dramatic steel roof-line rising 38m, and a spacious forecourt, the Ben Lexcen Walk, opens onto a dramatic view of the city's skyline. Four galleries house the permanent exhibitions featuring the five themes: the discovery of Australia, which includes the maritime cultures of the Aborigines and Torres Straits Islanders; the long sea voyages of early settlers; commerce; the development of the RAN, and a strand about leisure, which includes *Australia II*, the America's Cup winner in 1983, on loan from the National Museum of Australia. There is also a per-

manent gallery funded by a US\$5 million Bicentennial gift from America, tracing the maritime links between the two countries.

Throughout the Museum with 3000 objects on display, the essential message is never lost. It's all about the ways people lived, sailed and fought, and how in that process they shaped Australia's history.

The largest ship in the flotilla in the bay is the destroyer HMAS *Vampire*, complete with guns, and looking as if it could put to sea at any moment. The other warship is the patrol boat HMAS *Advantage*, a tough little vessel that helped shadow a Russian fishing boat suspected of spying, and dispersed many illegal foreign fishing boats. But its chief claim to fame was to survive Cyclone Tracey in 1974, which destroyed its sister ship *Arrow*.



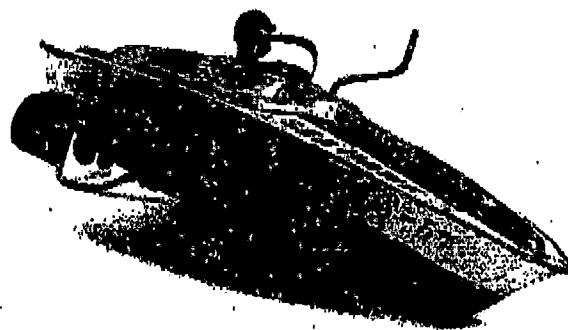
Paying off by George Calkshank, 1825.

Among the other vessels, kept as immaculate as they would have been in their heyday, are the *Kathleen Gillett*, the ketch given by Norway as a Bicentennial gift to Australia, and *Akarana*, the 1888 cutter from New Zealand.

The role of seafarers in this country's history before the first Europeans arrived is also well represented, an exciting vessel being the Indonesian trading perahu with a lateen sail, the *Sekar Aman*. Built to sail the reefs along Australia's coast, trading as such ships have done for 300 years, the *Sekar Aman* was built on a beach on the Indonesian island of Raas.

"When we acquired the vessel, it was in very good condition, but its sail and rigging were very decrepit," says Mr Fewster. "But the skills of making these items are becoming rare in Indonesia now, so we sent an officer who speaks Indonesian to that country. We commissioned a man skilled in making these rigs of bamboo and were able to document the work, recording the procedure for the future. We believe this might even encourage the preservation of these skills in Indonesia."

Exciting progress has been made in equipping the USA Gallery. A model of the Confederate steam sloop *Shenandoah* is certain to arouse interest: 45 sailors from Mel-



LEFT: Shipboard plumbing did not reach cabins until the 1920s. Washstand and sanitary ceramics from the days before pipework.  
BELOW: Beach culture: tin bucket and toy boat.

bourne joined her crew for raiding missions when the ship put into the port for repairs in 1865. When local authorities seemed set to search the vessel, the captain threatened to turn the ship's guns on Melbourne - even though the *Shenandoah* was lying helpless in the dry dock at the time. The trouble blew over, but the ship later sank 38 Union vessels and took more than 1000 prisoners during her raiding career.

Other little known facts from the two nations' maritime histories are portrayed. Three Americans were aboard the *Endeavour* when Captain Cook discovered Australia's east coast in 1770; US whalers helped Irish convicts to escape from the colony, and the first person to ride a surfboard in Australia was a Hawaiian.

A major display there will allow amateur admirals to re-fight the vital Coral Sea battle which took place on Australia's doorstep during World War II. Centrepiece of the display is a specially-created computer-interactive system, which challenges visitors to make battle decisions as the opposing admirals of both fleets had to do. Artefacts, sound and video cassettes and photographs complete the display.

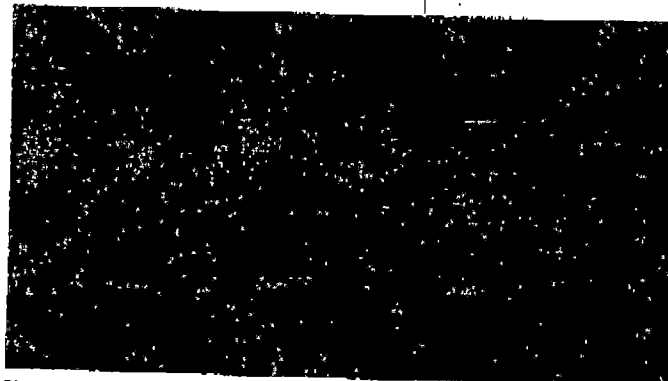
One novel attraction enables visitors to find out about the ships in which their ancestors arrived in Australia, by calling up that ship's name on the exhibition's computer terminal. A section entitled "Painted Ships, Painted Oceans" displays maritime artworks not traditionally well covered by state and national collections. Areas include Aboriginal art, pictures on whaling and the clipper age, travel posters, shipwrecks and surgeons, and several works by Australian ship painters.

It is the human side of the maritime tale which looms large. Audio tracks bring home dramatically the hopes, fears and aspirations of uprooted people on their way to a new life in a strange land. From the heart-breaking diary of James Murray, sailing to Adelaide in 1853 with his wife Maryanne and their two young sons, is a pitiful entry on the death of one

boy through disease.

Outside, moored at the wharf with the other vessels, is a curious 20m fishing boat, with a tiny cabin on an otherwise bare deck. The *Hong Hai* brought 38 courageous Vietnamese people to Darwin in 1978, and the ship has been restored as part of their story. Their harrowing ordeal began when they slipped out of Vietnam: farm labourers, mechanics, former soldiers, fisherfolk and their families. Rejected by countries everywhere they stopped, forcibly towed out to sea after trying in vain to land, with no navigation equipment and little food and water, the desperate men and women pressed on. Their persistence was finally rewarded eventually when a strange, flat brown land rose out of the sea - they had arrived in Australia.

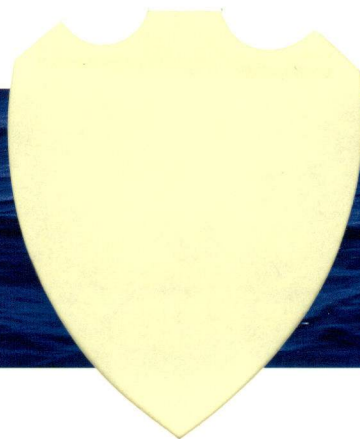
There is a link between the tragic 1853 diary entry of the bereaved James Murray and the *Hong Hai*, now floating serenely at the wharf. More than 100 years separate the two voyages, yet those on each boat would instantly recognise the suffering of the others. It is of such tragedy and triumph that Australia's maritime history is made. And it is in the Australian National Maritime Museum that these events will always be remembered.



The merchant store-ship *Borrowdale*, by eighteenth century artist Francis Holman.

PHOTOGRAPHS COURTESY THE AUSTRALIAN NATIONAL MARITIME MUSEUM

L I N K E D   B Y   T H E   S E A



Dedication of the United States of America Gallery by  
The Hon George Bush  
President of the United States of America  
Wednesday 1 January 1992 at 12 noon



AUSTRALIAN NATIONAL MARITIME MUSEUM

**OFFICIAL PARTY**

The Prime Minister of Australia  
The Hon Paul Keating and Mrs Keating

The President of the United States of America  
The Hon George Bush and Mrs Bush

The Premier of New South Wales  
The Hon Nick Greiner MLA and Mrs Greiner

United States of America Ambassador to Australia  
His Excellency Mr Melvin F Sembler and Mrs Sembler

Minister for the Arts, Tourism and Territories  
The Hon David Simmons MP and Mrs Simmons

Chairman of the Australian National Maritime Museum  
Mr Peter Doyle AM and Mrs Doyle

Director of the Australian National Maritime Museum  
Dr Kevin Fewster



**AUSTRALIAN NATIONAL MARITIME MUSEUM**

CHAIRMAN

Mr Peter Doyle AM

DIRECTOR

Dr Kevin Fewster

MEMBERS OF COUNCIL

Dr Alan Bartholomai

Dr Jean Battersby AO

Professor Geoffrey Bolton AO

Ms Sue Calwell

Ms Kay Cottee AO

Captain John Evans AM

Rear Admiral David Holthouse AO RAN

Mr Michael Kailis

Mr Patrick Moss

Mr Bruce Stannard

## UNITED STATES OF AMERICA GALLERY

The United States of America Gallery at the Australian National Maritime Museum celebrates over 200 years of maritime contact between the two countries, from our colonial beginnings to the present.

Those contacts have ranged across exploration, the early whaling industry, trade, defence, scientific investigation and sporting competition.

The story is told in the Museum through paintings, models, books, journals and other artefacts. As well, interactive displays drawing on the most advanced touch-screen technology provide stories equal in length to several movies. Australian and American artists, designers, model makers, museums and libraries have been involved.

The United States of America Gallery is one of six thematic exhibitions in the Museum, adding an international dimension to the Museum's display of Australia's maritime heritage.

The Gallery is a Bicentennial Gift from the people of the United States to the people of Australia. It symbolises our sea links and our close ties of friendship.

Metal souvenir badge produced for the visit of the United States Navy's Great White Fleet to Sydney, Melbourne and Albany in 1908  
ANMM Collection Purchased from USA Bicentennial Gift Fund



## ACKNOWLEDGEMENTS

The Museum would like to thank the many individuals and organisations for their contribution to the United States of America Gallery, and in particular the following:

Australian Construction Services  
Australian Government Solicitor  
A. W. Edwards Pty Ltd  
Burley Katon Halliday  
California Department of Parks and Recreation  
Consulate General of the United States of America  
Continental Airlines  
Council of American Maritime Museums  
Department of the Arts, Sport, the Environment, Tourism & Territories  
Electrosonics  
Embassy of the United States of America  
Huntington Beach International Surfing Museum  
Kendall Whaling Museum  
Library of Congress  
Mystic Seaport Museum  
National Library of Australia  
National Museum of Ireland  
New Bedford Whaling Museum  
New England Technology Group



Newport Historical Society  
Peabody Museum of Salem  
Philadelphia Maritime Museum  
Public Record Office, London  
Royal Australian Navy  
Schofield Smith Partners Pty Ltd  
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The Smithsonian Institution  
State Library of NSW  
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Western Australian Museum

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OFFICIAL CARRIER FOR THE USA GALLERY

**ORDER OF EVENTS**

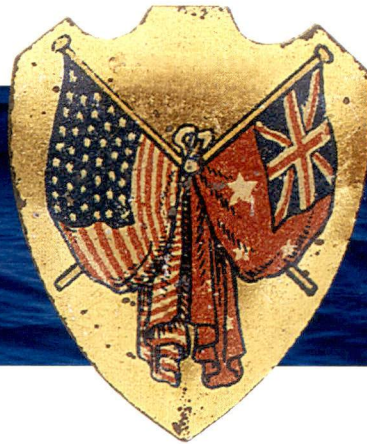
Official Party arrives at the Museum

National Anthems

*Advance Australia Fair*  
*The Star Spangled Banner*

Welcome by  
Mr Peter Doyle AM  
Chairman of the Australian National Maritime Museum

Introduction by  
The Hon Paul Keating MP  
Prime Minister of Australia



Dedication of the United States of America Gallery by  
The Hon George Bush  
President of the United States of America

Tour of inspection of the United States of America Gallery by the Official Party

Official Party leaves

Lunch

Guests invited to inspect the Museum

Smoking is not permitted inside the Museum

