

Map Matters



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Welcome to the Autumn/Winter 2015 edition of *Map Matters*, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.



Dear Readers,

Receiving enough material for publication is still a challenge, but I hope you will enjoy this issue's contents. Perhaps you're reading this in colder regions, bundled up in a chair near a cosy fire, or you might be on a ship in tropical waters doing some work. Where ever you are, we would be interested in any stories you have that relate to AOTM members' interests.

The book with stories by Rupert Gerritsen has been published. If you'd like to get a copy, see below how to get it. Please email contributions or suggestions for *Map Matters* to me at the address at the bottom of this newsletter, or post them to me at: PO Box 1696, Tuggeranong, 2901.

Marianne Pietersen
Editor

News

	<p>Rupert's Short Stories published</p>
	<p>A booklet with stories by our late Chair, Rupert Gerritsen, has just been published by the AOTM committee with assistance from the Dutch Embassy in Canberra. An official launch will take place on Thursday, 16 July, 2015. The booklet, <i>Early Encounters with Australian Shores</i>, will be distributed free to anyone who sends us (PO Box below) a SASE (self addressed stamped envelope) large enough to fit a B5 booklet (182 x 257 x 5 mm), with 3 stamps on it (\$2.10). The booklet is intended for the general public. Many of our members will already have seen more scientific versions of these stories over the years, but copies of the booklet will be available at the launch. The Embassy will assist with sending multiple copies to organisations that can help with distribution.</p>
	<p>Second edition of The Duyfken booklet</p>
	<p>The Netherlands Embassy has published a second edition of the booklet <i>The Duyfken: Unveiling of the First Contact Memorial</i>. The first edition was edited by the late Rupert Gerritsen RON, this edition was edited by staff of the Embassy. The changes made were mostly cosmetic, and some administrative. A few pages of text were also added. The booklet is available from the Embassy.</p>

Lt James Cook at Botany Bay

On 29 April 2015, 245 years to the day after *HMB Endeavour* sailed into Botany Bay, hundreds of people including children from local schools gathered at the flag pole above Cook's landing place to commemorate the event. Out in the bay, the *Endeavour* replica was moored near to a large modern cargo vessel, emphasising Cook's vessel's frailty. Planes taking off from Sydney's airport soared noisily above her masts, and the cranes of the container port and the distant Sydney city skyline provided a backdrop that contrasted markedly with that viewed by Cook, Banks and the ship's crew.



HMB Endeavour replica dwarfed by modern freight ship

Sponsored by the local authority, Sutherland Shire Council, this commemoration is now a very well organised annual event. Billed as the 'Meeting of Two Cultures', there was a modern and appropriate emphasis throughout the proceedings on acknowledging the perspectives of both the bay's original inhabitants and the new comers. On my last visit early in the new millenium I had come to Botany Bay National Park, today I came to Kamay Botany Bay National Park. The welcome sign next to the visitor centre highlights the Aboriginal values of the area and Cook's visit is barely mentioned.



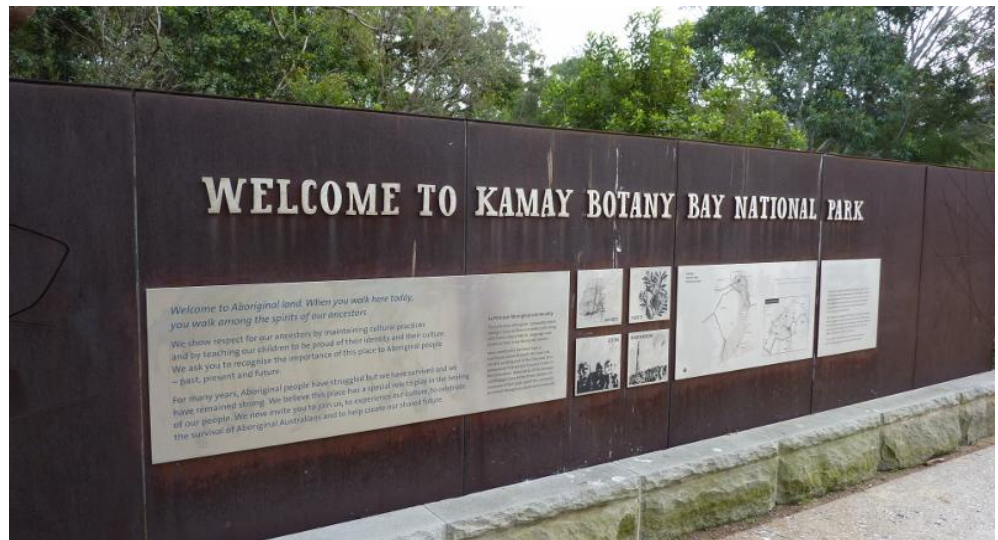
Commemorating the Endeavour arrival

The commemoration opened with the now traditional 'welcome to country' by an Aboriginal representative, the Royal Australian Navy Band played, politicians made appropriate speeches, an Aboriginal dance group danced, the Queen Anne flag (which Cook would have used rather than the modern Union Jack) was raised by schoolchildren, two wreaths were laid, there was a one minute silence.



Meeting of Two Cultures

Finally the Australian, Aboriginal and Torres Strait Island flags were raised and the National Anthem, Advance Australia Fair, was sung. In a novel twist one verse was sung in the local Dharawal language, obviously something that the local, mainly non Aboriginal, school children had practised for some time. The first line of the first verse, 'Australians all let us rejoice' became 'Nyini Australiagal budjari garibara (We Australian mob are going to have a good dance)'. Lt James Cook would surely have been delighted.



Despite its distant views of Sydney city, Kamay Botany Bay National Park is about an hour's drive away and does not seem to be much visited. There is plenty there of interest - the landing place with a plaque on the rock where Isaac Smith was first to step ashore, memorials to Forby Sutherland (ship's poulterer, who died of consumption after *Endeavour's* arrival and who is thought to have been the first European buried on the east coast of Australia), Daniel Solander, Joseph Banks and James Cook, plaques indicating Cook's watering places. Visitors can wander along the Banks Solander Walking Track and see the plants that they collected including the first banksia.

Welcome to Aboriginal land. When you walk here today,
you walk among the spirits of our ancestors.

We show respect for our ancestors by maintaining cultural practices
and by teaching our children to be proud of their identity and their culture.
We ask you to recognise the importance of this place to Aboriginal people
– past, present and future.

For many years, Aboriginal people have struggled but we have survived and we
have remained strong. We believe this place has a special role to play in the healing
of our people. We now invite you to join us, to experience our culture, to celebrate
the survival of Aboriginal Australians and to help create our shared future.

Text of the National Park Welcome Sign

The Visitor Centre has a small and rather tired exhibition covering Cook's visit. Surely this merits some review, improvement and expansion before the 250th anniversary in 2020? It is certainly a poor relation to the Cook Museum in Cooktown which gets 4 1/2 stars and 133 reviews on Trip Advisor, and is totally eclipsed by the Captain Cook Memorial Museum in Whitby, UK (4 1/2 stars, 246 reviews). Try searching Trip Advisor for Botany Bay, supposedly the birthplace of modern Australia - barely a mention of the Cook sites! This should be one of Sydney's premier tourist attractions, a place and event that almost everyone has heard of but that now seems to be completely overlooked.

Trevor Lipscombe

Was Dirk Hartog ordered to take Brouwer's Route?

Consider this statement from a research source: "*Eendracht* reached the Cape of Good Hope on 5 August 1616 and left on 27 August, following the newly adopted Brouwer route, which directed V.O.C. ships to sail east across the Indian Ocean for 1000 Dutch miles (c.7400 km), before heading north to the Sunda Strait".⁽¹⁾

Two events are placed in one sentence, i.e. Hartog's leaving the Cape in order to follow the Brouwer route, and its adoption by the VOC Directors. To an unsuspecting reader this apparently suggests there was a link between the two: i.e. between Hartog's voyage and the fact the route had been adopted. Indeed some writers have suggested Hartog was instructed by the VOC to take the adopted route, others that he could perhaps have been so instructed. I will explain why there was no link. I think, pending further research, he must have decided it for himself.

When I asked some writers for their source, when they suggested without reference as definite that the VOC instructed Hartog to take the Brouwer route or that this is possible, there tends to be no answer, an admission they had no reference for this particular statement.

Some simple logic: The formal adoption of the route by the *Heeren XVII*, the VOC's Directors, took place on 4 August 1616, the day before Hartog reached the Cape so neither Hartog nor anybody in the Cape port were likely to have known it had been adopted, as email and telephone were not available yet. Hartog took the Brouwer route, indeed the "adopted Brouwer route", without knowing it had been adopted.



Relevance

A reasonable reaction may be: who cares? Meaning: is this unresolved question important? If not, why do historians and others make the claim at all? It is the difference between Hartog himself deciding on a route resulting in him discovering the west coast of a hitherto uncharted, unknown continent, or his employer. It is not unlike Cook one and a half centuries later, who knew and his employers knew that the east coast of what he called New Holland was there, where Cook is reported to have taken the decision to go there and chart it, as one of the choices provided to him in his instructions.



Hendrik Brouwer

Brouwer's Route time frame

I will suggest some scenarios why Hartog may have taken the route. It being as a result of its adoption by the VOC is not one of them. There are other secondary sources available to me that allow me to continue this discussion.

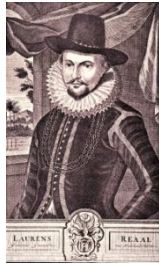
The Dutch followed the Portuguese into the Indian Ocean and to the Far East, late in the 16th century. The Portuguese had tended to follow trajectories that hugged African and Asian coasts. Dutch captains in the early years of the Dutch inter-continental trade had personal discretion to choose their route. This could be influenced by factors like the weather, and the encountering of, or news about Portuguese squadrons ahead. Whether to sail west past Madagascar or east of it via Mauritius was their decision. Mauritius had been set up for a while as a refreshment station by the VOC.

It was Hen(d)rik Brouwer who first suggested to the *Heeren XVII*, the VOC Directors in Amsterdam, that between 35 and 45 degrees south the westerly winds blow rather consistently, so there should be a potential to shorten the travelling time to the Indies considerably. He raised this matter with them in 1610 after returning from Asia. Later that year he was instructed to test his theory.⁽²⁾

In December he set out with two vessels, *De Rode Leeuw* and the *Gouda*, equipped by the Amsterdam VOC Chamber⁽³⁾. After rounding the Cape of Good Hope (which is not the most southerly Cape of Africa), he kept a southerly course to a latitude in the mid 30's. He then turned east. When he believed to have reached the longitude of Sunda Strait, he turned north. Advantageous winds took him indeed quickly to Sunda Strait.

The voyage had taken less than six months compared to about a year when sailing any of the previous routes. A formidable result in an age dependent on wind. He wrote a report to the *Heeren XVII*, listing the many advantages of taking this route and recommended that all the VOC vessels should take this route in the future.

The Directors, however, treated the glowing recommendation with caution and were reluctant to adopt it. Understandable perhaps as crossing a huge ocean by sailing ship when one can stop nowhere, even for water or victuals, must have appeared uncomfortable then. The distance from the southern cape of Africa to south of the Sunda Strait is much further than from Europe to North America. Hence in their minds it would have been an extremely dangerous voyage. The VOC continued to be quite reluctant to adopt the new route for another five years.



Laurens Reaal, VOC Governor General of the East Indies, 1616-1619
In typical costume of VOC administrators at the time

Possible influences on Hartog's decision

The *Heeren XVII* instructed others to test the route. This means that a number of captains before Hartog had been instructed to sail the route, did experience it, then considered themselves experts about it and had an opinion about it, before the company's adoption of the route. Was Hartog one of them? I have found no documentation of this and Hartog was new to the company, being on his first assignment for the VOC. So it is unlikely. Also, for the *Heeren XVII* to send him out to report on the route and they then adopt it before Hartog even reaches the Cape seems even more unlikely.

One of these pre-adoption post-Brouwer commanders to test the route was Pieter de Carpentier, later a VOC Governor-General of the Indies. He echoed Brouwer's recommendation and advantages, adding that miraculously nobody had been affected by scurvy as they "brought not a single sick man to Bantam". Further pressure was put on the *Heeren XVII* to order that all VOC ships to the Indies should take this route by Jan Pieterszoon Coen, also a future GG (perhaps the most notorious).

Finally more than five years after Brouwer's first voyage through the southern Indian Ocean in 1611, the *Heeren XVII* resolved on 4 August 1616 to instruct "in the *Seynbrief*" that all senior merchants, captains, and all officers on ships sailing to the Indies "should be pledged to follow for the outward journey the course which was recommended by Jan Pieterszoon Coen and by Commander Brouwer". The VOC's managers went to work on their Directors' decision to first draft and write this "*Seynbrief*", also called the "*Seylasorder*", being a comprehensive set of sailing instructions. They then distributed it to the relevant employees.⁽⁴⁾

Its many clauses did not only state that the order to sail the route came from the VOC Directors, but also provided a precise description of the route and how to get there, and included a set of legalistic clauses that encouraged captains to abide by it. There was an instruction not to stop at any port, bar a compulsory stop at Cape of Good Hope, with fines to pay if they ignored this demand anyway, and another specific clause demanded that they do not stop at Mauritius or Madagascar. The instructions included a set of captains' bonuses ranging from 150 to 600 guilders (a common sailor would earn 10 guilders per month) for making the voyage in the expected shorter time frames. It appears that the *Seynbrief* was finally ready in August 1617, and that there were subsequent amended versions. I have not found mention of an earlier one.



Unidentified VOC ship at Cape of Good Hope

The presence of De Carpentier.

There was as yet no precise way of measuring longitude, hence accurately determining the point when to turn north to Sunda Strait was not possible. The speed of the ship was measured by throwing a floating log overboard, which roughly measured the speed of the ship relative to the water, current or no current, rather than relative to any land. So when the turning point was decided too far east, the initially unknown Western Australian coast with its cliffs and reefs were waiting.

It is easily accepted that the *Seynbrief* was a factor in some of the VOC vessels coming in contact with the Australian west coast. Did this include Hartog's *Eendracht*? Clearly not.

Hartog as Captain of the *Eendracht* left Texel in Northern Holland on 23 January 1616 and sailed south as part of a flotilla of five ships. It is noted that this date is almost half a year BEFORE the date that the *Heeren XVII* resolved to prepare a *Seynbrief*. At the time when Hartog was in Australia, there still was no *Seynbrief*.

One of this flotilla was the vessel *Trouw*. It had Pieter de Carpentier on board as the senior merchant. In the VOC that meant he was the highest ranked officer on board except for nautical matters. De Carpentier, after whom later the Gulf of Carpentaria was named, was one VOC senior staff who had tested the Brouwer route. Because he documented to have been most impressed with the route for a list of reasons, a keen desire to take the route with the whole fleet can credibly be attributed to him.

So here emerges a scenario: Did Carpentier convince the senior people of the five vessels, including Hartog, perhaps already in Holland, that they should decide to take the Brouwer route? Or did he or someone else convince Hartog to take that decision?



Pieter de Carpentier

I am as yet not aware whether there was an overall fleet commander of the five ships. We do not know what opportunities De Carpentier had to talk to all masters of the other three ships, but it emerges he had plenty of opportunity to talk to Hartog. *Eendracht* and *Trouw* anchored at Maio Island in the Cape Verde Archipelago from

21 February to 4 March, i.e. a dozen days. Then they sailed to Cape Lopez and waited there for favourable winds from 27 March to 11 May, being six weeks. They also arrived together as the first of the five ships at the Cape of Good Hope on 5 August. The *Eendracht* stayed there until 27 August.⁽⁵⁾

It does not require much imagination to suggest that in Maio, Hartog would have talked to De Carpentier as well as in the port at the Cape. It seems a reasonable scenario: Hartog was talked into taking the route by De Carpentier, who was not only senior to him but also the more experienced officer on voyages to the east. It was Hartog's first voyage to the Indies (and his last).

The *Eendracht* arrived in the Indies as the last of all ships of the flotilla, presumably partly because of its sojourn to Australia. Does this mean that the scenario gets more credence, that all Captains had been influenced to take the route even before the Directors had resolved to instruct their ships' masters? Because it is consistent with the idea that all ships took the Brouwer Route, it is likely.

But as indicated above, the VOC did not instruct the flotilla as a result of the adoption. Remember the Directors had been reluctant to adopt the route for five years. Would they now instruct captains to follow it even before the formal resolution? Unlikely. The VOC was a semi-military organisation with a top to bottom command structure. This makes it very unlikely.

Then there is a further scenario: After five years of test voyages, there had been not just a few senior mariners back in Amsterdam who held the strong view that the route was superior, but a number of returned crews as well. In the social circles of sailors, the majority opinion may well have crystallised into using the route being a no-brainer: it saved sailors' lives, time, money, and avoided the Portuguese. As a result, all captains of the flotilla would have easily agreed, indeed perhaps insisted, shortly after saying farewell to their wives, to take the Brouwer route.

However even after the *Seynbrief* came out, some captains still took the old routes and got into trouble for it⁽⁶⁾.

Further research regarding the voyage and route of the other vessels could firm up an answer. I may have exhausted the options and conclusions available from the facts I collected. Anybody out there who is inclined to improve on this? It does demonstrate at least that specialist research sources should be written as unambiguously as possible.

Peter Reynders

- 1) Phillip E. Playford, 'Hartog, Dirk (1580–1621)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/hartog-dirk-12968/text23435>, published first in hard copy 2005, accessed online 2 June 2015.
- 2) Schilder G, *Australia Unveiled – The Share of the Dutch navigators in the discovery of Australia*, Theatrum Orbis Terrarum Ltd., Amsterdam, 1976 p. 54.
- 3) Sigmund, J.P. and Zuyderbaan L. H., *Dutch Discoveries of Australia*, Rigby Ltd, Adelaide, 1976, p 32.
- 4) Schilder (1976), p 57.
- 5) Van Duivenvoorde, "Dirk Hartog, his 1616 Inscription Plate, and Dutch Ship Communications", in Peter and Coles, *Dutch connections with Western Third 1616-2016*, Welshpool: WAM, 2015 (in print).
- 6) Sigmund and Zuyderbaan (1976), p 33.

More on the Dundee Beach Breach-Loading Swivel Gun

In 2012 news broke that another bronze cannon had been found at the Top End. The newspapers reported that in 2010 a teenager Christopher Doukas had spotted the gun mostly buried in the sand of Dundee Beach southwest of Darwin and with his father's help had dug it out. It set off round of speculation as to whether the gun is a sixteenth-century Portuguese weapon and therefore evidence of a Portuguese discovery of Australia.

Since then the gun, a small-calibre breach-loading swivel gun, has been subjected to scientific study. The results of some studies have been published on the website of Past Masters International <www.pastmasters.net>. Several of them are short reports—a radio carbon report, a 3D scan, luminescence radial plots and chronology—that may be of interest to those with the appropriate technical knowledge.

Much more accessible is the paper by Paul Clark, entitled 'Dundee Beach Swivel Gun: Providence Report', dated 25 July 2013. It was published by the Northern Territory Department of Arts and Museums.

www.pastmasters.net/uploads/2/6/7/5/26751978/dundee_swivel_gun_provenance_rpt_final.pdf

News of the initial findings of a study done by Dr Matt Cupper of the School of Earth Sciences, University of Melbourne, focused on the gun's unusually high proportion of lead and that it was probably mined in southern Spain. But evidence was found of the use of iron chaplets in the gun's construction, a sign of Southeast Asian construction. Further investigations were evidently planned.

The gun is the subject of a paper to be read by Dr Cupper and others at a conference organised by the Ordnance Society, to be held at Portsmouth, Hampshire, in September 2015. The theme of the conference is 'Guns from the Sea' and Dr Cupper's paper is called 'Age and provenance of a bronze swivel gun from northern Australia'.

For more information go to <www.ordnancesociety.org.uk/events-2/>

Andrew Eliason

Partial Book Review

W van Duivenvoorde, "Dirk Hartog, his 1616 Inscription Plate and Dutch Ship Communications", Part of: *Dutch Connections with the Western Third 1616-2016*, Peters and Coles (eds), Welshpool, Western Australian Museum, Perth 2015 (in press).

Do I hear you say: How on earth can you review a book before it is even printed? Indeed I cannot. I have not even seen a draft of it. But I had permission to view one substantial chapter by one of its authors. The contents excited me considerably. Permission was granted to write a few words about it for *Map Matters*, even prior to publication.

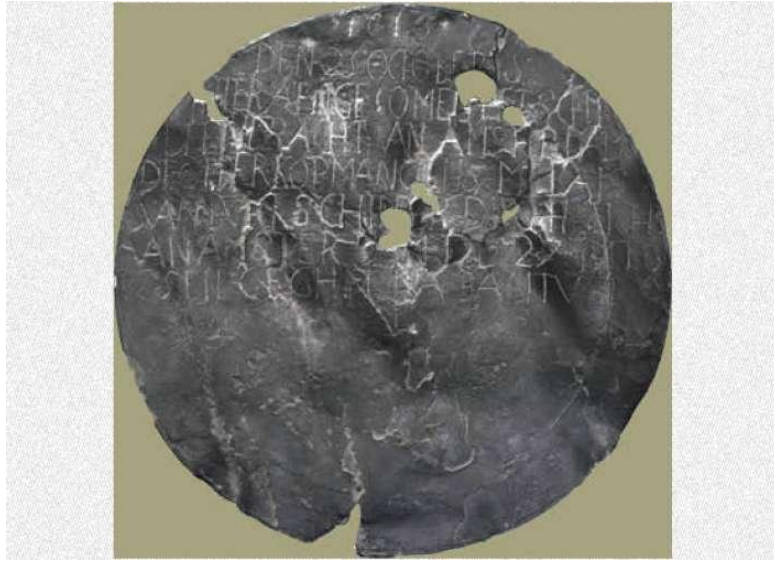
The information in it seems urgently needed out there, as next year we commemorate Dirk Hartog's historic visit to our continent and people are looking for a bit more information than a name, a date, a location and pewter plate.



Dr Wendy van Duivenvoorde

Most of us do not know an enormous amount about the event, his companions or his ship. The chapter is called "Dirk Hartog, his 1616 Inscription Plate and Dutch Ship Communications". One key point most credibly demonstrated in this chapter is that Hartog's pewter plate was certainly not just an egocentric sign left behind so Hartog and his crew could boast: I was there first!

It was similar to a "postal stone", the message being a sign left behind on a remote shore, to communicate with Navigators to follow, like a poste restante letter. The VOC had a standing practice to leave such signs on far lands particularly newly encountered shores. The method is also known to have been used by Portuguese, French and English early mariners.



Hartog's pewter plate, Rijksmuseum, Amsterdam

The author of the chapter, Dr Wendy van Duivenvoorde, is a leading Maritime Archaeologist with Flinders University. She has carried out intensive field research on such inscriptions, including at Madagascar where many Navigators' messages inscribed in coastal rock still survive, many with some protection from the National Park status of its site.

My first report about her postal stones research was published in July 2012, and I discussed the possibility of the Hartog plate being a similar postal message with her then, including by telephone. (I have not met Dr Van Duivenvoorde in person) The chapter under discussion was already in preparation then, at least mentally and submitted shortly after.

It includes a detailed historical overview of Dirk Hartog's life and family, and his career as a sailor and ship's captain, gained from many primary sources the author accessed during three months in the Netherlands in 2012 and from more recent international literature. The notes she gathered have been deposited in the Netherlands National Archives to be used in the preparation of a Dutch information booklet on Hartog, sorely needed, as the Dutch are not as familiar with Hartog as Australians are.

The information Dr Van Duivenvoorde gathered was also passed on to at least one Australian researcher. It resulted in the 96 reference notes in the chapter. Hartog's visit is set in the context of Dutch exploration of the early 17th century.

The chapter clarifies in detail the fact that his last name Hartog came in many forms and spellings and is an abbreviated patronymic, hence not a family name (then yet). As we did not know much about the ship, it is instructive to learn that Hartog's *Eendracht* was built in Amsterdam and a brand new ship, one of the best of its day. How relevant this is depends on one's perspective. Matthew Flinders' *Investigator* for example is frequently written up as a vessel at the end of its life, perhaps not a ship to send someone around the world with and which as a result caused some difficulties.

The *Eendracht's* ship's type is not mentioned. A telling point is that the illustrations with the chapter concern Hartog's signature, the pewter plate, two site photos and some maps prepared from measurements by Hartog. They do not include a picture of the ship, or its type, for which she would have searched. It seems to underscore by its absence that any recently published alleged depictions of Hartog's *Eendracht* are speculative approximations. Its size (700 ton), reported from a reliable source,

does provide a clue of it being fairly large for its time. This gives rise to the apparent guesswork concerning the ship's type: East Indiaman? The number of guns on board, 32, is sourced from an article in an 1888 Dutch family periodical, suggesting Duivenvoorde looked just about everywhere for precious "new" Hartog information. Occasionally a picture is provided of another *Eendracht*, as it has always been a popular name for a Dutch water craft.

Hartog's *Eendracht* left Europe as part of a fleet of five ships, got separated and because of delaying factors, including its stay at the Australian West coast, became the last ship of the fleet to arrive in the Indies. It had been the first to reach Cape of Good Hope.



De Vlamingh's Replacement Plate,
Shipwrecks Galleries, Maritime Museum in Fremantle

Van Duivenvoorde briefly explains the details and advantages of Brouwer's route, always part of texts about early visits to the west coast, particularly when it involved a landing or a shipwreck. Whether Hartog was instructed by the VOC, rather than deciding himself, to take that route or in consultation with his fellow ships masters of the fleet, is not elaborated on. The possibility is however briefly hinted at. It is a point of disagreement amongst history writers.

The inscribed plate, being an archaeological find, gets due attention. Its precise size is not mentioned, but that it is a flattened pewter dinner plate is made plain. The Amsterdam Rijksmuseum website provides: " Dimensions: 36.5mm.", which is ridiculously small and we shall assume a typo (or two) so it indicates a diameter of 36.5 cm. If so it seems a fairly sizable dish as my own kitchen yielded my largest dinner plate at only 27 cm. "Hartog's dish"? The plate that replaced it was pewter too.

By demonstrating consistency with VOC texts on other such inscriptions a very convincing case emerges in Van Duivenvoorde's chapter that indeed the plate was a sample of the practice of leaving messages behind to communicate with other crews. Hartog just used an alternative material. The first replacement plate, the one Willem de Vlamingh had left in 1697 on his expedition to the west coast of New Holland is also discussed in detail. Vlamingh had also left such inscriptions elsewhere. Rose de Freycinet's travel diary of her clandestine voyage on board of her husband's ship *Uranie* reports that in 1818 husband Louis de Freycinet collected the Vlamingh plate in turn. Its therein documented replacement plate was not found, so the chapter cannot report its archaeological detail and hence does not mention it.

Duivenvoorde's research reveals that the Hartog plate was not meant to make a deliberate claim to the land, unlike others elsewhere that have an explicit text to that effect. Emphasis is placed on the heritage value of this and similar mariners' inscriptions. A view that is shown to have been held for over 300 years, because

De Vlamingh already documented his views on the enormous cultural value of the Hartog plate, as did others in the centuries to follow. These simple and fairly primitive communication methods were of course soon replaced by other methods, the chapter shows.

Other publications about Hartog are likely to be in preparation for release in 2016, the Hartog commemorative year. Such jubilee books occasionally display some hagiographic tendencies. If so a suggestion that Hartog was the first European to land in Australia, is a candidate for it. Van Duivenvoorde does not go there; she firmly refers to an authoritative source to state that: " *Duyfken* made the first European Landfall on Australian soil".



Hartog Plate replica on display at the Rijksmuseum, Amsterdam

Hartog made just one voyage to the Far East, then took part in the intra-Asian trade of the VOC. He returned to be employed on shipping to the Mediterranean, with his own ship in 1619. He died fairly young.

Van Duivenvoorde also provides the occasional explanation in the literature that on board of VOC ships the senior merchant outranked the skipper, except on nautical matters. This has not changed our own tendency to pile the honour of such VOC discoveries, or 'first European visits' solely on the Captain. There appears, however, some room or need here to mention Gilles Mibais van Luyk, the senior merchant on the *Eendracht*, as he is likely to have made the decision to land and to have been in charge during their stay. Indeed the famous pewter plate mentions him first. Should we instead refer to the "Mibais pewter plate"?


I have no idea when the book may be published, I too have experienced that the publishing of a book can have substantial delays.

Peter Reynders

A window on Australia



My favourite place, the National Library, during Enlighten 2014.

	<p>Trivia about memory</p>	
	<p>In remembering historical achievements, what image does the public use in the first place? The year? It depends... Who or what are the entities that in our minds represent the various early navigators' achievements? It is a relevant question for an organisation in the business of promoting knowledge of our maritime contact history to as many people as care to listen.</p> <p>With the death of Alan Bond (and it triggered these musings), it seems his name will always be the primary mental association with Australia winning the America's Cup in 1983. With any sport we tend to identify with the sports person who actually won. However, in the Bond case, it is the man who is said to have used his own money for it and was driving the bid, but not the skipper or boat's name that we remember. I have to climb the internet to remind myself who the master was of the vessel that won. John Bertrand.</p> <p>We don't do that with James Cook. The achievement of charting the Australian East Coast is not in the first place attributed in our minds to those who paid for it or organised the voyage. They did not only organise it at great expense, but picked Cook as well. Great choice: a skilled hydrographer. All is pinned on him and more. With Tasman it lies different again. Tasman himself named 'Anthonij Van Diemensland' trying to elevate the man who sent him to explore the southern region, though VOC funds were used - not van Diemen's. However, history had a switch in store: The name Tasmania was thought to be more appropriate by the people living at the island colony in the 1850's ⁽¹⁾ and both the island's name, the colony's, the later State and his voyages, we have all mentally pinned on the navigator's name.</p> <p>Ships' names are often attached to an event and sometimes the captains get virtually lost, occasionally fortunate for such captains, such as in the case of the <i>Titanic</i>. With Willem Janszoon's 1606 effort it is different again, as we associate the first European visit here with his vessel's name <i>Duyfken</i> in the first place. Willem who? With Cook the name of his ship comes a close second in our minds, so I believe. With Hartog, the second item recalled would not be the ship's name but a pewter piece of former dinnerware. With the voyages of Louis de Freycinet it depends where you live, as in Australia he is identified with a map outline of the continent, but in France with his at least as famous wife Rose. Flinders and his cat? <i>Bounty</i> - mutiny- Bligh. <i>Batavia</i> - mutiny - murder. With the latter the names of the men involved are not prominent in our memories and they have to be looked up by most people.</p> <p>So there is no rigid custom that dictates the image in people's mind that is associated with a historical maritime achievement. One has to discover what it is in every individual case, so it can be used.</p> <p>Peter Reynders</p> <p>(1) Newman T. '<i>Becoming Tasmania - Renaming Van Diemen's Land</i>', Parliament of Tasmania, Hobart, 2005 pp 132-135</p>	
	<p>AOTM Division Monthly Meetings - Members welcome</p>	
	<p>Meetings of the Australia on the Map Division Council are open to all AOTM members who can and would like to attend.</p> <p>Meetings are held on the first Thursday of the month, at 2.00pm in a meeting room on the 4th floor of the National Library of Australia in Canberra.</p>	
<p>Contacts</p>		
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