

# Map Matters



Issue 27

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



Dear Readers,

Receiving material for publication is still a challenge, but I'm pleased to have received enough material for a Spring issue. I also have a treat photo gallery of SAIL 2015 for you. I hope you will enjoy it.

The book with stories by Rupert Gerritsen has been officially launched. If you'd like to get a copy, see below in the launch article.

At the launch your editor was presented with an award from AHS, for editing this newsletter. I was very pleased of course, and hope to continue applying my best effort to *Map Matters*.

Our Secretary, Peter Reynders would like to receive your feedback about the Maritime Explorers Walk (or Park) article.

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

### *Early Encounters with Australian Shores* launched

On 16 July, 2015, the official launch of the booklet, *Early Encounters with Australian Shores* took place at the residence of the Dutch Ambassador to Australia. The essays by Rupert Gerritsen were published by AOTM, with assistance from the Dutch Embassy in Canberra and AHS. The launch was supported by the Dutch subsea survey company Fugro.

The booklet is available for the cost of postage. Just send us a SASE (self addressed stamped envelope) large enough to fit a B5 booklet (182 x 257 x 5 mm – almost as large as A4), with \$2.10 in stamps on it. You can fold the large envelope into a standard size one addressed to us at the PO Box below.

The booklet is intended for the general public from age 8 and up. Many of our regular readers will have seen more scientific versions of these stories.

### Continuing the De Freycinet Name

In June 2011 the NLA hosted a Freycinet seminar in cooperation with the French Embassy and AOTM. The last surviving male of the once extensive French Freycinet family, Henry de Freycinet participated in the seminar. He descends from Rear Admiral Henri de Freycinet, brother of Louis, who authored the first published map of Australia. The proceedings of that seminar were published on a very limited scale. Next year they will be published again for general distribution.

Since then Henry has married, and recently sent us a lovely photograph of a new descendant of the De Freycinet family. Henry de Freycinet is shown with his wife, Henrietta, and new baby, Archibald, born on 8 July 2015. Congratulations to the proud parents.



Henry de Freycinet with Henrietta and Archibald.

### Hidden secrets of the Yale Martellus world map of 1491

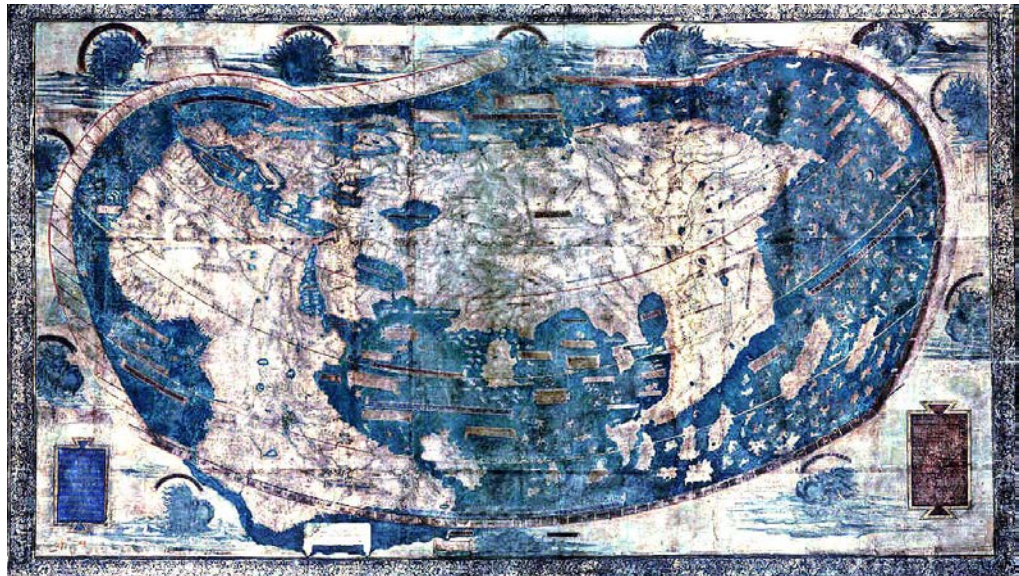
A recent article in *Yale News* has reported that a new analysis of the map made around 1491 by Henricus Martellus has revealed hundreds of place names and sixty written passages. Martellus, a German cartographer working in Florence in the late 15th century, produced a highly detailed map of the known world. The map is undated, but there are clues it was created in 1491: it quotes the *Hortus Sanitatis*, an illustrated encyclopaedia published in that year. The map is currently held at Yale University's Beinecke Library.

The map has long been overlooked because fading obscured much of its text. Martellus' map arrived at Yale in 1962, the gift of an anonymous donor. Scholars at the time confirmed the map's importance and argued that it could provide a missing link to the cartographic record at the dawn of the Age of Discovery. Five centuries of fading and scuffing had rendered much of the map's text and other details illegible or invisible, limiting its research value. Until now. A team of researchers and imaging specialists is recovering the lost information through a multispectral-imaging project. Their work is yielding discoveries about how the world was viewed over 500 years ago.

In August 2014, the five-member team visited the Beinecke Rare Book & Manuscript Library, where for years the Martellus map hung from a wall outside the reading room; it was recently moved to the Yale University Art Gallery for storage while the library is under renovation. The team, funded by a grant from the National Endowment for the Humanities, photographed the map in 12 reflective colours, including several frequencies beyond the range of visible light. Those images were processed and analyzed with high-tech software. Advanced imaging tools and layering techniques provided the necessary clarity.



The map of the world drawn by Henricus Martellus around 1491 donated to Yale University in 1962. Its faded condition (shown above) frustrated researchers for decades. The multispectral image of the map (below) reveals text and details invisible to the naked eye.



The map is a novel view of Renaissance cartography. It depicts the Earth's surface from the Atlantic in the west to Japan in the east and bears cartouches inscribed with descriptions in Latin of various regions and civilizations. "It's a missing link in our understanding of people's conception of the world," says Chet Van Duzer, an independent historian who led the analysis of the map images. "We've recovered more information than we dared to hope for," he said.

The map reflects the then latest theories about the form of the world and the most accurate ways of portraying it on a flat surface. It seemed to prove that, as Christopher Columbus argued, there was not a great distance between Europe and China going westward by sea. The map is also the first to record the rounding of the Cape of Good Hope by the Portuguese in 1488. This proved that there was no land link to Asia in the south and that Europeans could reach the riches of the East Indies by sea without having to go through Muslim-held lands.

The team's analysis has uncovered hundreds of place names and sixty written passages on the Martellus map. Newly revealed text in eastern Asian is borrowed from the *Travels* of Marco Polo. From the discrepancies in wording, Van Duzer has determined that Martellus used a manuscript version of the travelogue, not the sole printed edition in Latin that existed at the time. For example, Marco's Province of Locach is inscribed on the map as LOACAH REGNV[m] (Kingdom of Loacah), a rare spelling of



the name and calling it a kingdom rather than a province which may give a clue as to which manuscript source Martellus used.



LOACAH REGNV[m]

Revealing the map's faded details provides a more complete picture of Columbus' geographical conceptions. Martellus' world map represented the latest conception of the world prior to the discoveries of Columbus, combining the *Geography* of Claudius Ptolemy, the first century Alexandrian cosmographer, with information gathered by Marco Polo in his thirteenth century travels to and from China. Martellus placed extreme eastern Asia at longitude 240 degrees east of the Canaries and located eastern *Cipango* (Japan) at 270 degrees east longitude. When he landed in the Bahamas in 1492, Columbus thought he was close to Japan, an error consistent with Japan's location on the map. Martellus positioned Japan far off the coast of Asia, with an explanatory legend: "This island is 1,000 miles from the continent of the province of Mangi [southern China:]; the people have their own language and the circumference of the island is [illegible] miles".

The account of the voyage by Columbus' son Ferdinand indicates that the he had expected to find Japan where Martellus depicted it, and with the same orientation, far off the Asian coast, and with its main axis running north and south. No other surviving maps from the period showed Japan with that configuration. On his first voyage in 1492, Columbus failed to find *Zipango* (Japan) at the estimated distance from the Canaries but when he found Cuba some 1,100 leagues from the islands he tentatively accepted it as the mainland of Asia and sought *Zipango* to the east. In this way he identified Hispaniola as *Zipango*, as recorded by Ferdinand: "he reminded the men that he had often told them they must not expect to strike land until they had sailed 750 leagues west of the Canaries; he had also said that the island of Hispaniola, then called Cipango, would be found in that area".



INDIA SVPERIOR

The journal of one of Columbus's companions during his second voyage in 1494, Andrés Bernáldez, shows he believed the expedition was sailing along the coast of INDIA SVPERIOR (southeastern Asia), and describes the region much as it is depicted

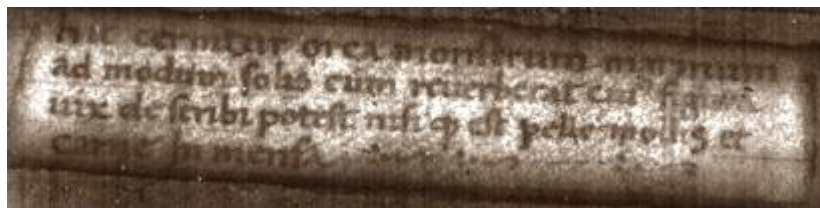
in the Martellus map. Bernáldez relates that Columbus sailed along the coast of Cuba, which he took to be the eastern coast of Asia, or what he called *Tierra Firme*, until he reached a point he considered to be very near the *Aurea Chersonesus* (Malay Peninsula), where he was constrained to turn back by the weather and lack of supplies. Bernáldez records that at that point, Columbus formed the opinion that, "if his voyage had prospered, he would have been able to return to Spain by the Orient, coming to the Ganges and thence to the Arabian Gulf... and thence to Jaffa (in Palestine), and to embark and enter upon the Mediterranean Sea and thence come to Cadiz". That Columbus could have contemplated undertaking such a voyage is also one more proof of his belief, which he took from the Apocryphal Fourth Book of Esdras as cited by the noted cosmographer Pierre d'Ailly in *Ymago Mundi*, that the world was much smaller than was commonly thought, seven parts of it land and only one part water.

The new images also have helped Van Duzer and his team to determine how the Martellus map influenced later cartographers. The map is similar to the world map drawn by Martin Waldseemüller in 1507, the first map to apply the name *America* to the New World. The multispectral images show many of the same texts on Martellus' map in the same locations as on the 1507 map, confirming that the Martellus map was an essential source for Waldseemüller. At the same time, notes Van Duzer, the cartographers' works are not identical: Waldseemüller borrowed most of his place names in coastal Africa from a different map. "It puts you in the mapmaker's workshop," says Van Duzer. "It's easy to imagine Waldseemüller at his desk consulting various sources."

In preparing his world map, of which the full title is, *Universal Cosmography according to the Tradition of Ptolemy and the Voyages of Americo Vespucci and others*, Waldseemüller had to try to reconcile the New World discoveries of Columbus and Vespucci with Ptolemy's cosmography as set out on Martellus' map. Waldseemüller in effect devised a map scheme where he could let his reader take his choice between the Columban (or Amerigo's, as he called it) and the Ptolemy/Martellus estimates of the length of a degree of longitude. Specifically, he accepted two estimates of the longitude of Champa, the part of eastern Asia that Columbus thought he had reached. Waldseemüller's world map duplicates both eastern Asia and *Cipangu* (Japan), as *America* and Hispaniola. The choice was left open. As the cartographic historian George Nunn said in 1927, "This was a very plausible way of presenting a problem at the time insoluble".

The team's discoveries are the result of painstaking effort. The map's text was written in a variety of pigments, which complicates the task of recovering lost letters because individual pigments respond differently to light. The multispectral images are processed using special software that finds the precise combination of spectral bands to enhance the visibility of text. The work involves a lot of experimentation. "We're still finding things," says Professor Roger Easton of the Chester F. Carlson Center for Imaging Science at Rochester Institute of Technology. "We're focusing on these difficult cartouches and text blocks. One day last week we pulled out 11 characters. The next day, we got several words." Easton estimates the team has uncovered about 80% of recoverable text. Some of the text is entirely invisible before processing. The team is currently at work uncovering details in the region around Java. Once the project is completed, the new images will be made available to scholars and the public on the Beinecke Library's website.

"It's always interesting to learn how people conceived the world at that period in history," says Van Duzer. "The late 15th century was a time when people's image of the world was changing so rapidly. Even within Martellus's own career, what he was showing of the world expanded dramatically."



A text box in the Indian Ocean warns of the orca, "hic cernitur orca monsterum magnum ad modum solis cum reverberat cui figura vix describi potest, nisi qui est pelle mollis et corpore inmensa / a sea monster that is like the sun when it shines, whose form can hardly be described, except that its skin is soft and its body huge."



This text in northern Africa says: "hic sunt magni solitudines in quo sunt leones, pardes, tigrides et multa animalis diversa nostris / Here there are large wildernesses in which there are lions, large leopards, and many other animals different from ours."

To see more of the map, visit [Smithsonian.com/martellus](http://Smithsonian.com/martellus).

**Robert J. King**

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Elizabeth Quill, 'Did this map guide Columbus?', *Smithsonian*, 1 June 2015.

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Fernando Colombo, *Historie*, Venetia, 1676, Cap. XX, pp. 95-96.

Benjamin Keen, *The Life of the Admiral Christopher Columbus by his Son Ferdinand*, New Brunswick, NJ, Rutgers UP, 1959, p.56.

Carlos Sanz (ed.), *Diario de Colon: libro de la primera navegacion y descubrimiento de las Indias*, Madrid, 1962, fols. 45v, 47v, 51v: 4 Enero 1493: « Concluye que Cipango estaba in aquella isla [Española], y que hay mucho oro y especería » (He concluded that Cipango was in this island [Española], and that there was much gold and spice there).

Andrés Bernaldez, *Historia de los Reyes Católicos*, in Cecil Jane (ed.), *Select Documents Illustrating the Four Voyages of Columbus*, London, Hakluyt Society, 1930, Vol.I, p.118.

*Lettera Rarissima*, Jamaica, 7 July 1503, Cesare de Lollis (ed.), *Scritti di Cristoforo Colombo*, Reale Commissione Colombiana pel Quarto Centenario dalla Scoperta dell'America, *Raccolta di Documenti e Studi*, parte I, vol.2, Roma, Ministero della Pubblica

Istruzione, 1893, pp.175-205, p.184: "el mundo es poco; el injuto d'ello es seis partes, la séptima solamente cubierta de agua".

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George E. Nunn, *The Geographical Conceptions of Columbus*, New York, American Geographical Society, 1924.

George E. Nunn, "The Lost Globe Gores of Johann Schöner, 1523-1524", *The Geographical Review*, vol.17, no.3, July 1927, pp.476-480.

Donald L. McGuirk, Jr., "The Presumed North America on the Waldseemüller World Map (1507): A Theory of Its Discovery by Christopher Columbus", *Terrae Incognitae*, volume 46, Issue 2 (September 2014), pp. 86-102.

### Maritime Treasures at the National Library of Australia

The National Library of Australia in Canberra is home to a treasure trove of material for those of us with an interest in Australia's maritime history. While we associate libraries primarily with books, the NLA also has an extensive collection of primary source documents such as ship's journals. Its map collection is world class, and there is much valuable illustrative material such as paintings, etchings and drawings. The NLA also houses non-paper materials of interest to maritime historians, such as furniture and navigational instruments. As with most libraries and museums, the items on display are a tiny portion of what is held, though regularly changing exhibitions help to bring interesting material to light.

The NLA's Treasures Gallery houses a permanent but ever changing selection of especially important material, including much of interest to maritime historians. If you cannot get to Canberra to see these items, many of them can be viewed on the NLA website. Perhaps the most famous item on display is a copy of James Cook's *Endeavour* Journal, an iconic tome which sits unassumingly in a cabinet surrounded by less important material and could easily be overlooked. Nearby is a striking oil painting c1637 of 'Abel Tasman, his wife and daughter' by Jacob Gerritszoon Cuyp. Close to this is 'A New Map of the World', c1715 (engraved by Sutton Nicholls) which shows Tasman's discoveries – the coast of New Holland, part of Van Diemen's Land and part of New Zealand. There is an etching of Sir William Dampier, dated 1787, alongside a copy of his 'A Voyage to New Holland etc. in the year 1699', published in 1709.



The Bark, Earl of Pembroke, later Endeavour, leaving Whitby Harbour in 1768



Much of what is presently on display is focussed on James Cook. There is 'A box of instruments possibly belonging to James Cook'; containing a small sundial, astrolabe, compass, and a table of star signs and days. The wooden box has a metal plate inscribed 'Captain James Cook Anno 1750', which raises a question or two. A more convincing case can be made for James Cook's fork, clothes brush and walking cane, and for Cook's desk, a fall-front portable bureau c1760. Thomas Luny's wonderful and much reproduced painting from 1790, 'The bark Earl of Pembroke, later Endeavour, leaving Whitby Harbour in 1768' is one of my favourite items and truly one of the NLA's treasures. Another large, well known and evocative painting is George Carter's 1781 'Death of Captain Cook'.

Smaller, but similarly interesting visual records are a William Hodges oil 'View from Point Venus, island of Otaheite', 1774, and John Webber oil portraits of Captain John Gore, 1780, (who circumnavigated the world twice with Byron and Wallis on *Dolphin*, before joining Cook on his first and third voyages), and a 'Portrait of Captain James King, commander of Discovery during Captain Cook's third Voyage', 1781.

While not directly associated with Cook, another splendid item is a very rare astronomical clock or regulator by John Shelton (1712-1777), c1760. This is a sister clock to the one used by Cook to help observe the Transit of Venus during the *Endeavour* voyage, which was one of five commissioned by the Royal Society from Shelton.

As well as all these items in the semi permanent Treasures exhibition, an adjacent area currently houses a temporary exhibition (until 13 December 2015) 'Rex Nan Kivell Portraits of the famous and Infamous 1492- 1970'. This selection from an eclectic collection by one of Australia's greatest collectors includes several portraits relevant to those with an interest in maritime history, and particularly Cook.



**Portrait of Abel Tasman, his wife and daughter**

These include an engraving of 'John Montague, Earl of Sandwich, Viscount Hinchinbrook, First Lord Commissioner of the Admiralty', 1774, who was influential in sponsoring Cook voyages and who was commemorated by Cook in several place names. He was also the Earl who invented that important portable meal.

There is a hand coloured engraving and etching of Sydney Parkinson, 1784, an artist on Cook's first voyage, an etching of William Hodges R.A., 1810, who was the artist on the second voyage; and a marble bas relief of John Webber, 1790, artist on the third voyage.



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|  | <p>A lovely pencil drawing of Sir Joseph Banks, 1795, by Cook portraitist George Dance, and another pencil drawing of Omai by Sir Joshua Reynolds, 1774, would look particularly nice on my walls.</p> <p>The National Library truly is a treasure trove and claims to have the largest collection of material relating to Australia anywhere in the world.</p> <p><b>Trevor Lipscombe</b></p>   |
|  | <p><b>De Halve Maen replica</b></p>  |
|  | <p>The SAIL 2015 extravaganza this August in Amsterdam was superb. Perhaps a bit too crowded as it was so popular. Visitors from all over Europe flocked together in the 17<sup>th</sup> century city. They were clearly expected I discovered to my surprise, as information staff engaged by the various ships were fluent in German or French besides the usual English.</p> <p>A record fifty (50!) tall ships took part and could be inspected, if you could get to them and if you had the time. Yes I was there and walked past the long mooring quay, slowly moving with the crowd at a density of about a square meter per person. The <i>Young Endeavour</i> from Australia was there too, as was the replica of Ferdinand Magellan's ship the <i>Nao Victoria</i>.</p> <div data-bbox="657 880 1265 1330" data-label="Image"> </div> <p>The <i>Nao Victoria</i> replica in Japan, 2005 (Photo Wikipedia)</p> <p>I will not report on my visit with details of how long I had to queue for an ice-cream or to get on board any vessel, nor will I try and report on all ships. I picked just one to reflect on.</p> <p>An American ship, similar to 'our' <i>Duyfken</i> replica in shape and at least as well known in the world: the replica of <i>De Halve Maen</i>, which the Americans insist on calling The Half Moon.</p> <p>The original yacht, or perhaps more appropriately called a "flyboat", <i>De Halve Maen</i> was built around 1606 in The Netherlands and was first owned by skipper Maarten Pieterszoon Schellinkhout.</p> <p>The VOC Chamber of Amsterdam purchased the ship in 1609 and employed the English mariner Henry Hudson, who had been a captain in the employ of the English <i>Muscovy Trading Company</i> (which traded on Russia until 1917!), to command the ship on a search for an alternative route to the Far East.</p> <p>Hudson sailed to the Arctic that year, but ice prevented him from sailing east to the north of the Eurasian continent. So he turned west, traversing the Atlantic and trying his luck north of the American continent. Sailing a south westerly course he first saw the American continent at Newfoundland, then further south to Cape Cod and then continued to Chesapeake Bay. Here he turned north again past Delaware Bay and found a bay with a river. Hudson called it the Mauritius River after one of the two Dutch Stadholders of the day, Maurits of Orange. It is now the Hudson River.</p> |



De Halve Maen in Amsterdam, 2015 (Photo NN, permission granted).

He sailed up the river to about where Albany, New York, is now located. The crew determined there that the water was too narrow and too shallow for further progress, and Hudson turned around to exit the river, satisfied that it would not be a route to the Pacific. Hudson had sailed into what is now New York Harbour.

Before returning to Europe he claimed the land for Holland. Not many Englishmen have claimed land for Holland. Hudson's report on this site to his employers back in the United Provinces gave rise, just two years later, to the Dutch Settlement of New Amsterdam.

This was renamed New York after the English, who if not allies at the time still were considered to be at peace with the Dutch Republic, unexpectedly captured it from Director-General Peter Stuyvesant on August 27, 1664. Just weeks earlier, an English diplomat by the name of George Downing had ensured The Hague that this would not happen. The English in commemoration of this aristocrat's diplomatic talents and achievements later named a street after him.

In 1667 at the Treaty of Breda, the fledgling colony of New Amsterdam was officially 'exchanged' between the Dutch and English for the return of another colony elsewhere to the Dutch. In 1673, during the Third Anglo-Dutch War, New York had been retaken by the Dutch, but at the 1674 Treaty of Westminster New York was returned to the English, Suriname became an official Dutch possession in return and no further Dutch claims were made.



Detail of the Halve Maen, 2015. (photo P Reynders)

After the *Halve Maen* returned to Holland, she was employed in the Far East and the ship was destroyed during an English attack on Jakarta in the Dutch East Indies. Hudson himself continued to sail to North America, going there a total of four times, charting the Hudson Bay from the English ship *Discovery*, but later his crew mutinied, setting him adrift in a small boat, never to be seen again.

Hudson had not been the first European mariner to call at the 'New York locality'. That was Giovanni da Verrazzano (1485-1528), a Florentine expatriate in Dieppe, France. Verrazzano sailed *La Dauphine* to also find a sea passage to the Pacific and to Asia. He dropped anchor in New York Bay on April 17th 1524. He named the area *Nouvelle Angoulême* after a town in France that was linked to his patron King Francis I, of the House of Valois,

### Replicas

Our *Duyfken* commemorative replica vessel was built in Fremantle in the 1990's. The original has been called a yacht but can also be called a flyboat (after the Dutch: *vlieboot*, meaning a vessel for shallow estuary waters). So it was a significantly smaller vessel than the much larger Eastindiaman, in which for example Hartog arrived in Australia ten years later.

The notion 'yacht' (jacht) had several meanings. In the context of a fleet, it was a reference to a ship's role rather than a ship's type. It was the faster and often smaller ship that would be used as an investigative vessel, to get into rivers, go close to shore in shallow waters etc.

The Americans owned replicas of historical vessels long before the *Duyfken* replica was built. The Dutch Government presented a replica of *De Halve Maen*, built in Amsterdam in 1909, to the City of New York on the occasion of the 300 year anniversary of Hudson's visit to the site. It was destroyed by fire in 1934.

On the initiative of an American of Dutch background one Dr Andrew Hendricks, a leading member of the Holland Society of New York, another replica was built and finished in 1989. Construction took place under auspices of the New Netherland Museum, of which Hendricks was the founder. Its cost was about \$1M.

The replica became a common sight again on New York Harbour and the Hudson River when used for day sailing tours for tourists and played a central role there in 2009 with the 400 year anniversary celebrations in New York. The then Dutch Crown Prince now King, Willem Alexander, took part in the celebrations.



The Halve Maen at Sail 2015 (photo P Reynders)



Currently the ship has been borrowed for a year by the West Frisian Maritime Museum in Hoorn in the Netherlands. From there it participated in Sail 2015 in Amsterdam, where I photographed it. SAIL Amsterdam is one of the biggest maritime attractions in Amsterdam, with the tall ships cruising into the city every five years, celebrating historic ships for almost a week with many main and side events, including a procession of all in Amsterdam that floats with a motor to propel itself.

This last event I also witnessed from the shore. It was a never ending stream of fun making people in boats, numerous jazz-, brass- and pop-bands on the water, where given the obvious fun and drinks involved, miraculously nobody collided disastrously and nobody drowned.

I saw one person in a huge launch with seats, all empty. The guests had not turned up, but he took part anyway on his own, a crate of beer by his side. I thought of Henry Hudson on his last boat ride.

Peter Reynders

### One Location in the National Capital for all Future Memorials for our Early Maritime Explorers

There are compelling reasons for the placement over time of maritime explorers' memorials all in just one spot in a prominent location in Australia's capital. The result would have great commemorative worth. This project is being proposed, developed and pursued by AOTM with at present a Project Team of four people.

The team is consulting with relevant local and commonwealth authorities and has so far consulted four foreign missions: the British, the Spanish the Dutch and the French. The project, like any ideas that require a small area of public land, will not be quick, but is so compelling that there is little doubt it will succeed if public resonance with it can be generated and demonstrated.



Captain Cook Memorial, Canberra (source: Virtual Tourist website)

#### The vision

For an estimated 60,000 years, as civilisations rose and fell in Europe, Asia and the Americas, Australia was an uncharted land, sparsely inhabited by a people who had arrived here over thousands of years by making the long migration out of Africa and down through South East Asia. Their civilisation and the land itself appear to have been completely unknown to the rest of the world for all of that time.

In the short space of just over two centuries commencing in 1606, all of that changed. A succession of European navigators, many driven by commercial interest, touched on our

shores. Many made first contact with the inhabitants and gradually a coherent view of the shape and size of the continent emerged. This put 'Australia on the map', as well as New Zealand.

European settlement followed on this side of Asia and thus modern Australia and New Zealand with their rich mixes of cultures, ethnicities and traditions are substantially the result of the curiosity, venture and boldness of those early mariners.

Nowhere in Australia are those 'multicultural' efforts acknowledged collectively in a public place for what they are - foundation stones of our nation. A few memorials to some of these mariners, some larger but mostly smaller, have been placed in often obscure locations unnoticed by the visitor to the capital.

This proposal aims to correct that shortcoming. The result would be an exciting and educational acknowledgement of all those voyages that contributed to the discovery of the continent of Australia. Together in the one prominent place: a walk or commemorative park in the national capital. Such a facility has many advantages for the nation and for the capital, which the reader will easily identify.

Should you wish to comment on, or inquire about this proposal, do not hesitate to send me an email on [pbreynders@yahoo.com.au](mailto:pbreynders@yahoo.com.au), perhaps with an indication whether you or your organisation(s) support this concept and would be prepared to place an outline in your newsletters or journals.

Peter Reynders

### Some SAIL 2015 images























Source: Parool internet site

### AOTM Division Monthly Meetings - Members welcome



Meetings of the Australia on the Map Division Council are open to all AOTM members who can and would like to attend. Meetings are held on the first Thursday of the month, at 2.00pm in a meeting room on the 4<sup>th</sup> floor of the National Library of Australia in Canberra.

### Contacts

#### How to contact the AOTM Division

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