Map Matters

#### Issue 28

# Australia ON THE MAP a division of the Australasian Hydrographic Society

#### March 2016

## Welcome to the Summer 2016 edition of *Map Matters*, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.

Dear Readers,

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#### News



Welcome to the first issue for 2016. We're having some formatting problems due to software issues. Hopefully they will be overcome by next issue.

I'm happy to include a new contributor, Shibu Dutta, a long time member of our AOTM committee, and the illustrator of the 'Encounters' book. I hope you will enjoy his article, as well as those from our regular contributors.

The *Early Encounters with Australian Shores* book has been flying out the door for a while, but we do still have some left. They will be offered at the Heritage Day fair in April, so if you would like a copy of the book, come visit us there, or order it as per instructions on our web site.

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

AOTM at the Heritage Festival
On Sunday 3 April, 2015, the National Trusts of Australia hold an Open Day in the ACT, 10am – 3pm, at the grounds of the Yarralumla Forestry Precinct. The address is Banks Street, Yarralumla, ACT 2600. Entrance is a Gold Coin Donation. AOTM will be there with a stall with maps, leaflets and more promotional material. We will also have copies of the booklet, <i>Early Encounters with Australian Shores</i> by Rupert Gerritsen, which we published last year. If you are in the area, why not stop by and have a chat with Peter Reynders or myself. We look forward to a chance to discuss what we do, why we do it, who we are, and how to join us if you like. It is easy to find as Banks street is not long, the Forestry Building is set back from the street, and large enough to notice.
2016 Dirk Hartog Year
As you are no doubt aware, 2016 is the Dirk Hartog year. Many celebrations are planned. The Royal Netherlands Embassy has already had a few events in January and February, and more are planned for later this year. The peak celebrations will be at Shark Bay, and Dirk Hartog Island. The Duyfken replica will be in Denham from 19-25 October, as the WA Government, the Shark Bay Council and the Embassy are planning a festival there from 21-25 October. There will be a function at Cape Inscription, but only for invited guests, as there is a limit for the number of people on Dirk Hartog Island. There will not be any public transport to the island. For more information, see the websites from Shark Bay, and the Royal Netherlands

	Embassy, as well as <i>Dirk Hartog 2016</i> on Facebook for news and updates in English. See: <u>www.facebook.com/DirkHartog2016</u> , <u>www.dirkhartog2016.nl</u> or <b>Tw</b> @DirkHartog2016.
	Decorated Bicycle Tunnel in Amsterdam
	A new bicycle and pedestrian tunnel below Amsterdam Central Station has been decorated with 46,000 Frisian tiles, depicting a historic warship, the <i>Rotterdam</i> . The image is based on a tile design by Cornelis Boumeester (1680-1730), and was recreated by designer Irma Boom.
	FebruareThe bicycle turnel under Amsterdam's Central Station.
Articles	
	Joseph Lepaute Dagelet and his pendulum experiments at Botany Bay, 1788
	When they met at Botany Bay in February-March 1788, Joseph Lepaute Dagelet, the astronomer on the Lapérouse expedition, urged William Dawes, the new English colony's astronomer, to attempt "la mesure d'un degré du meridien sous cet hemisphere [the measurement of a degree of the meridian in this hemisphere]". <sup>1</sup>
	Dawes was unable to act on this recommendation, but as he would have known, measurement of a degree of the meridian had been an aim of the Académie Royale des Sciences for over a century. In 1670, Gabriel Mouton, one of the first members of the Académie after its foundation in 1666, proposed a natural standard of length based on the circumference of the Earth. <sup>2</sup> Anxious to preserve an accurate and verifiable length for the then current unit of length, the Parisian <i>toise</i> , Mouton proposed a decimal system of measurement based on the circumference of the Earth. Explaining the advantages of a system based on nature, he proposed a unit, the <i>milliare</i> , defined as the length of a minute of arc along a meridian of longitude. Conscious of the effort required to do this, he suggested that the actual standard be based on pendulum movement, which was easier to

1 Dagelet à Dawes, à la Baye Botanique, 3 Mars 1788, State Library of New South Wales (Sydney), Mitchell Ad 49/6-7; quoted in Doug Morrison and Ivan Barko, "Dagelet and Dawes: their meeting, their instruments and the first scientific experiments on Australian soil", *Historical Records of Australian Science*, vol.20, no.1, June 2009, pp.1-40; Association Salomon (Nouméa, New Caledonia). *Le mystère Lapérouse, ou, le rêve inachevé d'un roi*, Paris, Conti, 2008, pp.58, 61, 106. Ivan Barko, "Lepaute Dagelet at Botany Bay (26 January-10 March 1788) and his encounter with William Dawes", Explorations, no.44, Dec 2007pp. 21-40.

2 Gabriel Mouton Observationes diametrorum solis et lunae, huic adjecta est brevis dissertatio de Nova Mensurarum Geometricarum Idea, Paris, 1670, p.432.

verify. A pendulum located in Lyons, his native city, of length 1/10.000 of a minute of arc, would beat a definite number of times during a fixed period. He estimated there should be 3,959.2 oscillations every half hour, which would verify the pendulum was the correct length. Si dans unterny plus recel devote stablipement. It en popible devous procures un Section de 6 ou 8 pier de Rayon une entreprise plus grand at plus digne devous Monsieur cedereit Setenter ice Comesure Dien Degr-die meridien Jour eit hemisphene Cetoit le plus grand vous delitea demies it limin propro in commencant atte compagne elfe nedisispinois par de terminer a travail dans & mois on Supposaint une position favorable. Vous Vavis quil site Sur cette matien une foulle d'bons ourrags, Bouques pour un Astronome metemble le meilleur. Dagelet à Dawes, à la Baye Botanique, 3 Mars 1788, suggesting he measure "a degree of the meridian in this hemisphere". Library of New South Wales (Sydney), Mitchell Ad 49/6-7 The Abbé Jean Picard, also a member of the Académie Royale des Sciences, measured an arc of the Meridian of Paris between Malvoisine, south of Paris, and Sourdon near Amiens, in 1669 and established the length of a degree of longitude as 57,060 toises (111,209 metres). His unit of measurement, the toise, did not have a perfectly preserved standard, as it varied from time to time and from place to place throughout France. Christiaan Huygens, Picard's and Mouton's colleague at the Académie des Sciences and the inventor of the pendulum clock, had been approached by Mouton and at his suggestion proposed in 1673 the length of a pendulum beating at seconds as the basic unit for a universal measure which, "once agreed upon, could not only be established by people everywhere, but also in times to come be reconstituted".<sup>3</sup> Picard supported this proposal, acknowledging the virtue of a standard that could be recovered if necessary by making it referable to an invariable feature of nature, and the length of a pendulum beating at seconds seemed to fit this criterion.<sup>4</sup> The difficulty of using the length of a seconds pendulum as the standard unit of measure was that it was found to be not, in fact, an invariable feature of nature, but varied with the latitude where it was measured. This was discovered by another member of the Académie, the astronomer Jean Richer. Between 1671 and 1673 he performed experiments and carried out celestial observations at Cayenne, French Guiana. Richer had one of Huygens' pendulum clocks for this purpose which, though it had kept perfect time in Paris, had to be adjusted by shortening its pendulum by 1.25 lignes (2.8 millimetres) to make it beat faster in Cayenne to compensate for the weaker strength of gravity there. The English mathematician Isaac Newton subsequently commented that if, as he had proposed, the force of gravity decreases with the inverse square of the distance between objects, the obvious conclusion to be drawn from Richer's work was that near-equatorial Cayenne was further from the centre of the earth than Paris, where the first such measurements had been taken. Thus the earth could not be spherical, as had been presumed by Mouton and his colleagues, but rather bulged at and near the Equator, forming an oblate spheroid.<sup>5</sup>

3 Christiaan Huygens, *Horologium Oscillatorium*, The Hague, 1673, pp.152-4, Propositio xxv, *De mensure universalis*, & *perpetuae*, *constituendae ratione*.

<sup>4</sup> Jean Picard, *Mesure de la Terre*, Paris, 1671, pp.8-11; cited in Edwin Danson, *Weighing the World: the Quest to measure the Earth*, New York, Oxford University Press, 2006, p.27.

<sup>5</sup> J.W. Olmsted, "The scientific expedition of Jean Richer to Cayenne in 1672-73", *Isis*, vol.XXXIV, pt.2, no.94, 1942, pp.117-128.

In 1742, during the course of a scientific expedition to what is now Ecuador, then Peru, to ascertain the shape of the Earth, Charles-Marie de la Condamine established the length of a pendulum beating seconds on the Equator near Quito, and he proposed this for the universal unit of measure: "mensurae naturalis exemplar, utinam et universalis" [a natural and, may it be, a universal model of measure]. <sup>6</sup>
Following Condamine's death, Turgot, Comptroller-General of Finances, was urged by Jean-Antoine de Condorcet, Permanent Secretary of the Académie and ardent advocate for reform of the system of measures, to carry out the project of establishing a universal unit of measure. In October 1775, Turgot wrote to the astronomer Charles Messier: "M. Condorcet must have advised you, Sir, of the project that I have to ascertain by exact experiments the precise length of a pendulum, which it seems to me should serve as a common standard and term of comparison for all measures that will be easy to reduce to it". <sup>7</sup> He asked Messier to measure the seconds pendulum at sea level at Bordeaux, a city on latitude 45° North, half-way between the Equator and the North Pole. <sup>8</sup> Messier, however, was unable to fulfill his mission before Turgot had been dismissed from office. Turgot's successor, Jacques Necker, was unconvinced that Condorcet's vision could be realised and dropped the proposals for reform. <sup>9</sup>
When Louis XVI in 1785 took up the project for a round the world voyage of discovery, his Minister of the Household, Breteuil, who was a member of the Académie des Sciences, made sure an astronomer was included among the expedition's savants. Joseph Lepaute Dagelet was chosen for this appointment. Born in the village of Thonne-Ia-Long, Lorraine, on 25 November 1751, he went to Paris in 1767 to live with his uncle and aunt, Jean-André and Nicole-Reine Lepaute. Jean-André and his brother, Jean-Baptiste, held the appointment of clockmakers to the King. His aunt, Nicole-Reine, was an astronomer of note and assistant to the eminent astronomer Jérôme Lalande. She encouraged Joseph's aptitude for astronomy, and from his arrival in Paris until 1772 he studied in the observatory of the Collège Mazarin, where he was guided by Lalande. In 1773, he was appointed to the expedition commanded Kerguelen de Trémarec to the southern Indian Ocean. As a result of his work on this expedition, he was when he returned made professor of mathematics at the École Militaire, Paris, where he was able to continue his astronomical researches. In recognition of his observations of the planets and stars he was named astronomer to the Académie des Sciences in 1785. Although the hardships he had experienced during the Kerguelen expedition had extinguished any enthusiasm he might have had for oceanic voyages, he was appointed the same the year to the expedition commanded by Lapérouse.
One of Dagelet's pupils at the École Militaire, the sixteen-year old Napoleon Bonaparte, applied to be his assistant but was rejected in favour of another, Roux d'Arbaud. A set of recommendations drawn up by the Académie for the savants of the expedition stated:
One of the most interesting objects for research is that concerning the determination of the length of a pendulum at seconds at different latitudes. The conclusions which up to now has been drawn from this instrument to determine variations of gravity, have been based on a small number of experiments done by different observers, with different instruments, and this lack of uniformity in the experiments has necessarily influenced the accuracy of the conclusions deduced from the comparison of results. It will be appreciated how valuable would be a set of experiments of this kind made with care by the same persons and with the same instruments. <sup>10</sup>

<sup>6</sup> From the inscription engraved on the commemorative marble plaque he presented to the Jesuits' Church of San Francisco in Quito in 1742: Charles-Marie de La Condamine, *Journal du Voyage fait par Ordre du Roi à l'Équateur*, Paris, Imprimerie Royale, 1751; and *idem*, "Nouveau Projet d'une Mesure invariable propre à servir de mesure commun à toutes les Nations", *Mémoires de l'Academie Royale des Sciences*, 1747, pp.489-514.

10 Mémoire redigé par l'Académie Royale des Sciences pour servir aux Savans embarqués sous les ordres de M. de La Pérouse, 1785.

<sup>7</sup> Turgot à Messier, 3 Octobre 1775, Turgot, *Oeuvres*, Paris, 1913, Tome V, pp.31-33.

<sup>8</sup> Ronald Edward Zupko, *Revolution in Measurement: Western European Weights and Measures since the Age of Science*, Philadelphia, American Philosophical Society, 1990, pp.125-128, 136.

<sup>9</sup> Ronald Edward Zupko, *Revolution in Measurement: Western European Weights and Measures since the Age of Science*, Philadelphia, American Philosophical Society, 1990, pp.125-128, 136; Robert Tavernor, *Smoot's Ear:the Measure of Humanity*, Yale University Press, 2007, p.59.



11 Joseph-Jérome Lalande, "Considérations sur l'état actuel de l'Astronomie", *Mémoires de l'Académie des sciences, arts et belles lettres de Dijon*, 1785, pp.298-299.

12 *L'Esprit des Journaux*, Tome I, Janvier 1788, p.320.

13 Report from Paris of 1 March 1789 in *The Morning Post* and *The Whitehall Evening Post* (London), 7 March 1789; *The Pennsylvania Mercury* (Philadelphia), 14 May 1789.

14 Joseph Jérôme Le Français de Lalande, *Bibliographie Astronomique: avec l'Histoire de l'Astronomie depuis 1781 jusqu'à 1802*, Paris, Imprimerie de la République, 1803, p.711.

After the loss of the Lapérouse expedition, the project of establishing a universal system of measures remained a priority of for the savants of the Académie, and their opportunity came in 1789 with the Revolution. A report was presented to the French National Assembly by Charles de Talleyrand on 9 March 1790. Recommending reform and reduction to uniformity of the immense confusion of weights and measures traditionally used in France, Talleyrand emphasized that it was necessary for a perfect solution to the problem that the basic standard to be adopted should be referable to an invariable model taken from nature, which could be returned to in case the standard needed to be checked or altered at some future time.
Having reviewed the several alternatives put forward by leading savants Talleyrand, on the advice of Condorcet, gave preference to that which consisted of taking "for the elemental measure, the length of the pendulum at seconds in the latitude of 45°," as "the numerous partisans of that method have preferred this point, as being the mid-term between the Equator and the Pole". The National Assembly debated Talleyrand's report on 8 May 1790, and adopted his recommendation. The resolution of the Assembly was reported in <i>Le Moniteur Universel,</i> and subsequently in the English press:
8 May 1790. It was this evening decreed — "That the President do wait on the King, and request him to write to his Brittannic Majesty for his concurrence in the project of establishing an universal standard of weights and measures; and that an equal number of the Royal Society of London, and of the Academy of Sciences in Paris may be appointed, by authority of Parliament and of the National Assembly, to ascertain the length of the pendulum, at 45 degrees latitude, or elsewhere". <sup>15</sup>
The Spanish naval officer and astronomer, José Mendoza y Ríos, was at that time working closely with the French savants, having been sent to France and several other European countries as leader of a delegation of Spanish officers charged with obtaining information on advances in astronomy and navigation. He recommended that the task of measuring the figure of the earth be added to the mission of the Spanish expedition of discovery commanded by Alexandro Malaspina. <sup>16</sup> When the expedition reached Acapulco on the Pacific coast of Mexico, Malaspina received a letter from Antonio Valdéz, Minister for the Marine and the Indies, dated 22 December 1790, accompanied by a specially made pendulum that Mendoza had procured in London. The letter from Valdéz said:
As it is being endeavoured in France to set up a new system of weights and measures derived from the length of a pendulum that oscillates at seconds at the latitude of 45°, the King has judged it appropriate to take advantage of this opportunity to promote the progress of Geography and resolved that as the course of your voyage enables you to obtain information on this interesting point, you are to do so at convenient locations, so that it may be compared with that which has been verified in that Kingdom, and that knowledge concerning the actual figure of the Earth may be perfected by determining, if the southern hemisphere is more flattened, what may be this difference and others in the exterior shape of our globe, supposing its surface not to be as symmetrical as commonly imagined. As these points must be resolved by measurements of various degrees in different regions or by the observation of the pendulum in a certain number of locations, one that has been purposely constructed with the greatest care is being sent to you with Naval Lieutenants Don José Espinosa and Don Ciriaco de Cevallos. As in order to form an idea of the meridian the best way is to observe the pendulum in two locations proper for deducing the difference between them, His Majesty has resolved that the observations done at 45° South are to repeat those already carried out at the same latitude North, to link our investigations with those of the French academicians. <sup>17</sup>
Observations of gravity were made during the course of the Malaspina expedition at fifteen locations in the northern and southern hemispheres, including Port Jackson (Sydney).

*The Times*, 15 May 1790; *Le Moniteur Universel*, 10 Mai 1790, p.526.

Valdéz to Malaspina, 22 December 1790; cited in Porrua, p.453. Valdéz to Aranda, 15 April 1792, Museo Naval, Madrid, legajo 2294, doc.1; cited in António Ten, "El sistema métrico decimal y España", *Arbor*, no.134, 1989, pp.109-10.
Valdéz to Malaspina, 22 December 1790, Archivo General de Marina (Madrid), Sección Histórico, legajo 45: quoted in Josef Espinosa y Tello, *Memorias sobre las Obervaciones Astronomicas, hechas por los Navegantes Españoles en Distintos Lugares del Globo*, Madrid, Imprenta Real, 1809, Tomo I, pp.190-1.



*The Malaspina Expedition, 1789-1794: the Journal of the Voyage by Alejandro Malaspina,* London and Madrid, Hakluyt Society in association with the Museo Naval, Volume II, 2003, p. 303.

*The Gazetteer*, 25 March 1791.

*The Malaspina Expedition, 1789-1794: the Journal of the Voyage by Alejandro Malaspina,* London and Madrid, Hakluyt Society in association with the Museo Naval, Volume III, 2004, p.239

*The Britannic Magazine*, vol.3, issue 31, 1795, pp.91-92; this was a translation of the article published in the *Gazeta de Madrid*, 12 de Diciembre de 1794;

<sup>21</sup> Josef Espinosa y Tello, *Memorias sobre las Obervaciones Astronomicas, hechas por los Navegantes Españoles en Distintos Lugares del Globo,* (Madrid, Imprenta Real, 1809, Tomo I, pp.190-212, "Experiencias sobre la gravedad hechas con un péndulo invariable en los puertos de Europa, América y Asia, mar Pacífico y Nueva Holanda en el viage de las corbetas Descubierta y Atrevida...calculadas por Don Gabriel de Ciscar".



<sup>23</sup> *The Gazetteer*, 25 March 1791. See also Leeds to Luzerne, 3 December 1790, in Adrien Favre, *Les Origines du Systeme Metrique*, Paris, Presses Universitaires de France, 1931, pp.226-7.

<sup>&</sup>lt;sup>24</sup> Juan Francisco Lopez Sanchez y Manuel Valera Candel, "Gabriel Ciscar en el Congreso de Unificacion de Pesas y Medidas de Paris de 1798", *Asclepio*, vol.46, no.1, 1994, pp.3-35.

<sup>25</sup> Ken Alder, *The Measure of Things: the Seven Year Odyssey that Transformed the World*, London, Little, Brown, 2002, pp.246-65, 351-6.

Ivan Barko, "Lepaute Dagelet at Botany Bay (26 January-10 March 1788) and his encounter with William Dawes", *Explorations, no.43*, December 2007, pp. 21-40, p.32.

### First Circumnavigation of Australia by Flying Boat

#### Part 1

This article is dedicated to my dear friends Ron and Joan Trim, now well into their nineties but still very much alive and living in Falmouth U.K. where I visited them in September 2014. Ron joined The Supermarine Aviation Works Ltd. in the 1930s and worked as a design engineer on modifications to the Spitfire throughout the Second World War. He knew R.J. Mitchell, designer of the Spitfire. In 1942 Ron married Joan who worked in the tracing office, also on the Spitfire. They are almost certainly the only surviving married couple to have worked on the Spitfire.

Had it not been for the commercial success of the Supermarine Southampton flying boat, which features in this article (also designed by R. J. Mitchell), Supermarine would probably have gone into liquidation and the Spitfire may never have been designed and built. And perhaps Ron and Joan would never have met. I am grateful to Ron for recommending his colleague Denis Le P Webb's history of Supermarine 'Never a dull moment at Supermarine – a personal history' which led to me discovering the 1928 RAF Far East Flight, and to researching and writing this article. Australia's maritime aviation history is relatively recent, and it should be remembered that the events reported here occurred in Ron and Joan's lifetime.



Ron and Joan Trim at Falmouth, 2007 (supplied by author).

Maritime history is usually about ships, exploration and charting the coast. But new technologies change things. Once early aviators began to reach out across the world in the 1920s, the lack of aircraft landing grounds and the general unreliability of aircraft favoured the development and use of flying boats for this task. Most major towns and cities were on a river or coast, and any smooth stretch of water became a landing ground or place for an emergency landing.

Like the earlier great sailing voyages, many of these early long distance flights were exploratory. They were opening up new air routes and testing the viability of using aircraft as a faster means of transporting mail, passengers and cargo to distant parts of the world, and of relocating aircraft for defence purposes. Could aircraft survive the rigours of major climatic changes? Were they reliable enough, and could they be repaired and refuelled in remote locations? These flights were also exploratory in that they sought to chart suitable stretches of smooth water that could be used as permanent flying boat bases, or for emergency landings in bad weather or due to technical faults.

In 1927 the Royal Air Force decided to send four Supermarine Southampton Mk II flying boats from U.K. to Singapore and onward to circumnavigate Australia 'to gain experience of the problems involved in the reinforcing of points on the Imperial routes with aircraft drawn from England or other parts of the Empire'. While the RAF Far East Flight (referred to by Flight magazine as 'The Great Flying-Boat Cruise') would not be the first circumnavigation of Australia by air, it would be the first by flying boat.
In 1924 RAAF Wing Commander Stanley (Jimmy) Goble and Flying Officer Ivor McIntyre set off in a Fairey III D floatplane to circumnavigate Australia to identify sites for permanent bases for sea going aircraft. The flight would also assess the aircraft's durability in tropical conditions, and its suitability for cooperating with the Royal Australian Navy in surveys of the Great Barrier Reef. Leaving from Point Cook they covered 8450 miles in 44 days, flying anticlockwise via Sydney, Southport, Townsville, Thursday Island, Darwin, Broome, Carnarvon, Perth, Albany, Port Lincoln, finally reaching St Kilda beach after a number of mishaps. This first circumnavigation of Australia by air raised new possibilities for aviation in Australia.
The single engine Fairey III D was a floatplane – a small aeroplane with floats, instead of wheels, on which it landed on water. The larger twin engine Supermarine Southampton was a flying boat, a hulled vessel with wings attached. Far larger aircraft could be built on a hull than on floats and hence flying boats could carry more passengers and cargo. 1920's flying boat aviators referred to these ships with wings as 'boats' rather than aeroplanes or aircraft, and spoke of 'cruises' rather than flights. Hence the RAF Far East Flight was referred to by Flight magazine as 'The Great Flying-Boat Cruise'.
The Southampton Mk I first flew in 1925 and had a wooden hull. Denis Webb describes how these hulls were built in Supermarine's aircraft factory in Southampton on England's south coast by skilled boatbuilders. It was no accident that Fairey and Supermarine were both located at Southampton, a coastal town with a tradition of boatbuilding. Wooden hulls had to be substantial to handle the forces involved in landing on choppy seas and so were rather heavy. At sea they also absorbed water, making them even heavier.
The later Southampton Mk IIs had metal (Duralumin) hulls and weighed 500lbs less than Mk 1s. These hulls did not absorb 400lbs of water, making them 400kg lighter and extending the flying range by 200 miles to a more useful 500 miles. With a wingspan of 75 feet (A320 Airbus or Boeing 737-800 aircraft have wingspans around 117 feet) they were one of the largest aircraft then in service with the RAF, which used them for reconnaissance and anti-submarine patrols. A Southampton was equipped with 3 machine guns and could carry a 500lb bomb. A total of 83 Southamptons were built between 1925 and 1934, with two being purchased by the RAAF.
The 1927 the RAF Far East Flight, led by Group Captain H. M. Cave-Browne-Cave DSO, DFC, with Squadron Leader Gerald E. Livock DFC as second in command, left Cattewater, Plymouth on 17 October. Their port of departure was the same as that of James Cook's <i>Endeavour</i> , though 160 years later their ships had wings and engines rather than sails. They still carried Cook's charts as navigation aids, but their voyage was to be an important step in the transition to international air travel. The route to Australia was via Karachi, Bombay, Colombo, Calcutta, eventually reaching Singapore on 28 February 1928. Several parts of this route had not previously been flown.
Each 'boat' carried two officer pilots and two airmen, with the pilots being exposed to the elements in the Southampton's open cockpit. The aircraft had been adapted so that the crew could sleep and cook on board, and food for a week was carried in case of emergency landing. Two of the four aircraft carried 'wireless equipment' to communicate with 'shore stations' almost throughout the flights. The Southampton's range was about 500 miles depending on conditions, so that flights had to be carefully planned and refuelling from floating bases organised, sometimes in remote locations. Fuel consumption was around 1 gallon (4.54 litres) per mile per 'boat', so considerable quantities were required at each location.



Two Supermarine Southampton Mk IIs, 1927. Note the open cockpits for the forward gunner, pilot and co pilot, and two rear gunners, also the two elongated fuel tanks mounted under the upper wing. Refuelling in remote locations involved tipping fuel from drums into a tank in the lower wing and hand pumping it to the upper tanks. (supplied by author)

The last RAF base on the route was at Karachi, although ample spare parts and equipment were transported to Singapore and Melbourne. A ground party of 26 engineers met the Flight at both Karachi and Singapore to conduct major maintenance and effect repairs. The journey was leisurely with the aircraft averaging around 60 to 70 knots, but there were no reliability issues en route. One of the strengths of the Southampton was its simplicity. There were few electrical and no hydraulic systems, and most repairs were easy to effect. The Napier Lion 5A engines were already well proven under a variety of conditions, and did not disappoint. If one were to fail, the Southampton could still fly on a single engine.

Leaving Singapore on 21 May 1928 the aircraft flew via Batavia and 'Sourabaya' to 'Koepang', Timor, their departure point for Australia. On 1 June 1928 they flew the long, remote 470 mile sea crossing to Broome, via Cape Leveque, in 6 hours and 55 minutes, an average speed of 68 knots. The ground arrangements for mooring and fuelling in Australia had been carefully and capably organised by the RAAF. From Broome to Melbourne the Flight was accompanied by Wing Commander L. J. Wackett, RAAF, in the Wackett Widgeon II, an Australian built aircraft designed by Wackett himself.

Squadron Leader Gerald Livock recorded, 'After about six hours flying the coast of Australia appeared on the horizon and not long afterwards we landed at the little town of Broome in Roebuck Bay. It was here that Dampier had touched in 1699, the first Englishman to sight Australia. He did not think much of the landscape and I cannot say I blame him.'

However Broome residents were mightily impressed by the visitors. The local press reported: 'During the past week Broome has experienced its 'hour (or more) of glorious life'... it is now well and nobly on the map... All Friday morning the town was agog with expectation... by noon crowds had rushed down to the big jetty and every coign of vantage in Broome was occupied by keenly interested sightseers. Shortly after noon the 'zoom' of the approaching squadron was heard.... On approaching the jetty and sighting the mooring buoys the squadron took a spread, formed line, and seemed to hover for an instant of time, then, with a graceful downward swoop all four alighted simultaneously on the water, without a splash, each adjacent to its mooring buoy. No flock of seabirds could have performed the manoeuvre with more grace or exactitude.'

It was a particularly novel and momentous occasion, being the first visit to Australia by the RAF and only the fifth arrival of aircraft in Australia from overseas, though of course many aircraft had been built or assembled for internal use. Michael Terry, a member of an inland expedition passing through Broome, observed: 'I do believe that each one of us who saw

this first arrival in Australia of such famous fliers, will remember their drill almost more than the exhilarating fact of actual arrival. For it is stimulating upon this long undefended coastline to know that such forces are at the Empire's call.'

On arrival the aircraft were moored offshore and in the morning a stiff breeze broke first one, then a second, aircraft from their moorings and set them adrift towards the shore. Quick thinking by the airmen aboard meant that engines were started and the planes taxied to safe positions and re-anchored. The Flight's log records 'From the experience gained at Broome it is considered unsuitable for a seaplane base, except in emergency. The rise and fall of the tide was 28 ft and this leaves a long expanse of soft mud between the shore and the sea at low tide'.



THE ROYAL AIR FORCE FLYING-BOAT CRUISE : Map showing the route taken during the Australian section of the Far East Flight, the flying visit to Hong Kong, and (inset) the journey from England.

(supplied by author)

The Flight was eager to escape these dangers, and Sunday 3 June saw it beginning its clockwise circumnavigation of Australia by flying 260 miles south west to Port Hedland, then a small settlement of some 100 people. Near Eighty Mile Beach they passed a pearling fleet of about 70 luggers. The Flight log enthused: 'A visit to the De Grey Sheep Station, about 50 miles inland along a bush track, was arranged, and thoroughly enjoyed by the officers and airmen off duty. The station extends over about 600 000 acres and carries some 50 000 sheep... During the journey a large number of kangaroos were seen, and wild pig and turkey were shot'. They watched shearers at work before sitting down to a huge lunch outside the farm manager's house. Aircraft were not a novelty in this remote corner of the continent: 'There is an aerodrome at Port Hedland... Many of the sheep stations in the district have their own aerodromes'

The 495 mile flight (7 hours 55 minutes, 62 knots) to Carnarvon on 6 June took them via Onslow to North West Cape and over the Dampier Archipelago. They noted 'several good anchorages' en route, including one in Cloates Bight (presumably Exmouth Gulf). It was in the area of Point Cloates that 306 years earlier in 1622 Captain John Brooke in *Tryal* claimed to have seen an island, regarded by some as the first English sighting of the Australian coast, 77 years before Dampier.

As in Broome, the arrival excited the press: 'Practically all Carnarvon residents took advantage of the opportunity to witness the arrival of the RAF flying boats... (They) circled once, and then, like huge, but graceful sea birds, settled down in perfect line formation...

the fine launch <i>Dirk Hartog</i> was made available for transport to and from the 'planes'. At a civic reception the Mayor conveyed the importance of the Flight to Australians, a theme that would be repeated throughout the circumnavigation. The press reported that 'They recognised the importance of the tour to the future defence, not only of the Empire as a whole, but of its outlying dominions. Australia was, numerically, only a small part of the Empire, and for many years would be unable to make adequate provision for its own defence against any first rate Power, should occasion unfortunately arise'.
After a difficult refuelling at Carnarvon which took until 4.00 a.m., approaching bad weather forced a take off for the 460 mile flight to Perth at daybreak. They flew over Shark Bay, noting 'many sheltered inlets apparently suitable for flying boats', and onward past Geraldton noting 'the first green fields seen since reaching Australia' a few miles to its north. Flying as usual between 500 and 1000 feet they arrived in Perth at Matilda Bay, Crawley, having covered more than 950 miles in two days. The sheltered moorings on the river were praised as 'excellent', a particular contrast to the exposed conditions they had met with at Broome and Carnarvon. After being met by 'an imposing reception committee of all the senior civil and military dignitaries' they embarked on a busy round of dinners, dances, tennis, golf and sightseeing, enjoying free passes to all trams, railways and theatres. In return they showed hundreds of people over the 'boats'.
Livock wrote: 'The local people could not have been kinder I remember the civic reception at Perth particularly well, as it was attended by several of the local state politicians (One) suggested that we took members of the opposition party as passengers and dropped them in the sea! This proposal was greeted with loud applause, and a voice shouted, 'It will be the first wash they've ever had!' Australian humour is straight from the shoulder'.
Australians also had fun with the Flight leader's triple barrelled name, Cave- Browne-Cave. 'At every stopping place in Australia the local wag would sidle up to us and say, 'Have you heard the joke about your boss? Well, old Harry (or Bert or Bill) went up to him this morning and said, 'I 'ear yer nime's Cive-Brown-Cive. Well mine's Home-sweet-Home. Ha! Ha! Ha!'' We bore up as well as we could under this joke and smiled sickly smiles'
(to be continued.)
Trevor Lipscombe
References: <i>The Great Flying Boat Cruise</i> , Flight Magazine, 20 October 1927, pp 732-4. <i>The Royal Air Force Flying-Boat Cruise, Log of the Far East Flight: Singapore-Australia - Singapore</i> <i>Section</i> , Flight Magazine, 17 January 1929, pp 52-54. <i>Round Australia: The Goble- McIntyre Flight of 1924</i> , Aviation Heritage, Vol. 28, No. 2, March 1997, pp 31-42.
Gerald. E. Livock, 1973, <i>To the Ends of the Air</i> , Her Majesty's Stationery Office, London. Michael Terry, 1931, <i>Hidden Wealth and Hiding People</i> , Putnam, London. Denis Le P. Webb, 2001, <i>Never a Dull Moment at Supermarine: A Personal History</i> , J & KH Publishing, Hailsham, East Sussex.
1772: Mengaud's Claim
Jean Mengaud de la Hage claimed Western New Holland for France.
<b>Exordium</b> JAMES COOK was an Englishman. It is not just surprising that some sources referring to the famous mariner do not mention this, but more so that some people think otherwise. Welsh, because he named New South Wales after his home country - I heard as an
JAMES COOK was an Englishman. It is not just surprising that some sources referring to the famous mariner do not mention this, but more so that some people think otherwise. Welsh, because he named New South Wales after his home country - I heard as an

Australia on the Map's own now widely used time line on its website, cutely known as the 'landings list', advised for some years that in 1772 François Alesno de Saint Aloüarn claimed the western part of New Holland for France on behalf of his King<sup>1).</sup> It was based on several sources, which I do not wish to discredit here, yet. For now I had this time line changed, so it credits one Jean Mengaud de la Hage with claiming this. Should someone care to enlighten me convincingly why this is false, it could be reversed.

#### Louis XV>Kerguelen>St Aloüarn>Mengaud

In 1771 King Louis XV decided the French Navy provide resources to the Breton aristocrat Yves-Joseph de Kerguelen de Trémarec to mount an expedition to the area south of Saint Paul and Amsterdam Islands in the Southern Indian Ocean. He was to find and claim the elusive Terra Australis, a supposedly large continent extending north from and inclusive of the South Pole. Some French people still thought of this legendary continent as Gonneville Land, a huge Utopia-like continent named after the 16<sup>th</sup> century French explorer Binot Paulmier de Gonneville, who current historians agree most likely went to Brazil. After this continent was found the Kerguelen's expedition was to sail to the west coast of New Holland and claim it. Tasman had demonstrated by 1642 that New Holland could not be so described as he traversed the seas south of it and Cook found that it did not exist in the Pacific latitudes he had sailed to New Holland on his first world voyage. So the French authorities felt, it must be located somewhere else, i.e. further south. Both land masses were to be claimed for France.

In 1770 Cook had charted most of New Holland's eastern coast, finding it with the assistance of a French map, the one by cartographer Jacques Bellin, which showed where he 'supposed' it was located using Spanish (Quiros) and Dutch (Tasman) information. Cook claimed the part of it located effectively between that coast and a line coinciding with the Great Dividing Range on behalf his King, George III, for Britain. So Cook's subsequent voyages also searching for the imaginative South Land had not commenced as yet at this point as his second world voyage left England only in July 1772 as any source on Cook shows, also searching for the elusive South Land<sup>2).</sup> There may have been other levels of command in passing on instructions from Louis XV to Kerguelen, but I will assume that Kerguelen was, at least in writing, instructed by the King himself. Two ships were equipped, the *Fortune* with Kerguelen as Captain and Squadron Commander and the *Gros Ventre* (=big belly) under command of his former neighbour in Brittany, Louis François Aleno de Saint Aloüarn.

In February 1772 the squadron was already in the southern Indian Ocean and sighted in the mist land that looked to stretch from north to south. Kerguelen considered it to be the elusive continent. Like de Quiros (Vanuatu) and Tasman (New Zealand) before him, he did not sail around what would turn out to be a group of islands. Because the *Fortune* had deficient rigging and the weather was rough Kerguelen did not approach the land too closely. After they had agreed on rendez-vous points should they lose sight of each other, he let. the *Gros Ventre* and its crew carry out the investigation of the land and the claiming. De Saint Aloüarn sailed closer to the coast and ordered Charles Marc du Boisguehennuec, his second in command, to land. After 2.5 hours of rowing in cold and heavy seas they landed the boat. Boisguehennuec then claimed the land for France on behalf of his king. The prescribed ceremony consisted of raising the white ensign, reading of a declaration and he had the men shout three times *vive le Roi* followed by three volleys of musket fire <sup>3</sup>.

Whilst de Saint Aloüarn and his crew were investigating and claiming the elusive southern continent, now referred to as *Austral France*, Kerguelen plagued by fog and cold bad weather, considered his weak rigging and suddenly decided to leave the high southern lattitudes and return to Mauritius (then known as *Île de France*) and then home. In France he relayed his finding of the hitherto unknown southern continent. This James Cook debunked by January 1774 when he sailed down to 71° 10′ south finding only islands and "Austral France" was renamed to "Isles of Desolation". Kerguelen, having overstated the importance of his find, was equipped again for another expedition to *Austral France*, but it became known what Cook had found and when he came back he went to jail for his deceptions. Further south still during the next century, Antarctica, twice the size of New Holland, emerged on maps anyway.

Kerguelen had left without advising Saint Aloüarn, so arguably betrayed him on all the understandings reached between them. Saint Aloüarn would try to find the *Fortune* in the southern ocean and then at the rendez-vous point at the west coast of New Holland, determined to carry out all his orders. He was a loyal Navy officer doing his duties even

when abandoned by his superior, and in trying circumstances.

#### Mengaud

The number three officer on board de *Gros Ventre* was Sub-lieutenant Jean Basile Paulin Mengaud Baron de la Hage et de Bastille. Mengaud had been disappointed not to have been chosen to land and claim *Austral France* on behalf of his King, where that great honour had been given to Boisguehennuec. To him it was something huge. Apparently he had shown his disappointment to de Saint Aloüarn, who 'most certainly' decided to make him feel better this time by choosing him to land and claim the west coast of New Holland for the France<sup>4).</sup> Mengaud's belief in the actual importance and substance of the ceremony, not just the symbolism and the historical relevance, but in addition that *he* was to claim land for his King must have been strong indeed for the 31 year old Navy officer. He was not asked to claim it on behalf of his Captain, but rather of his King. He did.

#### Claim

Saint Aloüarn wrote in his log 'we are sending our pinnace to take possession of the land in the name of France, despatching there a military attachment in arms.<sup>(4)</sup> Mengaud and a crew of sailors and five soldiers from the Royal Comtois regiment approached the land carefully looking for danger, but landed their boat without problems on the 30<sup>th</sup> of March 1772. It landed in sight of the ship, which is thought to have been moored at about the same place where Dirk Hartog had moored in 1616 off Dirk Hartog Island. After they landed they were to look whether there was a population, for legal reasons. After they climbed the high difficult cliff they went right inland for three or four 'leagues' and never encountered a soul.

Back at the cliff that overlooked Turtle Bay he organised the ceremony. He had the white ensign raised, read out the text of the annexation and had it placed it in a bottle, which he ordered to be buried 'near a small shrub', where also two coins were placed. The bottle and the coins were found 226 years later. The document in it is assumed to have been destroyed by white ants, as the bottle contained only sand. All such recorded claiming ceremonies in Australian history have involved planting or hoisting a flag. Cook definitely conducted the ceremony himself on the tiny Possession Island in 1770, whereby the flag was raised. Ironically, Possession Island could have been sighted in 1606 by Willem Janszoon in clear weather on his way back home, if he would have climbed the 250 m peak on 'Muralug' (Prince of Wales Island), called on the *Duyfken* chart 't Hooghe Eylandt, where as indicated on that chart, he had stopped. It seems unlikely he took the time to climb the peak, as they were keen to get to their home port fast after a difficult voyage and having named the coastal head at their point of return *Cabo Keerweer* (Cape Return).

Commodore Arthur Phillip, who had claimed more of the eastern part of Australia in 1788, to what we now know as the West Australian border, also conducted the ceremony himself. He also raised a flag.

Tasman in 1742 had gone out with men in a rowing boat to claim van Diemansland (which later turned out not to be connected with the mainland) but he could not land for rough weather and surf. He found a volunteer to jump in the water to swim ashore and plant the flagpost with the flag. The question whether therefore Tasman conducted the claim or the volunteer, being his Chief Carpenter Pieter Jacobszoon, I will not ponder about here<sup>5).</sup> In this context the opposite case: providing credit to the commanding officer for someone else's act, i.e. the blame, is also interesting, where Tasman is still written up or is remembered for not finding Torres Strait because a subordinate skipper he ordered to check it out failed dismally.

The designated flag used is considered a symbol of sovereignty and was probably the key ceremonial tool of the ceremony, together with them actually being on the land in question to carry out and record the event.

The evidence demonstrates that Mengaud conducted the claiming ceremony and claimed the land for his country on behalf of his king. Can we now agree that de Saint Aloüarn did not?

#### Discussion

I put the question to the West Australian Museum, presenting my assumption that the King ordered Kerguelen, who ordered de Saint Aloüarn, who then ordered Mengaud to make the claim for France. (I have not come across evidence that Kerguelen actually told his 2IC of the requirement he had been given by the King to make the claim, but it is likely,

at least plausible). Why not accept that Mengaud claimed it and let him and his family ever after, have the glory of having done that. And if the event would be told or taught, such as at school, Mengaud's name would be attached to the historical French annexation intention of western New Holland. The proposition was passed on to the WAM's special French Connection Officer, Nicolas Bigourdan. He most helpfully emailed me (January 7, 2016) 15:24 WA time:

"This seems to me a interesting and to a certain extent valid point. The details that are important to remember is that this boat (and by extension this mission and the men associated with it) were under the command of St Alouarn and that he is the one that gave the order and sent Mengaud, Rosily and 5 other soldiers. So they carry a task in his name and under his command, in the same way they claim the land in the king's name under his orders. So indeed it is often the leaders that are remembered but it should be mentioned the names of those that carry on the tasks." (sic)

So it appears Mr Bigourdan agrees substantially with me. ## it is (to a certain extent) a valid point, and ## the names of those that carry out the task should be mentioned. The presence of Rosily another officer, is a red herring as he claimed nothing.

I hope that means also given due credit for it. Sure, de Saint Aloüarn managed the transport part for Mengaud and his ceremonial team to get near Dirk Hartog island, all the way from France, but he did not do the claiming. "Often the leaders are remembered..." seems to indicate a convention. But is it a valid convention in this case? Indeed the 'boat' that went to shore was under the command of Mengaud. Not of de Saint Aloüarn, who could not after they left the ship issue a command to take a course or turn around. Only Mengaud could do that, so the command had been passed on to him and for the occasion he became a 'leader' ...to be 'remembered'. So it seems to me. De Saint Aloüarn did not get to terra firma Australia as he decided not to enter the land. The part that things were done under a (chain of) command, applies to Alouarn and Kerguelen as well. Is this a convention either by civil authorities or historians that ask us to actually accept the allocation of a deed and the credit (and by implication blame) for it to someone who did not carry it out?

#### **Desert land**?

Then there is the 'little' matter of looking for inhabitants. The whole issue of claiming land at the time was a two step process. Enter a source of how it was supposed to work which remains a controversy. There was some international understanding of the rules of conquest in the 18<sup>th</sup> century amongst the key European powers including on the taking of 'desert country' or country where 'terra nullius' ( land not taken or owned by anyone, sometimes where sovereignty is not administered, sometimes even unoccupied land freely used by many from time to time) applies. It is about legal notions concerning land ownership. The Swiss jurist Emmerich de Vattel had died less than five years before and his treaty on the subject may reflect the thinking at that time. 6

His base assumption in it is that there is land that has not yet fallen in the hands of anyone, as owners, and can be taken, thereby extending the sovereignty of a country over it. This was understood as a two step process: Firstly a claim being made on the land itself by making the intention known, which is what Mengaud did, assuming that it would become widely known. Secondly actually occupying the land within a reasonable time period after the first claim, and then administering sovereignty over it. Some readers we may feel we enter a field of study more interesting than whether or not the late Jean Mengaud de la Hage gets the credit for claiming some land, which was not implemented anyway by the second step. So I will not get into discussing how 'ownership' was supposed to manifest itself, but merely mention that to determine whether something is desert country the land had to be entered in order see whether there were people. If there had been, then a check whether they 'own' it and how that owning was done might still have arisen. Indeed I do not know enough yet about the history and development of international law, say from Grotius onwards, let alone understand its contents enough to write about it. I do understand it is still a work in progress, particularly its enforcement. Fast forwarding to the present, in the South China Sea a more complicated issue from ours is unfolding, where as then, the strongest and boldest player seems to be doing the occupying.

So as Alouarn stayed on the ship he can not have checked whether there are any people

Jeptember 1904] 47
The house in Horsley Park, Fairfield, was the typical Anglo-Indian bungalow complete with airy verandas, Pankha (large hand-pulled Indian ceiling fan) in the dining room, folding casement doors and jhilmils (Indian Venetian louvers) in teak wood. [Cumberland Argus, 3 September1904]
Retired Colonials introduced some of India to Australia bringing their Anglo- Indian furniture, servants, ayas (nannies), sayes (grooms), dhobis (washermen), and even pankhawalas (the person who pulls the large ceiling fans inside rooms). Irish Colonel George Johnston was given a land grant for quelling the Vinegar Hill uprising by Governor Hill in 1804. His daughter married Captain George Edwards Nichols of the British Army in India and a judge. While on his holidays in Australia to meet his brother, Nichols married the young lady and decided to settle in Australia. He returned from India in 1831 bringing with him a team of Indian servants, Indian furniture, and fittings for his new house.
India does not generally loom large in the history of Australia, yet an official catalogue of the show <i>India, China, Australia: Trade &amp; Society 1788-1850</i> at the Museum of Sydney (2003) fills in a missing piece of the jigsaw of early colonial history. In it James Broadbent expressed: 'this important and beautiful book intends to deepen appreciation of the Colony, not isolated as England's remotest province, but as part of a pan-imperial network, and it deepens an appreciation of the colony's place in that inter-colonial hierarchy.' As the book shows, India played a central role in nourishing the young colony, while trade with Australia came to be an important element of the economy of the East India Company in Bengal. "When the supply ship Guardian sank in only the fourth year of the infant penal colony, leaving the inhabitants close to starvation, it was to Calcutta that the governor looked for help, dispatching the (vessel) Atlantic to bring back all the food and stores that it could carry. On a winter's day in 1792 the Atlantic anchored in Sydney Cove 'to the inexpressible joy of all ranks of people in the settlement' and began unloading its cargo of rice, sougee (sugar) and Dholl (lentil)."
Australia-India Interaction
<ul> <li>and de Saint Alouant believed that, after forming the opinion of absence of ownership of just one island, they could claim half a continent, is of course another matter. They were following orders. For now, from the evidence I considered, it follows Jean Mengaud de la Hage claimed Western New Holland for King Louis XV on 30 March 1772.</li> <li>Peter Reynders</li> <li>References: <ol> <li>http://www.australiaonthemap.org.au/landings-list</li> <li>e.g. Laeppler, Adrienne, L. <i>Die drei Weltreisen des James Cook</i> in "James Cook und die Entdeckung der Südsee", Museum für Volkerkunde, Wien. May zu Sept 2010 (Buch zur Austellung). Page 21.</li> <li>Goddard, P. and De Kerros, T. 1772: "The French Annexation of New Holland – The Tale of Louis de Saint Aloüarn" WAM, Welshpool 2008, p.4 (Original title:"Louis de Saint Aloüarn: Un Breton á la conquête des Terres Australes").</li> <li>Ibid. p145</li> <li>Roeper, V and Wildeman, D "Het Journaal van Abel Tasman 1642-1642" Nationaal Archief, The Hague and Waanders, Zwolle, 2008. p. 88</li> <li>de Vattel, E (transl) <i>How a nation appropriates to itself a desert country</i>. Para 207-208 in "The Law of Nations or Principles of Law of Nature Applied to the Conduct and Affairs of Nations and Sovereigns", Book 1, Ch XVIII: Publ. Leyden, 1758</li> </ol> </li> </ul>
should not be allocated the historical credit for having made the claim. Whether Mengaud and de Saint Aloüarn believed that, after forming the opinion of absence of ownership of

Calcutta (Kolkata) was the biggest, richest and the most beautiful city of the Orient, known as the City of Palaces. While Australia was still struggling to find a foot-hold in modern commodities, Calcutta was the 'Super-Market' for Australian groceries – French wines, German ham, Irish linen, fine Indian textile and fine China; perhaps held by one big company – Campbell and Clarke. (The Robert Campbell later to found Campbell's Dock in Sydney, and the Duntroon Homestead of Canberra).

Ben Chifley, the Prime Minister, supported India's independence from the British Empire and helped India to stay in the Commonwealth while achieving a peaceful transition towards independence. In 1897 India's summer capital was Simla (Shimla), an unusual capital, thousands of miles from any port and accessible only by a two-feet gauge railway that took hours to reach the Himalayan foot-hill town. It was built like an English town with pitched roofed buildings, a church, Mall and Scandal Point; and dominated by the Viceroy's Lodge.

"It was from Simla, in the summer-time, that the British supervised the eastern half of their Empire. Upon the power and wealth of India depended the security of the eastern trade, of Australia and New Zealand, of the great commercial enterprise of the Far East." [Jan Morris, Pax Britannica]

The Indian connection continued for the young colony to survive and overcome difficult periods. This immediate and spontaneous link was not only for food and store but other civilian contributions as well. Instead of to London, the judges, bureaucrats, merchants, chaplains and even convicts moved between the colonies. By 1840 a ship was sailing for India every fourth day with a beneficiary impact on merchants in Calcutta. Young Australian ladies even looked at India to get suitable young men who were not associated with a convict background.

It continued even in the 20th century. It was during the fourth day of my stay at Lord Howe Island when I was preparing for the daytrip to Malabar Hills. I did not attempt climbing Mount Gower or Mount Lidgbird, not because of its altitude, as I had already once reached the base camp of Mount Everest, but because of my wife's concern. It was the guide who wanted to accompany me to Malabar Hill, which I refused. He told me about banyan trees – the trees under which Baniyas (Indian business caste) conducted their trading – a tree common to Lord Howe Island as well to Australia.



Banyan Tree (Wikipedia)

It is also the tree under which Lord Buddha achieved his enlightenment (Ficus religiosa), and a sapling of that tree is still growing at the Temple of Tooth, Kandy, Sri Lanka. There are enormous Banyan trees in Lord Howe Island but the oldest and biggest in India was first recorded by a commander of Alexander's army.

Banyan trees are found almost in every continent. In Australia it is the Moreton Bay Fig (Ficus Macrophylla) that is fairly common on coastal areas. Fitzgerald describes Lord Howe Island Banyan (Ficus columnaris) as the splendid fig trees, some of which cover an acre. Indian Banyan trees (Ficus benghalensis) are the national trees of India, which are some of the oldest and largest trees on record. One in Anantpur District in Andhra Pradesh, has a canopy of 19,107 sq.m. and spread over 8 acres (3 Hectares). The Banyan Tree is also part of the Coat of Arms of Indonesia.

	Malabar Hills of Lord Howe island was named after the Malabar Coast of India. There were three Malabari Indians employed to collect feathers from the rare birds, which were in great demand amongst European ladies. One of the Malabari Indians slipped while catching a bird around the cliff face and died. These cliffs have a sheer face leading to the sea below, a vertical fall of over 700 feet (210 m). This point was named after the Malabari's. The Sydney suburb of Malabar was named after a ship called the MV Malabar, a Burns Phillip Company passenger and cargo steamer that was wrecked in thick fog on rocks at Miranda Point, on the northern headland of Long Bay 2 April 1931. The ship was named in turn after the same Malabar Coast in India. Some city names common to India and Australia are Madura – a city in south India as well as a locality in Western Australia. 719 miles (1253 km) from Perth, at the base of the escarpment from the Nullarbor Plains at Madura Pass, Madura station was for breeding horses for British Indian Army. Mangalore is in India as well as in Victoria; Lucknow, in India, where Walter Burley Griffin, the designer of Canberra, is buried, also occurs in NSW. In 1841 a town in Western Australia was named Australind. Even the first Australia – India joint naval exercises in the Indian Ocean were known as the Malabar Exercise. <b>Shibu Dutta</b>
	Photo Corner
	The NLA projected with an image from its Celestial Empire exhibition. Enlighten 2016 Photo M Pietersen
	AOTM Division Monthly Meetings - Members welcome
	Meetings of the Australia on the Map Division Council 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. All AOTM members and interested parties who can and would like to attend are encouraged to do so.
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