

Map Matters



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



Dear Readers,

This is the second issue for 2016. We've skipped a Winter edition because your editor was moving. A very big move from ACT to Queensland, and lots had to be moved.

We still have some software gremlins, but now that we are back in business, they should be resolved by next issue.

This issue we have reports about Dirk Hartog commemorations, mostly from my hand as I travelled to quite a few of the events. Robert King went to a conference in Portugal.

New contributor, Shibu Dutta, is back with another article and illustrations. And our regular contributors, Robert King, Trevor Lipscombe and Peter Reynders are also presenting articles.

Enjoy reading.

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:
#130, PWA Village, 58 Collingwood Rd, Birkdale Qld 4159.

Marianne Pietersen
Editor

News

AOTM at the Heritage Festival



The Heritage Day fair in April was quite successful for AOTM, as there was plenty of interest for our organisation and the publications and maps we had on display. We attracted two new members, which is good news. Thanks go to Peter Reynders who organised our participation, getting the stall, setting it up, and brought all the books, maps and everything else that was needed.

2016 Dirk Hartog Festival



Denham waterfront with Duyfken in the background

Denham, WA, was host to the Dirk Hartog festival from 21 - 26 October. The small Shark Bay town is the nearest place to the island, now named Dirk Hartog Island, where the Dutch seafarer landed in 1616 on his way to Batavia (now Jakarta).

The festival opened on the Friday with a Welcome to Country by a local Malgana elder, and short speeches by the Shire President, Cheryl Cowell, and the local MLA. This was followed by Malgana women singing in their language, and a Malgana dance performance. The opening ceremony ended with the raising of four flags: Australian, Dutch, Aboriginal and Duyfken.

Highlights of the festival were an amphitheatre concert by the Black Sorrows, preceded by a blues band and a folk group, and a very well attended Golden Age 1616 Ball with men and women in fabulous period dress. The Ball took place in a Dutch Spiegeltent brought in for the festival.

At the Tourist Office cum Discovery Centre some fantastic large and colourful aerial images of the area by five photographers (ND5)¹ were exhibited. A second exhibition was "Accidental Encounters: The Dutch Connection". This included materials about the four known 17th and 18th century Dutch shipwrecks off the WA coast. Both are traveling exhibitions.



ND5 exhibition

Other attractions were the finish of a Perth to Denham sail boat race which brought lots of boats to the area. Replica tall ships Duyfken, STS Leeuwin II and STS Young Endeavour also came to Denham, but only the Duyfken was able to moor due to the low water level.

A parade of cardboard boats along the Denham waterfront attracted many young participants and viewers, and throughout the festival various performances were to be seen along the waterfront and in the Spiegeltent. Exhibitions of spices and 17th century clothing were also held in the Spiegeltent, with opportunity to dress up for photos. An art sculpture was unveiled on the foreshore by the WA Premier, Colin Barnett. Dutch embassy military attache Harold Jacobs attended some of these events.

On 25 October an official Hartog commemorative ceremony was held at Point Inscription on Dirk Hartog Island, the exact spot where in 1616 Hartog had left a pewter plate with inscription

on a pole. This ceremony was attended by many dignitaries, such as Premier Barnett, and the Dutch Consul in Perth who represented the Netherlands. The Duyfken and crew were also on the island. Unfortunately, for this occasion travel to the island was prohibitively expensive, so I stayed in Denham.



The Golden Age Ball

The Hartog festival was a great success, there were so many activities and events I couldn't attend all of them. The weather was cool enough to enjoy all the outdoor events and I had a great time.

Marianne Pietersen

1. ND5 are photographers Les Walkling, Tony Hewitt, Christian Fletcher, Peter Eastway and Michael Fletcher.

The Life and Times of Dirk Hartog

A book with this title was launched on 24 October, 2016, at the Heritage Resort in Denham, WA, during the Dirk Hartog Festival.

I was fortunate to be at the launch, and meet three of the authors, Australians Dr Phillip Playford, and Dutch researchers, Drs Greetje Bouma and Cor Boer BA. The 4th author, Prof Robert Cribb was not there.

The principal author, Dr Playford, is the discoverer of the wreck of the Zuytdorp, and author of various publications about Western Australian geology, archeology and shipwrecks. This book contains new information about Hartog's life, unearthed by the Dutch researchers.



Dr Phillip Playford (left) & AOTM member Dr Howard Gray in Denham

The book was published with support of the Dutch Embassy in Canberra and will be available on the website of the Royal Western Australian Historical Society, after a second launch in Nedlands, WA, on 23 November.

Marianne Pietersen

	Vaughan Evans Memorial Lecture 2016
	<p>On Friday 18th November 2016, AOTM member Dr Howard Gray presented the Australian Association for Maritime History Vaughan Evans Memorial Lecture 2016 at the WA Maritime Museum in Fremantle.</p> <p>Howard's subject was <i>The Life and Times of Frederik de Houtman</i>. The lecture was attended by 85 persons, and Howard's intention is to produce a book on the subject by 2019.</p> <p>The AAMH lectures honour the late Vaughan Evans for his initiative resulting in the establishment of the Australian National Maritime Museum in Sydney. Congratulations to Dr Gray.</p> <p>Marianne Pietersen</p>

Articles	
	Yellow Finch?
	<p>This article might prevent you from wanting to find out where a foreign name of a ship or of anything really comes from and what it really means. Or indeed it may make you look at it more. The meaning and origin of the names of ships is often peripheral to history. However, the name of a ship that made a historical voyage not only seems to become one of the identifiers of the story, but those names have been given to geographic features, such as coastal lands, capes and more. Then, sometimes centuries later, the area so named provides names to flora or fauna that is found there. For some of us it then becomes interesting to trace back where that name originates from. Here is an example how easy it is to get it wrong, but also how such a name, once given, is passed on and on to other entities.</p> <p>Willem de Vlaming's Ships</p> <p>Checking AOTM's landing list on its website (www.australiaonthemap.org.au/landings-list) we find after the entry of the years 1696-97 that:</p> <p>"Searching for the <i>Ridderschap van Holland</i>, Willem de Vlamingh, in command of a squadron consisting of the <i>Geelvinck</i>, <i>Nijptangh</i> and 't <i>Weseltje</i>, carried out detailed charting of many West Australian coasts. His crew travelled 80 kms inland on the Swan River, with the ship's artist Victorszoon creating watercolours of the coast. De Vlamingh replaced Hartog's pewter plate on Dirk Hartog Island with his own, and then charted Christmas Island on his return trip."</p> <p>The three ships were especially built for the De Vlamingh expedition, so the impression that maritime exploration was traditionally done with old ships past their prime is not correct.</p> <p>So here we have three ships with names which appear easy to pin down on their origin. Or are they?</p> <p>We may speculate that we simply obtain a translation and we know. A 'nijptang' is Dutch for (a pair of) pincers, i.e. a tool from a tradesman's box. Did the VOC name a ship after a tradesman's tool? Quite unusual I would have thought, but practical and banal for a support vessel. That's where the trail ends, for now, so we will assume that there was a good reason why it was named after such tool. If not, I'd love to receive further clarification.</p> <p>Then we have 't <i>Weseltje</i>. It means 'the little weasel'. It was an even smaller support vessel, with just two masts, than the threemaster <i>Nijptangh</i>. VOC ships were regularly named after fauna, so we can readily accept that as its name's meaning, indeed an endearment form of the species.</p>

The frigate *Geelvinck*, the largest of the three ships, however, may lead us, in translation, up the garden path. 'Geel' = yellow, 'vinck' = finch. So a yellow-finch? As far as I can ascertain there is not now, and there was not in the 1690's a bird in the Netherlands called a Yellow-Finch ('geelvinck'). Yes, canaries ('kanaries') existed as did the so called 'geelgorse', both finch type birds that have yellow features.

The retired professor of cartographic history Günther Schilder advised, however, when describing the *Geelvinck*, that the usual decoration on the flat stern of VOC ships featured a symbol that related to the name of the ship. He then adds: "in dit geval een geelvink" (in this case a yellow-finch).¹ There are depictions of the ships as decorations on old maps including on the chart (1697) of the coast of Eendrachtstland, (then still in use as a name for our continent) by fleet artist, cartographer (and 'comforter of the sick') Victor Victorszoon.

The shape of a bird is clearly visible at the stern of the largest vessel. Although not coloured yellow, prof. Schilder must have assumed that to be a 'yellowfinch' (geelvinck), even though there may not have been a bird known by that name in the 17th century, as there isn't now either. He does not actually say that the ship was named after such a bird, merely that the symbol usually 'related' to the name. As it turns out, the vessel was named after a member of the Heren XVII, the Directors of VOC, by the name of Joan Geelvinck.

The Geelvinck family were influential business people and government officials for a few generations mainly in Amsterdam. That Geelvinck family died out early in the 19th century. The Geelvinck Museum in Amsterdam, now with connected musea in other towns, reminds us of the name.

The name Geelvinck also survives in the annual Geelvinck Fortepiano Festival, without direct connection to the ship. It is a classical music festival organised by the Sweelinck Collection of the Geelvinck Hinlopen House named after a building built for Albert Geelvinck and his wife Sara Hinlopen, completed in 1687 in Amsterdam. Albert was the brother of the Joan Geelvinck that De Vlamingh's ship was named for. It contains a huge collection of historical pianos. The festival honours the historical pianoforte through a series of concert performances including performance contests between professional piano musicians.

Geographic feature.

At least one geographic feature was named after the ship *Geelvinck*.

Cenderawasih Bay, also known as Teluk Sarera, now partly a marine national park, was known for some centuries as Geelvinck Bay, a name still in some use, including by Encyclopedia Britannica. It was named after the ship. It is located in the northern New Guinea province of Papua, east of the 'bird's head' along the northern coast and south of the Schouten Archipelago. It is largely land locked and hence a quiet sea, which historically accommodated the local development of unique light paddling and sailing craft. The Auckland Museum owns a collection of 'Geelvinck Bay canoes', ornaments and accessories once used by the original coastal and islands population there.

Parrot with a finch's name?

Then, after all, a bird was named with the word geelvink in its name, but not a finch: the Geelvink Pygmy-parrot (*Micropsitta geelvinkiana*). It is endemic to the twin islands of Biak-Supiori and Numfor north of the island of New Guinea. The tiny parrot is mostly green as grass, with its only yellow being a patch on its so called 'under tail coverts'.

So we have the interesting naming sequence of a ship with a name that sounds like the name of a bird but is not. The vessel was named after a person. Then a bay was named after the ship and a bird species was subsequently named after the bay.

Peter Reynders

1. G.G. Schilder, *De Ontdekkingsreis van Willem Hesselsz. De Vlamingh in de Jaren 1696-1697*, Martinus Nijhoff, The Hague, 1976, p9.

First Circumnavigation of Australia by Flying Boat

Part 2

Part I of this article was published in 'Map Matters No. 28' and is available at www.australiaonthemap.org.au/wp-content/uploads/Map-Matters-28.pdf. As far as I can ascertain, this is the first comprehensive and illustrated record of this circumnavigation to be published anywhere.

The RAF Far East Flight of 1928 was the first circumnavigation of Australia by flying boat. Four RAF Supermarine Southampton Mk IIs flew from Britain to Australia via Singapore to assess their capability in varying climate and remote operation conditions. The Flight was to locate and chart suitable locations for seaplane bases, and to demonstrate capacity to move aircraft to remote parts of the British Empire for defence purposes. The Flight is a little known but important aspect of Australia's maritime exploration history, and contributed to the development of today's long haul passenger flights.

The Flight arrived in Broome on 1 June 1928 and flew via Port Hedland and Carnarvon to Perth, arriving on 7 June.



RAF Far East Flight 'boats' at moorings in Perth.

After a hectic week of Australian hospitality, on 15 June, a fine, calm day, the Flight left early for the 270 mile, 3 hour 50 minute, flight to Albany. At the special request of the Mayor of Bunbury the aircraft circled over the town in formation, noting that it was well sheltered and might be suitable as a seaplane base. A similar request was met at Deebank before the Flight landed in formation at Princess Royal Harbour, Albany. There, a proposed site for a seaplane base was visited and proved to be 'quite satisfactory'.

The flying boats now faced an 850 mile flight across the Great Australian Bight to Ceduna which the crews felt was likely to be the most difficult stage of the whole trip. Fuel had been placed by ship 330 miles east of Albany at uninhabited Israelite Bay, where the Flight would have to overnight before continuing to Murat Bay, Ceduna, the following day. Fortunately, the weather was kind and the sea at Israelite Bay was quite calm. But the crews faced a hard day's work.

Livock describes the situation:

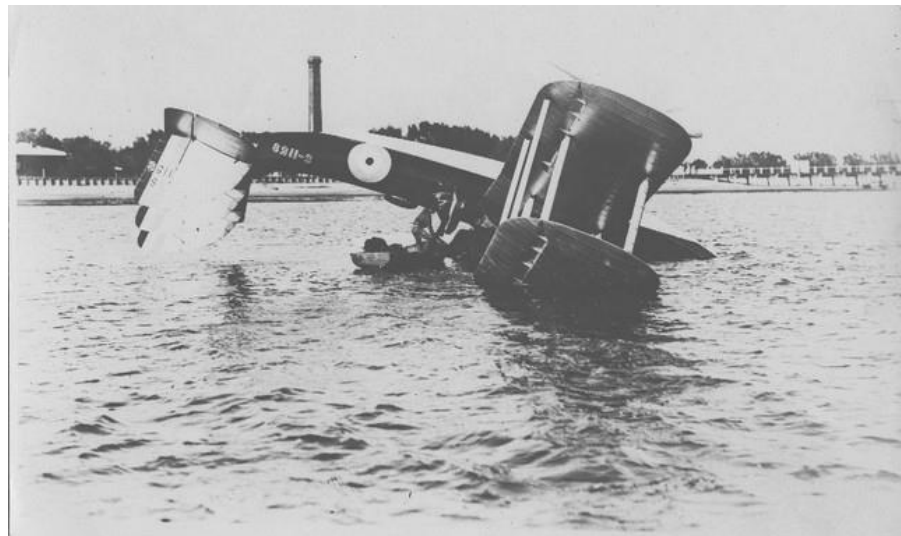
'We found that there was no boat to bring out the petrol, so we would have to use our rubber dinghies. The facilities at Israelite Bay consisted of a small jetty with a dilapidated and quite useless hand crane at the end of it. Near the jetty and joined to it by a railway line was a corrugated iron shed, in which was stored our petrol. A small hand trolley ran on these rails. The nearest house was about 70 miles away across the desert, and there were no roads or railways. Nevertheless, we found two farmers on shore

waiting to welcome us. They had driven a hundred miles through the bush to help us. They had had a pretty rotten journey owing to the bad state of the track and their Buick had broken a rear spring and had been bogged down several times. They were grand men and had already started opening the petrol cases and humping them to the end of the pier by the time we got ashore.'

'The wind was now blowing in from the open sea, and transporting two hundred gallons to each [flying] boat by rubber dinghies was a rather formidable undertaking. Each dinghy was loaded up with as many four-gallon tins of petrol as it would hold, and ten tins were towed astern. Rowing this lot through a choppy sea was no fun and took about four hours... I didn't get much sleep that night, for I couldn't help wondering if the weather would be calm enough in the morning to allow us to take off with the full load of petrol we were obliged to carry for the long trip ahead.'

Fortunately, at dawn on 20 June the weather was calm, indeed far calmer than it had been on the west coast where the crews had agreed that, had a forced landing been necessary, it would have been safer to come down on the land and risk a minor crash than to land on the sea and risk 'wrecking and sinking the whole outfit'. This principle was to apply again on the long 515 mile flight to Murat Bay, Ceduna. As the Flight log noted, 'The coastline of the Bight from Israelite Bay to Point Eyre, some 450 miles, offers no shelter for flying boats, with the possible exception of the reef off Eucla.' This was the only place on the route where the Flight saw any signs of life as it 'boasted one or two huts, a small jetty and a trackway, apparently leading to the centre of Australia.' It was with some relief that after 7 hours flying the four aircraft arrived safely at Ceduna.

On 22 June the Flight continued another 350 miles to Adelaide in squally conditions passing 'over places with jolly names like Coffins Bay and Cape Catastrophe'. On arrival at Port Adelaide they were surprised to be greeted by the sight of a wrecked Southampton aircraft, bottom upwards at the mooring site. It had flown from Melbourne a few days previously and, while being prepared to fly out and meet the Flight en route from Ceduna, had been lifted out of the water by a fierce squall or willy-willy. This was one of the two Southampton Mk I aircraft purchased by RAAF from RAF, and by coincidence under the command of Group Captain Goble, leader of the 1924 RAAF Fairey 3D circumnavigation.

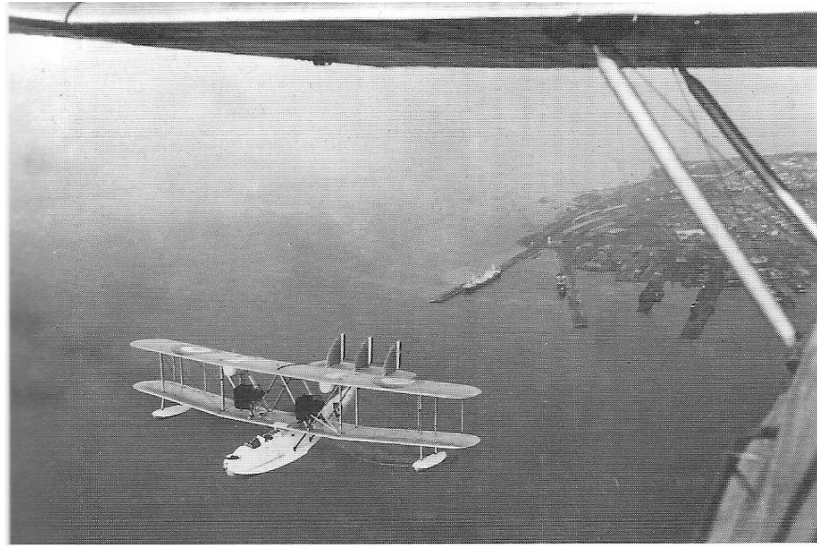


The wrecked RAAF Southampton Mk I at Adelaide, still bearing its RAF designation.

It was an inauspicious start to the cooperation with the RAF which the RAAF had so carefully and expensively planned. Fortunately, nobody was injured and the aircraft was retrieved and shipped to Point Cook where it was rebuilt. As in Perth, the party were feted by the Governor and citizens. Livock wrote 'At Adelaide we had our first taste of a big Australian city – Perth was then almost a small provincial town.'

On 29 June the Flight took off in fine weather for the last leg of the outward part of its cruise, to Melbourne. En route they noted several sheltered places suitable for flying boats to land. Near the entrance to Port Phillip Bay they were met by a Fairey 3D and the second RAAF

Southampton, before flying to Point Cook where they were joined by a further eleven RAAF landplanes (DH9A, DH9, and Moths). This spectacular assemblage of aircraft flew to St Kilda beach 'to find that the seafront and pier at St Kilda were black with people.' The Flight then awed another crowd as they landed on the Bay and taxied to their moorings. There is an interesting short film of this event, 'Arrival of British Flying Boats', at <https://www.awm.gov.au/collection/F02259>. After a reception hosted by the Premier and an impressive array of dignitaries, including Group Captain Goble of the RAAF, the Flight flew to the RAAF station at Point Cook. Here the four flying boats were brought ashore and placed in a shed – the first time any of the Flight had been under cover since 14 October 1927 when they left Felixstowe.



RAF Far East Flight aircraft over Port Melbourne

The Flight spent a month in Melbourne during which time the ground party, who had come by ship from Singapore, gave each aircraft a thorough overhaul. The hulls and superstructures were all in good condition and only a few minor adjustments to the rigging were required.

On the last weekend in Melbourne the flying boats were open for public inspection and about eight thousand people attended. A wooden bridge was built over the hull of Livock's aircraft so that sightseers could pass over and look down into the cockpit.



**Gerald Livock's Southampton Mk II open for inspection at Point Cook.
Note the temporary wheels fitted to move the aircraft on land.**

The following day, Monday 30 July, the Flight took off, and after circling Melbourne escorted by a Southampton and Moth of the RAAF, left for the flight east to Paynesville, East Gippsland. Sheltered water for emergency landing was noted along almost the entire route and, on their arrival, the banks of the channel were crowded with people from the surrounding district. At Paynesville the Flight log records that the Primus cooking stove on one aircraft had suffered a stripped thread in the union below the burner, the first noting of any defect during their Australian circumnavigation and firm evidence of the general reliability of all four aircraft and their equipment.

After a day at Paynesville the Flight left for Sydney, circling in formation en route at Eden and the Naval Depot at Jervis Bay at the request of the Air Board. Running early, the flight landed at Botany Bay, waited an hour before flying on to Farm Cove in Sydney Harbour where, by a fluke, they landed at the appointed time, 'exactly as the 1 o'clock gun fired', much impressing the local officials. A formation of RAAF DH9As, DH9s, and Moths flew out to greet them. But, as at Adelaide, misfortune dogged the RAAF when one of the DH9s experienced engine failure and was forced to ditch in the harbour, fortunately without injury to its occupants.

The Flight spent nearly three weeks in Sydney noting 'Sydney Harbour is very good for shipping, but the amount of traffic using it and the high land surrounding it, and the high bridge being built across the harbour makes it less convenient than many of the other harbours on this coast for the operation of large flying boats in formation.' However, the Flight approved of the sheltered mooring site at Farm Cove, and of the security from collision provided there by the authorities.

The log also notes that 'Although many members of the public came down to see the flying boats in Farm Cove, the interest in the cruise was less in Sydney than at any other of the large towns visited, and one section of the Press appeared surprised that the Flight had no sensational information to give.' Livock throws more light on this cryptic statement. Apparently the Flight's leader, Henry Meyrick Cave-Browne-Cave, was besieged in his room immediately on arrival at their hotel by 'a most virulent press... bent on getting a sensational story out of him'. Cave, not noted for his tact, became annoyed and refused to be interviewed. 'The result was that the reporters vented their spite on us by giving us a roasting in their papers. The 'gallant birdmen' became 'stuffed-shirt pommies' overnight... The Governor and Mrs de Chair were very kind to us and said it was an honour to be slanged by the Sydney press!'

In Sydney the Flight met pioneer Australian airman Charles Kingsford Smith, only recently arrived (9 June) from USA after making the first trans-Pacific flight, details of which flooded the newspapers for weeks. 'Smithy' was to make the first non-stop flight from Point Cook to Perth later in August 1928.

Press coverage for the arrival of the Far East Flight in Sydney, and later in Brisbane, was sparse compared with the euphoric press reception it had received on the west coast. 1928 was a year of exceptional, world-shrinking feats by Australian aviators, who naturally attracted more coverage than the British crews. Besides 'Smithy's' momentous flight, Bert Hinkler had arrived in Australia after his 15½ day first solo flight from England in February, while Hubert Wilkins had made the pioneering trans-arctic crossing from Alaska to Spitzbergen in April, opening the potential for over the Pole long haul air travel.

These Australian achievements, the Far East Flight, and other notable aviation feats around the world, all served to make Kingsford Smith and Ulm's remarkable statement, scoffed at a year earlier, far more realistic. Recognising the defence implications of long distance air capability, they had warned that a hostile foreign power could now readily establish a base in north-west Australia to support an inland base with a capacity to bomb all Australian cities.

Early on the morning of Thursday 11 August the four Southamptons roared into the sky heading north for Brisbane. Again they were welcomed by large crowds, boosted by the attendance of people from all over Queensland who had come to the city for the Brisbane Show. As usual the hospitality was generous during their five day stay. All too soon it was time to move on north 260 miles to Gladstone. As a parting gesture, to the delight of the crowds, the four aircraft

taxied up the Brisbane River and under the Victoria Bridge before taking off and circling the city.

After an overnight stay in Gladstone, the next leg took them north a further 280 miles to Bowen. Here they met No. 101 Flight RAAF with two Supermarine Seagulls, 'a sort of single-engined version of the Southampton'. They were assisting HMAS Moresby in surveying part of the Great Barrier Reef by taking aerial photographs through a hole in the hull of the aircraft. The five day period spent with these Australian airmen was rated by the Flight as one of the most enjoyable of the whole cruise.



AUSTRALIAN WAR MEMORIAL

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RAAF Supermarine Southampton Mk I with two RAAF Supermarine Seagulls.

From Bowen the 340 mile stage to Cooktown was flown on 24 August, the crews enjoying the beauty of the broken coastline with wooded bays, coral islands and the Great Barrier Reef itself. The aviators were impressed by Cooktown, then a semi-deserted former gold mining town, abandoned some years before when the gold ran out. Livock remembered James Cook's stay at the Endeavour River to repair the ship after it was holed on the reef: 'It was the source of some pride to us, who were the first to fly from England to Cooktown, to see on the shore opposite our moorings a memorial to the great man, who was the first to arrive there by sea 158 years before.'

Four days later the Flight took off again for the 360 mile journey to Thursday Island, passing over Cape York and with no sign of human habitation. They now faced a journey of more than 1000 miles over remote expanses of open sea and desolate coastline before reaching the more familiar ground of Koepang, their departure point for Broome three months earlier. The tropical air over Thursday Island was very bumpy and the log records 'The wearing of topees was resumed.'

The next permanent fuel depot was at Port Darwin, 720 miles to the west across the mouth of the Gulf of Carpentaria and along the coast of remote Arnhem Land. To reach Port Darwin required a temporary fuel depot to be laid down in Melville Bay near Cape Arnhem on the Gove Peninsula, the western tip of the entrance to the Gulf. Livock colourfully describes the situation: 'Beyond Thursday Island, there were over 300 miles of sea to cross with no opportunity of checking navigation on the way. On reaching the opposite shore we would have to find a small heap of petrol tins lying on a beach on one of the thousands of islands, creeks, rivers and bays which form the west side of the Gulf of Carpentaria, Arnhem Land. To make things even more complicated, there were no detailed maps or charts of the district... It was arranged for a pearling lugger to be sent from Port Darwin to anchor in a prominent position in Melville Bay, which was shown on our questionable map as large, conspicuous in shape and well sheltered.'

Taking off from Thursday Island, the Flight encountered very turbulent air and it took considerable concentration to maintain the compass course for Cape Arnhem. However, after four hours in the air Cape Arnhem appeared ahead and the lugger was spotted securely anchored in the bay. The Flight later discovered that it had only arrived there the night before. The aircraft were refuelled and, after the crews had slept on board, took off again safely at dawn on the last leg to Darwin.

At Port Darwin the refuelling took six hours as against half an hour in Brisbane because of 'Port Regulations'. In an effort to speed operations a motor boat was used. This managed to collide with one of the aircraft, punching a hole in the bows above the waterline. Fortunately, the damage was able to be repaired by the crew. The following morning, 1 September, exactly three months after the Flight's arrival, the aircraft left Australia for Koepang, completing the first circumnavigation of Australia by flying boat.

Nearly 130 years earlier it had taken Matthew Flinders many months longer to make the first close circumnavigation of Australia by sailing ship. The RAF Far East Flight's epic cruise, appropriately made by boats with wings, was a pivotal moment in the transition from ships to aircraft as the main means of intercontinental travel. This would represent a particularly important advance for the relatively isolated continent of Australia.

The Flight had been a resounding success, and a landmark in the development of long haul aviation. It had shown, far beyond expectations, the reliability and viability of modern aircraft under a wide range of operating conditions. It had established that the east coast of Australia offered better opportunities for seaplane bases and emergency landing grounds than most of the north, west and south coasts of the continent. It had demonstrated a high level of defence cooperation and goodwill between the RAAF and RAF, and encouraged the development of complementary RAAF flying boat capacity. It reinforced and broadened awareness of the rapid development of aviation and its potential for long haul mail and passenger transport, as well as emphasising the threats posed to a large unpopulated continent by hostile air power. In all these ways the RAF Far East Flight gave impetus to the development of larger, faster and more reliable aircraft, and to developing commercial and defence capacity to realise these benefits.

Trevor Lipscombe

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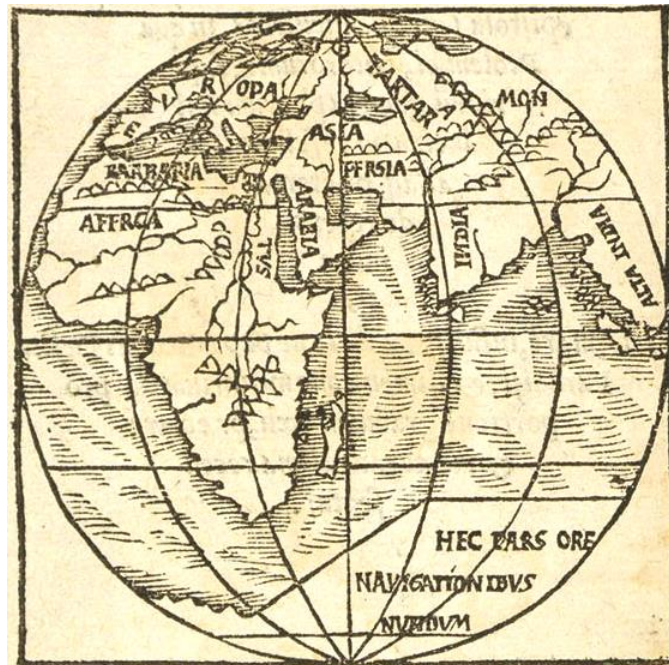
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The Southern Continent of Franciscus Monachus

One of the earliest depictions of the southern continent, Terra Australis, is on a double hemisphere world map illustrating the title page of *De Orbis Situ ac Descriptione*, a treatise on geography published in Antwerp between 1526 and 1529.¹ The author was Franciscus Monachus (c.1490-1565), a Franciscan monk and noted cosmographer living in Mechelen, Brabant.² The treatise is in the form of an undated letter to his patron, Jean Carondelet, titular Archbishop of Palermo, Sicily, and president of the Geheime Raad (Privy Council) that governed the Imperial Netherlands during the regency of Margaret of Austria. Carondelet presumably ordered its publication. Franciscus' treatise was written to accompany and explain a globe constructed under his direction for Carondelet by the noted goldsmith Gaspar à Myrica (also known as Gaspard van de Heyden). The globe has not survived, but the woodcut double hemisphere map indicates its principal features.³

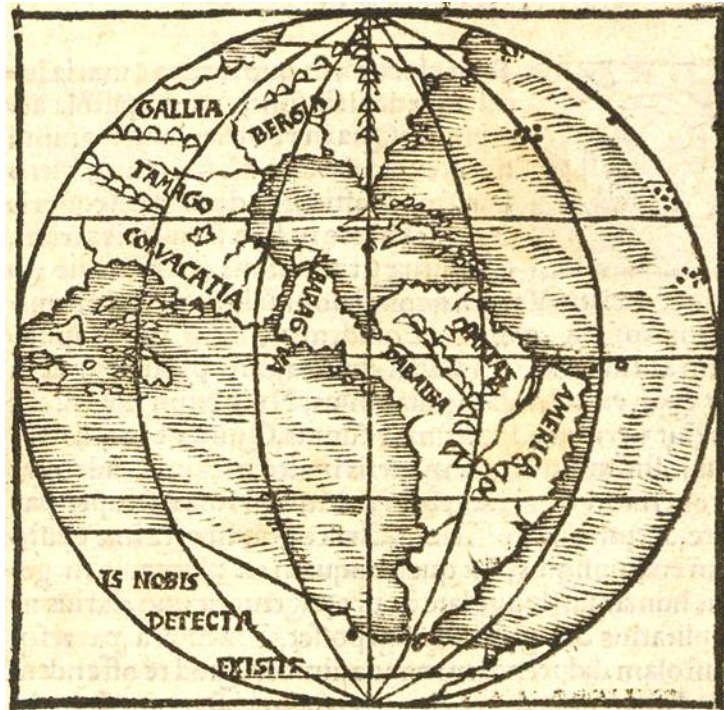


Monachus' Eastern Hemisphere

The coastline of the large unnamed southern continent on Franciscus' map, to the south of *America* on the other side of the unnamed Strait of Magellan, is shown with indentations, indicating, as declared in the text of *De Orbis Situ ac Descriptione*, that it represents a land that has been discovered, or at least considered to have been discovered, in two places, presumably by Ferdinand Magellan in 1520, when he discovered Tierra del Fuego, considered to be the northern coast of the southern continent, and somewhere in the far South Atlantic by Amerigo Vespucci in 1497, Pedro Cabral in 1500 or Francisco de Hoces in 1526. The three last named were all credited with having discovered a land of continental dimensions in the South Atlantic in the latitudes 50 to 56 degrees South.⁴ It is not clear which of these three navigators Franciscus was referring to, or whether he was referring their collective discovery of the coast of the southern continent. The rest of the coastline is represented by three straight lines, again reflecting the text which declares that it is only a notional coastline that has not yet been discovered. This undiscovered part bears the inscription: *HEC PARS ORE IS NOBIS NAVIGATIONIBUS DETECTA NONDUM EXISTIT* (This part of the coastline that has been revealed to us by voyages is not yet apparent).

The inscription is similar to that on the southern continent on the world maps of Johannes Schoener (1523) and Oronce Fine (1531), which both read: *TERRA AVSTRALIS RECENTER INVENTA SED NONDUM PLENE COGNITA* (Terra Australis, recently discovered but not yet fully known). Franciscus mentions Schoener in his treatise, but it is not clear whether he copied the southern continent from him, or came to similar conclusions independently.⁵ The Paris Wooden Globe of c.1535 whose maker is unknown, bears a similar legend: *Terra australis*

recenter inventa anno 1499, sed nondum plene cognita (Terra Australis, newly discovered in the year 1499, but not yet fully known), apparently identifying the land discovered by Amerigo Vespucci on his third voyage as the South Land. Caspar Vopell's globe, made in Cologne in 1542, bears the same inscription: *Terra australis recenter inventa, sed nondum plene cognita. Anno 1499*. The 1546 world map of the Norman cartographer Pierre Desceliers bears a similar inscription *LA TERRE AVSTRALLE NON DV TOVT DECOUVERTE* (the not wholly discovered Terra Australis).⁶ The honour of being the originator of this formula would seem to be a contest between Schoener and the Franciscan monk from Mechelen. It is apparent, in any case, that all these mapmakers were more or less familiar with each other's work.



Monachus' Western Hemisphere

The description of the southern continent given by Gerard Mercator on his world map of 1538 is more cautious. His inscription on it says simply: *Terras hic esse certum est sed quātus quibusque limitibus finitas incertum* (It is certain that there are lands here, but how much and the limits of their boundaries is uncertain). This world map was based on that of Oronce Fine, though with some significant differences, one of them being that Mercator does not give a name to the southern continent. Mercator certainly knew Franciscus, probably meeting him in Mechelen in 1532.⁷

De Orbis Situ ac Descriptione has never been translated, but it repays careful study as it explains the geographical concepts underlying Franciscus' globe and constitutes a valuable summary of early sixteenth century cosmography. With its depiction of the southern continent we can begin to trace the evolution of a mirage that beguiled geographers and navigators for nearly three centuries until James Cook's voyages revealed the true delineations of the southern hemisphere.

Robert King

1. Monachus, Franciscus. *De Orbis Situ ac Descriptione*, Antwerp, c.1527. On-line at: <http://gallica.bnf.fr/ark:/12148/bpt6k6572089q/f121.item.r=Catigorae.zoom>

2. Nicholas Crane, *Mercator: The Man Who Mapped the Planet*, London, Weidenfeld and Nicholson, 2002, p.334, n.8.

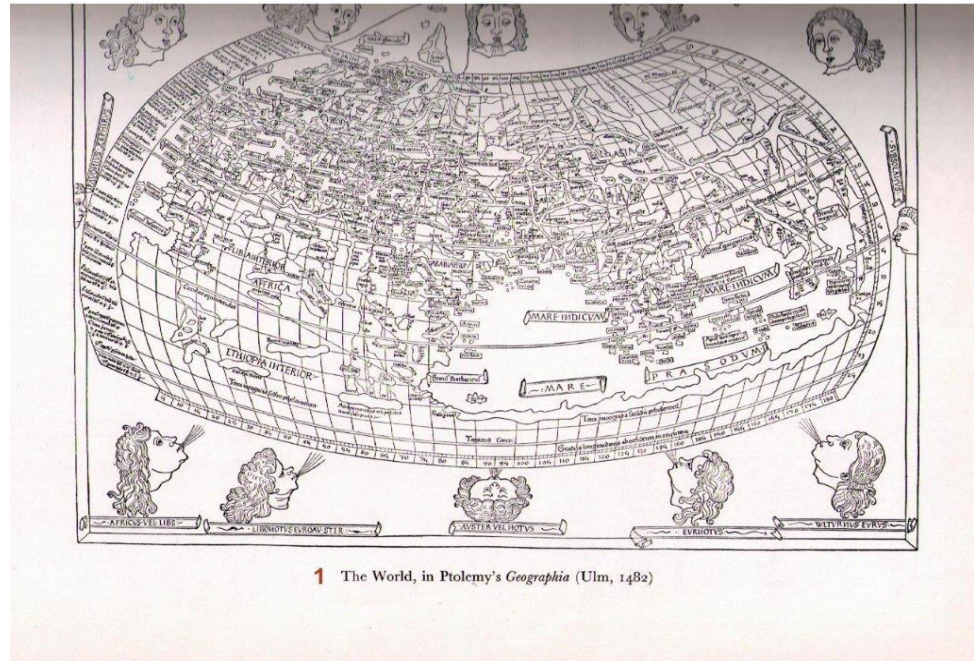
3. R. Shirley, *The Mapping of the World-Early Printed World Maps 1472-1700*, Early World Press, Riverside, Conn., 2001, p.61.

4. Amerigo Vespucci, *The First Four Voyages of Amerigo Vespucci*, London, Quaritch, 1893, pp.38-39, 'Third Voyage'; see also Martin Lehmann, 'Amerigo Vespucci and His Alleged Awareness of America as a Separate Land Mass', *Imago Mundi*. January 2013, vol.65, issue 1, pp.15-24; Fracanzano da

	<p>Montalbodo, <i>Itinerarium Portugallensium e Lusitania in Indiam et inde in occidentem et demum ad aquilonem</i>, Mediolanum, Scinzenzeler, 1508, cap.cxxv, fol.lxxv^v- lxxvii^r. Martín Fernández de Navarrete, <i>Colección de los Viajes y Descubrimientos que hicieron por Mar los españoles</i>, Madrid, Imprenta Nacional, 1837, Tomo 5, p.28.</p> <p>5. Lucien Gallois, review of Henry Harisse, <i>The Discovery of North America</i>, in <i>Revue Historique</i> (Paris), Tome 54, Mai-Août, 1894, pp.396-415.</p> <p>6. Pierre Desceliers, world map, 1546, John Rylands Library, University of Manchester, Rylands Collection, French MS 1*. Image on-line at: johannes.library.manchester.ac.uk:8181/luna/servlet/view/search?search=Search&q=desceliers&QuickSearchA=QuickSearchA&pgs=50&res=1</p> <p>7. Andrew Taylor, <i>The World of Gerard Mercator</i>, New York, Walker, 2004, p.69; Nicholas Crane, <i>Mercator: The Man Who Mapped the Planet</i>, London, Weidenfeld and Nicholson, 2002, p.59.</p>
	<p>Ships of which European nation sailed into the Indian Ocean first?</p>
	<p>Introduction:</p> <p>The question of ‘which European nation sailed into the Indian Ocean first’ was raised at Canberra’s Heritage Week celebration, at the Dirk Hartog Pavilion, in April 2016. The answer is not as simple as it appears. One must go back in history to find the answer.</p> <p>Key words are – Indian Ocean; India; Europe; and which European nations sailed first. In ancient times, there was no Indian Ocean nor any nations. There were four centres of cultural evolution along four great rivers. They were not even on the shore line. They appeared along the river Nile, Dazla and Farat (Euphrates and Tigris), Sindhu (Indus) and Hwang Ho (Yellow river); and they are related to present day Egypt, Mesopotamia, India and China respectively. However, it should be mentioned that since the partition of India in 1947 the Indus River became part of Pakistan while some Muslim cultural relics, like the Taj Mahal, came under India’s jurisdiction.</p> <p>When the Aryans came to India, around 1500 B.C., they saw the vast river which was of limitless dimension compared to their small rivers. They named it ‘Sindhu’, which was later adopted to represent ocean in Sanskrit. This is very important in history. Indians had a great trade relation with Egypt as well as Mesopotamia in the west and with China in the east.</p> <p>“The trade of southern India with the Western world is very ancient,” writes C. Collin Davies. “Although it has been contended that there is no positive evidence for any Indian sea-borne trade with western Asia before 700 B.C., it may be argued that Egypt must have required the embalming spices of the East for the preservation of her mummies.” [C. Collin Davies; <i>A Historic Atlas of the Indian Peninsula</i>].</p> <p>India’s trade was not restricted to Egypt but also covered Mesopotamia. Sir Mortimer Wheeler writes – “Ships of Dilmun brought wood to Ur-Nanshe of Lagash about 2450 B.C., and Sargon about a century later recorded that shipping from Dilmun, Megan and Meluha docked in his new capital, Agade (Babylon?)”. Other documents show that in the twentieth century B.C., seafarers bring Ur gold, silver, much copper, lumps of lapis lazuli, stone beads, ivory combs, and ornaments and inlays, eye paints, wood and perhaps pearls (‘fish-eye’)” [Sir Mortimer Wheeler; <i>The Indus Civilization</i>]. Many items in the list are linked to sources of South Asian origin – items like lumps of lapis lazuli, ivory combs, ornaments, stone beads etc.</p> <p>There is a controversy regarding the identity of Dilmun, Magan and Meluha. Scholars identify Dilmun as the Island of Bahrain, while others question the capability of exporting such items from Bahrain. It is but natural, to think how a small nation, in an unproductive land, could supply all these items. Bahrain could possibly be the transfer-port or middleman station of the items. Wheeler also mentions that A. L. Oppenheim ‘tentatively’ identifies Meluha as the Indus Valley civilization of India (present Pakistan), while S. N. Kramer tends to identify Dilmun itself with the Indus Valley; M. E. L. Mallowan regards Dilmun as Bahrain, with Magan and Meluha as ports on the Persian Gulf on the way to India (Pakistan). [Sir Mortimer Wheeler; <i>The Indus Valley Civilization</i>, Book Club Association, London, 1972, p 81].</p> <p>As the time progressed India became more important for the West for luxury items as well as commodities of daily needs. It was the spice trade that was the first cause of India becoming the attraction of the world. India supplied the needs of the Romans. Basham writes that in the</p>

early centuries of the Christian era maritime trade with (India) became more vigorous, especially with the West, where the Roman Empire demanded the luxuries of the East in great quantities. [A. L. Basham; *Wonder that was India*, Sidgwick & Jackson, London, p 226].

Items of export from India were spices, perfumes, jewels, and fine textiles as luxury items, while of lesser luxury were sugar, rice, ghee, ivory: both raw and worked, Indian iron, and dye stuff such as lac and indigo. In addition, live animals for circus and private owners were exported. It is claimed that Emperor Claudius even succeeded in obtaining from India a specimen of the fabulous phoenix, which Basham suggests to be the Indian golden pheasant. As well as Indian merchants settling in Rome, there were also Indian fortune tellers, conjurers and prostitutes, mahouts (elephant drivers-cum-keepers) accompanying their elephants.



The trade was one sided as India needed little in return and had to be paid in gold. This was recognised by Pliny, who, inveighing against the degenerating habits of the day, computed the annual drain to the East as 100 million sesterces, “so dearly do we pay for our luxury and our women.” [Basham p 229].

This continued even after the fall of Rome, in much reduced number, but it was the coming of Islam that put a stop to this trade. The shipping was time consuming as it took two seasons of monsoon for the sailing ships to make a return trip. The part overland route was through the Fertile Crescent and the Middle East. As the Muslim Empire progressed the overland route through Palmyra was closed and Europe had to find a new alternative route, avoiding Islamic countries.

India had already outsourced its Apra Samudra (Arabian Sea) trade to Arabs, Armenians and Syrians while concentrating on Purva Samudra (Bay of Bengal) and eastern trade to China and the Far east.

Perhaps it was Horimoto Takenon of Kyoto University who said – ‘India once ruled the seas and would be again,’ during a talk at the ANU in 2012. Why was this comment made?

The Indian Ocean is one of the smallest oceans and is the only one contained on three sides while other oceans have open-ended boundaries on two extremes. This is also the only ocean that has been full of activities from the time of ancient civilizations. The world’s first recorded marine expedition took place in this region. Around 1600 BC flimsy boats made of reed sailed along the Red Sea for the land of Punt.

Why reed boats? Timber was not easily available in those days in Egypt; and even if it was, working on timber was technically more difficult than breaking stone to build the pyramids and temples. Reed was easily available around the marsh-land in those days, along river deltas and flood prone flats of rivers. The ships that took part in the Punt Expedition of Queen Hatshepsut (1493B.C.) were about 70 ft long, 17 ft broad with a depth of 4 to 5 ft. They had square sails as well as sailors to row the boats.

Egypt was one of the birth places of ancient civilizations, followed by Mesopotamia, India and China. Out of the four, China was the only one separated by geographical distance and difficult terrain. The other three were connected by parts of the Indian Ocean. Reed boats and reed buildings were common in all three regions. To prove the connectivity of these across the Indian Ocean Thor Heyerdahl built reed boats to cross the oceans – *Ra* for the Egyptians, and *Tigris* for Indus Valley trade connections.

No.	Hieroglyphic form	Ancient Egyptian	Achaemenid Persian	English
1		Harau	Haraiva	Heraf
2		Harakhdi	Harakhvati	Arachosia
3		Bakhtar	Bākhtri	Bactria
4		Saranga	Zaranka	Drangiana
5		Kharasm	Khvārazmi	Kharazm
6		Armina	Armina	Armenia
7		Ashur	Athura	Assyria
8		Babar	Babiru	Babylonia
9		Iram	Huvadja	Elam
10		Pars	Pārsa	Pars
11		Partu	Parhava	Parthia
12		Medi	Māda	Media
13		Saghdi	Sugda	Soghdiana
14		Sadaguz	Thatagush	Sattagida
15		Sakapaksaktu	Saka-teyipar darya	Scythia
16		Maga	Maka	Oman
17		Hendui	Hindu	India
18		Gadpadki	Katpatuka	Cappadocia
19		Kamat	Mudraya	Egypt
20		Tutamkhu	Putiya	Libya
21		Tunkhesi	Kushiya	Ethiopia

Indian Ocean:

To begin with, one should define the boundaries of different oceans; but before this, one has to define how many oceans there are – three, four or five? According to *The Times Atlas of the World new reference edition* of 1999 there are only three – Pacific, Atlantic and Indian Oceans. As per this atlas the Indian Ocean is widest between Tasmania and Cape Agulhas (3,600 km).

The second assumption is of four oceans – Pacific, Atlantic, Indian and Southern Oceans. When visiting Western Australia, at Cape Leeuwin, one is told that from the top of the light house a line is visible: the meeting of the Indian and Southern Oceans. This automatically defines the width of the Indian Ocean as between Western Australia and South Africa.

While in my school days in the early 20th century, I was taught that there were five oceans – Pacific, Atlantic, Indian, Antarctic and Arctic Oceans. Taking the last example of five, perhaps this gives the Indian Ocean its minimum dimension. This would make the line joining Cape

Leeuwin in Western Australia and Cape Agulhas in South Africa as the southern limit of the Indian ocean. On the north the Indian Ocean is well defined by landforms. A common assumption would be that the southern boundary would be where ships of the European nations could find the entry.

India:

It was not only spices, but fine muslin, indigo and perfumes were also part of Egyptian imports. Egyptians identified their country of contact. In hieroglyphic inscriptions found in Egypt, their trading partner was named as Hindui, along with Babar for Babylonia, and Maga for Oman. [Jahanguir Ghaemmaghami; *The Lion in the belief of the Aryans, Barrasiha-ye Tarikhi* (Historical Studies of Iran) Ministry of Foreign Affairs, 1975; p 38]. Hindui was the term for the community that lived by the River Sindhu, i.e. the Indus Valley community.

It should be noted that this was before the birth of Hinduism, and it was the Persians who changed the name from Hindui to Hindu, later called al-Hind by Arabs and India by the Greeks. But the naming of the Indian Ocean is still a mystery. The very first reference is found under the Romans when the name Mare Indicum appears above the Equator and Mare Prosadium, south of the Equator. [Plate 1, Claudius Ptolemy (ca. A.D. 90 – 168) world map, printed Florence 1474, collection of Biblioteca Apostolica Vaticana, Vatican City; as illustrated in Kenneth Nebenzahl 'Atlas of Columbus'; Rand McNally, New York, 1990].

Ptolemy's Map also identifies India as *India Intra Gangem* and *India Extra Gangum*, with the river Ganges as the dividing line between the two. It also shows Taprobane (present Sri Lanka) as proportionately much enlarged, as well as Cattigara, along the eastern edge of the Ocean.

Europe:

The founding name of Europe is a mythological derivation. It follows from the Greek mythology of the Phoenician princess Europa, who was abducted by the Greek God Zeus and taken to Crete where their son Minos was born, who later became the king. Later the term Europa stood for the main land Greece and by 500 B.C. extended to the land north of Greece. The Greek word 'eurys' means broad and 'ops' means face.

Some scholars try to link its origin to Akkadian origin with the word 'gharoob' or 'erebu' which means sunset, that is the land west of Mesopotamia, while the term Asia originates from the word 'esu' meaning the sunrise. [Sheppard Software].

Around 1800 B.C. the Greeks were the principal tribes of the region, who moved westwards to Italy and by 8th century B.C. the Mediterranean became the main region of colonization. From the first century B.C. to 600 A.D. the Mediterranean became Rome's private sea with Sicily becoming part of the Roman Empire in 241 B.C. Rome commanded control of the entire sea.

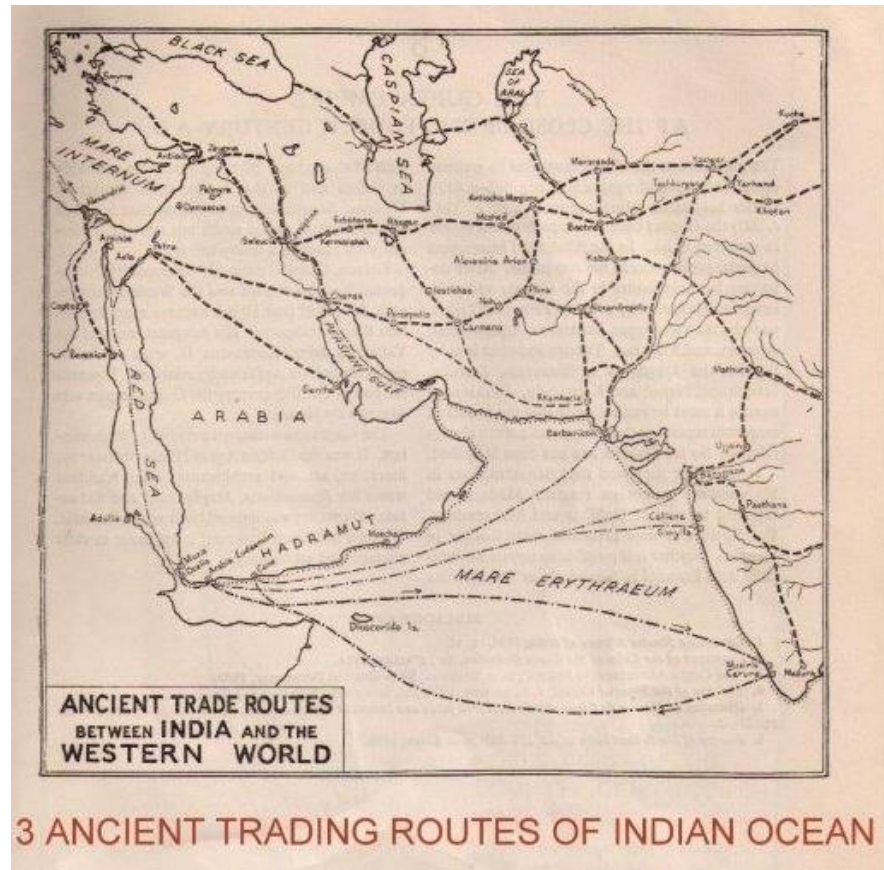
The Island of Crete became the first European nation in around 2000 B.C. with the birth of the 'Minoan' culture, which later gave rise to the Mycenaean culture in 1800 B.C. After some dark ages, in 750 BC Greek colonization emerged and the eastern Mediterranean came under their control. Macedonian King Phillip II gained control over the city state of Athens and his son Alexander (336 – 325 B.C.) united Greece and expanded the Greek influence from the Aegean to India. [*The Times Compact History of the World*].

The death of Alexander saw his great empire carved into small states by his generals, the Ptolemaic Kingdom of Egypt and Seleucos of Babylon remained powerful out of the rest. The fall of Carthage left Rome in power for the next 200 years and they then ruled the Mediterranean Sea.

Alexander's invasion brought Europe in direct contact with India, but it was just an overland invasion and the major contact did not last long. However, Alexander was not only a military genius, but also an admirer of his celebrated teacher, Aristotle, and was influenced by his philosophy. He would have sent Indian scholars, including Buddhists, to his new centre of studies in Alexandria. Holger Kersten explains that Professor Hassnain once told him that Buddhist missionary schools [Viharas] existed in Alexandria even before the Christian Era. [Holger Kersten; *Jesus Lived in India*, Element Publishing, Boston, Melbourne, 1994; p 69].

Alexander left India travelling overland, but he sent part of his army by sea. He built a whole fleet of ships in India, built by Indian trades persons. His army was of fighting men and not ship builders. The Greeks sailing back by sea could have sailed under the Greek flag but they were neither Greek ships nor entering the Indian Ocean.

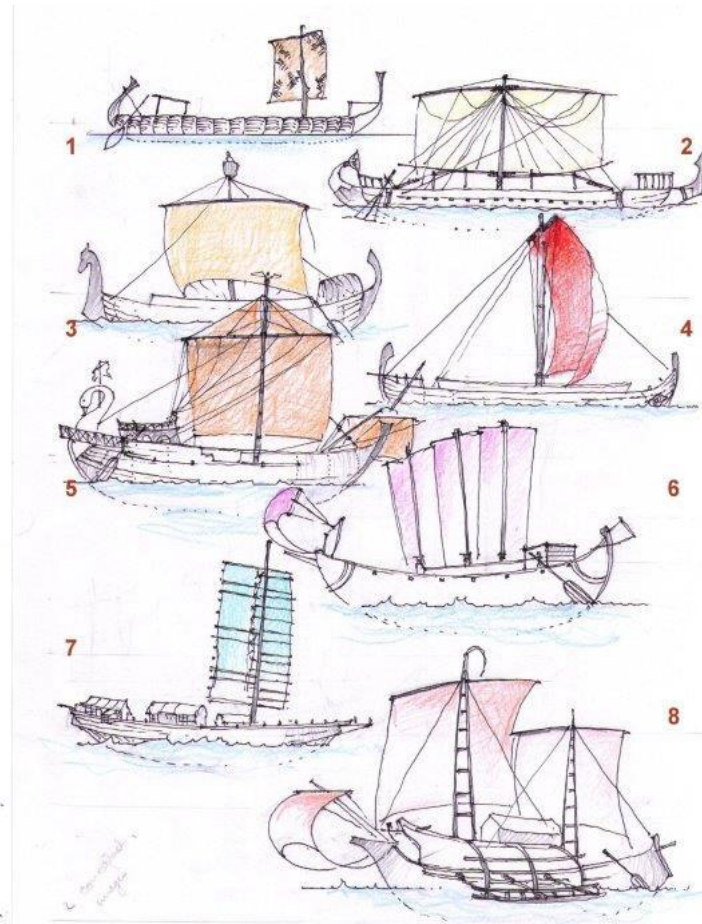
"It was India, at the apogee of her glory and ranking with China and Rome as the three great centres of world culture during the first centuries of our era, that brought the flame of civilization to all three areas and imposed the indelible stamp of her religion, philosophical, technical and artistic heritage." [Wim Swaan; *Lost Cities of Asia*, Elek Book Limited, London, 1966; p 13].



Swaan continues expressing that "there was a thriving trade between India and Rome; and at the beginning of our era there were 'some hundred and twenty Roman ships engaged annually' in this trade. Roman ships did not sail any further than South India and Sri Lanka. To the west went gems and fine textile, perfumes and drugs, sugar and spices, and even elephants, tigers and buffaloes for circus and tame monkeys, parrots and peacocks for the patrician ladies of Rome."

The Romans were the first to sail into the Red Sea section of the Indian Ocean. In the beginning, it would have resulted in transshipment of the freight over land between the Red Sea and the Mediterranean Sea, across Wadi Hammamat. Later, it is claimed that the old link, Sesostri's canal, of the Nile and the Red Sea; originally built by Pharaoh Shure, was cleaned up and ships did sail from the Mediterranean Sea into the Red Sea. [Bjorn Landstrom; *The Quest for India*, p 11].

These ships were Roman ships, under Roman flag. It can be claimed that the Romans were the first Europeans to sail into the Indian Ocean; not following the direct sea-route via the Atlantic Ocean and circumnavigating Africa but cutting through Egyptian Africa. The first direct sailing from Europe took place after almost fifteen hundred years when the Portuguese arrived, breaking the barrier imposed by Islamic nations.






4 ANCIENT SAILING SHIPS OF INDIAN OCEAN

Illustrations:

- 1 Map of Claudius Ptolemy [R. A. Skelton, F. S. A.; *Decorative Printed Maps of the World*, Soring Books, London, 1952; Plate 2]
- 2 Names of 21 countries in Hieroglyphic form; [Jahanguir Ghaemmaghami; *Historic Studies of Iran*, No. 3 May 1975, p 38]
- 3 Ancient Trade Routes between India and the Western World [C. Collin Davies; *An Historic Atlas of the Indian Peninsula*, Oxford University Press, Oxford, 1965, first published 1896; Map 7]
- 4 Ancient sailing ships of Indian Ocean:
 - (1) Egyptian reed/papyrus boat of 3000 BC, with woven mat sail [Based on Bjorn Landstrom's *Sailing Ships*.
 - (2) Egyptian wooden sailing ship of around 1600 BC [Based on drawing in *The Book of Ships*, Macdonald, London]
 - (3) A Phoenician sailing ship of around 500 BC [Based on Bjorn Landstrom; *The Quest for India*]
 - (4) A Greek merchant ship of 8th century BC [Bjorn Landstrom; *The Quest for India*]
 - (5) A Roman merchant ship of 200 AD [Based on *The Book of Ships*]
 - (6) Indian sailing ships on Arabian Sea route; [Based on A. L. Basham; *Wonder that was India*]
 - (7) Chinese river junk 'perhaps at Cattigara'. [Bjorn Landstrom]
 - (8) An Indian sailing ship on the eastern route with outrigger [Based on Borobudur stone carving]

Shibu Dutta

Universum Infinitum at the Biblioteca Nacional de Portugal	
	 <p>The interdisciplinary workshop, 'Universum Infinitum, From the German Philosopher Nicolaus Cusanus (1401–1464) to the Iberian Discoveries in the</p>
	<p>15th Century: Ocean World in European Exploration', was held at the National Library of Portugal, Lisbon, on 17-18 June 2016. The German cardinal Nikolaus von Kues (Nicholas of Cusa, 1401-1464) is known for his philosophical works. A key figure in Renaissance humanism, his interests and contributions extended to astronomy, mapmaking and cosmography, which were the focus of the international conference. The event was organized by Dr Thomas Horst, Interuniversity Centre for the History of Science and Technology (CIUHCT), University of Lisbon, in cooperation with Prof. Dr. Harald Schwaetzer and Dr. Matthias Vollet, Kueser Akademie für Europäische Geistesgeschichte and Cusanus-Hochschule, Bernkastel-Kues, Germany. AOTM member Robert King presented a paper, 'Magnus Sinus, Java and Locach from Martellus to Mercator, 1489-1569'. The workshop was followed by a day tour to Sintra, Mafra and Ericeira, under the guidance of Prof. Dr. João Carlos Garcia. The full program and abstracts of papers, together with photos, can be found at: http://www.ciuht.org/pt/workshop_universum_infinitum</p> <p>A selection of papers will be published by the Kueser Akademie in <i>Texte und Studien zur europäischen Geistesgeschichte</i>, Münster Aschendorff Verlag, Reihe B, Num.14, 2017.</p>
Photography Corner	
Denham, WA, beachfront and harbour at night, October 2016. c. M Pietersen	
AOTM Monthly Meetings - Members welcome	
	<p>Meetings of the Australia on the Map Council are held on the first Thursday of the month, at 2.00pm in a meeting room on the 4th floor of the National Library of Australia in Canberra. All AOTM members and interested parties who would like to attend are encouraged to do so.</p>
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