

Map Matters



Issue 34

Winter 2018

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This is the Winter 2018 edition of *Map Matters*, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.



Dear Readers,

I have returned from my travels in the Pacific and North America, took off my flower lei and put on my AOTM hat to create this issue.

Various anniversaries and commemorations are coming up and/or are being proposed, providing plenty of material to fill this Map Matters with some interesting and informative articles.

Recently, our maritime history has also featured on TV quizzes and a documentary. All within one week. We are making progress.

Last issue Trevor Lipscombe introduced his *Restoring Cook's Legacy* Project. This month the first of what we hope will be a series of events to correct Cook's legacy is about to happen. See update below.

Peter Reynders writes about the little known first European visitor to Australia's west. As we approach the 400-year mark of this event, in 2022, Peter would like to have the event gain more recognition.

Dr Howard Gray is working on commemorations in 2019 of the Houtman voyage along the WA coast. He would like to receive some feedback and sent plenty of material from his research. I've reduced the spacing and font of the quoted material in Dr Gray's articles for space reasons, and I was unable to copy maps from his pdf document. If you'd like to receive the complete document, I'm sure he will be happy to send it to you upon request. The change in spacing of the articles text last issue has received positive feedback, so I will use it again. However, this issue is rather long already and I've used it only intermittently. As always, contributions and suggestions are welcome. Please send material for *Map Matters* to me at the email address at the bottom of this newsletter, or post them to me at: #130, PWA Village, 58 Collingwood Rd, Birkdale Qld 4159.

Enjoy Reading.

Marianne Pietersen
Editor

NEWS

Restoring Cook's Legacy 2020 Project Update

Trevor J Lipscombe

The main focus of the Project at present is organisation of a weekend event at Mallacoota, Victoria, on 25/26 August 2018 to commemorate the 250th anniversary of the departure of Lt James Cook and the crew of *Endeavour* from Plymouth, UK on 25 August 1768.

	<p>Cook recorded passing Ram Head, Cornwall UK, as he left Plymouth Sound. Twenty months later, in April 1770, he arrived off the coast of present day Victoria. The first land feature he named on this coast was Ram Head, because of its close resemblance to its UK namesake.</p> <p>The weekend will include a talk “Lt James Cook on the coast of Victoria 2020 - a comedy of errors”, which will explain why today's Little Rame Head is Cook's Ram Head and also the first land feature Cook named on the coast of Australia.</p> <p>There will be a walk to Little Rame Head, currently the subject of a proposal by the Project to have it renamed as Ram Head, as Cook intended.</p> <p>There will also be opportunities to visit, or view from a distance, other Cook related sites on foot or by road, and an opportunity to view these sites from the air.</p> <p>It seems likely that this will be the first commemorative event in Australia relating to the 250th anniversary of Cook’s voyage. A full report on the event will appear in the next issue of Map Matters.</p> <p>For more details of the Mallacoota events please contact restoringcookslegacy2020@gmail.com</p>
<p style="text-align: right;">TL</p> <p style="text-align: center;">Maritime History Progress</p>	
	<p>On 13 August I observed that both the "Millionaire" quiz program and the ABC “Think Tank” had a question about Australia’s early maritime history. One question concerned whose ship the Heemskerk was. Possible answers were: Dampier, Tasman, Hartog or Flinders. Contestant guessed Tasman, and quizmaster Eddie gave a very short explanation of Tasman's visit.</p> <p>The Think Tank question was about Australia's oldest European structure called “Wiebe Hayes Stone Fort”. What ship was associated with it?</p> <p>Possible answers were Batavia, Endeavour, and two other English ones. Contestant didn't know, but the quizmaster gave a short story of the Batavia shipwreck.</p> <p>We are making some progress.!</p> <p>Editor</p>
<p style="text-align: center;">The Duyfken Foundation</p>	
	<p>As previously reported, a storm destroyed the Duyfken’s engines at the beginning of the summer sailing program, new engines had to be ordered and a crowd funding campaign successfully raised the necessary funds. <i>Duyfken</i> was up and sailing again by early December and went on to take 1,130 passengers sailing over the summer.</p> <p>Then the WA government announced they would discontinue the \$170K annual support for Duyfken’s operating costs.</p> <p>A number of meetings with various WA Departments resulted in a positive ‘restructure’ of the remaining grant. This will give the Board some space to look at new funding options. The plan is to have the Foundation in a more secure financial position by July 2020 and not dependent on government grants.</p> <p>The <i>Duyfken</i> Educational Experience continues to charge along, to date, in 2018, 2,471 students have stepped aboard <i>Duyfken</i> with a further 1,079 booked in for August.</p> <p>The next big project is building three new masts at an estimated project cost of \$25,000. We already have the ‘trees’ in our Fremantle shed ‘curing’, and after another 12 months of that we can get started on shaping the logs in preparation for replacing</p>

	<p>the current masts that have been serving the ship for nearly 20 years, and are starting to show signs of ageing.</p> <p>Last year the Board initiated establishment of the Duyfken Future Fund. Projects such as replacing the masts will be funded through this program. So far, \$5,902.60 has been contributed to this fund - so another \$19,097 to go. If you like, you can add something to the total. You can do this in a number of ways, a one-off donation, become an Annual Giver, or include Duyfken in your will. All donations will be tax-deductible. For details see www.duyfken.com, www.facebook.com/duyfken1606 or administration@duyfken.com .</p> <p>Source: Duyfken newsletter)</p>
	<p>Commemorative Activities for Quadricentenary of Discovery of SW Australia</p>
	<p>As described extensively in articles below, 2019 will see the 400th anniversary of the earliest sightings of the WA coast by Frederick de Houtman.</p> <p>There are many opportunities presented by this anniversary as outlined below.</p> <p>1. Publications; 2. Lecture Series; 3. Travelling Exhibition; 4. Astronomical Activities; 5. Documentary on the Life and Times of Frederik de Houtman; 6. Geraldton/Houtman Abrolhos Celebration; 7. Media exposure etc; 8. Education; 9. Potential Collaborators; 10. Funding.</p> <p>Any feedback, comments or suggestions are to be directed to:</p> <p>Dr Howard Gray, Instigator, Houtman 400 Celebrations, Independent Researcher and Writer, Chair, Batavia Coast Maritime Heritage Association Book Reviews Editor, The Great Circle P.O. Box 1559, GERALDTON Western Australia 6530 hsgray@midwest.com.au 0427065060</p>
	<p>Documentary about the Batavia disaster</p>
	<p>On Thursday 9 August SBS showed a documentary about the Batavia disaster which I watched. It was pretty good, and stuck to the story as far as we knew it. They even mentioned that the first criminal trial in Australia took place there, and they revealed some little known facts about the main perpetrator, Jeronimus Corneliszoon.</p> <p>The documentary can now be seen on i-View (free). It is called: "Batavia Revealed; Shipwreck Psycho".</p> <p>Duration is just under one hour. Below is the link.</p> <p>https://www.sbs.com.au/ondemand/video/1286067267738/batavia-revealed-shipwreck-psycho</p> <p>And here is the synopsis as shown on i-view:</p> <p>"Batavia Revealed: Shipwreck Psycho" explores the bloody truth behind Australia's worst mass murder, investigating horrifying tale of one of the world's most terrifying and gruesome shipwreck stories of all time.</p> <p>In 1629, the pride of the Dutch fleet was on its way to the East Indies when it hit a coral reef off the coast of Australia and sank. Some of the 300 passengers and crew drowned but most managed to swim to the nearby cluster of uninhabited islands.</p> <p>For the survivors, it was the equivalent of crash landing on the moon. They were stranded thousands of kilometres from any known civilisation, on alien land with little hope of rescue. The survivors probably thought their situation couldn't get any worse. In fact, their nightmare was just beginning.</p> <p>The documentary will be available for viewing for 28 days after 9 August. I think that means that 6 September is the last day it will be available. Enjoy, if one can say that about such a dismal story.</p> <p>Editor</p>

Articles

	The Forgotten Disaster at Ritchie's Reef
	<p style="text-align: right;">Peter Reynders</p> <p>Introduction</p> <p>News in hydrographic publications that modern autonomous search technology helped discover 'historically significant shipwrecks', such as by RV <i>Petrel</i> finding USS <i>Lexington</i> and <i>Juneau</i> shipwrecks in the Pacific, are of interest. But they invariably focus just on the technology used. Why and to what extent the wrecks are historically actually significant, and when and why they went to the bottom of the ocean, is often not included. In these two cases its writers may have assumed, rightly no doubt, that the reader is interested in the hydrographic technology and not in hydrographic history. It is assumed there's little interest by hydrographers in why these wrecks should be found at all, nor therefore in the underlying history of hydrography. Be that as it may.¹</p> <p>The extraordinary case where the location of a peace time shipping disaster, of a single vessel at a hitherto unknown dangerous shallow reef, was post-event apparently deliberately reported for the wrong location and hence placed on maritime maps a thousand kilometers from where it occurred is surely amazing enough for the hydrographic practitioner. If the discovery of the captain's false reporting and the reef's correct location then took over three centuries, it may also be amazing enough for anybody to take note. If, in addition, the case concerns the first recorded shipwreck in the history of our continent, as here, one would suspect that it be written up in standard history books and in the school curriculum. Even more so, if on top of all this it concerns the first Englishmen ever to come here one could expect that most people would have heard about it. Evidently not so. I will tell the story here again in the hope that this will change.</p> <p>The name of the first Englishman to sail to Australia was neither James nor William, but John. His 'visit' was the subject of a limited number of articles published over the last nine decades, after the wreck's location had finally been determined². This includes Marriot I. Lee's 1934 article <i>The First Sighting of Australia by the English</i>, and Jeremy N. Green's 1977 archeological review of the event. It is also mentioned in some later publications, including a 2004 inclusion on AOTM's website in the "Landings List". This is a concise list of the earliest ships recorded to have come to our continent before the charting of its coast had been sufficiently completed so its size could be determined. (http://www.australiaonthemap.org.au/landings-list/)</p> <p>To date the 1622 event has not become part of the general knowledge of Australians. In 2011, I asked by way of interactive question to a symposium audience of over 300 people rather well informed about maritime history: who the first Englishman was who sailed into Australian waters? Nobody responded with the right name and when I revealed it, there was a murmur of surprise.</p> <p>This article tells the story of this early event, and tries to argue that with the 400th anniversary of the visit, in 2022, a good opportunity will arise to draw wider attention to it, in order to help exterminate this blank in our collective memory. But the deck could be stacked against it for this to happen: The perception of the character of the captain in question and the messy associated decision making of the early English East India Company (E.I.C.), that seems to emerge from the research, as well as the widely known case of an even worse maritime disaster just seven years later, make it unlikely that such 'commemoration' will occur in whatever form. I will try to convince the reader that paying public attention to this historic event would be desirable and appropriate in 2022.</p>



John and his vessel

Who was this John? He was John Brookes, the Master of the E.I.C vessel *Triall*, which sailed from Plymouth, England on 4 September, 1621, with a crew of 143, bound for the Indies. The ship had recently either been built for, or bought by the E.I.C. and had a cargo of 'small items', such as sheathing nails, hunting horns, cartridges and sheet lead. Brookes was to sail the 'Brouwer route', which the E.I.C. had recently become aware of.³

In historic documents and articles *Triall* has also been spelled *Trial*, *Tryall* or *Tryal*. Brookes also as Brooks, Brooke or Broock.

How did the E.I.C hear about the Brouwer route?

Readers may be familiar with the history and details of the Brouwer Route. Many Australian publications that helped commemorate the 400-year anniversary of the visit of Dirk Hartog as first European to visit the Australian west coast, explained it. The Brouwer Route discovery led to its adoption by the Dutch East Indies Company (VOC) and its elaborate 1617 order to use it, that is, all VOC ships were to sail to Java via the southern Indian Ocean.

Early concerns of the dangers of this route, were also invariably explained in these "Hartog" texts. The use of dead reckoning to determine longitude could give very different results for where ships would actually be located on the long eastwards stretch. In 1620, another EIC Captain, Humfry Fitzherbert, Commander of an E.I.C. flotilla bound for Bantam was told about the Brouwer Route by Cornelis Kunst, Master of VOC ship *Schiedam*. They had a friendly chance meeting on land at the Cape of Good Hope, where the *Schiedam* from *Delft* and bound for the Indies, had also stopped for refreshments. The *Schiedam* and the E.I.C. flotilla, consisting of the vessels *Unity*, *Bear* and *Royal Exchange*, even left the Cape together on 26 July, 1620.⁴ Captain Kunst showed the Brits how to sail to the right latitude, in order to follow the Brouwer route to the Indies making use of the Roaring Forties. and when to turn north to Sunda Strait. All this was hitherto unknown to the EIC.

Thus, Kunst 'spilled the beans' of a competitive edge developed by the VOC, to a competing foreign company. Sailing to the Indies months faster saved lives and cost, and also avoided encounters with hostile Portuguese vessels. For a century the Portuguese had been sailing to the Indies along the East African coast and the Asian south coast. Only from 1595 had Dutch vessels begun to trade on the Far East. Their half dozen or so trading companies, which had started to compete with each other by the turn of the century, had been amalgamated into one, the V.O.C., on 20 March, 1602. The E.I.C., the first English company trading on the Far East, had been founded less than fourteen months before, on 31 December 1600.

Thus, Captain Fitzherbert became the first Englishman to sail the Brouwer Route, two decades after Hendrik Brouwer had conceived the idea of it and just three years after VOC vessels had routinely started using it.

Brookes and the wrecking of the *Triall*

When Brookes arrived at the Cape, he nor any of his crew had ever sailed the Brouwer route, but he had been instructed to do so using the Fitzherbert journal. At the Cape he saw another E.I.C. East Indiaman, the *Charles*, returning to England from the Indies under Captain Bickle.

He tried to arrange whether one of the mates of Bickle's ship would sail with him to show the route. Bickle agreed to ask them. Understandably, none of the 'mates' allegedly familiar with the navigation of the route volunteered. After all, service in the Indies was not exactly a holiday and the men were keen to go home and were already halfway there.

Brookes, guided by just the journal of Fitzherbert's voyage describing the route, reportedly left the Cape on 19 March 1621, sailing further south to latitude 39 degrees, then east on that parallel. In early May he steered north to where he hoped to head to Java, as Fitzherbert had reported to have done, but strong NE winds from 5 to 24 May prevented the *Trial* from reaching Java. Brookes steered NE instead. The ship then struck rocks, most below the surface, on the 25th at 11 o'clock at night. Brookes later reported the mayhem on board, claiming 60 men were on deck, and that he managed with some men to get the 'skiff' into the water. He claimed to have been involved to get the longboat in the water too, claimed to have done all he could to save as many lives as he could, climbed down a rope to the skiff at 3 in the morning and 'got off' at 4 o'clock. At 4.30 the front part of the ship broke up. All according to Brookes.⁵

On June 25, 1622, Brookes arrived at Batavia (Java) with 9 crew in the skiff, one of them a boy, apparently his son. The ship's 'Factor', Thomas Bright, in charge of the longboat, arrived there with 35 other men three days later. As 4 people had reportedly died on the voyage before the shipwreck, just 46 people had survived from the remaining 139, meaning 93 must not have survived the wreckage. Both men reported they had first landed on small islands nearby.⁶

Brookes alleged deceptions

The letters of Thomas Bright tell a different story than Brookes' reporting, suggesting Brookes left the crew to fend for themselves. He also suggested Brookes was guilty of theft of the ships valuables. He wrote that Brookes left in the skiff and did neither help save as many men as possible nor saw the longboat into the water. He implied also that Brookes clearly falsified the route he took, to hide that he had not strictly followed the route of Captain Fitzherbert he had been ordered to follow.

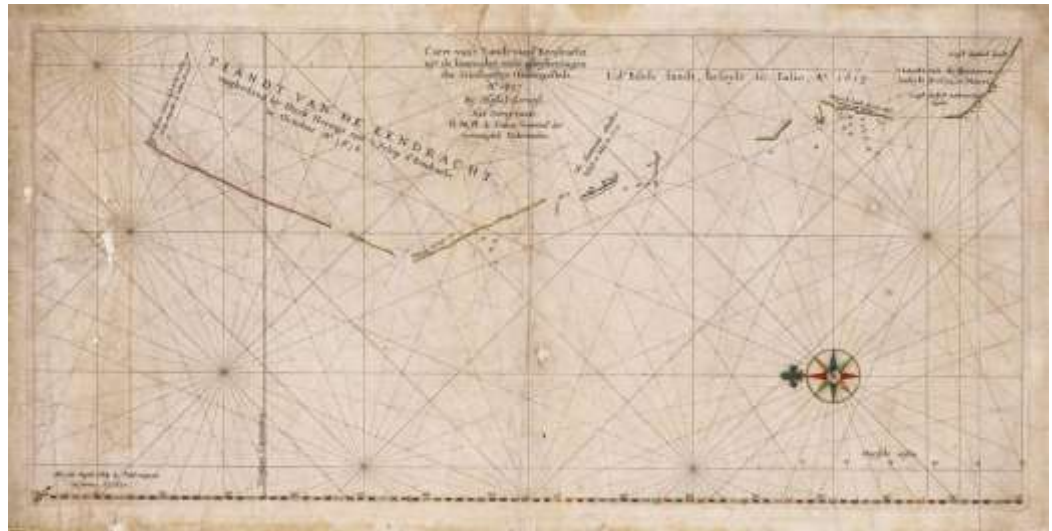
Once in the Indies, Brookes was sent on an exploration sojourn around Sumatra by the E.I.C. Manager or Governor in the Indies, and assisted in careening some ships. He was then made the 'Commander' of the vessel *Moone*, which he reportedly considered needing careening too as it would otherwise mean the end of the vessel. It indeed had been worked very hard in the Indies from 1618, including in a sea battle. The vessel did various further jobs in Asia under Brookes.

The *Moone* with Brookes as part of or perhaps even as the commander of a flotilla of E.I.C. ships left for England on 15 February 1625 with E.I.C. Manager Brockenden on board. Brockenden died and was buried at the Cape, but his possessions remained on board. In September 1625 the flotilla of E.I.C vessels from the Indies arrived in England but without the *Moone*. It had been lost close to home. Serious charges were laid against Brookes and his ship's-master, named Churchman, for negligence and willfully casting away the *Moone* near Dover roadstead.

Another sailor had claimed he had overheard Brookes saying at the Cape of Good Hope that he would 'turn the nose of the ship the wrong way' and that he 'wished the ship were at Ligore', a known Pirate hideout. Both Brookes and Churchman were imprisoned in Dover Castle, from where Brookes commenced his petition to come to trial and preparation of his defense. Brookes argued to the court in a long statement that he had been falsely accused, that the loss of the vessel was an accident, that the ship's condition was 'weakened' and 'she was eaten by the wormes'. Also, that he at the earlier incident with the *Trial* had followed "punctually" the route of the Fitzherbert Journal. The case was very drawn out, so the two men were in jail for many months. It became increasingly complicated for Brookes, also by theft allegations regarding property of the dead Brockenden, including relating to 'diamonds'. Brookes' son declared to the Court he had himself taken them, rather than Brookes.

It appears the company did not diligently pursue the prosecution, and Brookes and Churchman were released from the company and all suits against them over the loss of the *Moone* and the *Trial* were dropped on 18 August 1626. The company even had to pay the son his unpaid wages (ten pounds) as Brookes had petitioned, even though the son had confessed to stealing. The company also had a problem with a contractor, one Jacob Johnson, who was to dive for the contents of the shallow submerged *Moone* and was found to have done that job only partially or sold much of it. This matter was resolved in December of that year with again an embarrassing outcome for the E.I.C., which finished up with only about 10 % of the valuable cargo of pepper.⁷

Brookes appears to 20th century researchers as rather devious in his handling of both ships and was accused of lying, theft and multiple incompetence. The E.I.C. appears from it inefficient and disorganized and its management the cause of much of its problems. At least Bright emerged from it as a hero.



Hessel Gerritszoon's V.O.C. Map of 1627 showing what was charted of the W.A. Coast.
Reference to the *Triall* in the far left bottom corner. The actual *Triall* wreck site is close to the far left top corner.
North is to the left.

The finding of the *Triall*'s wreck site.

The loss of the *Triall* caused concern for the ships of the E.I.C and of the V.O.C., the only companies who used the Brouwer route. Brookes had told the E.I.C and the VOC authorities in Batavia that they lost and abandoned their ship with 97 men... "on certain rocks situated in latitude 20 degrees 10 min South and the longitude of the western extremity of Java". He also indicated these rocks to be located near a number of broken islands, lying very wide and broad, S. East and N. West, lying near a certain larger island.

Brookes however did not provide the correct location of the spot of the fatal rocks, but one substantially further west, apparently to try and hide the fact that he had followed a different route than that of the Fitzherbert Journal. He also threw further doubt on the idea that the earlier (Dutch) visitors had found a safe route. As a result, the wreck site was placed on maps, including on the VOC maps, in the wrong position. It then ended up on the well-known 1627 Hessel Gerritszoon map of the west coast of 'Eendrachtland' as the mainland was then known as. It shows what had been charted of the west coast by then by the various European visitors. Nobody could find any shallow reefs or rocks or islands in the location indicated by Brookes. Not even captains specifically instructed to look for them found any, simply because there weren't any there. It remained a perplexing mystery for three centuries.

Finally, in the 20th century, did the reference to the small islands, shoals and a large island to the South East provided by Brookes and Bright, help determine the location as being near the current Monte Bello Islands and Barrow Island. This was the contribution of Marriot I. Lee in 1934. The archaeological investigation carefully confirmed the site, as it found items consistent with those that would have been on the *Triall* and consistent with the period. The location was by then called Ritchie's Reef, but was renamed Tryal Rocks in 1969, as a first (W.A.) Government recognition, not of the men yet but of the vessel.



W.A. coast west of Dampier; the wreck site, 'Tryal Rocks', in the top left corner. North is upwards.

Should this event be commemorated in 2022?

The 20th century research put strong suspicion on Brookes for being devious, and on the E.I.C. as disorganized at that point in time. In his own time and being subjected to the scrutiny of a court, Brookes was not convicted. So, the possibility of Brookes having just made an error in misplacing the wreckage location by 1000 kilometers, is still to be considered, particularly should new information come to hand.

How important are 'firsts' in Australian history? This one is definitely a significant historic event. There were more like it to come, both visiting ships and wrecks, but without the primacy status. When the question arises, many of us have a mindset to wrongly put another mariner's name in the place of the first Englishman to come here. Brookes left most of his crew behind and departed earlier than most of the survivors. Over two-thirds perished. It too is a rare event as captains go, but like shipwrecks, of the wrong kind.

Perhaps because the event has remained so obscure, not many other historians have invested time and resources to find out details about the two men, their background, or the rest of their lives, which remain unknown. As both men reported to have landed on an island immediately after leaving the wreckage, they both did land in what is now Australia.

Due to the obscurity of the event, Brookes has not featured on an Australian postage stamp, like both Dampier and Cook. Dampier first served on what has been called a pirate's vessel at his first visit and was a navy Captain on his second. Brookes 'visite by chance', much earlier than either, had a technologically less sophisticated craft and equipment. But we realize that his visit is hardly 'recognized' in the sequence of Australia's maritime history. Not by the Brits, nor in Australia. And organizing an event to commemorate Brookes' visit feels like planning a birthday party where nobody might turn up. There's no monument, not even a modest plaque, that commemorates the almost 100 sailors who sailed for country and company aboard the *Triall* and lost their lives on those rocks. There's no story in any school history book praising the bravery of crew member Thomas Bright, for saving a few dozen men after apparently having been deserted by their Captain.

Is the bad image of the man Brookes the reason to keep him under the carpet? History acknowledges villains contrasted with heroes, and victims, where the unremarkable rest of us remains under the radar. We acknowledge Ned Kelly, who was a convicted and executed criminal. The very evil Jeronimus Corneliszoon mutinied and killed after the *Batavia* had been wrecked, also on a tiny Island off the WA coast, just seven years after the *Triall's* disaster. He

was executed there following Australia's first recorded legal review cum court-martial. We know how this villain was outsmarted by the emerging hero, Wiebbe Hayes. A documentary of the already well-known *Batavia* shipwreck and subsequent mutiny was recently shown on SBS. There is also a strong rumor a theatre movie will be made of this as well. Here's a quote from a recent newsletter (August 2018) from the Netherlands' Embassy in Australia:

The massacre that took place among the survivors afterwards has made it (the Batavia) famous, and a replica of the ship has been built in the Netherlands. The (NSW) State Library has one of the oldest publications that was written about the Batavia, namely from 1647!

Should this be the only reason for its fame? What is more uncomfortable than an underlying cause for commemoration or building a replica vessel being a massacre? Should we then continue to pretend the *Trial* is not part of our European-Australian past because the Captain is perceived villainous? Both stories received more clarity from extensive and published archeological research in the 20th century. Just one of these two has wide notoriety and public resonance, also reflected in its numerous museum exhibits. The other, the one of the *Trial*, remains obscure.

Captain Bligh sailed in a small boat with 14 men to Timor, also after a dramatic event east of Australia, also a mutiny. From this resonates the name Fletcher Christian, the head-mutineer, hence another villain, his notoriety clearly assisted by that mutiny's best-selling books and movies. Brookes, similar to Bligh, rowed a few thousand kilometers to the Indies with just eight men and a boy in the much smaller skiff, less food and water, about two centuries earlier. And Bright, not even a navigator, did the same with 35 men in a longboat. That too is a huge feat. Nothing seems to publicly resonate from that.

Perhaps what is required to inform the public, is a well written historical history book or historical novel about the *Trial*'s final journey, that becomes a bestseller. The two main papers presently conveying the story are hard going, at least for me, and certainly not exciting reading for the average person. I found it a struggle to understand the archeological paper of some 60 pages, with no doubt scientifically very prudent and sound conclusions. One reason was that it did not provide a translation to modern English of the massive number of quotes of primary source material, transcribed from early 17th century handwritten English. Any further archaeological finds on the Trial rocks should be given wide publicity as well.

One little known recognition is that in recent years the gas field on Trial Rocks Terrace near Barrow Island was named after Brookes and the first well in it after Bright. Another is that quite recently a very brief entry on this Brooke(s) turned up on Wikipedia.⁸ There appears to be some slight momentum in getting this event from under the carpet.

What forms could any commemorative activity take in 2022?

If the objective is to have this historic event line itself up in the minds of Australians with similar public resonance as other early encounters with our coast, we need an effort with a strong informative and educational component that tells the story in some unforgettable way. It should not remain 'hidden in W.A.' as a state matter.

There may be an injection into the education system, at least in the form of an exciting text, for history teachers to use. National and State Governments could assist there. History organizations including AOTM could assist in preparing a lecture.

TV channels may be approached to show a program about the so far obscure but newsworthy event and show it in 2022, if producers would build one.

The experienced Australian historical novel writers that have produced books on similar events maybe approached with an argument that they could help Australia know its history better if they rose to the challenge on this one. A concise telling of the story could be prepared with a suitable illustration, by way of 2022 media release.

The British Government could be approached with the question whether they would not see it as appropriate to provide a brass commemorative plaque or modest obelisk, somewhere along the W.A. coast opposite the Monte Bellos, to commemorate the by Britain forgotten English

	<p>victims of the calamity. and. The huge 'first contact monument' near Weipa is also in a remote location, but visited and photographed by visitors regularly. A Triall Monument along the main road west of the Town of Dampier would have the same limited but effective function. A modest second one in the Australian capital to make it more visible could be added.</p> <p>Then there surely are many additional 'creative' ideas for events or activities that could be organized. If you have any ideas or suggestions (and there must be many), do send me an email at: pbreynders@yahoo.com.au.</p> <p>-----</p> <ol style="list-style-type: none"> (1) "Autonomous Technology Helps to Discover Historically Significant Shipwrecks", Hydro International, 2018, Vol 22 nr 2, p 10. http://bit.ly/2GAqwEg. (2) Lee, Marriot, I. (1934) <i>The first sighting of Australia by the English</i>. Royal Australian Historical Society Journal and Proceeds., 20-5; pp. 273-280. (3) Green, Dr. Jeremy. N. <i>Australia's Oldest Wreck: The Historical Background and Archaeological Analysis of the Wreck of the English East India Company's Ship 'Trial', Lost Off the Coast of Western Australia in 1622</i>, British Archaeological Reports, Oxford, 1977, p.17. (4) J.N. Green op. cit. pp. 15,16. (5) J.N. Green op. cit. p. 18. (6) J.N. Green op. cit. p. 19. (7) J.N. Green op cit. Pp. 22, 23. (8) Wikipedia entry: <i>John Brooke (East India company)</i>. <p style="text-align: right;">PR</p>
	<p>Lt James Cook's Broken Bay</p>
	<p style="text-align: right;">Trevor J Lipscombe</p> <p>Cook's Broken Bay?</p> <p>Today's Broken Bay lies beyond the northern beaches suburbs of Sydney, Australia, at the entrance to the Hawkesbury River, and south of Cook's Cape Three Points (see Figure 2), but is this the feature Lt James Cook named in 1770?</p> <p><i>Endeavour</i> sailed out of Botany Bay on the morning of 6 May 1770 and at 5.30 p.m, as the sun was setting:</p> <p style="padding-left: 40px;">the northernmost land in sight bore N 26 E [apparently the area between today's Broken Bay and Cape Three Points] and some broken land that appeared to form a bay bore N 40 W distant 4 leagues [more than 22 kms]. This bay I named Broken Bay, Latitude 33 36 S. ¹</p> <p>J. C. Beaglehole's edition of the <i>Endeavour</i> Journal, based on the Holograph MS journal (held in the National Library of Australia, Canberra) gives 33.36S as Cook's position for Broken Bay. However Beaglehole provides a footnote to this entry which gives a second latitude, 33.42S, recorded by Cook in the Admiralty Manuscript Journal (held in the Public Records Office, London) which:</p> <p style="padding-left: 40px;">...has a marginal note by Cook, 'Bay in the Lat 33 42 S'. This is not the present Broken Bay, a few miles further north, which Cook missed during the succeeding night, but the land in the neighbourhood of the Narrabeen Lagoon [see Figure 1]. This is seven or eight miles north of Port Jackson, and the 'land has, from the distance at which Cook saw it, the appearance he notes, and would bear exactly N40W.' – Hist. Rec. NSW. I, p.162, n.16. Flinders was first to note this discrepancy, <i>Voyage to Terra Australis</i> (1814), II, p. 2.</p>

The Narrabeen Lagoon area is today generally accepted as the intended location of Cook's Broken Bay.

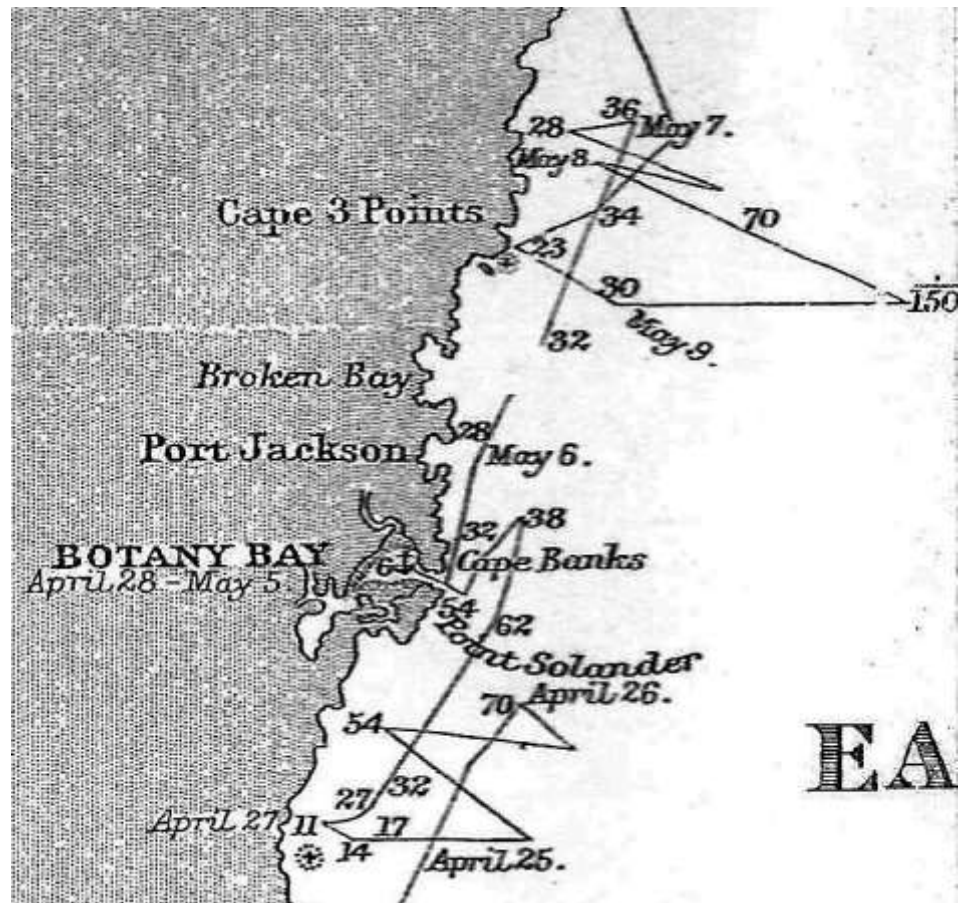


Figure 1: A reduction of Captain Cook's original chart of the east Australian coast line 1770 from originals in British Museum, South Sheet (part). State Library of Victoria, MAPS 805.8 AJ 770-1890.

The Colonists' Broken Bay

Soon after the arrival of the First Fleet, Governor Arthur Phillip explored the coast north of Port Jackson and found today's Broken Bay:

On the 2d of March [1788] Governor Phillip went with a long boat and cutter to examine the broken land, mentioned by Captain Cook, about eight miles to the northward of Port Jackson, and by him named *Broken Bay*. This bay proved to be very extensive.²

It is significant that Phillip's party sailed north from Port Jackson in small boats which would have kept close to the shore, giving a different view of the coast to Cook, who named his bay from 22kms away. Phillip would have seen the low lying land which fronts Narrabeen Lagoon and sailed past it, coming upon the wide entrance to today's Broken Bay soon after. It is unsurprising that, from its appearance at least, the new arrivals quickly concluded that the bay they had found was Cook's Broken Bay. Maps and charts have placed it there ever since.

Phillip's view of the Narrabeen shore is well illustrated by Edward Close's 1818 painting 'South of Broken Bay' (Figure 3). The low land between the sea and the lagoon would not have been visible to Cook from out at sea and it is easy, from Close's painting, to see how Cook might have imagined that this was a bay entrance.

Matthew Flinders' Broken Bay

When Matthew Flinders sailed this coast in *Investigator* he recorded in his journal on the morning of 22 July 1802, 'The entrance into Broken Bay (Cape three points) bears S 55 W 8 or 9 miles'³. He places Broken Bay near Cook's Cape Three Points, which lies just to the north of today's Broken Bay and where Governor Phillip had placed it 14 years earlier (see Figure 2).

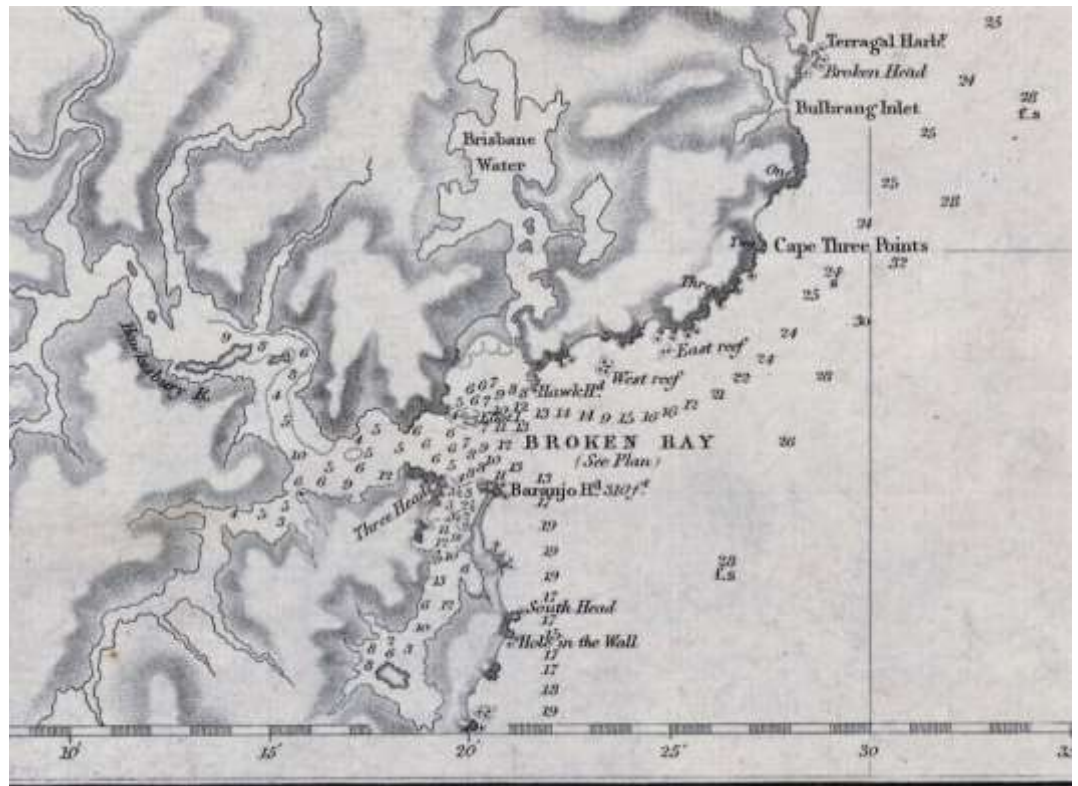


Figure 2: Australia East coast Sheet IV, Broken Bay to Sugarloaf Point (part), John Lort Stokes, 1852, British Admiralty Special Map Col./44. National Library of Australia obj- 233813814.
Narrabeen Lagoon is off this map, just to the south.

Later, and having examined Cook's data more carefully, Flinders recorded in 'A Voyage to Terra Australis' in 1814:

The colonists have called this place Broken Bay, but it is not what was so named by captain Cook; for he says it lies in latitude 33° 42' (Hawkesworth III. 103), whereas the southernmost point of entrance is not further than 33° 34' south. There is, in captain Cook's latitude [i.e. 33.42S], a very small opening, and the hills behind it answer to his description of "some broken land that seemed to form a bay," when seen at four leagues, the distance he was off; but in reality, there is nothing more than a shallow lagoon in that place.⁴

Flinders' source for the latitude of Broken Bay, 33.42, is Hawkesworth's version of the *Endeavour* Journal, probably based on the Admiralty Manuscript. The 'shallow lagoon' that Flinders refers to is today's Narrabeen Lagoon at 33.43.30S.

The significance of Cook's first latitude, 33.36, given in Beaglehole, now becomes apparent. Flinders says that 'the southernmost point of the entrance is not further than 33.34 south'. Stokes (Figure 2) shows the south entrance of Broken Bay at 33.35S, the same as its current position according to the Geographical Names Register NSW, which is very close to Cook's 33.36. This raises the question of why there are two different latitudes shown in different Cook

manuscripts, one approximating to that of the south entrance to Broken Bay, and another approximating to the Narrabeen Lagoon area. Did Cook record two features, today's Broken Bay and Narrabeen Lagoon?

Did Cook see today's Broken Bay?

Examination of *Endeavour's* track on Cook's chart (Figure 1) illustrates the difficulty Cook was having in advancing northward along the coast, the result of calm weather and a south-going East Australian Coast Current. The ship was often 'taken aback'. Following his naming of Broken Bay on the evening of May 7, by the early afternoon on May 10, the ship was very close to Cape Three Points which it had passed three days earlier:

In the PM had the wind at NE b N with which we stood in shore until near 4 oClock when we tack'd in 23 fathom water being about a Mile from the land and as much to the Southward of Cape Three Points.⁵

On his approach to this position Cook would have had a clear view of the entrance to today's Broken Bay (see Figure 1). Could this have been the point where he recorded the latitude as 33.36 – the actual latitude is 33.35? Did Cook make two sightings, the first, 33.42S, on the evening of 7 May and the second, 33.36S, in the afternoon of 10 May?

There is no remark in either the Journal or the log recording a second sighting, or of Cook questioning his earlier positioning of the feature. Curiously, Cook's chart shows a very wide entrance to Broken Bay, indeed it seems to be a double bay, the entrance of which stretches from about 33.47 to 33.42, and much closer to Port Jackson than to today's Broken Bay which is close to Cape Three Points. The coast in this area is similarly rendered in charts made by other crew members.⁶ In this way the chart favours Flinders' explanation that what Cook sighted and named as Broken Bay was the Narrabeen Lagoon area. The chart is consistent with his 33.42 latitude observation and with the fact that there is no mention of a second sighting or the discovery of any discrepancy between latitudes either in the log or Journal on 10 May.

Further, the amendment of the latitude to 33.42 in the Admiralty Manuscript of the *Endeavour* Journal by Cook also supports this as the location of the feature Cook named. However the amendment seems likely to have been made some time after the event and closer to 2 July 1771 when the Journal was submitted to the Admiralty, so there is potential for error here.

Beaglehole writes of the Admiralty Manuscript:

This MS is on all grounds the best and most careful, as it is the only complete fair copy that exists... It is apparently the copy handed over to the Admiralty at the end of the voyage, and is possibly that from which Hawkesworth worked [as seems to be the case in this instance]... Cook corrected it throughout, and signed it at the end with his usual signature... Among the corrections are a number in the margins of the pages describing the Australian coast, giving revised positions for many of its geographical features.⁷

Hence the balance of possibilities favours Flinders' explanation, but still does not explain why Cook did not record any sighting of today's Broken Bay on May 10, or why 33.36S was initially recorded in the Journal.

Further pieces of evidence for consideration are the paintings made by Edward Close of both these areas in 1818, a few years after Cook's visit (Figures 3 and 4). Looking at Figure 3, is easy to see how Cook, from a greater distance than the painter and far enough away for the low land in front of the lagoon not to be visible, concluded that he saw a bay entrance. There is a remarkable similarity between the two views, particularly with regard to the southern entrance, and the inland hills behind the bays. Both bays have the appearance that Cook notes – 'some broken land that appeared to form a bay'. Given this similarity, could Cook have seen both 'bays' and concluded that they were the same feature? This seems unlikely as he shows Cape Three Points a long way from Broken Bay on his chart.



Figure 3: South of Broken Bay, New South Wales, ca. 1818 by Edward Close (Narrabeen Lagoon area), National Library of Australia, NLA obj-138901461



Figure 4: Entrance to Broken Bay, New South Wales, ca. 1818 by Edward Close, National Library of Australia, NLA obj-138901769

Most of the evidence points to Cook having seen and named the area near Narrabeen Lagoon as Broken Bay. However this conclusion does not explain why Cook initially recorded in the *Endeavour* Journal that Broken Bay was at 33.36, which is very close to the latitude of today's Broken Bay. Cook was well placed on 10 May 1770 to see this feature, which bears a remarkable similarity to the view he would have had of his sighting at 33.42. As Cook had passed 33.42 before reaching 33.36 it seems strange that 33.36 appears to have been his first estimate of the position of Broken Bay, later corrected to 33.42. Given these facts there still has to be some uncertainty about what Cook saw and named as Broken Bay.

1. J.C. Beaglehole, *The Journals of Captain James Cook: The Voyage of the Endeavour, 1768-1771*, Cambridge University Press, Cambridge, 1955, p.313.
2. Arthur Phillip, *The Voyage of Governor Phillip to Botany Bay*, at <http://adc.library.usyd.edu.au/data-2/phivoya.pdf>, p. 61.
3. Kenneth Morgan (ed), *Australia Circumnavigated – the Voyage of Matthew Flinders in HMS Investigator*, Ashgate for Hakluyt Society, London, 2015, Vol. 2, Pt. 2.
4. Matthew Flinders, *A Voyage to Terra Australis*, Libraries Board of South Australia, Adelaide, 1966, Vol. 2, p.2 see <http://gutenberg.net.au/ebooks/e00050.html>.
5. Beaglehole, p. 314.
6. Andrew David (ed), *The Charts and Views of Captain Cook's Voyages: The Voyage of the Endeavour 1768-1761*, The Hakluyt Society, London, 1988, p. 260-272.
7. Beaglehole, p. Ccxxiv.

TJL

	Commemorating the 400th Anniversary of the European Discovery of the Southwest of Australia and the Houtman Abrolhos Islands in July 1619
	<p style="text-align: right;">Howard Gray</p> <p>The Discovery One of the most far-reaching European encounters with the much anticipated Great South Land¹ – and the first with the southwest corner - was by Commander Frederik de Houtman in the <i>Dordrecht</i> and VOC Councillor of the Indies Jacob D'Edel aboard the <i>Amsterdam</i> in July 1619. Following the newly-mandated Brouwer Route across the southern Indian Ocean, they strayed a little further east than intended, their charts showing nothing but empty expanses of ocean. The discoveries of Houtman are first recorded on the earliest chart (1625) to show the west coast of Australia, labelling <i>D'edel's Lands</i> and <i>F. Houtmans Abrolhos</i>.</p> <p style="text-align: center;">[Not shown here: The 1625 Hondius chart, showing D'edel's Lands and F. Houtmans Abrolhos. (Commonwealth Bank Collection)].</p> <p style="text-align: center;">[Not shown here: Excerpt from the 1625 Hondius chart, showing D'edel's Lands and F. Houtmans Abrolhos. (Commonwealth Bank Collection)].</p> <p>The letters of Houtman and D'Edel to Prince Maurice and the Managers of the East India Company record some of these discoveries:</p> <p>Letter of Commander FREDERIK DE HOUTMAN to Prince Maurice, October 7, 1619. Most Noble Highborn Prince, Most Highborn Prince, my last letter to Your Princely Excellency was dated May the 20th last from the Taefelbay near Cabo de bonne esperance with the ship Anna from England... Now as regards my subsequent progress I would inform Your Excellency that on the 8th of June we set sail from the Tafelbay with a fair wind with the ships Dordrecht and Amsterdam, add that on the 19th of July following we suddenly came upon the Southland of Beach [*] in 32 degrees 20 minutes. We spent a few days there in order to get some knowledge of the same, but the inconvenience of being unable to make a landing, together with the heavy gales, prevented us from effecting our purpose, upon which shaping our course for Java, we got sight of the same on the 19th of August, and arrived safely before Jacatra on the 3rd of September... From Jacatra, this seventh of October, A.D. 1619. (Signed) Your Excellency's most devoted Servant FREDERICK HOUTMAN.</p> <p style="text-align: center;">[* Though De Houtman knew of the discovery of Eendrachtsland (see infra), he still uses the name Beach; which clearly proves that in the early part of the seventeenth century the Netherlanders identified the discovered South-land with the mysterious land of Beach.]</p> <p>Letter of FREDERIK DE HOUTMAN to the Managers of the E.I.C., October 7, 1619. Most Noble Wise Provident Very Discreet Gentlemen, My last letter to Your Worships was dated May 20th from the Tafelbay...We next sailed from the Tafelbay with the ships Dordrecht and Amsterdam on June the 8th... We ran on with a fair north-west wind as far as 36° 30', in which latitude we kept this steady breeze with us up to the 17th of July, when we estimated ourselves to have sailed straight to eastward the space of a thousand miles. We observed 16° decreasing north-westerly variation of the compass, and resolved to steer...on a north-east-by-north course, {Page 15} we then being in 35° 25' Southern Latitude. After keeping the aforesaid course for about 60 miles, in the evening of the 19th we suddenly saw land, which we steered away from. On the 20th we found it to be a mainland coast extending South and North. We resolved to use our utmost endeavours to obtain some knowledge of this coast, which seemed to be a very good land, but could find no spot for conveniently landing owing to the surf and the heavy seas. On the 23rd both the Amsterdam and our ship lost an anchor each, since our cables were broken by the strong gale. We kept near the coast till the 28th of July,</p>

but owing to the violent storm could not effect a landing, so that we were forced to leave the land aforesaid, not without imminent danger of being thrown on it by the strong gale.

On the 28th we sighted a cape of the said coast, off which we sounded in from 45 to 70 fathom, but shortly after we got no bottom, and in the evening the land was out of sight.

On the 29th do. deeming ourselves to be in an open sea, we shaped our course north-by-east. At noon we were in 29° 32' S. Lat.; at night about three hours before daybreak, we again unexpectedly came upon a low-lying coast, a level, broken country with reefs all round it. We saw no high land or mainland, so that this shoal is to be carefully avoided as very dangerous to ships that wish to touch at this coast. It is fully ten miles in length, lying in 28° 46'.

On the 2nd of August, the wind becoming contrary, we turned our course eastward at noon we again sighted a long stretch of land in Lat. 27° 40' South. We are all assured that this is the land which the ship Eendracht discovered and made in the year [*], and noways doubt that all the land they saw in 22, 23, 25 degrees, and which we sighted down to 33 degrees, is one uninterrupted mainland coast.

[* Left blank.]

When in 26° 20' we were in sight of the land, we had 8 degrees decreasing northwesterly variation of the compass. We then shaped our course north and north by west, which leaves it due north, if the variation is deducted. On the 29th of August we made the south-coast of Java, 60 miles to eastward of the western extremity of the said island, so that if you are near this South-land in 23, 24 or 25 degrees S. Lat., and shape your course north by west, which deducting the variation is due north-north-west, you will strike the coast of Java [*] miles to eastward of its southwestern extremity. Therefore, in order to have a fixed course from the Cape to Java, it is advisable to set sail from the Cape de bonne Esperance in June or July, and to run on an eastern course in 36 and 37 degrees Southern Latitude, until you estimate yourself to have covered a thousand miles to eastward, after which you had better shape your course north and north by east, until you get into 26 or 27 degrees, thus shunning the **shoal** aforesaid which lies **off the South-land** in 28° 46'.

[* Left blank.]

When you have reached the 26th or 27th degree, run eastward until you come in sight of the South-land, and then, as before mentioned, from there hold your course north by west and north-north-west, and you are sure to make the western extremity of Java, as shown in the annexed small chart [*], which I have drawn up for the better assurance. This South-land, as far as we could judge, seems to be a very fair coast, but we found it impossible to land on it, nor have we seen any smoke or signs of inhabitants there; but further investigation is wanted on this point.

[* Not forthcoming.]

On the 25th of August we got into Sonda Strait...

In the fortress of Jacatra, October 7, 1619.

Your Worships' obedient servant

FREDERICK HOUTMAN

Letter of Supercargo JACOB DEDEL to the Managers of the E.I.C., October 7, 1619.

Worshipful Wise Provident Gentlemen,

My last letter to you was dated May 20 last, in which I informed you of my arrival at Cabo de bonne Esperance..., where I found Commander Houtman...

On the first of June I was ready to set sail for Bantam from Cabo de bonne Esperance but contrary winds prevented my putting to sea before June 8th, when I sailed in company with the Hon. Houtman, pursuant to a resolution of the Plenary Council. The ships were found to have nearly the same sailing powers, so that we constantly remained in each other's company. After having had plenty of westerly, south westerly and southerly winds in 35, 36 and 37 degrees Southern Latitude, with occasional stiff breezes, we safely made the required distance to eastward, and on the 19th of July last came upon **the south-lands situated behind Java**. We anchored in 14 fathom in 32½ degrees latitude, the bottom being level and hard; in full sight of the land the sea was 100 fathom deep, the coast being steep and mountainous, the interior uniformly high, of which I append a map. We used our best endeavours to make a landing, which, however, could not conveniently be done owing to the steep coast, whereupon we resolved to run a little more north, where the coast seemed easier of access; but the wind steadily blowing very stiffly from the north under the land, and the tide coming in from the south, we spent a good deal of time in tacking, until a sudden squall from the west, which made the coast a lee-shore and made us lose one of our anchors, threatened to throw us on the coast. We then made all sail, and the wind coming round a little, we stood out to sea, not deeming it advisable to continue longer inshore in this bad weather with such large heavy ships and such costly cargoes as we had entrusted to our care, and with great peril to lose more precious time, but being contented with having seen the land which at a more favourable time may be further explored with more fitting vessels and smaller craft. We have seen no signs of inhabitants, nor did we always keep near the coast, since it formed large bays which would have taken up much time. Still we kept seeing the coast from time to time, until in 27 degrees we came upon **the land discovered by the ship Eendracht**, which land in the said latitude showed as a red, muddy coast,

	<p>which according to the surmises of some of us might not unlikely prove to be gold-bearing, a point which may be cleared up in time.</p> <p>Leaving the 27th degree, we shaped our course north and north by west, until on the 19th of August we struck the island of Java 70 miles to eastward of its western extremity...after which we arrived in Sunda Caleppe Strait on the 23rd of the same month...</p> <p>This 7th day of October, 1619.</p> <p>On board the ship Amsterdam at anchor before our fortress of Jacatra.</p> <p>Your Worships' Servant JACOB DEDEL.</p> <p>[Source: J. E. Heeres, <i>The Part Borne by the Dutch in the Discovery of Australia 1606-1765</i>. Published by the Royal Dutch Geographical Society in Commemoration of the XXVth Anniversary of its Foundation, London, 1899.]</p> <p>-----</p> <p>Footnote 1 - After Willem Janszoon in the Duyfken, Dirk Hartog on the island that now bears his name in October 1616 and again with Janszoon on board in 1618 at what was called Willems Rivier – probably today's Ashburton River.</p>
	<p>Who was Houtman?</p>
	<p>Who was Houtman? A spy imprisoned for trying to steal the Portuguese trade secrets in the Indies, Houtman was also responsible for the plotting of twelve new southern constellations – including the Southern Cross which features on Australia's national flag. It was he who as Governor of the Moluccas in 1606 gave instructions to Willem Jansz to search east of New Guinea, resulting in the first recorded European discovery and landfall on Australia, and he was the first European to encounter the south-west coast of Australia (near Rockingham) then sailing on to mark D'edel's Lands and F. Houtmans Abrolhos.</p> <p>~1571 Born Gouda, later resided in Alkmaar, Netherlands.</p> <ul style="list-style-type: none"> - 1592 With brother Cornelis sent to Lisbon to spy on Portuguese, learn trade routes and trading secrets of spice trade in the East Indies, imprisoned when unmasked. - 1594 Returned to Amsterdam. With the Houtmans' information and that gained by Linschoten, the Dutch merchants mounted their first expedition to the East Indies. - 1595 Cornelis de Houtman in charge of a fleet of 4 vessels sets out for East Indies, Frederik aboard as a volunteer and assistant navigator. - 1595-97 The first voyage is one bungling disaster after another, mainly due to Cornelis. Return with 3 of their 4 ships and only 95 of the original 245 men. Tiny amount of spices, but voyage a 'success' as proved the route and market opportunities. - 1598 Cornelis and Frederik set out with another 'fleet' of 2 vessels, Frederik this time as Master of one. This voyage was even more disastrous: Cornelis killed in skirmish in Aceh, Frederik imprisoned, most of crew killed. - 1598-1601 Frederik in prison in Aceh for 26 months, released after missive from Prince Maurice delivered. - 1601-05 Frederik returned to Alkmaar, Netherlands. Publishes first Dutch-Malay Vocabulary which includes the results of his astronomical observations in the southern hemisphere. Twelve new southern constellations plotted – including the Southern Cross which features on Australia's national flag - for the first time with accuracy. The many Dutch companies united into the VOC. - 1605-11 Frederik joins VOC fleet to East Indies, becomes the first Governor of the Moluccas, a period when the Dutch aggressively took control of the spice sources and trade. - 1606 Frederik gives instructions to Willem Janszoon to search east of New Guinea – results in first recorded European discovery and landfall on Australia (Cape York) - 1612-18 Frederik returns to Alkmaar, prominent local citizen, Town Councillor, etc. - 1619 Returning to East Indies in the <i>Dordrecht</i> in company with the <i>Amsterdam</i>, sailed further eastward than anyone before on the Brouwer Route, becoming the first Europeans to encounter the south-west coast of Australia (near Rockingham) and reporting the islands to the north that now bear his name, the Houtman Abrolhos Islands.

	<ul style="list-style-type: none"> - 1621-23 Governor of the Moluccas. - 1623-27 Returned to Alkmaar, died aged 57, buried in the Great Church, Alkmaar.
	What are the Main Points of Interest?
	<p>The following have been identified, but there are certainly others, perhaps related to specific places. Please provide your suggestions! General: The history of how the Dutch broke into the spice trade and within 30 years came to dominate it is astonishing, and Frederik de Houtman was 'in the thick of it' for those 30 years. His life story is thus a perfect vehicle to relate the events of this period, with links to European history, shipbuilding, navigation, and commerce, spices and their uses and trading across the world, south-east Asian geography, culture, trading and colonisation. There are many dramatic episodes in the earliest Dutch voyages to the East Indies and their conquest of locals and rivals.</p> <p><u>To Australians:</u> 1. The Southern Cross: Frederik de Houtman was the first to publish a Catalogue of the Stars and Constellations of the Southern Hemisphere including the Southern Cross, creating points of engagement for the general public, Aboriginal Australians and First Nation people of other southern hemisphere countries, and serious astronomers.</p> <ul style="list-style-type: none"> * The Southern Cross is one of the most recognisable constellations for anyone living in the southern hemisphere and has some wonderful attributes – binary stars, the jewel box galaxy, the coal sack nebulae, its movement around the South Celestial Pole, its usefulness in determining South. * The Southern Cross features strongly in Aboriginal Australian cultures – one of its stars has the Aboriginal name Ginan in recognition of this, and its features in their stories, art and song. The website Emu Dreaming has comprehensive information relevant to Aboriginal Australian Astronomy: http://www.emudreaming.com/index.html * Navigation by the sun and stars was an important factor in bringing the European ships to the Australian shores – and while such navigation was a complicated task, it was also imprecise – leading to tragedy and disaster as the Batavia, Vergulde Draeck, Zuytdorp and Zeewijk wrecks testify. * The history of the plotting of the stars of the southern skies is an interesting story in itself, particularly if linked to the depictions of the Southern Cross in early Portuguese records. * While Houtman was the first to publish (in 1603) the accurate positions of twelve southern constellations, there is debate over how much credit should be given his predecessor Keyser, and this adds another dimension to the story. * The Southern Cross features on the Australian Flag with much symbolism attached to it. It also appears on the flags of other nations, providing wider contexts and connections. <p>2. The European Discovery of Terra Australis Incognita: While Governor of the Moluccas, the main source of spices for the Dutch, Frederik de Houtman sent the Duyfken off on its 1606 voyage that is recognised as making the first European contact with the Australian continent.</p> <p>3. The Discovery of the Southwest of the Australian Continent: Frederik de Houtman and Jacob D'Edel were the first to discover the southwest of the Australian Continent.</p> <p>4. The Discovery of the Houtman Abrolhos Islands: Frederik de Houtman and Jacob D'Edel were the first to discover this remarkable archipelago off the west Australian coast. Its marine ecosystems are unique and its birdlife of international significance. It features highly in Dutch shipwreck history, with the infamous Batavia shipwreck in 1629, the remarkable survival stories of the crew of the Zeewijk in 1727/28, with the possibility of the missing Aagtekerke and Fortune being wrecked there also. It has been important to European colonisers of Australia since the mid-1800s, mined intensively for its guano, fished for its fish and rock lobster, farmed for pearls and coral and increasingly a major tourist drawcard</p> <p><u>To Netherlanders:</u> 1. Frederik de Houtman was intimately involved in the earliest days of the Dutch foray into the East Indies Spice Trade – the beginnings of more than three centuries of the 'Dutch East Indies' colony. 2. Frederik de Houtman and his brother Cornelis are well-known and commemorated in the Netherlands with memorial structures and their names on streets, parks and quays in Gouda, Amsterdam and elsewhere.</p> <p>3. The town of Gouda recognises Frederik de Houtman as 'one of theirs' – Frederik having been born in Gouda and commemorated in the naming of a public park 'Houtman Park' with a memorial to the first Dutch fleet to the east indies. 4. The town of Alkmaar recognises Frederik de Houtman as 'one of theirs' – Frederik having lived in Alkmaar and served as a prominent</p>

	<p>Councillor when not sailing or in the East Indies in his adult life. He is buried in the Great Church in Alkmaar.</p> <p><u>To our Asian neighbours:</u></p> <p>1. Frederik de Houtman was part of the initial trade conversations and disagreements in the East Indies which ultimately led to the formation of the VOC and the future dominance of the Dutch in the spice islands. This impacted on the cultures, trade and ecology of the East Indies.</p> <p>2. Frederik de Houtman authored the first Dutch-Malay Vocabulary. 3. Western Australia trades with our Asian neighbours and the Geraldton Port a critical part of this commerce.</p> <p><u>To the Geraldton community:</u></p> <p>1. The Houtman Abrolhos Islands are part of the Geraldton community's identity. They are fiercely loved and hold many stories and memories from Houtman's time to the present, with two known Dutch shipwrecks (Batavia 1629 and Zeewijk 1727), a rich colonial and twentieth century history. They are ecologically significant and stunningly beautiful and the stories continue to unfold as skeletons from the Batavia tragedy continue to be discovered.</p> <p>2. With a burgeoning tourism industry being heavily promoted at both local and State levels, there is increasing focus on the history and heritage of the Islands, and thus this quadricentenary presents a unique opportunity to engage with the wider public and with appropriate recognition of this phase of the Islands' history.</p>
	<p>Commemorative Activities for the Quadricentenary</p>
	<p>1. Publication of a Book: "Spice at any Price - the life and times of Frederik de Houtman". Researcher and author Dr Howard Gray. This comprehensive and richly illustrated book, authoritative but accessible, is at a draft stage with final research in 2018 and release in mid 2019. The research has involved collaboration with researchers and archivists in the Netherlands and this will intensify as the work is completed.</p> <p>2. Lecture Series: Under the auspices of The Australian Association for Maritime History (AAMH) during July-August 2019: Intended Locations in Australia: Rockingham, Fremantle, Geraldton, Adelaide, Melbourne, Canberra, Sydney, Brisbane, Darwin. Possible Locations Overseas: Amsterdam, Gouda, Alkmaar, Middleburgh: the involvement of Netherlands researchers will be an integral part of this. Potential Lecture Content: Dr Howard Gray – The Life and Times of Frederik de Houtman Adapted from the Vaughan Evans Memorial Lecture presented in 2017 for the AAMH. WA Museum Staff and affiliates (K. Edwards, M. McCarthy, R. Sheppard, C. Souter, W. Van Duivenvoorde) – The VOC wrecks lost off the coast of New Holland and their survivors. Expert researchers/practitioners with stories to tell related to the spice trade, astronomy, Aboriginal astronomy, navigation, the Houtman Abrolhos Islands. Dr Howard Gray – Are These Australia's Richest Islands - rich in nature, rich in history, rich in resources. An overview of the Houtman Abrolhos Islands.</p> <p>3. Travelling Exhibition (to accompany the Lecture Series where possible): The Rationale For and Purpose of the Proposed Exhibition - To highlight the locally significant and engaging story of the discovery of the Houtman Abrolhos Islands in the context of the broader milieu of Dutch seizure of control of the East Indies spice trade, a turbulent phase in which, from the beginning, Frederik de Houtman was intimately involved, uniquely surviving its rigours. - To raise national and international awareness of the Houtman Abrolhos Islands which are seen to present a key economic development driver for the Midwest of Western Australia, particularly for tourism. This quadricentenary presents a timely opportunity to present and highlight its deep history in a worldwide context. There are many wonderful artefacts that can illustrate the historical setting and events in the life of Frederik de Houtman and give an added vitality to the name of the Islands. - The Houtman brothers occupy a significant place in Dutch history, engaged as they were at the beginning of the East Indies spice trade and what became known as the Golden Age. They are memorialised in the Netherlands, presenting opportunities to link these with Western Australia and Geraldton. - The exhibition could form the basis of a permanent display in Geraldton.</p>

4. Astronomical Activities: Houtman, Celestial Navigation and the Southern Cross, Aboriginal Australian Astronomy

Potential Collaborators: Geraldton Scinapse Group – Geraldton AstroFest Murchison Astrofest Perth Astrofest Perth Observatory Volunteer Group - Lecture series – Houtman, Celestial Navigation and the Southern Cross, Aboriginal Australian Astronomy. - Observatory - Viewing the Southern Cross Gravity Discovery Centre Gin Gin WA ACT: Mount Stromlo Observatory

5. Documentary on the Life and Times of Frederik de Houtman This would be an effective way of spreading the story to a world-wide audience and be of lasting value. The documentary would relate the de Houtman story featuring places, archival and collection material to illustrate the story of the Dutch discovery of the south-west of Australia and the backstory of that discovery including the remarkable events in de Houtman's life, such as his astronomical observations and plotting of the Southern Cross and his involvement with the 1606 voyage of Janszoon (the first European contact with the 'Southland'). Script: Base on the material in the publication tentatively titled Spice at any Price - the life and times of Frederik de Houtman by Howard Gray Production/Filming: Possibly Broome-based Feral Films (Paul Bell) and Netherlandsbased film-maker (), or Prospero Films Fremantle; ?? our local Wild Vista Digital Productions ?

6. Geraldton/Houtman Abrolhos Celebration July 2019 Engage an Artistic Director to set the vision and program for the celebrations. Commit to using as many regional service providers for the event and build the capacity within the Midwest. Lectures and Exhibition July 2019 Culinary – Spice – cooking – lunches – TAFE? Events – fair/festival/carnival: performance, costumes, Sporting events – naming, trophies etc Aboriginal astronomy – stories and art Regional Art Exhibition – Geraldton Regional Art Gallery: Local and regional artists create a series of pieces inspired by the Houtman's Abrolhos Islands, the Dutch History and local stories. Community Expression: Participation in cultural and artistic projects which explore their reflections on the history and Houtman Abrolhos islands. Performance: Production of a locally written, directed and produced performance that can be toured in the future but premiered in July 2019. Digital storytelling: Projection onto Geraldton architecture of beautiful Dutch paintings, objects, tapestries, maps, porcelain and the Houtman's Abrolhos Islands. Screening of local people telling their stories about the Houtman's Abrolhos Islands in laneways. People share their photos of the islands and their memories these are also projected on buildings and in secret places people have to discover using clues and maps. Underwater sculpture park: Designate and create an underwater sculpture park where a new sculpture is commissioned biennially inspired by the events theme and curated to become an ever-changing, mystical snorkelling attraction. Golden Age Banquet: A culinary affair inspired by the opulent tables of the Dutch merchants where guest savour the delights from the region's best chefs and local restaurants. Discovering the next new label: A fashion show and competition of designer clothes inspired by the couture of the 17th century and the beautiful textiles of Asia. Create the opportunity for local, regional and Australian clothes maker to design a series of urban wear that can be turned into commercial reality. Spice fare: Get the taste buds tingling and get local makers to create delicious spreads, nibbles, sauces and food inspired by the spices traded by the VOC. Trade Winds Fair: Facilitate the biggest trade fair of unique, beautiful, desired and crafted products. Draw the buyers to the creators where new products are first discovered in Geraldton. Artist in residence: Invite international artists from countries that traded with the VOC to co-create with a selected regional artist to make an installation, artwork, performance, digital work, dance piece, dramatic piece that explores the events biennial theme.

Batavia Coast Maritime Heritage Association (BCMHA): Permanent installation of Discoverers' Globe in Batavia Park

WA Museum Geraldton: Lectures and Temporary display


City of Greater Geraldton:

Geraldton Historical Society:

Geraldton Yacht Club: Possibly Fremantle –Geraldton yacht race?

Houtman Abrolhos Tour Operators: Special tours

Duyfken and Leeuwin sailing vessels involvement

	<p>7. Media etc Exposure Background material (stories with photographs) to be prepared and submitted to the various media with follow up around specific events or opportunities, especially in July 2019.</p> <p>8. Education Opportunities Sense of Place – history – past, present, future – worldly awareness Education packages: adaptation of the high quality ZESTFEST package.</p> <p>9. Potential Collaborators</p> <p>In Australia</p> <p>WA Museum Maritime Museum and Shipwrecks Gallery – curatorial and event support by the provision of lecture theatres and a space for the travelling exhibit.</p> <p>City of Greater Geraldton</p> <p>Batavia Coast Maritime Heritage Association</p> <p>Embassy of the Netherlands, Canberra</p> <p>Honorary Consul of the Netherlands, Western Australia</p> <p>Dutch Australia Foundation WA</p> <p>Australia on the Map – Subcommittee of Australian Cartographic Society, Canberra</p> <p>National Maritime Museum of Australia, Sydney</p> <p>Commonwealth Bank (Art Collection)</p> <p>South Perth Yacht Club</p> <p>VOC Society of Western Australia</p> <p>Rockingham Historical Society</p> <p>Royal WA Historical Society</p> <p>Stokes Gallery</p> <p>National Library of Australia</p> <p>Leeuwin Foundation</p> <p>Duyfken Foundation</p> <p>Voyager Estate</p> <p>Astronomical Observatories as listed previously</p> <p>In the Netherlands</p> <p>Australian Embassy/Consulates</p> <p>Rijksmuseum</p> <p>National Maritime Museum</p> <p>Tropenmuseum Amsterdam</p> <p>National Archive – the Hague</p> <p>Gouda - archivists</p> <p>Alkmaar - archivists</p> <p>Academic/archivist etc - contacts already established.</p> <p>10. Funding.</p> <p>Only some of the above have committed funding.</p>
	<p>AOTM Monthly Meetings - Members welcome</p>
	<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.</p> <p>All AOTM members and interested parties who would like to attend are encouraged to do so.</p>
	<p>How to contact AOTM</p>
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