

# Map Matters



Issue 40

Summer and Autumn 2021

**This is the 40th edition of *Map Matters*, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.**



Dear Readers,

Here is your much delayed issue 40 of Map Matters. This issue is a lot later than was the intention, for a variety of reasons.

In last issue I wrote that MM will only be published when there is enough material. In April I had enough gathered, but I had a death in the family that I had to go interstate for and be executor of the Will. Much more work than I expected, I was away the entire month of May.

Once I was back, it was time to get my computer problems fixed. A four months old computer, that wasn't typing properly. In June Dell sent a technician who installed a new motherboard and that seems to have done the trick. All these things take time out of our planned schedules, but it needed to be fixed before I could edit Map Matters.

This issue has an article about the final fate of Cook's Endeavour, some news about the recent *Duyfken* move, slavery exhibitions in Amsterdam (where are the English, Portuguese, etc., exhibitions on this subject?). There's mapping for youngsters at the Maritime in Sydney, a UWA publication about the *Zeewijk* and information about on-line access to various archives.

As the Cook 250th Anniversary year has come to a close it is pleasing that an important correction has been made to the official records regarding Cook's Point Danger. Trevor Lipscombe worked very hard and persistently on this, with assistance of some of our other members.

As you may know, the AOTM group in Canberra has discontinued their monthly meetings for Covid reasons, and their regular contributions for Map Matters have diminished as a result.

However, I do already have some articles for the next issue of Map Matters. I will very much welcome your contributions for the next issue, which will then be out a lot sooner than this one. Please send material, news or articles for Map Matters to me at the email address at the bottom of this newsletter. You don't have to be an AOTM member to contribute.

Meanwhile I hope you will all stay healthy, get your Covid shots, and keep away from the virus.

Happy Reading.

Marianne Pietersen  
Editor

## NEWS

### DACC Website updated

Klaas Woldring, Secretary of the Dutch Australian Cultural Center has alerted us that their Digital Hub, which can be found on website [www.dacc.net.au](http://www.dacc.net.au) has been revamped. It provides links to various Dutch Cultural History items, and also has 47 links to Maritime history.

## ***Duyfken* now at Australian National Maritime Museum in Sydney**

The *Duyfken* replica (the ship that landed on Cape York Peninsula in 1606 as first recorded landing by Europeans) has become the property of the Australian National Maritime Museum (ANMM). She was moved to Sydney from Fremantle, arriving in Darling Harbour end of December. The *Duyfken* 1606 Replica Foundation (DRF), who built the ship in Fremantle in 1997 and looked after her there for 20 years, were unable to find sponsors that would enable them to continue *Duyfken*'s presence in Western Australia.

DRF had a grant agreement with the WA Government that supported the 'Little Dove' for 10 years. Sadly, this agreement ran out in June 2020 and was not renewed. Keeping and maintaining a vessel like *Duyfken* is an expensive hobby. A stunningly authentic vessel built using centuries-old techniques, the *Duyfken* replica is unique in the world. The ship is estimated to have a life of another 30 years.

In November 2020, the Foundation announced that *Duyfken* was to return to the Australian National Maritime Museum. COVID-19 pandemic travel restrictions prevented her new crew travelling from New South Wales to Fremantle to sail the ship, so it was transported on a larger vessel to Newcastle, and then sailed from there to Sydney.



*Duyfken* being lifted from its Fremantle berth.

A handover ceremony for the replica of the 1606 *Duyfken* ship took place on 29 March in Sydney. The handover—from the DRF to the ANMM was attended by Kevin Sumption, Director & CEO of the ANMM, the Dutch Ambassador Marion Derckx, Consul-General Frank van Beuningen, Deputy Consul-General Alida Ritsema and representatives of the DRF including Vikki Baldwin (Chair) and Peter Bowman (Chief Executive).

Duyfken has been moored next to the *Endeavour* replica and is now offering 3-hr afternoon cruises on Sydney harbour a few times per week. For further info see:

[Historic Vessels - Australian National Maritime Museum \(sea.museum\)](https://www.sea.museum/historic-vessels)

and <https://bit.ly/39sbDu7>



Duyfken in Darling Harbour

Editor

### Map It! - at the Australian National Maritime Museum

A family exhibition, featuring cutting edge technologies and STEM experiences has been developed to engage children aged between 5 - 12 years.

It is a quest across land, sea and space to explore the role of mapping and navigation in everyday life.

This hands-on exploration of mapping and navigation includes special 'quest' stations where different layers of a map can be collected, which can be brought to life through augmented reality.

The exhibition is till 11 July, 2021.

For info: <https://www.sea.museum/whats-on/exhibitions/map-it>



## Scans Uploaded by Netherlands Archives

In 2020, the National Archives of the Netherlands have added a large quantity of scanned documents to their website, thus making research from home much easier. See the below announcement by the Archives:

### *“Shared Cultural Heritage Archives*

Amongst the images that are now available on our website are scans of the archives of the Dutch East India Company (finding aid no. [1.04.02](#)) and various (other) colonial archives. Several of these archives have been digitized in recent years as a part of NAN’s Shared Cultural Heritage Programme. The digitized archival material also includes the archives of de so-called pre-companies (voorcompagnieën, finding aid no. [1.04.01](#)), the trading companies that traded in Asia between 1594 and 1602 before they merged into the Dutch East India Company (VOC).

One of the documents that can be found in this collection, is a concept treaty about the purchase and trade of pepper. The treaty (written in Malay in Arabic script) was between the Sabandhar (harbourmaster) of Aceh and the Dutch vice-admiral Paulus van Caerden, and was created during an expedition to the East Indies commissioned by the Brabantsche Compagnie in 1600. When the Dutch had the treaty translated to Portuguese, it proved to be false, containing different terms than the ones they (thought they) had just agreed on with the Acehnese. The Dutch therefore refused to sign the contract after which the Sabandhar tore up the treaty.”

Source: Shared Cultural Heritage, September 2020.

Editor

## A Sorrowful Act: The Wreck of the *Zeewijk*



*A section of the Houtman Abrolhos Islands*



A project by Victorian-based artist, lawyer and academic Dr Drew Pettifer explores shared Dutch-Australian LGBTQ+ cultural heritage. '[A Sorrowful Act: The Wreck of the Zeewijk](#)' derives from research to unearth hidden queer histories through archival art practices.

The project was in the form of an exhibition and a publication, each of which focused on the first recorded moment in (European) queer history on Australian soil: a sodomy trial following the wreck of the Dutch East India Company (VOC) ship the *Zeewijk* in 1727, where two young men were sentenced to death by marooning. The trial is recounted in detail in the journals of the *Zeewijk*, which was wrecked on the Houtman Abolhos Islands. Pettifer researched the Journals at the National Archives of the Netherlands in The Hague and the National Maritime Museum in Amsterdam.

The project exhibition ran from August till December 2020 at the Lawrence Wilson Art Gallery at the University of Western Australia. The project was supported by a.o. the *Embassy of the Netherlands in Canberra, RMIT and the City of Melbourne*.

The exhibition catalogue was launched in November 2020 at the University of Western Australia. The publication includes research material, artworks and exhibition installation images alongside a series of essays creating the most in-depth analysis of this event to date. Writers include: Diederick Wildeman, Curator, National Maritime Museum, Amsterdam; the Hon Michael Kirby AC CMG, former justice of the High Court of Australia; Professor Dennis Altman AO, LGBTQ+ historian and activist; and Corioli Souter, Curator of Maritime Archeology, Museums Western Australia.

\$45.00 | hardcover | 139 pp | available for purchase at Lawrence Wilson Art Gallery or on the [LWAG online shop](#).

Source: Dutch Culture, Shared Cultural Heritage, September 2020.

Editor

## Dutch Honour for Marine Archaeologist

In April eminent Marine archaeologist Jeremy Green was invested as an Officer of the prestigious Dutch 'Order of Orange-Nassau'. The honour was presented by Ambassador Marion Derckx on behalf of King Willem-Alexander at the Western Australian Maritime Museum.

The Order of Orange-Nassau was created in 1892 by two acts of Dutch Parliament and is awarded to persons who have rendered outstanding services to the Netherlands through achievements made possible through exceptional talents.

Jeremy Green was responsible for the excavation the infamous Dutch wreck *Batavia* in the 1970s. He also worked on the wreck of the *Vergulde Draeck*, the *Zuytdorp* and the *Zeewijk*. He joined the Western Australian Museum in 1971, establishing the Department of Maritime Archaeology, where he still works as Head of Department today.

Source: Dutch Embassy, WA Museum, 2021.

Editor

## Dutch History of Slavery

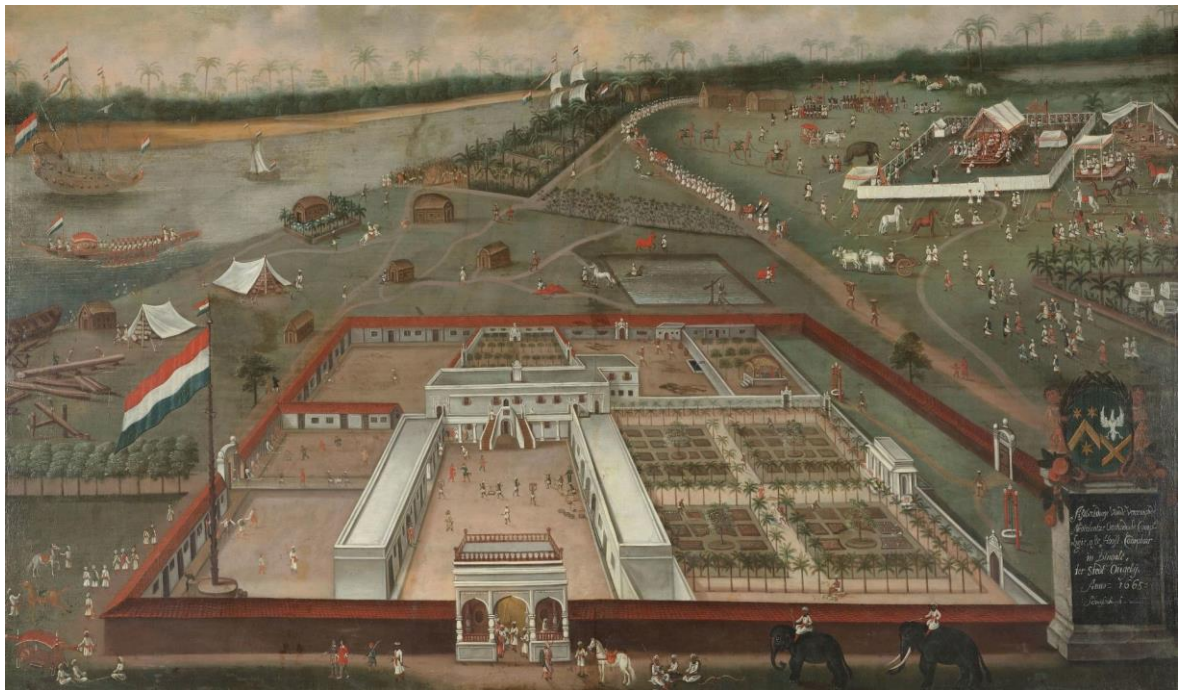
Although Map Matters is mainly concerned about marine expeditions between Europe and Australia, East Asia and the Pacific islands, which resulted in the creation of maps of the areas visited, these early navigations were followed by a very shameful period in history, namely the international slave trade.

The Dutch were not the main perpetrators in this trade, but the Dutch Rijksmuseum is presenting an exhibition focusing for the first time on slavery in the Dutch colonial period. This era spanning 250 years is an integral part of the history of the Netherlands, (as it is of the UK, USA and other nations). The exhibition tells ten true stories from people who were involved in slavery in one way or the other.

The exhibition spans the Dutch colonial period from the 17th to the 19th century. It covers trans-Atlantic slavery in Suriname, Brazil and the Caribbean, and the part played in it by the Dutch West India Company (WIC), as well as Dutch colonial slavery in South Africa and Asia, where the Dutch East India Company (VOC) operated.

The exhibition is until 29 August 2021. For more info see:

<https://www.rijksmuseum.nl/en/whats-on/exhibitions/slavery>



VOC Settlement in Bengal, 1665

At the same time, a project “Rijksmuseum & Slavery” is adding 77 museum labels to paintings and objects in the permanent collection to explain their relationships to Dutch colonial slavery. These will be on exhibit until 28 February 2022, or until images of all the items can be accessed on-line at the Museum’s website.

All the labelled works are or will be available online as a collection in Rijksstudio.

☐ [Collection 1500-1650](#)

☐ [Collection 1650-1960](#)

[Rijksmuseum & Slavery booklet](#)

Source: Guardian, May 2021 & Rijksmuseum.

## More Slavery

In 2020, the City of Amsterdam had an exhibition at the city archives of papers and items connected to slavery, to mark the 157th anniversary of the end of slavery in the colonies of Suriname and the Dutch Antilles. It contained the following picture of a Dutch slave ship:



This is the only known contemporaneous drawing of a Dutch West India Company slave ship from the early 1700s. The fact that this was a slave ship has only recently been discovered. The *Beeckestijn* transported about 4,600 slaves from the African west coast to the Dutch colonies of Suriname and St Eustatius over seven voyages to South America and the Caribbean between 1722 and 1736. More than 1,000 people are known to have died during those trips. The print of the *Beeckestijn* in the Prins Hendrikkade docks, was drawn by Hendrik de Leth.

Source: The Guardian, 30/6/2020.



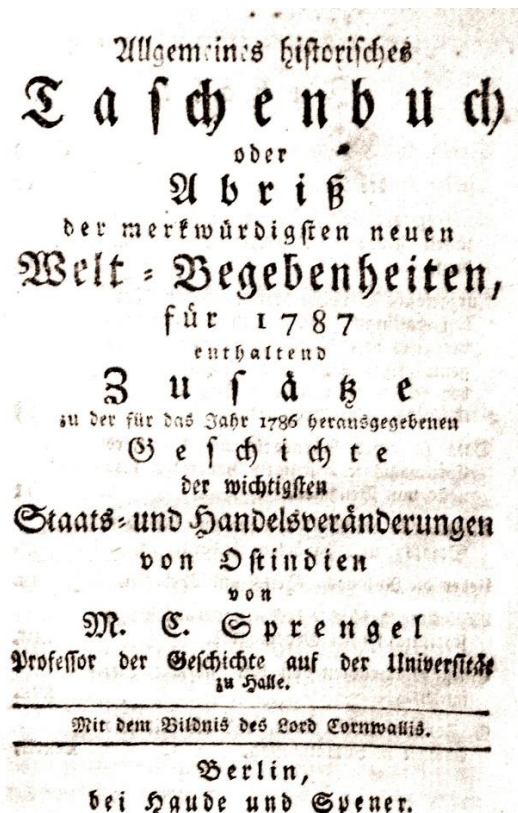
Editor



## Forster's Botany Bay – Review

Robert J King

George Forster's essay, "Neuholland, und die brittische Colonie in Botany Bay", reviewed in the *Allgemeine Literatur-Zeitung*, No. 69, 20 March 1788.



As soon as the British Government announced in September 1786 its intention to establish a colony of convicts at Botany Bay the news was published in the German newspapers. George Forster was approached by his publisher in Berlin, Johann Karl Philipp Spener, who suggested he write an essay on New Holland, its situation and products as well as the prospects of the proposed English colony, to be published in his *Historisch-genealogischer Calender* which would be sold at the 1787 Easter book fair in Leipzig. He was able to complete the essay by 20 November 1786, when he sent it off to Spener, with the accompanying note:

Here, my dear friend, you have the required essay on New Holland. In the short time I have done what I could, perused everything that was in Hawkesworth and Cook's last Voyage, measured the charts and calculated the area, and sorted and dressed it to have everything concerning the article as good as it could be.<sup>1</sup>



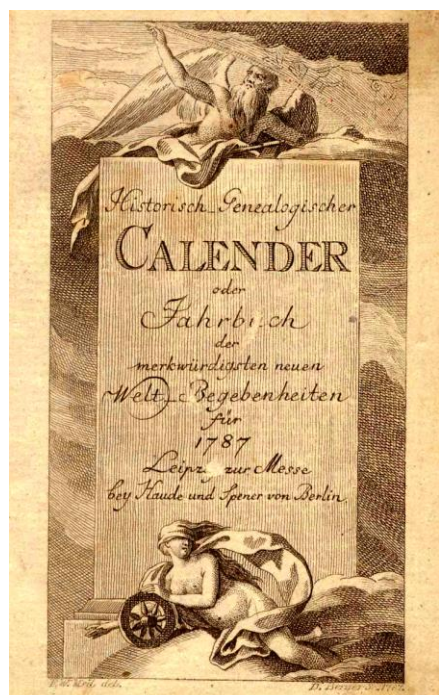
The essay was re-published in 1787 by Spener in the *Allgemeines historisches Taschenbuch... für 1787*, and was noticed in the *Allgemeine Literatur-Zeitung*, 20 März 1788 (pp.751-2) as follows:

Leipzig, at the Fair, by Haude und Spener of Berlin: *Historical-genealogical Calendar or Almanack of the most remarkable new World Events for 1787*. (without the Calendar 353 S.) Duodecimo. (18 groats): a new edition of the *Historical Calendar* by Professor Sprengel which appeared in 1786 and was accepted with general acclaim. Except for the wholly new sections the text remains completely unchanged. New articles are: ...the Learned Councillor G. Forster's "Neuholland und die brittische Colonie in Botany-Bay". Condition of the soil, products, description of the natives. On the establishment of the colony we have the following verdict of Mr. Forster:

"The nearness of New Zealand, the excellent flax plant that grows so abundantly there and its incomparable shipbuilding timber; the pearl-oyster banks further down along the coast of New Holland and perhaps the export to India and even to Europe of some yet to be discovered product of the land or of the yield of the plantations which can be established there are, as it were, the first prospects which this remarkable settlement offers for the future. It all depends, perhaps, on the wise being able to look and discover in rude and degraded men the material for great enterprises, gathering and combining them together in one spot, seeing opportunity, drawing forth the spark of activity, in a word, on being able to educate and civilize men".

The new articles added to the best of the contents of the first edition of this calendar are sold separately under the title: Berlin, at Haude and Spener: *General Historical Pocket Book or Outline of the most Remarkable New World Events for 1787, including Articles published on the History of the most important Political and Commercial Changes for the Year 1786*, by M.C. Sprengel.<sup>2</sup>

Forster re-published his article in 1789 in *Georg Forster's Kleine Schriften*.<sup>3</sup> By that time his description of the country and remarks on the prospects for the colony had been superseded by the first-hand accounts of the settlers. His essay was a product of its time, and as such it reveals what Forster and his informed contemporaries knew of the land about to be colonized and the expectations held for the colony, a venture that attracted wide attention throughout Europe.



1. Forster to Johann Karl Philipp Spener, Vilna, 20 November 1786; Brigitte Leuschner (ed.), *Briefe, 1784-Juni 1787*, Akademie der Wissenschaften der DDR, *Georg Forsters Werke: sämtliche Schriften*, Band 14. Berlin, Akademie-verlag, 1978, pp. 591. On-line at the Staatsbibliothek zu Berlin Digitalisierte Sammlungen:

[https://digital.staatsbibliothek-](https://digital.staatsbibliothek-berlin.de/werkansicht?PPN=PPN865646988&PHYSID=PHYS_0482&DMDID=DMDLOG_0001)

[berlin.de/werkansicht?PPN=PPN865646988&PHYSID=PHYS\\_0482&DMDID=DMDLOG\\_0001](https://digital.staatsbibliothek-berlin.de/werkansicht?PPN=PPN865646988&PHYSID=PHYS_0482&DMDID=DMDLOG_0001)

An English translation of Forster's essay by Robert J. King is at AOTM Background Papers:

<http://www.australiaonthemap.org.au/new-holland-and-the-british-colony-at-botany-bay-2/>

2. At Google Books:

[https://books.googleusercontent.com/books/content?req=AKW5Qadr8tGPsdIvEGqZWY-](https://books.googleusercontent.com/books/content?req=AKW5Qadr8tGPsdIvEGqZWY-I3STI3H7WkEuNTYwWKKWk1MubMVylqRmNQ7PdRtF64h5RVck5uSWaz7e9XBzDvJiZkLeo7cg2mYLQHOu_vrt1mEISVAcxvHU6c_gfC_KLlcmhDOJWDJwRD-vkZHcmoZYnUXKD2B8cuqNH-6sL84-rH2UhNkPmR2FY0OLP_XWodk-sAmFFIJzagr9VxCPA-hOx7G8ve9voCdJkboy451gMogc7pU6vIMzux_6TI2e9GX6WjdmuplNbEO1h-UhriT6rcwN6XiFScAUOrUPknM60eEZurj_BI)

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3. Georg Forster's *Kleine Schriften: Ein Beytrag zur Völker- und Länderkunde, Naturgeschichte und Philosophie des Lebens, gesammelt von Georg Forster*, Erster Theil, Leipzig, Kummer, 1789, S.233-74, S.2.

Robert J King

## Point Danger / Fingal Heads

Trevor Lipscombe



My recent article on Point Danger, published in Cook's Log, was sent to the naming authorities in both Queensland and New South Wales in September 2020 with a request that the historical note for Point Danger on both State's place names databases be amended to reflect the primary source evidence presented in the article.

It drew on important earlier research by Rupert Gerritsen and Ken Gold, and I am grateful to Ian Boreham, editor of Cook's Log, who drew my attention to one of Cook's charts which clearly shows the name Point Danger attached to today's Fingal Head.

This article appears to at last have persuaded both the Queensland and New South Wales naming authorities.

## Point Danger, "under which there is a small Island"



Captain Cook Memorial and Lighthouse, Coolangatta  
(Photo: Trevor Lipscombe)

Today's visitor to the coastal end of the border between the Australian States of New South Wales and Queensland, is confronted with the largest memorial to James Cook on the Australian coast.

It was placed in the town of Coolangatta, QLD, to commemorate the Cook Bicentenary in 1970, marking the site then believed by some to be Cook's Point Danger. However, Cook's *Endeavour* Journal precisely locates his Point Danger at today's Fingal Head, several kilometres further south.

Given the detailed and precise description that Cook gave of the location of Point Danger, it is very hard to understand why there has been so much controversy over its location for so long.

Winds southerly a fresh gale with which we steer'd North along shore until sun-set at which time we discovered breakers ahead and on our larboard bow, being at this time in 20 fathom water and about 5 Miles from the land. Haul'd off east until 8 o'Clock at which time we had run 8 Miles and had increased our depth of water to 44 fathoms. We then brought too with her head to the Eastward and lay on this tack until 10 o'Clock when having increased our soundings to 78 fathom we wore and lay with her head in shore until 5 o'Clock AM when we made sail. At day light we were Surprised in finding our selves farther to the southward than we were in the evening and yet it had blown strong Southerly all night. We now saw the breakers again within us which we passed at a distance of 1 League, they lay in the Lat<sup>de</sup> of 28°8' and stretch off East two Leagues from a point under which there is a small Island, there situation may always be found by the peaked mountain before mentioned which bears SWBW from them and on this account I have named [it] *Mount Warning*. It lies 7 or 8 Leagues inland in the latitude of 28°22' S, the land is high and hilly about it but it is conspicuous enough to be distinguished from everything else. The point off which these shoals lay I have named *Point Danger*.<sup>1</sup>

On 16 May, 1770, Cook was sailing smartly northwards under the influence of a fresh southerly gale. It was sunset, and ahead of him he saw breakers ahead stretching six miles out to sea from the land. It was a projection or reef, a serious hazard even though he was then in 20 fathoms (about 120 feet) of water and five miles offshore. He ordered a change of course out to sea to the east as darkness was falling, not at all sure what hazards lay ahead. By 8 pm he had sailed a further eight miles offshore, and was 13 miles from land. He was relieved to find that the depth of water beneath the ship was now 44 fathoms, and by 10 pm it had increased to 78 fathoms. He was safe for the night. Here he waited until daylight, when he found that the ship was 17 miles further south than the previous evening, despite a southerly gale raging all night. We now know it was the result of the south-flowing East Australian Current that is strongest off Cape Byron, just to the south. Cook again saw the breakers on the reef between the ship and shore. They were passed, as *Endeavour* sailed north, at a distance of about three miles.

Recognising that the reef represented a considerable hazard to ships, as it ran so far off shore at six miles, he took considerable pains to describe its location, and emphasised the threat in his naming of both Point Danger and Mount Warning. Cook's intentions are also clearly expressed in the larger scale charts he made which include Point Danger. He described the breakers as stretching off six miles from "a point under which there is a small island", naming this point as Point Danger. To confirm the position of the breakers he gave a bearing from them to Mount Warning.

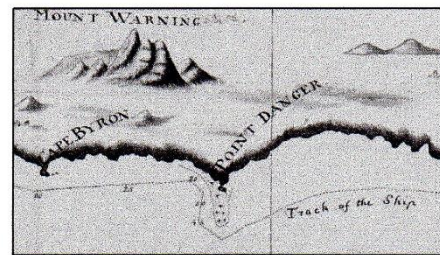


Chart showing Point Danger and Cook Island with the track of *Endeavour*.

Detail from *A Chart of the East Coast of New Holland from Smoaky Cape to Cape Townsend*.

By James Cook assisted by Isaac Smith.

© The British Library Board. Add MS 7085 f37



Today's Point Danger lies about three miles north from the breakers, and from it Mount Warning is on a different bearing. There is no island or reef in the vicinity of today's Point Danger. Today's Fingal Head lies near the town of Tweed Heads, New South Wales. From it Mount Warning is on the bearing that Cook gave. A small island lies just less than half a mile north east of Fingal Head. It is known today as Cook Island. Cook's purpose in naming Point Danger was as a warning to mariners. This purpose would not have been served had he named the feature that currently bears that name.

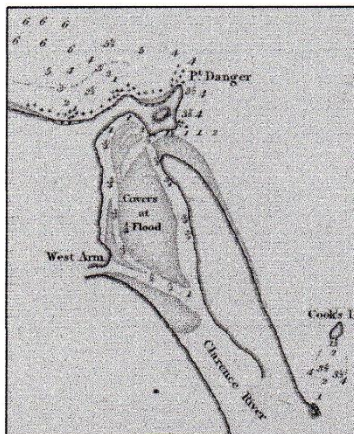


Chart showing Danger Reef and Cook Island with Point Danger further north of Cook's position.

Detail from *Three plans on the East Coast of Australia, made in H.M. Ship, Rainbow, Hon<sup>ble</sup> Hen<sup>y</sup> J. Rous, Capt<sup>r</sup>, 1828*. By M<sup>r</sup> Johns, Master.

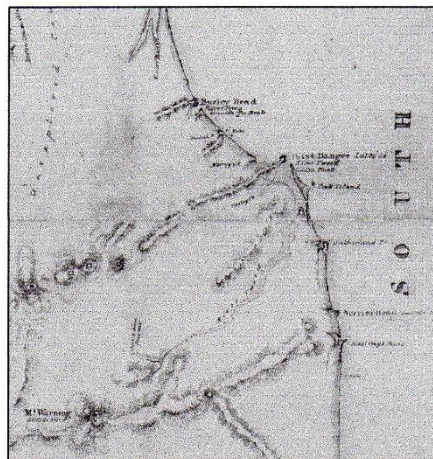
Published by the Hydrographical Office of the Admiralty, London, 10 August, 1831.

National Library of Australia obj-233819648  
<https://nla.gov.au/nla.obj-233819648>

How did Point Danger come to be in its current position? Careful research by Rupert Gerritsen has traced the history of the error, and identified an 1831 chart as the initial source of today's misplacement.<sup>2</sup> In 1823, the surveyor John Oxley explored this area, and reported Fingal Head as being Cook's Point Danger. In 1822 it had been similarly identified by Captain William Edwardson in *Snapper*. In 1827 Phillip Parker King, also concurred with this view.

In 1828, William Johns, Master of *Rainbow*, produced a chart (published in 1831) showing Point Danger in its current position, though it is unclear how he reached this conclusion. He shows the nearby river as the Clarence, whereas Oxley had named it in 1823 as the Tweed, suggesting that Johns may not have been aware of Oxley's work.

Land surveyor Robert Dixon in his 1840 survey chose to follow Johns's positioning of Point Danger rather than Oxley's, though he followed Oxley rather than Johns by naming the river as the Tweed. It seems possible that the small scale of some of Cook's charts of the area may have led Johns and/or Dixon to assume that Cook was naming the most prominent point in the area. Neither of them seems to have read Cook's Journal. Whatever the reason, Point Danger remains misplaced on maps and charts to this day.



Detail from *Map of Moreton Bay*. By Robert Dixon.

Published by Thomas Liley, Sydney, 1842.

It reflects William Johns's 1831 map's positioning of Point Danger, still retained on maps and charts today.

National Library of Australia obj-231411550  
<https://nla.gov.au/nla.obj-231411550>

#### *Recent controversy about Point Danger's location*

The decision to erect a Captain Cook Memorial and Lighthouse in 1970 brought a move by Thomas Grant of Kingscliff, New South Wales, to have Fingal Head declared by the New South Wales Geographical Names Board as the real Point Danger.<sup>3</sup> It was not a mere matter of names. A far more serious issue was that Point Danger forms part of the official border between New South Wales and Queensland, and to move the border would have serious bureaucratic repercussions. In 1971 the Board decided,

little doubt exists that the feature named Point Danger by Captain Cook was in actual fact the feature now known at Fingal Head. However, as the name has been known in its present position for over 130 years and having in mind the wording of the letters Patent of 6 June, 1859, in which the position of the QLD-New South Wales border is linked with Point Danger, the Board is not prepared to assign the name



to any feature or position other than that to which it is currently associated.<sup>4</sup>

Despite this decision, the question of Point Danger continued to be raised. The Geographical Names Board authorised a historical re-enactment of Cook's voyage in November 1989. Following examination of the area from the sea, Acting Chief Surveyor Ron Benjamin concluded that, "From the re-enactment voyage, I now have no doubt that Captain Cook's, 'point of land under which lies a small island'... was intended to be today's Fingal Head".<sup>5</sup> Other senior surveyors aboard concurred.

However, in 1998, the New South Wales Geographical Names Board adopted a different view, concluding,

From an analysis of Cook's Private Log, the Official Log of the 'Endeavour', Cook's Journal and the journals of Cook's Officers, and relating the analysis to modern nautical charts and maps of the area, it is suggested that the following conclusions may be drawn:

It seems reasonably certain that Fingal Head was not considered by Cook to be Point Danger, or any part of his Point Danger... It is the opinion of the Geographical Names Board Committee therefore that the present Point Danger is correctly designated... However, even if the wider interpretation of Cook's Point Danger... is accepted, it still comes down to the fact that the present Point Danger is only part of Cook's Point Danger on the coastline... It is the opinion of the Geographical Names Board Committee therefore that the present Point Danger is correctly designated. However no claim is made that this analysis 'proves' these facts... The controversy continues, but there is agreement that the two landmark names, Point Danger and Fingal Head should remain as they are currently named.<sup>6</sup>

Despite this pronouncement, the debate continued. Gerritsen explained,

Following representations made by Ken Gold in 2007, which included the presentation of expert opinion from Dr Nigel Erskine of the Australian National Maritime Museum, the Geographical Names Board considered the matter yet again and informed him that: "The Board advised that the records for Point Danger and Fingal Head be changed to reflect both the historical versions of the naming of Cook's Point Danger. The Board stated that no change will be made to the legal status of either of these names nor the plaques at either headland". Shortly after, Mr Chris Hartcher informed the Parliament of New South Wales of this, on 9 April 2009.<sup>7</sup>

Despite all of the primary source evidence and expert opinion, the New South Wales Geographical Names Register still describes today's Point Danger as follows.

Description: A rocky point of land extending into the Coral Sea, on the border between New South Wales and Queensland.

Origin: Named by Lt. James Cook - who charted

Point Danger on 16.5.1770. The Board acknowledges strong evidence & support for interpretation of Cook's Point Danger being applied to Point Danger or Fingal Head. The passage of time since Cook's voyage and differing opinions precludes a definitive view.

History: Whilst acknowledging 2 accepted origins the Board has resolved that the two landmark names should remain as they are currently named.<sup>8</sup>

The entry for Fingal Head contains the same acknowledgement.

The Queensland Place Names Register is less equivocal about today's Point Danger:

Named by Lieutenant James Cook RN (1728-1779) navigator on 16 May 1770, because of the reefs east of Cook Island (named later). Refer J.C. Beaglehole. The voyage of the Endeavour 1768-1771. Cambridge (UK), 1968, p.317.<sup>9</sup>

It is disappointing that, despite the clear primary source evidence, these inaccurate and conflicting official views still persist 250 years after Cook's naming. While renaming would present difficulties, is it too much to ask that naming authorities amend their historical notes to correctly represent Cook's intentions, and that plaques be erected in both places explaining the naming error?

Fingal Head, Cook's Point Danger, is worth visiting today for its views of the reef, the dangers of which Cook took such pains to alert future mariners. Had he arrived in this area an hour or two later, and after nightfall, it might have been where his voyage ended—running into this long projecting reef, a lava flow from the time when Mount Warning was an active volcano. Cook's Island can also be viewed from the Fingal Head lighthouse where, looking inland, the summit of Mount Warning can just be seen. Take a compass and you will find that it is on the bearing that Cook records.

Trevor Lipscombe

#### References

1. Beaglehole, J.C. (ed). *The Journals of Captain James Cook. Vol. I: The Voyage of the Endeavour, 1768 – 1771*. Hakluyt Society. 1955. Pages 317-8.
2. Gerritsen, Rupert. "A Dangerous Point: Fingal Head and Point Danger" in *Placenames Australia*. June 2013. Page 5. Available online at [www.anps.org.au/upload/June\\_2013.pdf](http://www.anps.org.au/upload/June_2013.pdf)
3. Anon. "This was the real Point Danger and not this" in *Australian Women's Weekly*. 5 January 1972. Pages 32-33.
4. Gerritsen. *op cit*. Page 4.
5. Lipscombe, Trevor. *On Austral Shores: A modern*

*traveller's guide to the European exploration of the coasts of Victoria and New South Wales*. Envirobook. 2005. Page 226.

6. *ibid*. Pages 226-227.

7. Gerritsen. *op cit*. Page 6.

8. <https://proposals.gnb.nsw.gov.au/public/geonames/23541dc1-c792-4c26-bf80-a2c108fb7393>

9. [www.dnrm.qld.gov.au/qld/environment/land/placenames/search#/search=point%20danger&types=0&place=Point\\_Danger9312](http://www.dnrm.qld.gov.au/qld/environment/land/placenames/search#/search=point%20danger&types=0&place=Point_Danger9312)

Notification was received in December 2020 that this request had been actioned in the same form by both States. The notification and revised historical notes for Point Danger are shown below.

----- Forwarded message -----

From: **SR Place Names**

Date: Wed, 16 Dec 2020 at 16:27

Subject: Point Danger / Fingal Heads

To: [trevorlipscombe@gmail.com](mailto:trevorlipscombe@gmail.com)

Good morning Mr Lipscombe

**Re: Point Danger / Fingal Heads – Suggested amendment to Historical Information**

Thank you for your email dated 8 September 2020 requesting an amendment to the historical information shown for Point Danger in the Queensland Place Names Database.

The Department of Natural Resources, Mines and Energy (the department) acknowledges that there are differences of opinion on the interpretation of the descriptive account by Lt James Cook in the 'Log of the Endeavour' with regards to the feature named Point Danger. There is little doubt that the name was intended by Cook to be applied to the feature known as Fingal Head.

Like our counterpart, NSW Geographical Names Register, the department has updated the Queensland Place Names Database to better reflect the history of the naming of Point Danger.

Please see attached Qld Place Names Detail Report for *Place Name – Point Danger* for your information.

If you have any questions or require clarification on any of the above points, please do not hesitate to contact South Region Place Names via mailbox: [SRPlaceNames@dnrme.qld.gov.au](mailto:SRPlaceNames@dnrme.qld.gov.au)

Kind regards



**Qld Place Names**

Department of Natural Resources, Mines and Energy

**P:** 13 QGOV (13 74 68)

**A:** PO Box 212, MARYBOROUGH QLD 4650

**W:** [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au)

**Place Name:** Point Danger  
**Reference No:** 9312  
**Alternative Name(s):**  
**Previous Name(s):**  
**Place Type:** PT -Point  
**Datum:** GDA94  
**Latitude:** 28°09'51" S  
**Longitude:** 153°33'06" E  
**Map Reference:** 9641-43  
**Approved Status:** Approved  
**Current Status:** Current  
**Gazettal Date:**  
**Gazettal History:**

Ref. No.	Date	Page No	QPN PlanNo
9312			

**Origin:**

Name attributed to Lieutenant James Cook RN (1728-1779) navigator on 16 May 1770. Refer J.C. Beaglehole. The voyage of the Endeavour 1768-1771. Cambridge (UK), 1968, p.317. Cook used the name Point Danger to describe the point where there were reefs east of a small island (later named Cook Island). Strong evidence suggests that Fingal Head was, in fact, the point James Cook named as Point Danger. Fingal Head, off which Cook Island is located, is several kilometres south of Point Danger. The confusion over which point was named as Point Danger seems to have originated in 1831 after the publishing of a chart by William Johns, the Master of HMS Rainbow, which labelled Point Danger where it is currently designated. Point Danger is important to Qld and NSW as it is one of the state borders defining features in the Letters of Patent issued by Queen Victoria on 6 June 1859 when establishing the colony of Queensland. Whilst acknowledging the history and past confusion over which of the two physical features should be named Point Danger, place naming authorities from both NSW and Qld have resolved that the two landmark names should remain as they are currently named.

**History:**

**Links:**

**Comments:**

Details updated on 23/11/2020.

**Previous Reference:**

**Next Reference:**

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Page: 1 of 1

16 December, 2020

The attachment sent by the Qld naming authority



Fingal Heads

TL

	<b><i>Endeavour's</i> Movements near Point Hicks and Ram Head in 1770</b>
	<p style="text-align: right;"><b>Ken Gold</b></p> <p>Obviously, <i>Endeavour's</i> Log was never sighted by Brett Hilder, while attempting to trace <i>Endeavour's</i> Route on the 19<sup>th</sup> April 1770. <i>Endeavour's</i> Log is the only Primary Manuscript, written up every ½ hour, on that day!</p> <ol style="list-style-type: none"> <li>1. The approach to the Coast shown by Brett Hilder (W by N) is misleading and wrong.</li> <li>2. The Log recorded that <i>Endeavour</i> was kept on the same course from 6am until 9am. Cook recorded this same information later, in his "Copy of the Log".</li> </ol> <p>However, Cook later recorded in his Journal that <i>Endeavour's</i> course was changed to N.E. at 8am.</p> <ol style="list-style-type: none"> <li>3. This error by Cook, has been overlooked by historians, ever since.</li> </ol> <p>The Log, puts <i>Endeavour</i> four nautical miles closer to the Victorian coastline, at 9am.</p> <ol style="list-style-type: none"> <li>4. The scale shown on 'Brett Hilder's Map', indicates <i>Endeavour</i> was about 21.5 nm offshore when land was first sighted and recorded in the ship's Log at 6am.</li> </ol> <p>The ship's Log also recorded <i>Endeavour</i> stayed on the same course until 9am. at a speed of 4+4+5 knots - this put <i>Endeavour</i> about 13nm closer to the land first seen by Hicks at 6am.</p> <ol style="list-style-type: none"> <li>5. At 9am. <i>Endeavour's</i> course was changed, to sail to the North East. [along the shore in sight]. Hilder's map and scale, has <i>Endeavour's</i> Route running about 8 to 10nm offshore.</li> <li>6. Cook and Banks both clearly described the coastline between present day Point Hicks and His Ram Head [Today's Rame Head]</li> <li>7. The general area known today as Point Hicks, would have been in sight from <i>Endeavour</i> for over 4 hours. Cook's Ram Head would have been well in sight from <i>Endeavour</i> for over 5 hours.</li> </ol> <p>Matthew Flinders placed Cook's Ram Head, "according to Captain Cook" before 1801.</p> <ol style="list-style-type: none"> <li>8. Both George Bass and Matthew Flinders were never close to present-day Point Hicks, and I have not found any evidence, that John Lort Stokes ever saw or charted the coastline near present-day Point Hicks, as well.</li> </ol> <p>There can be no doubt that Ram Head named by Cook, is wrongly named Rame Head today.</p>



The wrong spelling can be traced to poor advice, supplied by the R.N. Hydrographic Office.

The Clouded Facts:

I have found "The Clouded Facts" unfound, unrealistic and problematic.

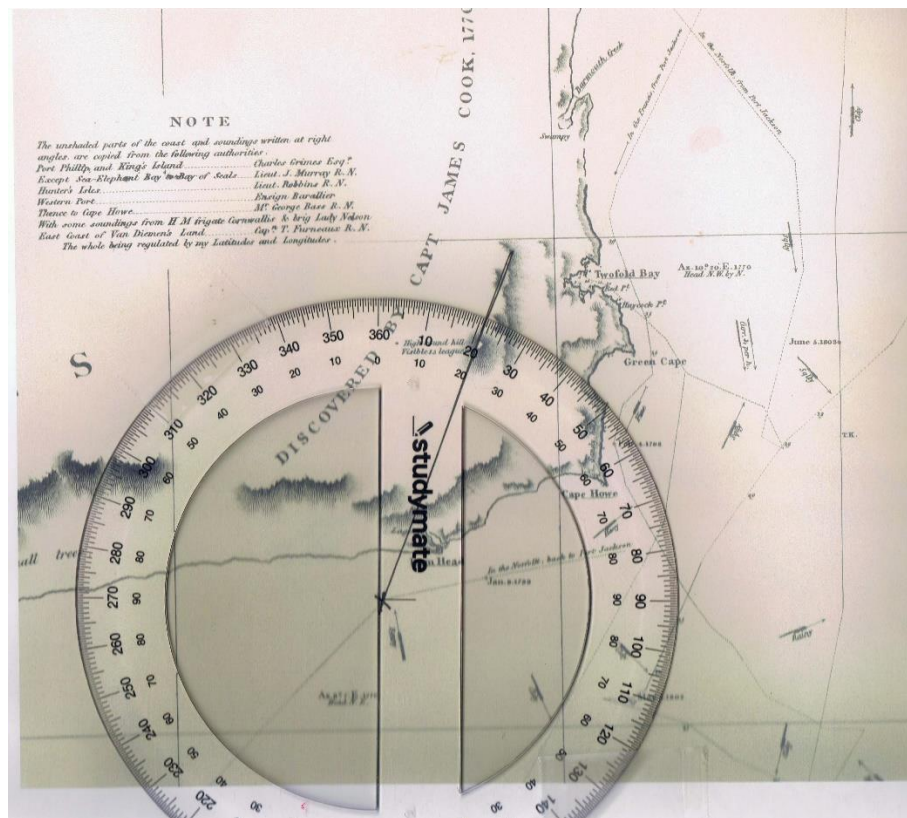
Cook's recorded sightings up and down the coast, have been simply dismissed as cloud formation.

Cook's only manuscript Chart, showing a coastline running North East, is also misleading.

Cook was unable to obtain clear noon sighting for two days, until noon on the 19<sup>th</sup> of April, off Ram Head.

Trevor Lipscombe has used Hilder's map, to demonstrate how Cook and about ninety crew were deceived by cloud formation, first at 6am and again at noon. (Was Cook deceived for 3 hours?)

Cloud formation, can often deceive mariners for a short time. (not on a windy day for so long).



Ken Gold  
February 2021.

	<b>The Fate of Cook's Endeavour</b>
	<p>After a 20-year search for the final resting place of Captain James Cook's famous ship HMB Endeavour, maritime archaeologists are finally closing in on its wreck in the US state of Rhode Island. Following article from the April 2020 Australian Geographic was written by John Pickrell.</p> <p>IN 22 AUGUST 1770, the crew of HMB Endeavour, led by Lieutenant James Cook, reached Possession Island, off the northern tip of Australia.</p> <p>From there they sailed west to the Dutch colony of Batavia for repairs, before making the long journey home. Cook's time in Australia was over, and although he would lead two more voyages of discovery, Endeavour was in a woeful state and no longer suitable to meet the rigours of such journeys.</p> <p>Endeavour's stint in Australia is well documented, but what is less known is what happened after its return to England. A surprising chain of events saw it caught up in the 1775–1783 American War of Independence, and it eventually ended up on the murky sea floor of a historic harbour in Rhode Island, USA, where what remains of it still resides.</p> <p>Between 1771 and 1774, the Royal Navy used Endeavour to shuttle goods and troops to the British garrison on the Falkland Islands, off Argentina. But in 1775, after the battered vessel was sold to private owner James Mather for £645, it disappeared from naval records, confounding historians.</p> <p>The story long believed to be true was that Endeavour was renamed La Liberté and that it arrived in Rhode Island in 1793 as part of a French whaling fleet. The remnants of La Liberté disappeared long ago beneath land reclaimed as a parking lot, but its stern post, thought to be that of Endeavour, arrived in Australia for the bicentenary in 1988. It remains on display at the Australian National Maritime Museum (ANMM).</p> <p>In 1997, however, Australian amateur historians Des Liddy and Mike Connell uncovered clues in a shipping register that Endeavour was, in fact, renamed Lord Sandwich and that La Liberté was actually HMS Resolution, which Cook sailed on his second and third voyages.</p> <p>Subsequent sleuthing through historic records by experts including Dr Kathy Abbass, director of the Rhode Island Marine Archaeology Project (RIMAP), has painted a remarkable picture of Endeavour's final years as Lord Sandwich, including its role as a troop transport, shipping German Hessian mercenaries who hailed from the southern German province of Hesse-Cassel, to America to fight for the British.</p> <p>By August 1778, she was being used as a prison hulk holding American revolutionaries in Rhode Island's Newport Harbour. The French had by then entered the war on the side of the Americans, and with a fleet of their warships poised to take Newport, Lord</p>

Sandwich was among 13 vessels deliberately sunk in formation by the British to block access to the harbour.

It's now 240 YEARS LATER, and on an unseasonably warm October day in 2018, Kathy Abbass perches on a chair on the waterfront of Newport's Goat Island. She looks out at buoys bobbing in the wide, grey expanse of the harbour. A suspension bridge stretches across Narragansett Bay behind her.

"When the British knew the French were coming, they told the navy vessels to destroy themselves," says Kathy, who is at once knowledgeable and formidable.

"Thirteen were sunk in a line here on the west side of Goat Island," she adds, gesturing towards the buoys that mark RIMAP's dive sites and the five wrecked vessels thought to include Lord Sandwich (formerly Endeavour).

There are more than 230 historic wrecks in this important colonial harbour. Kathy formed RIMAP in 1993 to study some of the wrecks of those involved in the American Revolution. She was not seeking Endeavour – in fact, as an American, it was barely on her radar.

But once the Australian enthusiasts presented her with the first clue that Endeavour might lie among the 13 vessels RIMAP was investigating, she pulled together a small amount of money to get to London. There, she found the chain of evidence to prove that Lord Sandwich was the same vessel that had been around the world with Cook in 1768–71.

"I didn't stand up in the reading room of the Public Records Office and scream 'I found it!', because you don't do that, but it was exciting," she says.

"How many people in their career overturn an idea that has been around for 170 years?"

In the 18th century it was very common to rename vessels, as Mather did with Endeavour after he purchased it. Indeed, that was the second time the vessel had been renamed – its life began in 1764 in Whitby, Yorkshire, as the Earl of Pembroke, where it toiled as a collier transporting coal.

Both Kathy and Kevin Sumption, the director of Sydney's ANMM, believe the later renaming was to curry favour with John Montagu, the fourth Earl of Sandwich, who was Britain's First Lord of the Admiralty and a patron of Cook's voyages.

"It was a ploy to take a vessel in very poorly condition and play on the pride and ego of Lord Sandwich himself," Kevin says. After the outbreak of war in the American colonies in 1775, the British government was desperate for civilian ships to help it transport troops to quash the rebellion. Endeavour was tendered for consideration but initially rejected.



Endeavour Replica

“The guy who sent Cook around the world was the fourth Earl, so I’ve always assumed it was renamed Lord Sandwich sucking up to him,” Kathy says.

Whether it was that or the repairs that eventually swung it, the ship was accepted for service in February 1776 and three months later was carrying more than 200 Hessians on a crossing to the Americas.

There are several reasons why this information was lost in the mists of time. For a start, when Lord Sandwich arrived in Rhode Island, people may have had no idea it was the vessel that had sailed to Australia – the 18th-century equivalent of having flown to the Moon. Things were valued differently then. “It was more of the cult of the individual,” Kevin says. “It was, in fact, [botanist] Joseph Banks who was lauded on their return and Cook’s fame comes a little later. The ship itself was more incidental.”

The fact significant ships sometimes dropped into obscurity, combined with confusion made by frequent renaming, creates a mess for modern historians to unravel. “It becomes a bit of a melange of stories that researchers must pick apart, using archival evidence and first accounts, to get to something like a truth – rather than just trading on the mythologies,” Kevin says.



In this case, the research proved that the stern post on display at the ANMM was not that of Endeavour, but instead belonged to Resolution. “This taught us to meticulously research and not to be so gung-ho as to make claims that won’t stand up to testing,” Kevin says, explaining that it is exactly that careful approach that RIMAP and the ANMM are now taking with a wreck off Goat Island that they increasingly suspect is Endeavour.

Since 1999 the ANMM has been an enthusiastic supporter of Kathy’s research, in the past five years helping RIMAP with archival work and providing a grant that supports dives on the wreck sites each summer. The museum’s maritime archaeologists also now fly from Sydney to participate in the dives.

After establishing RIMAP, but before finding evidence that Lord Sandwich was Endeavour, Kathy says she’d had a crisis of confidence. “About five to six years in, I started to think ‘this isn’t generating money, it doesn’t pay a living wage, why am I doing this?’” But finding the documents in 1999 that proved

Endeavour was in Newport and might be found made her persevere. That was 20 years ago. For 16 years, they did work to pick away at which of the 13 might be Endeavour, but progress was slow – dives are restricted to short summer seasons and RIMAP is a volunteer organisation that scrapes by on small grants and donations.

“We are coming closer to saying we’ve found it, but we still have to prove it,” Kathy says. Improvements in technology – such as remote sensing and photogrammetry, which have been used to stitch together thousands of photos to create detailed 3D reconstructions of wreck sites – helped, and by 2016 they’d mapped out eight of the 13 wreck sites.

That’s when they had an incredible stroke of luck that helped narrow their search. In the 1700s, it was standard after a scuttling for a surveyor to record the precise locations of where ships went down. In 2016 the ANMM’s head of research,

Dr Nigel Erskine, was scouring historic records at the National Maritime Museum in Greenwich, London, when he found just such a report. It was critical in identifying the position of Lord Sandwich as being among a group of five of the 13 vessels to the north-west of Goat Island.

“That particular document was very important because it had names of the vessels and where they were sunk,” Kathy says. “It eliminated eight of the others and allowed us to focus on the five in the area where we know Lord Sandwich was put down.”

Within this group, they suspected HMB Endeavour, a 368-tonne vessel, was likely to be at least a third bigger than any of the other transports. “So, if we can find everything in this study area, and say which is the biggest, then that’s likely to be Endeavour,” Kathy says.

In 2018 the RIMAP and ANMM teams spent a week diving a promising site dubbed RI 2394 that they believe might be the wreck of the largest of the five vessels. But diving

here, studying, and even just finding the wrecks, is difficult because visibility is poor and most of what remains of the 240-year-old wrecks is buried beneath the muddy seabed.

“It doesn’t look like much at all,” says ANMM maritime archaeologist and curator Dr James Hunter. “It doesn’t look anything like a ship. The average punter would swim right by.”

Unlike the gin-clear waters of the Caribbean or Coral seas, they’re lucky to see further than 2m in Newport, but James loves working there, nonetheless.

“Any day I get to dive on a shipwreck is a good day,” he says. “Every wreck has its own unique challenges and this one is no different – it’s a bit dark, a bit chilly, a bit deeper than many others, but very exciting.”

Cannons covered in dense marine growth and mineral concretions are the only thing that might hint at a shipwreck to the casual observer, and they are what led to the discovery of RI 2394 and then its mapping in 2007. But if you get a little bit deeper, buried in the silty mud, in an environment starved of oxygen, are the remains of the hull structure, consisting of perhaps 10–20 per cent of the original ship.

Because visibility is poor, photogrammetry has been critical as it allows the team to create digital models of the site that reveal the whole picture, allowing them to find clues to beams and other details of the ship’s structure. “When you get a model like that you can pull back and see the whole thing... It was a eureka moment,” says James.

Despite the fact the ANMM would dearly like to find evidence that this wreck is Endeavour during 2020 – to coincide with events marking 250 years since Cook arrived in Australia – there’s no guarantee yet they have the right ship.

“What we’re dealing with is what we can see above the surface of the silt. So we chose the largest wreck that was exposed the most, that had timbers on it, that had some cannons exposed,” says Kevin. “But the next site over could be the same size or more covered over... There are all sorts of ways this might work out.”

Kathy is often asked if the plan is to raise the wreck, but this is very unlikely. “Raising vessels is very expensive and is inappropriate. UNESCO says that’s not the best use of a shipwreck anyway,” she explains, adding that a complete excavation is not needed to prove this is Endeavour, and would expose it to oxygen and marine life that would degrade it.

“Our approach is to just open it up enough to get the data we need and take care of the artefacts that are there,” she says. Leaving at least half the wreck undisturbed also means that, in the future, archaeologists with better technology and better knowledge can come back and make discoveries that wouldn’t be possible today.

Instead, the plan is to find a variety of clues indicating that this is Endeavour – but the chance of her still containing any artefacts associated with Cook is very low. “Our

assumption is that it is the later uses of the vessel as the Lord Sandwich – the transport, her involvement in the Revolutionary War, holding prisoners onboard – that are most likely to provide the evidence,” Kathy explains. “And if we can prove we have the Lord Sandwich, then we know we have Endeavour.” Some of these things might be artefacts from her time as a prison hulk or even inscriptions scratched into the walls by known American revolutionaries detained on board. “You’re hoping to find something like this, but it’s a long bow to draw,” Kevin says.



Aft of Endeavour Replica

A series of dives in September 2019 started excavations, revealing part of the ship’s structure and making some interesting discoveries. These included traces of leather, textiles, glass, ceramics, coal and ballast, as well as “a gunflint fragment and a fragment of a kaolin pipe stem manufactured between 1750 and 1800,” says Dr Kerry Lynch, an archaeologist at the University of Massachusetts Amherst and RIMAP’s field director.

While none provided a link to Cook’s vessel, “these artefacts are diagnostic to the time period Lord Sandwich was scuttled and help associate this wreck to the transport fleet,” she says. Some of the artefacts are now at RIMAP’s lab at the Herreshoff Marine Museum in Bristol, Rhode Island, where they are being conserved and studied further.

Another “marvellous and unexpected” find was the scuttling hole that had been punched through the outer hull, proving the vessel was one of the transport fleet that had been deliberately sunk. “Since our excavation unit was only three feet wide, and the remainder of the vessel is currently unexcavated, this was an extraordinary stroke of luck,” Kerry says.

Other ways Endeavour might be confirmed include finding repairs that match what was done to her either after her grounding in the Great Barrier Reef or in later refits, or

finding unique quirks of her design, such as an unusual keelson structure that was added to vessels built at Whitby.

The wood used in Whitby is also very likely to have been distinct from that used in shipbuilding yards in North America, where some of the other scuttled vessels are believed to have been built.

“We are trying to combine forensics, photogrammetry and material culture [historic artefacts] with archival research, to have a web of evidence that, when you put it all together, there’s just no way it could be anything other than Endeavour,” Kevin says.

As Australian Geographic goes to press, the team has dives planned in early 2020, which it is hopeful might turn up further elements of this mesh of proof.

Even if RI 2394 proves not to be HMB Endeavour, Cook’s vessel is still almost certainly one of the five wrecks near Goat Island. Even just the prospect that they are working on “one of the most famous ships of all time” is a thrilling one, James says. “It’s almost like reaching back through time, to be able to touch that ship that witnessed so much.”

Revealing the untold story of this famous vessel has a special thrill. While everyone knows it as Cook’s HMB (His Majesty’s Bark) Endeavour, it had a series of other lives – it was a collier, Earl of Pembroke; a troop transport to the Falklands; and finally, Lord Sandwich, which played a part in the American Revolution.

“All of those aspects of that ship’s history are fascinating, and those are the things we know the least about,” James says.

At the time Endeavour arrived in Rhode Island, Newport was a major American port, with only Boston and Philadelphia being busier. Nevertheless, it’s incredible that both Endeavour and Resolution, “two of the most important exploration vessels of the Age of Enlightenment”, likely finished their careers there, Kevin says.

“Who would have thought that could be the case? That’s an amazing coincidence,” Kathy agrees. “People ask why would two of the vessels that sailed around the world with Cook end up in Newport Harbour. Well, that kind of coincidence happens in history a lot.”

Endeavour was scuttled on 4 August 1778 and Cook’s own demise followed just six months later, on 14 February 1779.

Following a dispute with islanders, he was stabbed to death on the beach at Hawaii’s Kealahou Bay, where Resolution was moored for repairs. It was his death that would propel him, and the vessel in which he sailed to Australia, to fame.



	<p>“Cook was a nobody,” Kathy says. “He was a working-class guy who learnt all these skills as a navigator, cartographer and sailor. It wasn’t until his second and third voyage, and especially after he was killed, that he becomes the great icon.”</p> <p>A decade later, in January 1788, the First Fleet arrived in Australia, an event that today has a complex and controversial legacy, much as Cook’s voyage does. Intriguingly, the British decision to colonise Australia was influenced by the loss of its 13 east-coast colonies in the Americas, where it was previously sending labour and prisoners.</p> <p>“They’ve lost this strategic and economically important base in America and maybe it makes them start thinking about Australia as an alternative,” Kevin argues. “So, there is an important connection to the American War of Independence.</p> <p>“It’s a relatively unknown end for HMB Endeavour, but it’s also interesting for such a significant vessel to end up in an engagement so fundamental to the British decision to colonise Australia.”</p> <p><i>This article was originally published in Issue 155 of Australian Geographic, April 29, 2020.</i></p>
	<p>Book Review</p> <p><b>Endeavour Voyage: The Untold Stories of Cook and the First Australians</b></p>
	<p style="text-align: right;">Trevor Lipscombe</p> <p>This book accompanies the exhibition of the same name at the National Museum of Australia, Canberra, from 2 June 2020 until 26 April 2021.</p> <p>As world views shift and we become more open to taking a broader view of history through the lens of multiple actors, our understanding of the <i>Endeavour</i> voyage and those on the ship is enriched. This book is another example of the emphasis on the view from the shore which has characterised commemoration of the 250<sup>th</sup> anniversary of Cook’s epic first Pacific voyage. It presents a detailed overview of the major emphasis of the exhibition - fresh new accounts by Aboriginal people of their interpretation of the voyage along Australia’s eastern shores and its impacts. This theme is explored through an interesting series of articles from Aboriginal, curatorial and academic perspectives. From these it is clear that the process of collecting these views from the shore was an educative one. Those viewing the voyage from the ship began to see the voyage from a different perspective, while those on the shore began to see Cook differently.</p> <p>While the book and exhibition’s title might suggest otherwise, it is important to recognise that those aboard <i>Endeavour</i>, during their four-month charting of the eastern Australian coast, had only brief contact with the First Australians, and in only two locations. There was a short altercation and shouted words at Botany Bay, and less than seven days of interactions during the 48 days at Cooktown, where the ship was repaired after running on to a reef. In his haste to reach Batavia (today’s Jakarta) to make urgently needed repairs to the ship, Cook made only a running survey and few landings. Australia, a vast continent with an estimated population of 300 000 people at that time, had a far sparser, and more reticent, population than those Cook met with at</p>

Tahiti and New Zealand. The encounters there were vastly different from those on Australian shores.

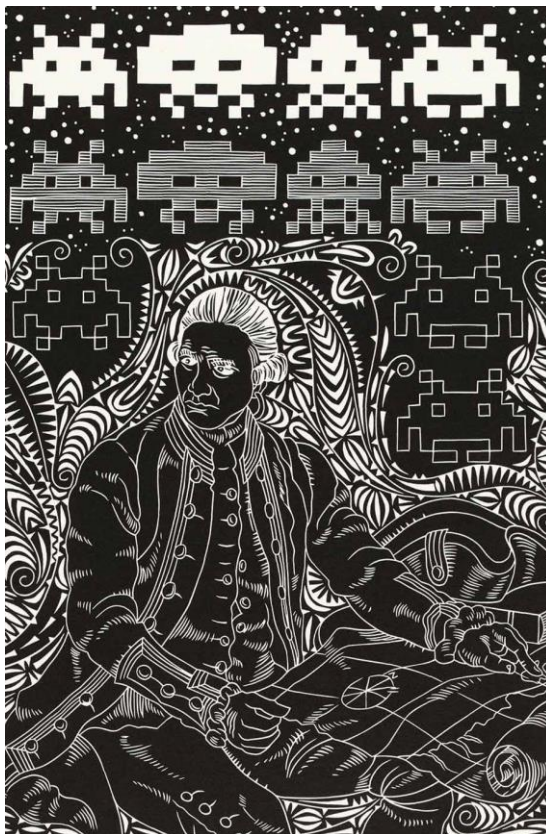
The curators of *Endeavour Voyage: The Untold Stories of Cook and the First Australians* sought 'to explore the stories about what happened in 1770 – and the stories of what came before and after Cook – as they related to eight places along the *Endeavour's* route'. This material was collected specifically for the exhibition. Given that there were only two sites where communication occurred, three quarters of this part of the exhibition is based on Aboriginal oral history of the reactions and interpretations of their forebears, to the sighting of the ship as it passed, rather than through their ancestors' direct contact with those on the *Endeavour*. Clearly there are limitations in this approach after 250 years, but then we should also be cautious about the accounts presented in the journals of those on the ship whose primary audience was the Admiralty. Today the recorded views from the ship and from the shore are shaped and interpreted by many forces.

Despite these limitations, the book and the exhibition represent an important leap forward in our broader understanding of the *Endeavour* voyage, as seen through the lens of those on the shore. Both provide insight into the misunderstandings on both sides that resulted from widely differing cultural perspectives and interpretations of events. The immensity of Cook and Banks' task in navigating on the shore becomes more apparent.

The book and exhibition must also be viewed in the broader context of Australia's ongoing struggle to come to terms with its past. Until relatively recently, Australian schools presented Cook as a god-like figure who 'discovered' Australia and was the beginning of its history, completely ignoring the fact that the Aboriginal people had occupied the continent for more than 60 000 years. There was, and still is in the wider community, little general awareness of the Aboriginal worldview, laws and customs, their history. Dispossession and displacement through colonisation by the British, and its consequences in killings and massacres, the impact of introduced diseases, and destruction of cultures, have been little acknowledged.

As a result, it is hardly surprising that for some Aboriginal people Cook is still a bogey man, seen as the primary cause of their dispossession and subsequent ills. Aboriginal people still seek the twin pillars of any reconciliation process – truth and justice. Truth, through greater awareness and wider acknowledgement of the real history of Australia. Justice through the meaningful recognition of Aboriginal people in the Constitution and a voice within the democratic framework of the state. There are useful articles on these issues by Aboriginal writers in the book. These processes are ongoing and have wide public support in Australia.

The book and exhibition make a useful contribution to a better understanding by all Australians of Cook and his indirect part in the colonisation process. For those interested in Cook and the *Endeavour* voyage there are new perspectives to be examined which provide a better understanding of the challenges that Cook and Banks faced in communicating with and understanding the new cultures that they met with. These challenges form a poignant part of the Cook story. The resulting misunderstandings inherent in first or early contacts of this kind, despite goodwill on both sides, can lead to conflict, and ultimately led to Cook's own death in 1779.



*Endeavour Voyage: The Untold Stories of Cook and the First Australians*, Ian Coates (ed), National Museum of Australia Press, Canberra, 2020.

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## British Library Maps

Map History/History of Cartography: links to an astonishing range of material can be found on a 23-year-old website maintained by Tony Campbell, former Map Librarian, British Library, London: <https://www.maphistory.info>

## More about Cook

Trevor Lipscombe informed me of an exciting new website by John and Clare MacDonald of the Captain Cook Society:  
[www.captain-cook-continent-of-smoke.com](http://www.captain-cook-continent-of-smoke.com)

## AOTM New Members welcome



Australia On The Map is looking for new members. Interested persons, whether AHS members or not, are encouraged to contact the Chair, email address below. Committee members at present communicate electronically or by email/telephone. Map Matters is distributed in electronic format, but printed copies can be made available, if requested.

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