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Map Matters

Australia ON THE MAP
a division of the Australasian Hydrographic Society

Issue 32 September 2017

In this issue:

Here is the Winter 2017 edition of *Map Matters*, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.

Dear Readers,

This winter 2017 (late again) issue we are very pleased to welcome a new contributor, Dr Gerard Carney, a retired law professor. He writes about the French exploration efforts around Australia, a talk he gave to the French Australian Lawyers Association in Perth.
Other articles are from regular contributors Trevor Lipscombe and Peter Reynders. Trevor continues his series about features named by Cook that ended up in the wrong place on our maps. We wish him well in his efforts to get these matters corrected by the relevant parties. Meanwhile we can all take note and apply this knowledge to our own efforts.
Peter Reynders writes about the current attention on commemorative statues and plaques reflecting old thinking. Another worthwhile effort that will probably take a lot of water under the bridge before action happens.

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

Duyfken Summer Sailings

Duyfken has moved from her winter home in Fremantle to her new summer base at the South of Perth Yacht Club at Coffee Point in Applecross. It's a big move requiring the masts to be lifted, and layed on the deck, before *Duyfken* motors upriver to her base where the masts will be re-stepped and the rig re-attached.
Twilight Sailing program will then commence on Saturday October 14, with sailings scheduled through until the end of March on Fridays, Saturdays, and Sundays, departing the yacht club at 4pm.

Tickets are available at www.duyfken.com/sailing

Duyfken in Perth

More Tasman NZ Commemorations

As part of the NZ commemorations of the visit of Abel Tasman 375 years ago the Dutch Embassy is sponsoring some movie showings.

Michiel de Ruyter (The Admiral) (2015). Director: Roel Reiné
Michiel de Ruyter high-lights Netherlands' naval history during the Dutch Golden Age spanning the 17th century. This was in the same period as Abel Tasman's trade exploration. 17th-century Netherlands is

	under attack from England and its allies, and the country itself is on the brink of civil war. Michiel de Ruyter, a humble naval commander, is called upon to lead the Dutch fleet in a battle for freedom and unity. **Screening times:** Wellington: Wednesday 18 October at 6.15 for 7.00pm at *Ngā Taonga Sound & Vision* Auckland: Thursday 16 November at 7.15 for 8.00pm at *The Vic Devonport Cinema* The Netherlands Ambassador Rob Zaagman will host opening nights with drinks and delicious Dutch nibbles. Please arrive 45 minutes prior to the start of the film screening in Wellington and Auckland. Under the title "First Encounter 375" a flurry of activities is planned. The main event is happening on 16- 19 December, 2017, at Golden Bay/Mohua, where the commemorations will be attended by the Netherlands Ambassador to NZ, Rob Zaagman and his wife Monique. Plans/details are still being developed around a visit by Grootegast officials, and two travelling exhibitions: "Through Tasman's Eyes" and "Welcome Aboard". For more information about activities planned visit following websites: www.tans.org.nz/oranjehof-the-dutch-connection-centre.html, or tasman1642.com.au/ or write an email to info@goldenbaymuseum.org.nz or tasman1642.nz@gmail.com. Roger Collins of the NZ Abel Tasman group discovered an 1849 Children's book about Tasman, in Dutch, published in Groningen. To see a digital version, go to tinyurl.com/y8gx7q7f.

Articles

	Cook's Cape Dromedary – is it Montague island?
	Trevor J Lipscombe In previous articles in Map Matters I have written about land features, named by Lt James Cook during his first week on the Australian coast in 1770, which are in the wrong place on today's maps and charts.[1.] In most cases hydrographers were primarily responsible for these errors, and Matthew Flinders is exposed as the main culprit. But historians have also had a role. With Point Hicks I showed that historians were responsible for persuading the Government of Victoria that Cook meant it to be at Cape Everard, while hydrographers, including Flinders, correctly believed that Cook had named a cloudbank. Cook's Ram Head was misplaced by George Bass (a ship's surgeon and not a navigator or hydrographer) and his excusable error was not picked up by Flinders, who should have known better. At Jervis Bay Bass was again responsible for placing Cook's Long Nose (MM30) to the west of Point Perpendicular (Cook's intended feature), and again Flinders accepted Bass's placement when it should have been obvious to him that it was wrong. Cook's second feature at Jervis Bay, Cape St George, is another Flinders error as he should have realised (as Bass later did) that what Cook named was in fact today's Steamers Head. There are two other land features which are shown on today's maps where Cook intended them to be, but which are widely believed to be elsewhere. These are Cape Dromedary, the subject of this article, and Cape Howe, the subject of the article that follows it. With Cape Dromedary the blame again lies with Flinders who thought Cook had placed the Cape on nearby Montague Island. Flinders' error was corrected by John Lort Stokes in the 1850s, but most modern historians still rely on Flinders' 1814 book 'A Voyage to Terra Australis' as their source, so that today, 165 years later, many people still believe Flinders' version. With Cape Howe, a land surveyor, Lawrence FitzGerald, argued in 1971 that Telegraph Point, north of Gabo Island, Victoria was Cook's Cape Howe. Many reputable sources have accepted FitzGerald's view, which is challenged for the first time in this edition of Map Matters - 'Is Telegraph Point really Cook's Cape Howe?'. Cape Dromedary, on the south east coast of Australia, appears on today's maps where Cook placed it, but most sources proclaim, and it is generally accepted locally, that what Cook saw

and named as Cape Dromedary was in fact nearby Montague Island. How has all this confusion arisen?

Following the naming of Ram Head, Cook rounded and named Cape Howe, then sailed northwards up Australia's east coast. On the morning of 21 April:

> At 6 oClock we were abreast of a pretty high mountain laying near the shore which on account of its figure I have named Mount Dromedary (Latde. 36.18S, Longde. 209.55W). The shore under the foot of this Mountain forms a point which I have named Cape Dromedary over which is a peaked hillick.[2]

Cook describes these two features clearly and they appear on his charts.[3] Both appear on today's maps where Cook placed them and are the current official names on the Geographical Name Register of New South Wales. However, Cook's Cape Dromedary is widely regarded as being Montague Island, as an internet search for the island will reveal. Matthew Flinders was the first to conclude that this was this case, reported this in 'A Voyage to Terra Australis', and omitted Cape Dromedary from his charts. Flinders' erroneous conclusion still dominates, and historians have continued to accept Flinders' version of events.[4]

Twenty years after Cook, in June 1790, Nicholas Anstis the captain of *Surprize*, a convict transport in the Second Fleet, reported an island offshore just to the north of Mount Dromedary and named it Montagu Island. This island had not been recorded by Cook. The island was later recorded, on 3 February 1798, by Matthew Flinders, sailing southward as a passenger in the sloop *Francis*:

> We were surprised to find an island lying near two leagues off the coast: none being noticed by Captain Cook, who passed this part on a fine morning, as appears by his getting lunar observations; which circumstance indeed, from engaging his attention, might have been the reason he did not see it. From the number of seals about, we termed it Seal Island.[5]

Later that year, on 8 October 1798, sailing south in the sloop *Norfolk*, Flinders again saw the island:

> At 8 a.m. hauled up and passed between Montague Island and the coast under Mount Dromedary… It lays NEbE ¼ E from Mount Dromedary. No observation at noon. Supposed latitude 36.28, Dromedary NW by N 4 leagues. [6]

Neither of Flinders' two sightings, recorded in his journals at the time, mention his conclusion, recorded some years later in 'A Voyage to Terra Australis', that Cook's Cape Dromedary is actually Montague Island:

> Soon after noon [3 February 1798], land was in sight to the S. S. E., supposed to be the Point Dromedary of captain Cook's chart; but, to my surprise, it proved to be an island not laid down, though lying near two leagues from the coast. The whole length of this island is about one mile and a quarter, north and south; the two ends are a little elevated, and produce small trees; but the sea appeared to break occasionally over the middle part. It is probably frequented by seals, since many were seen in the water whilst passing at the distance of two miles. This little island, I was afterwards informed, had been seen in the ship Surprise, and honoured with the name of Montague.
>
> When captain Cook passed this part of the coast his distance from it was five leagues, and too great for its form to be accurately distinguished. There is little doubt that Montague Island was then seen, and mistaken for a point running out from under Mount Dromedary; for its distance from the mount, and bearing of about N. 75° E., will place it in 36° 17', or within one minute of the latitude assigned to the point in captain Cook's chart.[7]

This passage has been, and still is, accepted by historians as an accurate correction by Flinders of Cook's placement of Cape Dromedary.

Flinders produced three charts of this coast. The first (Figure 1), published in 1801 just three years after the two voyages, shows Mount Dromedary and Montague Island together with Cook's soundings, indicating *Endeavour's* track. There is no mention of Cape Dromedary. [8]

Figure 1: A section of Flinders' 1801 Chart of part of the coast of NSW: Matthew Flinders, National Library of Australia nla.obj-230726807

Flinders' Chart of Terra Australis, Sheet 1, East Coast, published in 1814, shows the same two features, but Montague Island is now marked 'Pt. Dromedary of Cap. Cook'.[9] Flinders' General Chart of Terra Australis or Australia, also of 1814, but a much smaller scale, shows only Montague Island.

It seems that Flinders did not immediately come to the conclusion that Montague Island was Cook's Cape Dromedary as there is no mention of this in the two journals of 1798. However, by 1801 his chart records Montague Island and Mount Dromedary but not Cape (or Point) Dromedary. The omission of the Cape is probably deliberate. None of Flinders' charts show Point Hicks. It seems that where he had doubts about what Cook had actually seen he did not put the feature on his charts.

Flinders' later chart, included in 'A Voyage to Terra Australis,' makes his conclusion clear, as does his more detailed description in that book of his passage through the area, quoted above. So where did Flinders go wrong?

As will be seen from Figure 1, on both occasions Flinders was approaching the area from the north whereas Cook was approaching from the south. From this northern perspective Mount Dromedary would appear behind the island, perhaps causing Flinders to suppose that this was how Cook had viewed the situation, and mistaken the island for part of the mainland. But Cook's perspective was quite different as he had approached from the south, with Montague Island lying beyond Mount and Cape Dromedary.

Flinders says that Cook was five leagues from the coast, a distance 'too great for its form to be accurately distinguished'. Cook had several opportunities to view the cape and the mountain, from the south in the afternoon and evening, and from the east and north east the following morning.

The weather was clear and Cook would have had good views of Mount Dromedary as he approached it from the south in the afternoon and evening of 21 April (the ship-time day having

commenced at noon). From *Endeavour's* log, at 5 p.m. he would have been about 6 leagues south east of Cape Dromedary. Sunset was around 5.30 p.m. At 6 p.m. he reports that he was two to three leagues from the shore and made the 44 fathom sounding, the most southerly of those shown in Figure 1. *Endeavour's* log records 'The no'ermost land in sight No.[rth].' Because of the north east trend of the coast this land would have been Cape Dromedary. He would have had clear views of the mountain, 'peaked hillick' and cape from the south east from 5 to 6 leagues away from Cape Dromedary before nightfall.

Figure 2: Mount Dromedary, the 'peaked hillick' and Cape Dromedary from Bermagui, approximately 3 leagues to the south. Montague Island is just visible to the right. A telescope would give an even closer view. (Photo: Trevor Lipscombe)

The following morning at 4 a.m. Cook records that he was 5 leagues offshore to the east of the Cape, and made the 90 fathom sounding, the most northerly of those shown in Figure 1. He sets a course of NNE, bringing him slightly closer to the shore by 6 a.m. when he reports his position as being abreast of Mount Dromedary. Shortly before 7 a.m. he reaches the point where Montague Island is between the ship and Mount Dromedary – the point where, if Flinders is right, he mistook the island, now only 3 or 4 miles from the *Endeavour*, for Cape Dromedary.[10]

Approached from the south, the 'peaked hillick' which he refers to as being over Cape Dromedary would have been clearly seen to the east of the mountain. From the east it would be less visible against the slopes of Mount Dromedary.

Cook's description is precise, 'The shore under the foot of this Mountain forms a point which I have named Cape Dromedary over which is a peaked hillick'. The 'peaked hillick' is Little Mount Dromedary (140m), a distinctive peak, and the shore near the Cape has land up to 40m high. From 6 leagues, allowing for the curvature of the earth, and viewed from *Endeavour's* rigging at a height of 18m, land less than 26m high would not be visible. The Cape would have just been visible and the 'peaked hillick' would have appeared as a feature nearly 114m high.[11]

Elevated coastal features are visible from a surprising distance in clear weather. The following morning, at 7 a.m. on 21 April, Cook records the first sighting of Pigeon House Mountain from a point just to the north of Montague Island. This 720m mountain is 17 leagues (97 kms) to the north from his viewpoint. Joseph Banks recorded:

> The hill like a pigeon house was also seen at a very great distance; the little dome on the top of it was first thought to be a rock standing up in the sea long before any other part was seen, and when we came up with it we found it to be several miles inland.[12]

Flinders' 1814 East Coast chart shows Mount Dromedary as 'visible 20 leagues'. A similar calculation reveals that the first 723 of that mountain's 800m would not be visible from that distance, and that Flinders' notation is correct. However, his assumption that the coast from

five leagues away was at a distance 'too great for its form to be accurately distinguished' proves to be incorrect.

Montague Island is north east of Mount Dromedary and more than three leagues (19kms) from the mountain, hardly at its foot as Cook describes. Cook had seen and named both Mount Dromedary and the Cape well before he reached the area of Montague Island. If he had seen Montague Island and mistaken it for the Cape, the coastline on his chart would be much further out to sea than it is, as the island is five miles off the nearest coast. Further, the island at its highest point is 47m and does not meet Cook's description of his Cape 'over which is a peaked hillick'.

Flinders says:

> There is little doubt that Montague Island was then seen, and mistaken for a point running out from under Mount Dromedary; for its distance from the mount, and bearing of about N. 75° E., will place it in 36° 17', or within one minute of the latitude assigned to the point in captain Cook's chart.

Cook puts Mount Dromedary at 36.18 which accords with its current latitude and that of Cape Dromedary. Montague Island is at 36.15, to the north of the Mountain and Cape, not at 36.17 as Flinders states. Interestingly the island is more or less correctly shown to the north of these features on his 1801 chart but has conveniently migrated southward, and appears due east of them on the 1814 chart, substantiating his statement above.

All the evidence points to Cook having seen and named today's Cape Dromedary and not Montague Island. But how did Cook miss seeing Montague Island? Flinders himself provides a possible explanation in his journal entry for his first sighting:

> We were surprised to find an island lying near two leagues off the coast: none being noticed by Captain Cook, who passed this part on a fine morning, as appears by his getting lunar observations; which circumstance indeed, from engaging his attention, might have been the reason he did not see it.

The island is low lying and, from Cook's position to its seaward, would blend with the green hills of the coastal hinterland. Nevertheless, it is strange that nobody on *Endeavour* on that clear morning spotted an island. It is equally strange that Flinders, who sailed inshore of the island and closer to the coast than Cook, did not see the 'peaked hillick', a prominent feature.

Figure 3: Montague Island, looking south west, with Mount Dromedary beyond, the 'peaked hillick' to its left. Photo: Courtesy of Eurobodalla Shire Council.

Admiralty charts for nearly 40 years after 1814 largely followed Flinders, omitting Cape Dromedary, with some showing his annotation to Montague Island, 'Pt Dromedary of Cap. Cook'. Leading land map publisher John Arrowsmith's maps, published from 1832 to 1858, consistently show this notation. Joseph Cross, another land map publisher of this era, exhibits more uncertainty. In maps from 1827 to 1839 he shows the same notation, but also includes Point Dromedary where Cook places Cape Dromedary.[13]

In 1851 John Lort Stokes in *Acheron* was the next to chart this coast and appears to have recognised Flinders' error. His Admiralty chart, published in 1852, shows the names Mount Dromedary and Montague Island and includes contours showing elevations for these, and also for the unlabelled 'peaked hillick' at 650 feet, apparently the first chart to show this feature. Strangely, there are two copies of this chart in the National Library of Australia, both with the same date and details. Cape Dromedary is labelled on one (NLA Map T3), but not on the other (NLA Map British Admiralty Special Map Col./42).[14] It appears that NLA Map T3 is a revision of the second chart as later editions in 1860 and 1865 include the cape[15]. Later nautical charts, up to the present day, show Cook's Cape Dromedary.

While hydrographers have recognised Flinders' error since the 1850s, historians have not yet caught up with this and continue to transmit Flinders' version of events.

TJL

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1. Trevor J Lipscombe, *Hydrographers v Historians – the truth about Point Hicks*, Map Matters 24, August 2014; *Protecting, Commemorating and Interpreting Maritime History* (re: Ram Head), Map Matters 16, December 2011; *James Cook at Jervis Bay – How the chart makers got it wrong*, Map Matters 30, February 2017.
2. J C Beaglehole, *The Journals of Captain James Cook, The Voyage of the Endeavour, 1768-1771*, Cambridge University Press for the Hakluyt Society, Cambridge, 1955, p 300.
3. James Cook, *Chart of the East Coast of New Holland*, A Dalrymple, London, 1789. National Library of Australia (NLA) Map NK 5557A. Also available online http://nla.gov.au/nla.obj-230691973, accessed 24 August 2017. See also 'Chart No 3, Pt Hickes to Smoaky Cape', *Historical Records of NSW, Vol 1, Part 1*, Government Printer, Sydney, 1895.

4. Geoffrey C Ingleton, *Matthew Flinders: Navigator and Chartmaker*, Genesis Publications Ltd, Guildford, U.K., 1986, p 30; Rob Mundle, *Flinders: The man who mapped Australia*, Hachette Australia, Sydney, NSW, p 168; Laurelle Pacey, *The Lure of Montague*, Laurelle Pacey, Narooma, NSW, 2013.
5. G Rawson, *Matthew Flinders' Narrative of his voyage in the schooner Francis*, Golden Cockerel Press, London, 1946.
6. Historical Records of NSW, Vol 3, Appendix B, *Matthew Flinders Narrative of an Expedition in the Colonial sloop Norfolk*, p 769.
7. Matthew Flinders, *A Voyage to Terra Australis*, Libraries Board of South Australia, Adelaide, 1966, (see Prior Discoveries in Australia, Section IV East Coast with Van Diemens Land, Part II).
8. Matthew Flinders, *Chart of part of the coast of New South Wales from Ram Head to Northumberland Isles*, A Arrowsmith, London, 1801, NLA Map NK 10745. Also available online http://nla.gov.au/nla.obj-230726807, accessed 24 August 2017.
9. Matthew Flinders, *Chart of Terra Australis, Sheet 1, East Coast*, London, 1814. NLA Map RM 761. Also available online http://nla.gov.au/nla.obj-231307436, accessed 24 August 2017.
10. Ray Parkin, *H.M.Bark Endeavour*, The Miegunyah Press, Carlton, Vic., 2003, pp 162-164.
11. For calculations see www.cactus2000.de/uk/unit/masshor.shtml, accessed 24 August 2017.
12. Paul Brunton (ed), *Endeavour Journal of Joseph Banks – the Australian journey*, Angus and Robertson in association with State Library of New South Wales, Sydney, 1998.
13. See e.g. John Arrowsmith, *Eastern Portion of Australia*, NLA Map T1441/2. Also available online http://nla.gov.au/nla.obj-232668714, accessed 24 August 2017; Joseph Cross, *Chart of part of New South Wales*, J Cross, London, 1839, NLA Map RM839. Also available online http://nla.gov.au/nla.obj-231318059, accessed 24 August 2017.
14. John Lort Stokes, *Australian East Coast, Sheet 2, Barriga Point to Jervis Bay*, Hydrographic Office of the Admiralty, 1852. NLA Map T3. Also available online http://nla.gov.au/nla.obj-232531286, accessed 24 August 2017; John Lort Stokes, Australian East Coast, Sheet 2, Barriga Point to Jervis Bay, Hydrographic Office of the Admiralty, 1852. NLA Map British Admiralty Special Map Col./42. Also available online http://nla.gov.au/nla.obj-233813592, accessed 24 August 2017.
15. National Library of Australia, personal communication, 4 September 2017. A copy of the 1865 edition is at https//www.geographicus.com/P/AntiqueMap/australiabarrigajervis-stokes-1865, accessed 4 September 2017.

Is Cook's Cape Howe really Telegraph Point?

Trevor J Lipscombe

In 1971 Brigadier Lawrence FitzGerald, in an article in Victorian Historical Magazine, claimed that Telegraph Point, just to the north of Gabo Island, Victoria, was the feature that, in April 1770, Lt James Cook named as Cape Howe.[1] A number of reputable sources have since accepted Fitzgerald's claim as correct.[2]

Cook's Journal on 20 April 1770 records:

> At 6 oClock [p.m.] shortened sail and brought to for the night having 56 fathoms of water a fine sandy bottom, the Northermost land in sight bore NBE ½ E and a small Island lying close to a point on the Main bore west distant two leagues. This point I have named Cape Howe, it may be known by the Trending of the Coast which is north on the one side and SW on the other (Latitude 37 28 S, Long 210.3 West [149.57 E]) it may likewise be known by some round hills upon the Main just within it.[3]

The confusion in this case arises from Cook's statement that the small island, Gabo Island, was 'lying close' to the point that he named as Cape Howe. Today's Cape Howe is four miles from the island, a distance that might reasonably be regarded as not being 'close'.

FitzGerald says:

> …the nearest point on the main to which the island is 'lying close' is that depicted on modern charts as Telegraph Point. There is another point of land four miles to the north east to which the name of Cape Howe has been attributed and which has been accepted by common usage.

Cook's chart does not delineate two separate points of land, and the name Cape Howe which appears thereon, conveys no more than that the feature lies close to the island'.

Figure 1: Gabo Island with Telegraph Point, the nearest point on the mainland, and Cape Howe beyond. (Courtesy: Parks Victoria)

FitzGerald's key premise is that Telegraph Point is the nearest point on the mainland, so it must be the point Cook was referring to as 'lying close' to his Cape Howe. But Cook doesn't say that Cape Howe was the *nearest* point to the island, only that the island was 'lying close' to it. Gabo Island is not Cook's defining parameter for his Cape; it is the 'Trending of the Coast'.

Cook's chart (Figure 2) shows his 56 fathom sounding and thus his 6 p.m. position. Gabo Island is shown to the south west of his Cape Howe, which he clearly states 'may be known by the Trending of the Coast which is north to the one side and SW on the other'.

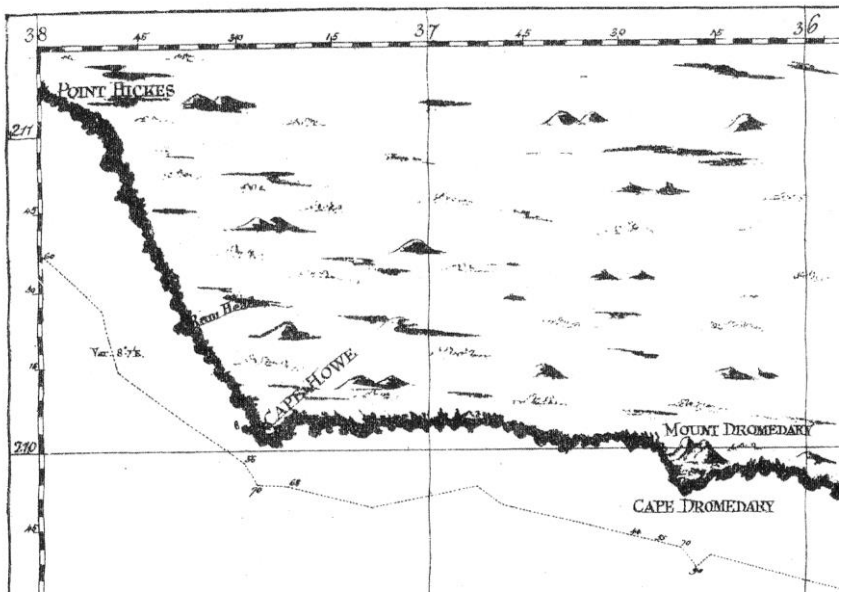

Figure 2: Cook's Chart of the East Australian Coast (part), HRNSW Vol 1, Pt 1, Chart No 3. Note that charts at this time did not always follow the convention of north being at the top.

Cook's purpose in naming land features was to assist later navigators on the coast to determine their position. Accordingly, Cook's named features are distinctive and usually easily recognised from well out to sea, being distinctive mountains or cliffs. In this case Cape Howe (and Telegraph Point) are both low lying sand spits and would not be visible unless navigators were quite close to the coast. But the Cape would, as Cook states, 'be known by the Trending of the Coast'.

Figure 3: The far point is Cape Howe. Gabo Island is just off Telegraph Point, shown in the foreground. (Courtesy: Lighthouses of Australia Project)

Cook gives further guidance to later navigators: 'it may likewise be known by some round hills upon the Main just within it'. The hills were worthy of mention since they would be more visible to navigators than the sand spits. The 'round hills' are sand hills, several of which are shown by 30 or 40m contours on topographical maps of the area behind today's Cape Howe. If Cook had been describing the hills behind Telegraph Point he would have noted Howe Hill, a distinctive 391m high feature just four kms north north west of this Point.

Cook's 6 p.m. position provides him with his first clear view to the north. There is open sea to the east and he gives a bearing for the 'northermost land' he could see, which would have been Green Cape. This is a defining moment for Cook, as he suspects that he is about to head north along the uncharted east coast of the continent. Cape Howe is likely to be not just another cape but the continent's south east corner, and clearly qualifies as a distinctive feature useful to navigators. Telegraph Point does not.

FitzGerald attempts to enlist Matthew Flinders and John Lort Stokes as supporters of his argument. He quotes Flinders, who 'sought in vain for the small island mentioned by captain Cook', and Stokes who had concerns about 'Cape Howe, which I discovered to be rather more out in longitude; while the islet, instead of lying off it, lies four miles to the south west'.

FitzGerald, still fixed on the importance of Cook's words 'lying close', concludes:

> The comments of Flinders and Stokes both point to the fact that the more northerly of the two points does not fulfil the description of Cook of 'lying close' to the island. There surely can be no doubt that the more southerly point, now known as *Telegraph Point* was the one referred to by Cook. It fulfils perfectly the additional qualification of having '…some round hills upon the Main just within it…'.

Flinders' and Stokes' actions following their observations demonstrate that they were very clear about the point to which Cook was referring. Both show it on their charts where Cook placed it. Flinders may have been puzzled at the absence of an island near to what he took to be the Cape, but he would have been familiar with Cook's journal entry and the Cape's importance as a navigation feature. His chart shows the Cape at the south east corner of the continent. With similar access to Cook's journal, Stokes seems to have come to the same conclusion as Flinders and his chart shows Cape Howe where Cook and Flinders show it, and where it remains on charts and maps today.[4]

Given Cook's clear description, it seems surprising that FitzGerald's arguments have remained unchallenged for so long.

TJL

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1. Lawrence FitzGerald, Point Hicks to Cape Howe, *The Victorian Historical Magazine*,issue 165, vol. 42 (3), August 1971, pp. 579-96.
2. Gregory C Eccleston, *The Early Charting of Victoria's Coastline*, ANZ Map Society, 2012. Also available online https://www.anzmaps.org/wp-content/uploads/other_publications/The-Early-Charting-of-Victorias-Coastline-27-4-12-pp1-33.pdf, accessed 18 September 2017; Ray Parkin, *H M Bark Endeavour*, The Miegunyah Press, Carlton, Victoria, 2003, p161; Heritage Listing for Gabo Island Light station at http://vhd.heritagecouncil.vic.gov.au/places/2022, accessed 18 September 2017 (click on 'Additional Place Information', then 'History').
3. J C Beaglehole, *The Journals of Captain James Cook: The Voyage of the Endeavour, 1768-1771*, Cambridge University Press for the Hakluyt Society, London, 1955, pp 299-300.
4. Matthew Flinders, *Chart of Terra Australis, Sheet V, South Coast*, London, 1814. NLA Map RM T575. Also available online http://nla.gov.au/nla.obj-232589319, accessed 18 September 2017; John Lort Stokes, Chart of Australia East Coast, Sheet 1, Cape Howe to Barriga Point, Great Britain Hydrographic Department, London, 1852. NLA Map British Admiralty Special Map Col./41. Also available online http://nla.gov.au/nla.obj-233813485.

An Outline of French Exploration of Western Australia

Gerard Carney

This talk outlines nearly 140 years of French exploration of Western Australia. It includes the longest expedition of the continent ever undertaken, which brought the largest collection of native flora and fauna to Europe. Sadly, the leaders of the three major expeditions all died upon completing their exploration before returning home to France. No French settlement eventuated, leaving "the coast clear" for British settlement of the entire continent.

The first recorded French contact with Australia seems to have been on 4 August 1687, when **Captain Duquesne-Guitton** in the *L'Oiseau* sailed along the coast near the Swan River, en route from the Cape of Good Hope to Siam to deliver the French diplomat, Claude Céberet. Although no landing occurred, a favourable view of the green coastline was formed. There may be a similar report from his nephew, **Nicolas Gedeon de Voutron**, who apparently sailed along the same coast later that year.

This contact appears to have been missed by Professor Leslie Marchant in his seminal text, *France Australe* (Scott Four Colour Print, Perth 1998), which begins much later in 1772. Yet French interest in a great southern continent goes further back to the account by **Binot Paulmier de Gonneville** of his expedition from 1503 to 1505 when he believed he discovered this elusive continent later referred to as Gonneville Land. It was of course the Dutch who first recorded the Western Australian coast, known then as New Holland, with Dirk Hartog's landing on 25 October 1616 at Shark Bay. Indeed the Dutch contribution to the exploration of the western coast of New Holland during the 17th century probably exceeded that of France which dominated the 18th century.

French exploration of New Holland really only became possible after it took from Holland an Indian Ocean base at Mauritius in 1715, renaming it Ile de France. But apart from the

exploration by **Bouvet de Lozier** (1738-1739) of the southern Atlantic, the North American war between France and England further delayed French exploration until the circumnavigation of the world by **Louis Antonie de Bougainville** in 1768. This was followed by two expeditions from Mauritius in search of the famed Gonneville Land.

The first by **Marion Dufresne** (1771-1773) in the *Mascarin* and the *Marquis de Castries,* who discovered the Prince Edward Islands and the Crozet Islands in the southern Indian Ocean, although narrowly missed Kerguelen Island, as he sailed west to Tasmania and onto New Zealand. He was the first European to make contact with the Tasmanian aboriginals – one of whom was killed "in defence of his homeland". Marion, along with 27 of his crew, were later killed and eaten by Maoris in New Zealand.

Louis de Saint Alloüarn

The second expedition by **Kerguelen-Tremarec** (1772) in the *Fortune* succeeded in discovering Kerguelen Island, although he believed it was the great southern continent of Gonneville. But it was his companion ship, *Gros Ventre*, under the command of **Louis Francois Marie Alleno de Saint Alloüarn** who succeeded in reaching the coast of Western Australia at Cape Leeuwin, and most significantly, claiming possession of that coastline for France at Shark Bay on 30 March 1772.

While exploring the Kerguelen Island, the two ships became separated. Kerguelen returned to Mauritius deserting Saint Alloüarn. The latter, after searching for Kerguelen, continued to follow orders and headed east in search of Gonneville Land. Finding nothing, he sailed north toward Cape Leeuwin, arriving there on a fine day, 16 March 1772, later anchoring in Flinders Bay for over a day. The *Gros Ventre* then sailed away from the coast northward, avoiding the Houtman Abrolhos until its next land sighting at Shark Bay on 29 March.

The ship anchored in Turtle Bay where a party led by Sub-Lieutenant Mengaud de la Hage rode ashore on the 30th to take possession "of the land" for the King of France by hoisting a white ensign, firing a musket volley and burying a bottle containing the parchment claiming possession and two French coins. No indigenous people were sighted. The next day they sailed north but were delayed at Cape Levillain where they buried a sailor – possibly the first Frenchman to die in Australia. After leaving Shark Bay, they continued along the north coast of Australia, passing around Northwest Cape, through King Sound and the Bonaparte Archipelago, across Joseph Bonaparte Gulf to Melville Island, and then north to Portuguese Timor for much needed supplies.

Saint Alloüarn died soon after returning to Mauritius at the age of 35, leaving only a logbook. A lead sealed bottle with one coin and no parchment was found in Turtle Bay in April 1998.

Louis de Saint Alloüarn

D'Entrecasteaux

Antoine Bruny d'Entrecasteaux

French interest in the western coast of New Holland waned after this, shifting their focus to the east coast. So it took another 20 years before Saint Alloüarn was followed by Rear Admiral Antoine Bruny d'Entrecasteaux in the *Recherche* leading **Huon de Kermadec** in the *Espérance*

in 1791-1793. Their royal brief was ambitious: to search for **La Pérouse** and to undertake a detailed exploration of the western and southern coasts of New Holland, as well as to plant grain.

On 16 February 1792, they left Cape Town with the initial objective of searching for La Pérouse, sailing east across the Indian Ocean to Tasmania to replenish supplies then up the coast to the Admiralty Group. Finding no evidence of La Perouse there, they sailed onto Amboina for supplies before commencing their exploration of western New Holland. Sailing south down the Indian Ocean, they were hampered by the southerly gales from any surveying work. Instead they made straight for Cape Leeuwin reaching there on 5 December 1792. Thereafter they surveyed the southern coast to a midpoint in the Great Australian Bight.

Apart from the mistake of surveying Cape Leeuwin as an island off the mainland, they followed the fairly accurate 1627 map of that southern coastline by the Dutch explorer, **Pieter Nuyts**.

They were unable to enter King George Sound although aware of it as a bay opening (just surveyed by **Captain George Vancouver** in 1791 who claimed possession for Great Britain). They added a survey of the Recherche Archipelago and named the adjoining bay after the *Espérance* in honour of that vessel's exceptional navigation and named Cape Le Grand after its Ensign.

They conducted scientific surveys at Observatory Island and on the adjoining mainland at Bandy Creek, east of the current site of Esperance, before sailing further east around the Great Australian Bight to 131° 38' longitude and returning to Tasmania. D'Entrecasteaux died en route to the East Indies and Kermadec died soon after that.

While this expedition did nothing to change the impression of the western part of New Holland as arid and inhospitable, pressure to complete its objectives continued in France with its increased thirst for scientific knowledge after the Revolution.

Nicholas Baudin

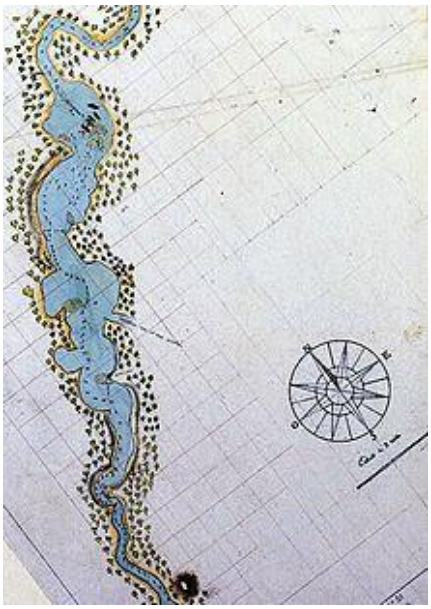
This led to the next expedition of Nicholas Baudin in the *Géographe* and **Emmanuel Hamelin** in the *Naturaliste* in 1800-1803 – the longest in Australian history. They sailed from Le Havre on 19 October 1800 via Teneriffe for Mauritius then onto Cape Leeuwin, arriving there 27 May 1801. They sailed north to discover Cape Naturaliste and Geographe Bay and initially anchored 4 miles north of Bunker Bay, protected from the south winds. They remained in the Bay for over a week (30 May to 8 June) to make detailed surveys of the bay as well as on land. Baudin's relationship with his scientists deteriorated further here. One sailor, second class helmsman Vasse, drowned in the surf. As the winds changed to the north, both ships left Geographe Bay on the evening of 9 June – failing to meet again until each reached Timor in September! Neither rendezvous point at Rottnest Island nor Shark Bay worked out for them.

Baudin

Hamelin

Baudin sailed direct to Shark Bay and after a short time there sailed northward along the coast making several inshore surveys at North West Cape, Dampier Archipelago and Bonaparte Archipelago, before heading to Timor.

Hamelin, however, undertook detailed survey work along the coast, initially anchored between Rottnest Island and the mainland from 14 to 28 June 1801. His ensign, Freycinet, explored Rottnest Island. Sub-Lieutenant Heirisson explored the Swan River as far inland as possible, and camped the first night at the foot of Mt Eliza. Next day they climbed King's Park and saw the river wind east toward the Darling Range. So they crossed Perth Water and managed to get by Heirisson Island to continue along the river. The farthest point they may have reached is near Henley Brook. They were not the first to explore the Swan River but they may have travelled further up river. Willem de Vlamingh seems to have been the first European to travel up the river as far as Heirisson Island in 1696-7, naming it after the black swans.



Swan River Chart, first detailed map of the Swan River by François-Antoine Boniface Heirisson

Other surveys were conducted of Carnac Island and Garden Island. Cottesloe was also explored by Lieutenant Commander Milius, south to the river mouth (where a tricolour was hoisted on the north headland), as well as inland across to the river. There was no recorded contact with the indigenous inhabitants.

Hamelin concluded from this exploration that the Swan River would make a satisfactory base for French ships in the Indian Ocean. The only difficulties were the river mouth obstruction and limited fresh water.

The *Geographe* then sailed to Shark Bay, hugging the coast as far as possible, where they stayed from 17 July to 14 September. A highlight was the finding of Vlamingh's pewter plate left there in 1697 in place of Dirk Hartog's plate from 1616. Despite de Freycinet's request to remove the plate after finding it, Hamelin decided to leave it there to avoid an accusation of vandalism.

Both ships were reunited on 4 September 1801 at Kupang in Timor. They left there on 13 November and sailed south down the Indian Ocean and across to Tasmania, arriving there on 13 January 1802 on the east coast near D'Entrecasteaux Island. After extensive exploration, the two ships reached Bass Strait and there separated. The Naturaliste went directly to Port Jackson for a refit, while Baudin sailed west along the southern coast until he unexpectedly met Matthew Flinders at Encounter Bay. Short of supplies, Baudin then also sailed to Port Jackson to join Hamelin on 20 June. They stayed nearly five months.

Hamelin sailed the *Naturaliste* back to France with all the scientific specimens. It was replaced with the *Casuarina*, a small Sydney-built schooner under the command of Sub-Lieutenant **Louis de Freycinet**.

De Freycinet

Willem de Vlamingh's ships, with black swans, at the entrance to the Swan River. Engraving derived from an earlier drawing from the De Vlamingh expeditions of 1696–97.

After leaving Port Jackson on 17 November 1802, Baudin and Freycinet sailed south and then west through Bass Strait to continue surveying the southern coast to complete D'Entrecasteaux's task with the assistance of Flinders' latest maps. Freycinet was left behind to survey all the gulfs of South Australia. Both ships rendezvoused at King George Sound in mid-February where they conducted extensive surveys until 1 March.

They travelled back into Geographe Bay then onto Rottnest Island before heading out to sea northward to Shark Bay where they arrived on 16 March in search of turtle meat. A week later they sailed onto Kupang which they reached on 6 May 1803.

A month later, Baudin sailed eastward to complete his survey of the northern coast from Joseph Bonaparte Gulf. But he only reached the western side of Melville Island before he became seriously ill. He turned around and sailed directly to Mauritius. Several weeks after his arrival, he died there on 16 September 1803.

The *Casuarina* remained there, while the crew returned to France in the *Geographe*, arriving home in March 1804, thus completing the longest single expedition to Australia in its history.

One of the most significant outcomes of this expedition was the publication in 1811 of the first "full" map of New Holland, drawn by de Freycinet. To Matthew Flinders' frustration, this preceded his map by three years, due to his incarceration on French Mauritius for over 6 years!

Baudin's expedition did little to excite enthusiasm for the western coast with only two safe anchorages at Shark Bay and at King George Sound; the former with no fresh water and the latter already claimed by Great Britain. Further troubles in Napoleonic France delayed any further French plans for New Holland until the restoration of the Bourbon monarchy.

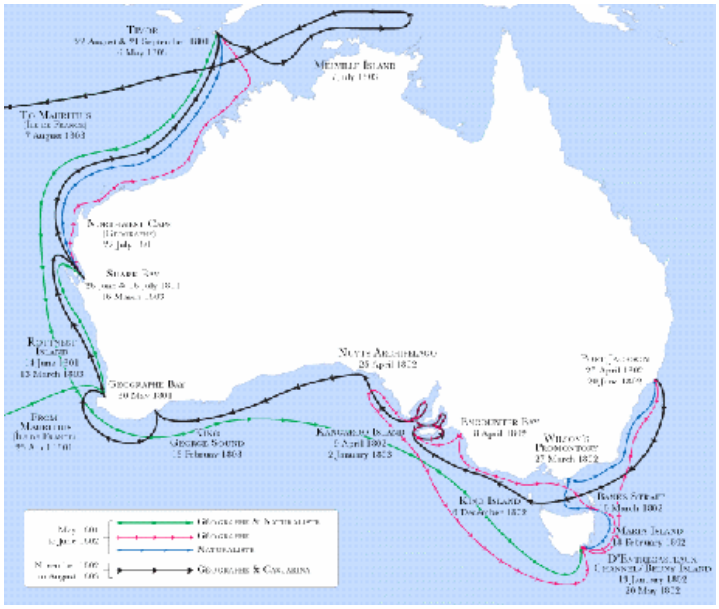
Post-Napolenic Exploration

Four French expeditions were sent between 1817 and 1826 before the establishment of the new British colony of Western Australia in 1829 ended French ambitions.

In 1818, the return of **Freycinet** in the *Uranie* was for scientific purposes. He sailed directly to Shark Bay and anchored off Dirk Hartog Island on 12 September where he finally "rescued" Vlamingh's pewter plate. (It was delivered to the Académie Française where it apparently disappeared in a storage room until 1940, after which it was presented to the Australian Government in 1947. Currently on display in the Shipwrecks Galleries of the Western Australian Museum in Fremantle. The original Dirk Hartog plate is in the Rijksmuseum in Amsterdam).

After various scientific experiments on the island, the Uranie sailed to Timor for supplies then northward to Guam and across to Hawaii, back to Port Jackson for a detailed study of the indigenous inhabitants and colonial society, before heading home to France in 1820 via Cape

Horn. Disaster struck though, when the *Uranie* hit a submerged rock at the Falkland Islands, resulting in the loss of most of the Shark Bay scientific specimens.



Routes of major French explorations

In 1822, **Duperrey** (earlier with Freycinet) was ordered, on his circumnavigation of the world in the *Coquille,* to explore further the Swan River and King George Sound to see if either was suitable for a French settlement. Instead he circumnavigated Australia, calling only at Port Jackson at each end of the trip. Sailing south along the western coastline, he was prevented by the prevailing southerlies from getting close to the coast. His desperate need for supplies also encouraged a swift return to the Pacific which was the focus of his exploration.

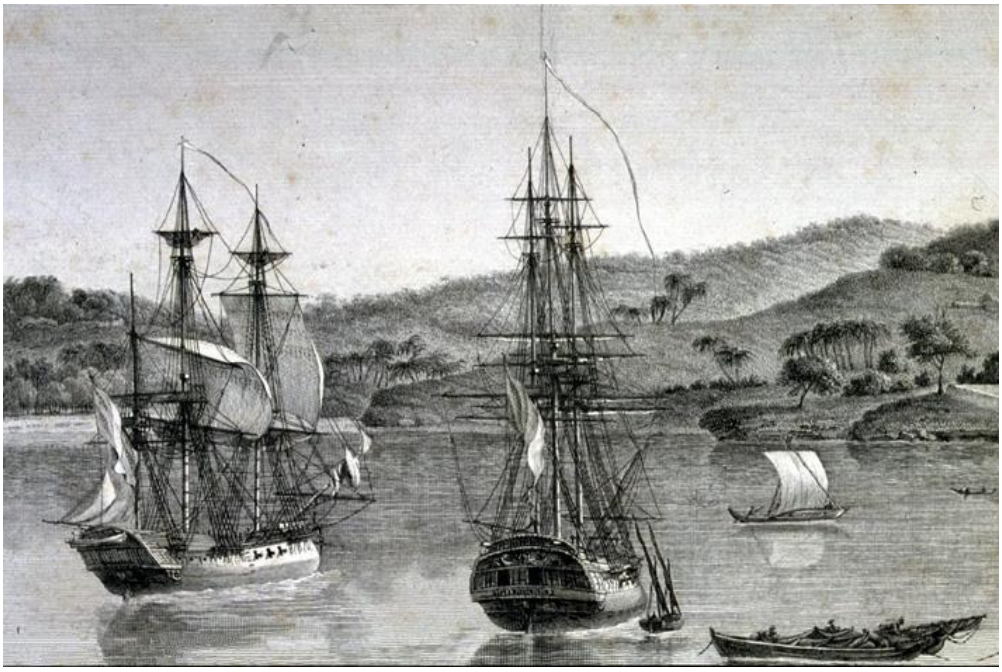
Hyacinthe Bougainville (earlier with Baudin) suffered the same fate in 1824 on his circumnavigation.

King George's Sound, view from Peak Head, pencil and wash by William Westall, 1801

Unlike his two predecessors who failed to comply with their orders to explore the south-west, **Dumont D'Urville** (earlier with Duperrey) in 1826 in the *Astrolabe* (previously the *Coquille*) did explore despite no orders to do so. He was en route from Cape Town to explore New Zealand with a view to a French settlement on the North Island. But he made an unscheduled stop at

King George Sound to repair the ship after a hazardous crossing. During a pleasant fortnight there (7 to 25 October), a local Aboriginal spent a night on board. British sealers and whalers were also encamped nearby. This may have been the first instance of French hospitality to indigenous Australia!

This last French visit encouraged Governor Brisbane to despatch Major Lockyer's 39th Foot Regiment to King George Sound in December 1826, to thwart any attempt to establish a French penal settlement there. This was followed up with the establishment of the colony of Western Australia on 18 June 1829. And so ended the era of French exploration of Australia.



The *Baudain ships Géographe* and *Naturaliste* at Avalon.

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Sources:

Leslie Marchant, *France Australe* (Scott Colour Print, Perth 1998).

P. Godard & T Kerros, 1772: *The French Annexation of New Holland - The Tale of Louis de Saint Alloüarn* (Western Australian Museum 2008).

P. Godard, "French Maritime History in WA" (2000) 79 Quarterly Newsletter of the Australian Association for Maritime History pp 3-4.

Swan River Chart, by Heirisson, from direct observation after his journey by longboat along the Swan River from 17-22 June 1801. Heirisson has included on the chart soundings along the entire length of his journey, and comments on the singular topography of the mouth of the river (the bar) referring to features seen along its course. This image is a small section of the map at the Battye Library, from about today's Mosman Park to Ascot. The map seems to be somewhat out of scale, but most major features in the river can be recognised on the map. It is probable that the Canning River entrance is midway along on the right hand side. Heirisson Island(s) are marked as dots midriver further up. (12 April 2016)
https://en.wikipedia.org/wiki/Swan_River_(Western_Australia)#/media/File:Battye_freycinet_swanriver_lg.jpg

Place names and monuments' texts: are there cases where they should be changed?

Peter Reynders

This question also connects with the current debates about constitutional changes, one or more possible treaties with indigenous people and the date of Australia Day.

As Australia grapples with the issue of greater inclusiveness for its First Peoples, it is understandable that details are examined about the coming of Europeans and its

impacts. History is always being retold, indeed rewritten when new evidence or new norms appear. Misrepresentation of events, to suit a particular view or to create villains or heroes, is undesirable but not uncommon. We must acknowledge the truth, even about the worst aspects of the past, learn from it, and strive to communicate facts accurately while ensuring there are no 'glee aspects' in public texts referring to dark events. These debates may contribute to more awareness of the need for inclusiveness. It is a difficult discussion. I am struggling too with finding the right words, hitting the best tone. An attempt to mentally step in the shoes of others, those living long ago and those living now, does help.

Just a few weeks ago there was worldwide media coverage of two texts, the official plaque and the graffiti on the statue of James Cook in Hyde Park, Sydney. For good measure, the reports also covered some questionable place names in Queensland that were recently removed.

Soon the 250-year anniversary of the visit of the iconic barque Endeavour to our east coast will be commemorated. On board were the influential Sir Joseph Banks and the 'American' James Matra, and captain Lt James Cook. We should clarify the truth about the multi-skilled Cook beforehand, so during the commemorative events he is not blamed or praised for events that were not of his making.

The Captain Cook statue in Hyde Park Sydney has come under graffiti attack.
Photograph: Mike Bowers for the Guardian

Recent public focus
The prestigious Dutch newspaper *NRC-Handelsblad* [1] (comparable to the Financial Review) recently discussed the controversial Cook plaque text, and also covered the removal in Queensland of place names of seven creeks called *Nigger Creek,* of a hill by the name of *Mount Nigger* and of a grassy area called *Nigger Bounce*. Removal of those names, that are no longer acceptable, seems a step forward towards inclusiveness. The fact that a Dutch financial paper thinks it worth a mention shows that these sentiments are worldwide.

Do name changes make us feel better?
A further story in the same Dutch article was more complicated and has not been resolved yet. It reported a request by the Tasmanian Aboriginal Centre to change the names *Victory Hill*, *Suicide Bay* and *Cape Grim*. The names relate to killings in 1828, when Tasmania was officially called *Van Diemen's Land* (VDL). When chased by a group of British settlers, several dozen Aborigines were murdered and others jumped off a high cliff to their death. The name *Victory Hill* is thought to refer to the settlers winning the clash. All according the NRC. The context is that all full blood Aboriginal communities of the colony had disappeared from the island by the

1870's. Life in old VDL was unusually grim, especially the treatment of convicts at Port Arthur and the plight as well as the behaviour of escaped and released convicts.

In 1854 the Legislative Council of VDL petitioned Queen Victoria to change the name of the colony of VDL to Tasmania, which was granted in July 1855[2]. A watered down reason for the name change in the petition was ”a just tribute to the able navigator Tasman by whom it was discovered”[3]. The real reason was that the image of *VDL* had long become intolerably and embarrassingly negative anywhere in the Empire. The settlers felt it as a “hated stain”. There was the conviction that a name change would remove this stain[4]. Historians have observed that the name Tasmania is something cosmetic such as 'prettifying' and 'shame derived' [5].

It is possible to suggest that name changes now, as suggested by the Aboriginal Centre, would help reduce the historical stain of racism, war, brutality and murder in relation to the treatment of Aborigines in Australia. This may have an impact on attitudes now, though will not change history. But if it worked for the British settlers then, it could have that effect today for all concerned. The current names appear both commemorative and racist.

Cook and the first fleet

James Cook has widely been presented as the person 'causing' the first fleet to arrive. For example, according to British historian Maya Jasanoff “...his voyage of 'discovery' (is) widely understood today to have initiated British imperialism in the Pacific.”, yet she adds that (by 1783) “no active steps had been taken to colonize”[6]. This is a widespread misconception. As a result, Aboriginal activists copied that, and consider him a villain.

But in western history James Cook is rightly elevated to hero status because of his own achievements, including his multiple voyages and his charting of “the east coast of New Holland”, so described by him in his log and on his chart. But the person who basically “caused” the First Fleet to arrive, he was not. I hold that Cook does not deserve this posthumous Australian fame and blame, as the First Fleet and the following events happened on the basis of later decisions by the Empire's Government.

Other navigators, notably Abel Tasman (1642) and Lt. Jean Mengaud de la Hage (1772) (ordered by his very ill captain Louis de Saint Aloüarn) also claimed a coast here for their nations. They were neither blamed nor praised for NOT colonizing Australia. It was not their call.

Photo: Daily Mail.

Claims

The 18th century colonisation of land, that appeared not to be administered as to ownership by local people, was a two step process. The land claim was a first step, merely creating a potential for actual conquest action, should circumstances make governments decide to follow up. It follows that for Cook, a Navy officer following orders, to be even held partly responsible for the arrival of the first fleet, evidence is required that he made *influential* representations that persuaded the Empire to colonise this land. I found none.

However, two people that were on board with Cook decided to actively promote establishing a colony in eastern New Holland. One was the extremely well connected aristocrat and intellectual Sir Joseph Banks, the other the New York born James Matra. Matra noted his fellow 'Americans', i.e. loyalists to Britain, had become refugees in 1783 at the end of the American War of Independence.

According to Maya Jasanoff "he drew up a plan for a colony in NSW. His plan became the template for Britain's colonization"[7], but it was modified to take convicts (previously transported to America), rather than free former Americans.

Cook died in the Pacific on 14 February 1779, close to a decade (!) before the First Fleet left England. It was in that decade that the colonies in America were lost and plans were developed for colonization of part of what would later be called Australia.

Now activist Aborigines have targeted Cook in discussion and in writing for what happened after his death. For example, Allen Tucker's 1995 book *'Too many Captain Cooks'*, referring to Aboriginal resistance to European settlement and bleak dispossession, though aiming at reconciliation, clearly puts Cook in the same boat as those causing settlement friction, implied by the use of his name as the representative intruder in the title.

A recent graffiti text on the Sydney Cook monument read 'no pride in genocide'. Governments have spectacularly failed to stop widespread *illegal* graffiti over the last couple of decades. As a result, monuments as targets were not far behind. This genocide text targeted the wrong monument, perhaps to provoke debate. It made the perpetrator look ignorant of the facts of history, as effective as it may have been. Cook had no hand in any genocide.

Limited understanding of Cook's role in our history is not rare. Our Prime Minister was widely reported as reacting on the Sydney act of graffiti as: 'Defacing statues of our colonial era explorers and governors is not much better than what Stalin did'. I watched him say such words on TV. The incongruous comparison with Stalin's antics aside, our PM revealed his limited understanding of Cook as a colonial era explorer, even though Cook's whole life preceded the colony. AOTM clearly has its work cut out for it, with its objective of working towards Australians understanding their maritime contact history better.

It's the type of debate we find worldwide: recently media discussed the removal of statues of US confederate leaders who had committed treason. These statues were erected many years after the US civil war. *[I just watched another Robert E Lee statue being removed in USA. Ed.]* The tone here in Australia, I am happy to observe, is more conciliatory and less polarised than they have been for very long in the US, where there are widening and hardening diversions.

Cook's heritage mishandled

James Cook named many land marks on his 1770 visit. Quite a few such place names were subsequently either misspelled, placed on a different landmark or changed. Thus, to present history truthfully and all inclusively, not just offensive place names need change, but improvements are also needed where later cartographers made mistakes and where confusing texts were placed on monuments.

The text on the Cook statue in Sydney "*discoverer of this territory 1770*" was the subject of widespread media discussion, including on social media, after Aboriginal Journalist Stan Grant had suggested the text, notably the word 'discoverer', perpetuated a fiction that spoke to the alleged emptiness of the continent and the invisibility of the Aborigines.

'Discovery' means different things in different contexts: I may 'discover' a good restaurant without suggesting that nobody else knew it was there. However, “discovery” of an effective medicine, of a planet, or of land during the European age of 'discovery', to most of us implies that nobody knew of its existence beforehand. The person then *first obtaining evidence that it exists* is the discoverer.

The original inhabitants of the continent already had that evidence, so Grant's reading of this can be understood as a fair one, meaning that the text writers creating the plaque did not consider the original inhabitants. It can be expected that words chiseled into public monuments are and were carefully chosen.

The words 'this territory' are also confusing as it could mean anything, from the whole of the continent, to the Sydney inner area where the monument stands, but where Cook never walked. Cook himself was more precise and we should learn from him on that practice.

The Tasman Fountain, Hobart. Photo: M Pietersen.

I disagree that 'discovery of peopled land' in the age of discovery means something that happened when the first external visitor arrived, particularly when the land’s existence was known to Cook beforehand. But it was often so used. Cook and the Admiralty definitely knew of the east coast before he sailed: where a continent has a southern, a northern and a west coast already charted, it must have an east coast.

Neil Armstrong was thus not credited with discovering the moon, not even with the discovery of the backside of it.

The text on the huge Tasman monument[8] in Hobart includes the phrase “...Tasman discovered land unknown to any European nation ...”

Although it clearly implies that others than Europeans may have also 'discovered' it, the use of 'discovered' is even there not a happy one, because Tasman had noted human footprints on a VDL beach.

By sailing around the continent during 1642-3, Tasman was the first to establish that the continent was not as gigantic as the theoretical southern land mass that included the South Pole, which featured on world maps of the 16th century and earlier. He also (1644) produced a map, which showed for the first time that short stretches of northern shores that had previously been charted were connected without interruption, hence defining it as the north coast of one continent.

Text on Tasman Fountain in Hobart. Photo: M Pietersen

It appears more correct to refer to Cook, where brevity is required, as the 'first European to chart the east coast and claim it for Britain'. Cook headed for where he expected to find it. He had maps on board that showed that coast (incl. Robert Vaugondy's 1753 *Carte Réduite de l'Australasie)*, as it turned out fairly accurately.

Of course, AOTM members have been discussing such issues already for fifteen years. See also 'Strangers on the Shore', P. Veth et al. editors, publ NMA, 2008, being the proceedings of the 2006 conference of that name which AOTM co-organised.

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1. '*Australia wil alsnog af van racistische plaatsnamen*', NRC-Handelsblad 31/8/2017, translated author indicator: "by one of our editors".
2. *Hobart Town Gazette*, 27 November 1855, page 1301.
3. Text of adopted petition. *Votes and Proceedings of Legislative Council of van Diemen's Land*, 21 October 1854.
4. Over many years some local organisations, the Australasian League and individuals paved the way for the name change. The words of A.Trollope in *Australia and New Zealand 1873,* Maya Jasanoff, 2011, p141 in Edwards and Joyce, (eds), St Lucia, U of Qld Press, 1967, page 128, expressed the underlying sentiment afterwards as he saw it: '...*Van Diemen's Land. That name is now odious to the ears of Tasmanians as being tainted with the sound of the gaol and harsh with the crack of the gaoler's whip.'*
5. Pete Hay, *Vandiemonian essays,* Waleah Press, North Hobart, 2002, p.ix.
6. Maya Jasanoff, *Liberty's Exiles – the loss of America and the remaking of the British Empire,* Harper Press, 2011, p140.
7. Maya Jasanoff, 2011, p141.
8. http://monumentaustralia.org.au/themes/people/exploration/display/70336-abel-tasman.

AOTM Monthly Meetings - Members welcome

Meetings of the Australia on the Map Council are held on the first Thursday of the month, at 2.00pm in a meeting room on the 4th floor of the National Library of Australia in Canberra.
All AOTM members and interested parties who would like to attend are encouraged to do so.

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