Map Matters



Issue 33

December 2017/January 2018

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This is the Spring/Summer 2017-2018 edition of *Map Matters*, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.



Dear Readers,

This is a combined Spring/Summer issue as my travel schedule means next issue will be Autumn 2018. You will notice that this Map Matters is a bit larger than usual. This is caused by a change in lay-out and spacing of the text.

We are again very pleased to welcome a new contributor,

John Hewitt, an independent researcher retired from the legal profession and member of the Australian and New Zealand Map Society. He writes about the Portuguese tapestries known as "the Spheres".

Other articles are from regular contributors Robert King, Trevor Lipscombe and Peter Reynders. Trevor introduces his *Restoring Cook's Legacy* Project. This project is the culmination of 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.

Robert King writes about the hydrographic history of the Minerva Reefs. And Howard Gray, Chairman of the Batavia Coast Maritime Heritage Association, writes about two of the Association's Projects.

New Executive Officer, and long-time member, Peter Reynders writes about a restored Blaeu map and about recording Australia's monuments.

Your editor recently visited the ACT and was able to attend the annual AOTM dinner on the 9th of January. It was as usual a pleasant gathering, this time in a restaurant in Macquarie.

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.

Best Wishes for 2018 and Enjoy Reading.

Marianne Pietersen Editor

A Message from the 'Executive Officer



I wish all readers a happy 2018 on behalf of the AOTM Executive Committee.

This committee recently underwent a minor restructure. The position of 'Executive Officer' was added.

This lofty title may be seen as a mixture of an assistant chair and an assistant secretary. The role is intended to stimulate advancement of current action, to fix loose ends, and act as an extra pair of hands to keep things going.

I was asked to fill it, I assume, because I have been actively associated with AOTM for about fifteen years and nobody else saw fit to take it on.

At the same time this role will allow the focus of the Chairman to be more concentrated on liaison between AOTM and its mother organisation the AHS, so that both entities are up-to-date on what is going on and can make informed decisions that progress the agendas.

2018 looks like being a full and exciting year for AOTM. Our newsletter, Map Matters goes from strength to strength and its imminent availability through the National Library website will no doubt provide access for new readers, as well as add to the increasing number of citations that its articles receive in publications internationally.

We have two major projects about to launch:

 Mura Gadi (Ngunnawal for "pathways for searching"), a fresh approach to AOTM's long running aim to have an Explorers Park here in the national capital to commemorate leading figures in the continent's maritime history;
 and

Restoring Cook's Legacy 2020, which you can read more about in this issue. While comment on Map Matters is best forwarded to its editor, other suggestions for AOTM may be sent to me.

Peter Reynders

pbreynders@yahoo.com.au

News

The Duyfken 1606 Replica Foundation

The Twilight Sailing program that started in October was interrupted because a storm destroyed the Duyfken's engines.

The engines were 25 years old and could not be repaired. The maritime safety conditions stipulate that Duyfken has to have two working engines, even when she is sailing on wind power. So new engines had to be ordered.

The Duyfken Foundation did not have \$120,000 to purchase and install two new engines. Insurance only covered a minor part of the cost.

A crowd-funding campaign was started and in just over one month successfully raised the necessary funds.

Meanwhile the WA government has announced they will discontinue the \$170K annual support for Duyfken's operating costs. The Foundation needs to find a reliable replacement source for this.



Duyfken in Perth

Tickets are available at www.duyfken.com/sailing

The Art of Science: Baudin's Voyagers 1800-1804

The Art of Science: Baudin's Voyagers 1800 -1804 brings over 340 of the original paintings and drawings by artists on the voyages from the <u>Museum of Natural History in Le Havre</u>, France, to Australian audiences for the first time, with a different suite of paintings showcased at each touring venue.

The exhibition also showcases material from other French institutions, much of which has never before been displayed in Australia. These include Baudin's chronometer, exquisite coastal profiles, hand drawn maps, and Baudin's personal journal from France's National Archives.

National Museum of Australia, Canberra 30 March to 24 June 2018, Western Australia Museum, Perth 12 September 2018 to 19 February 2019 (This exhibition has already toured to Adelaide, Tasmania and Sydney)

New Book about Tasman

A fresh perspective on the first meeting of two peoples, David Horry's *Two voyages: The first meeting of Maori and Europeans, and the Journeys that led to it.*

The text of this significant new work was prepared for the 375th anniversary of Tasman's 1642/43 voyage. Here's a link to the Amazon page: tinyurl.com/ya9kqm3t

Articles

Restored Blaeu Map of New Holland unveiled

Peter Reynders

A very Early Map showing most of our continent by VOC (Dutch East India Company) Chief Cartographer Joan Blaeu, was unveiled in its restored form on 6 November, 2017, in a ceremony at the Treasures Gallery of the National Library in Canberra.

This 1663 map of New Holland features information charted by Abel Tasman in 1642 and 1644, and by earlier Dutch Navigators. The map, now one of the Library's greatest treasures on which much subsequent pre-1770 mapping of New Holland was based, has taken its place in the NLA's Treasures Gallery.



Netherlands Ambassador H.E. Erica Schouten met with Director General of the NLA Dr Marie-Louise Ayres and curator of maps Dr Martin Woods at the launch. (Photo Sam Cooper NLA.)

Sometimes however, information was copied from the earlier 1650's hemispheric map in the floor of the Great Hall, of the then new, by VOC-richness generated Amsterdam City Hall (Palace on the Dam). This map included the same base-cartography by Blaeu, using also Tasman's charting. Dutchman Tasman was the first to circumnavigate the continent, 375 years ago.

The Blaeu map is labelled *Archipelagus Orientalis siva Asiaticus* (Eastern or Asian Archipelago), and also records the first sighting of Tasmania and the first mapping of the New Zealand coast by Europeans.



Detail of map illustrations before restoration. (Source: NLA)

The National Library acquired the rare map in 2013, after it was discovered in 2010 in a storage facility in Sweden where it is believed to have been left, forgotten, for hundreds of years. It was in a fragile condition, with much deterioration and flaking.

Thanks to huge public support, the Library raised more than \$100,000 to pay for specialist preservation treatment by expert National Library conservators, as well as specialists from Melbourne University. Today, after four years of restoration, the Blaeu map has been stabilized, so it can be safely displayed in the Treasures Gallery for a limited time.



The map after restoration. (Source: NLA)

PR

Restoring Cook's Legacy 2020 Project

Trevor J Lipscombe

Restoring Cook's Legacy 2020 is an exciting new project with a focus on the Cook 250th Anniversary commemorations in 2020. Many land features or Landmarks that Cook named are shown in the wrong place on today's maps. Cook was always a stickler for accuracy and the 250th anniversary of his voyage provides an opportunity to correct these errors.

Lt James Cook did not just sprinkle place names on his chart. His practical purpose in naming land features was to assist later navigators on the coast to determine their position. Accordingly, the land features he named are prominent and usually easily recognised from well out to sea, being distinctive mountains or cliffs, notable islands or trends of the coast. These features are truly Cook Landmarks.

Restoring Cook's Legacy 2020 is a project of both Australia on the Map, the history and heritage division of the Australasian Hydrographic Society, and the Australasian Hydrographic Society itself. It was officially endorsed by both bodies at their recent Annual General Meetings, and will be managed by Australia on the Map Division.

The Project aims to commemorate, in 2020, the 250th Anniversary of Lt James Cook's exploration and charting of Australia's east coast in 1770 by:

PHASE 1:

- Identifying, from Cook's primary data, the intended locations of his 28 named
 Landmarks on the coasts of Victoria and New South Wales. Most of these names
 still appear on today's maps, but several are not attached to the land features that
 Cook intended.
- Identifying the current official positions of these Landmarks, and any published material questioning their proper position.
- Determining how errors and misunderstandings originated and who was
 responsible, and publishing the results. This phase of the project was recently
 completed (see Appendix 1). Eight errors or misunderstandings were identified.
 For the first time in nearly 250 years we now have an accurate public record of what
 Cook actually saw and named on the coasts of present day Victoria and New South
 Wales.

PHASE 2:

 Enlisting the support and endorsement of heritage, historical, maritime, hydrographic, cartographic, and other commercial organisations, local authorities, etc. to demonstrate wide support for the project objectives, encourage donations, and influence governments to act on renaming and heritage listing.

- Clarifying the correct locations of Cook's named Landmarks by placing interpretive bronze plaques at or near the eight sites where errors and misunderstandings have been identified.
- Subject to raising sufficient funds, creating a James Cook Heritage Trail of
 commemorative interpretative plaques at or near all of Cook's 28 named features.
 The Heritage Trail would be supported by a guidebook, website and tourist leaflets.
 We have initial in principle funding for some of these works from the Australasian
 Hydrographic Society. It is intended that the trail might lead to the establishment of
 local maritime history trails, creating a further continuous tourism attraction along
 the coast from Point Hicks (near Cann River), Victoria, and the entire New South
 Wales coast to Point Danger on the Queensland border.

PHASE 3:

- Raising awareness of the heritage values of the Cook Landmarks, many of which remain as they were in Cook's time, to secure their heritage listing and protection.
- Broadening understanding of Cook's Legacy on these coasts through related talks, articles and events during 2020.
- Working to achieve the renaming of at least one of the misplaced Cook Landmarks in each of the three jurisdictions, Victoria (Ram Head), New South Wales, and Jervis Bay Territory (Cape St George).

Aboriginal Cultural Sensitivity Statement:

The Project and its Partners fully recognise and are respectful of the cultural association with their country of the First People of the areas where Cook Landmarks are located.

The Project is committed to ensuring that the views of Aboriginal representatives are reflected in decisions regarding the location of plaques. Every plaque will incorporate an agreed statement acknowledging by name the traditional owners of the Cook Landmark, and include its Aboriginal place name and a brief statement of its cultural importance.

Lt James Cook was always respectful of the traditional owners of lands which he visited, displayed a strong interest in learning about their culture, and did his utmost to maintain good relationships. The Project will prepare a brief summary of Cook's record in this regard and provide this to all parties involved in proposals to erect a plaque.

Progress so far:

As mentioned above Phase 1, the research phase, is complete. Using Cook's primary data we have identified six Cook Landmarks which do not appear on today's maps in the locations that Cook documented (Point Hicks, Ram Head, Cape St George, Long Nose, Black Head and Point Danger).

In addition, we have identified two Landmarks which are correctly placed on today's maps but where the published record has hitherto claimed, and it is generally accepted, that they are located elsewhere. (Cape Howe and Cape Dromedary).

We are now working on Phase 2, building the credibility of the project by linking with Supporting Partners – organisations which support the Project objectives and are prepared to lend their name and logo to our efforts.

We have in principle agreement from a number of organisations and hope to make announcements early in 2018.

Once we have sufficient Supporting Partners on board, we will move to identifying and contacting potential Funding Partners to fund our Plaques Project.

A durable, memorial grade bronze plaque set into an elegant sandstone plinth and installed on site will cost around \$5000.

We envisage that the plaques would be unveiled along the coast, accompanied by other locally organised commemorative events, during April and May 2020 at the exact date and time that *Endeavour* passed the location 250 years earlier.

How can you help?

Help find us Supporting Partners:

We are still looking for Supporting Partners - heritage, historical, maritime, hydrographic, cartographic, and other commercial organisations, local authorities along the route, etc, prepared to attach their name and logo to the Project.

This will help us to further establish broad support for the project and encourage Funding Partners to come forward.

If you know of organisations who might be interested, please let them have these details, or let us have their email details so that we can contact them.

Help find us Funding Partners:

We have an 'in principle' promise of some funding from the Australasian Hydrographic Society and are confident that we can raise the \$40 000 needed for the initial 8 plaques for the 'error' sites. This will correct, on the ground, misunderstandings about what Cook actually saw and named, a worthy tribute to the great navigator.

However, another \$100 000 would enable us to site a further 20 plaques commemorating all of the Cook Landmarks on the coasts of Victoria and New South Wales. This would create a continuous James Cook Heritage Trail along this coast, a lasting reminder of a voyage which helped shape Australia's modern history.

Cook's epic 1770 voyage is currently largely ignored by tourism authorities and operators along this coast. The Trail would be a tourist attraction which would bring visitors to areas which depend on tourism for their livelihood.

Funds are also needed for a guidebook and website to support the Trail. Again, if you know of organisations who might be interested, please let them have these details, or let us have their email details so that we can contact them.

Funding Partners will gain considerable exposure as a result of widespread publicity for the Project in the lead up to, and during, 2020.

Help us establish a web presence:

We need people, now, who have the skills to establish and develop a web presence for the Project, and expand this as the Project advances. At present we have no money for this and any work would be on a voluntary basis.

However, it is possible, though not certain, that donors will come forward and we may eventually be able to offer some recompense.

Donors and web developers would of course be acknowledged on the website and elsewhere.

Help us with graphics and maps:

We need someone, now, who could design us a *Restoring Cook's Legacy Project* logo and letterhead.

Also needed is someone who can draw us a professional looking map of the coast showing the 28 Cook Landmarks. This is for use as part of Powerpoint presentations to local government bodies, Partners etc, as we build support for, and understanding of, what the Project seeks to do.

Again, we do not have funds for this, but volunteers would be acknowledged on the website and elsewhere.

We need your help now to put Cook Landmarks back on the map in 2020!

Trevor Lipscombe
Project Manager – Restoring Cook's Legacy 2020 Project
restoringcookslegacy2020@gmail.com

Appendix 1 – Publications

Below are the publications by Australia on the Map (AOTM) members correcting the errors and misunderstandings regarding Cook's named land features on the coasts of Victoria and NSW in 1770:

Point Danger:

Rupert Gerritsen, 'A Dangerous Point: Fingal Head and Point Danger', Placenames Australia, June 2013, (online at Placenames Australia website), and 'A Dangerous Question', Map Matters, Issue 16, December 2011.

Black Head:

Robert King, 'Putting Broughton Islands on the Map', Map Matters, Issue 14, June 2011, and Journal of Australian Naval History, vol. 9, No. 1, March 2012.

Long Nose and Cape St George:

Trevor Lipscombe, 'Jervis Bay - what Lt James Cook really named', Placenames Australia, June 2017 (online at Placenames Australia website), and 'James Cook at Jervis Bay - How the chart makers got it wrong', Map Matters, Issue 30, February 2017. 'Lt James Cook's misplaced capes at Jervis Bay', submitted for consideration for publication to Journal of the Royal Australian Historical Society, March 2017. This is an extended article.

Cape Dromedary:

Trevor Lipscombe, 'Where is Cook's Cape Dromedary?' Cook's Log, Journal of the Captain Cook Society, Vol 41, No 1, January 2018, and 'Cook's Cape Dromedary - is it Montague Island?', Map Matters, Issue 32, September 2017.

Cape Howe:

Trevor Lipscombe, 'Is Cook's Cape Howe really Telegraph Point?', Map Matters, Issue 32, September 2017. A similar article, 'Contested Borders - is Cook's Cape Howe really Telegraph Point' has been accepted for publication in Placenames Australia, March 2018. See also an extended article 'Lt James Cook on the coast of Victoria 1770' which will appear in Victorian Historical Journal in June 2018.

Ram Head:

Trevor Lipscombe, 'Ram Head - a remarkably overlooked point', Cook's Log, Vol 34, No 4, 2011, p18 (on Captain Cook Society website, search for Ram Head), and 'Rame Head - misnamed and misplaced', Placenames Australia, September 2013 (online at Placenames Australia website). This has some additional information on the Ram or Rame controversy. See also 'Lt James Cook on the coast of Victoria 1770' which will appear in Victorian Historical Journal in June 2018. This article contains updated information on the Ram or Rame controversy, proving that Ram was the spelling used for the UK feature at the time of Cook.

Point Hicks:

Trevor Lipscombe, 'Point Hicks - the Clouded Facts', Victorian Historical Journal, Vol 85 No 2, December 2014, pp 232-253, available online via Trove, and 'Cook's Point Hicks: The error that just won't go away', Cook's Log, Vol 38 No 2, 2015, p18, available on Captain Cook Society website - search Point Hicks. This is a shorter version of the VHJ article, with some minor additions. See also 'Lt James Cook on the coast of Victoria 1770' which will appear in Victorian Historical Journal in June 2018.

Copies of forthcoming articles are available from restoringcookslegacy2020@gmail.com

TJL

Putting the Minerva Reefs on the Chart, 1807-1854

Robert J. King

The Prince of Wales Island Gazette, the first newspaper of Pinang (formerly Penang) of 5 and 12 March 1808 reported:

On Sunday, the General Wellesley, Captain Dalrymple, anchored in the harbour from New South Wales, last from New Zealand Captain Dalrymple fell in with the Inspector, whaler, Captain Pool, who informed him that a Prize Brig, belonging to H.M. Ship Cornwallis, was lost on a Reef, in Lat. 24°12'S. Longd. 178°48'W. The crew, consisting of nine persons reached Norfolk Island, about the 11th Oct. last, in their boat, after being 23 days at sea, and suffering the greatest distress; having only 10 gallons of water in the boat, without chart or quadrant, with them; The Prize was captured on the coast of Peru, loaded with aquadent [aguardiente], bound to Port Jackson.

HMS *Cornwallis*, a 38-gun frigate of the East India Squadron, under the command of Captain Charles James Johnston, used Port Jackson as a base for refreshment and re-supply during a cruise against Spanish shipping on the west coast of South America between May and October 1807, in the course of which she captured 17 vessels (most of them small), two of which were sent as prizes to Port Jackson. The cruise is commemorated in the name Johnston Atoll, sighted by Captain Johnston on 15 December 1807 and recorded laconically in the ship's log: "At 4.30 saw 2 small islands from the masthead".¹

The arrival of the Cornwallis was reported in The Sydney Gazette of 19 April 1807:

"On Sunday last arrived His Majesty's frigate Cornwallis of 38 guns, Captain Johnston Commander, last from Madras, from whence she sailed the 8th of February. Her stay here will be short."

The frigate had departed Madras on 8 February. In her passage she sailed between New Holland and Van Diemens Land, being the first naval ship to pass through Bass Strait. The ship's log for 13 April, the day after her arrival, recorded:

"at 9.30 an unfortunate circumstance occurred. Mr. Hugh Brown, Midshipman, took a pistol & put a period to his existence."

During the short stay, Captain Johnston found time to pay a visit to "Annandale", the home of his cousin, Major George Johnston, Commandant of the New South Wales Corps.

Governor William Bligh visited the ship on 19 April. Nine months later, on 26 January 1808, George Johnston led a rebellion that deposed Governor Bligh.

The Sydney Gazette of 7 June 1807 reported the ship's departure:

"On Thursday 23rd of April sailed His Majesty's frigate Cornwallis, commanded by Captain Johnston".

A letter from John Harris to Anna Josepha King (wife of Bligh's predecessor, Philip Gidley King) of 25 October 1807 provides the name of the lost prize:

A signal has this morning been made for a strange ship. It proves a prize to the Cornwallis frigate, now on the coast of Peru. This is the third she has sent down, but this is the first that has arrived as yet. The Cornwallis was here some time since. She is the finest frigate I ever beheld. She is commanded by a Captain Johnston — couzen to the Major This ship is laden with spirits, rice, and sugar — all in great demand. The other vessel sent had 30,000 gall's of spr's on board; and the Atlantic — formerly ours — having 20 guns on board, he says he will send with sugar; also a ship with tobacco, called the Rosslla (Rosalia). The ship that is now coming in is called the Pegasus.²

Governor Bligh wrote to Secretary of State for the Colonies, William Windham, on 31 October 1807:

On the 12th of April His Majesty's Ship Cornwallis arrived from Madras, commanded by Captain Charles James Johnson, bound to the Coast of South America on a Cruize, and sailed on the 23rd. We have within these few days had intelligence of him by a Prize which is now coming up the Harbour. On the 2nd of August, when she left the Cornwallis, they had taken and destroyed fourteen Ships and Vessels; by accounts from Norfolk Island another Prize was wrecked on her way thither; the Crew saved themselves in a Boat, but remain there in a very weak state.³

The re-captured South Sea whaler *Atlantic* mentioned by Harris was found to be too unseaworthy for a Pacific crossing, and was scuttled off Punta Mala on 7 September. The freighter *Rosalia*, of 375 tons, was captured at the Peruvian port of Ilo on 13 July. After being taken by *Cornwallis* to Pisco with other prizes, she was dispatched to Port Jackson on 17 July with seven men on board under the command of Lieutenant John Garland, master of the *Cornwallis*.

Captain John Piper, Commandant at Norfolk Island, reported the arrival of the shipwrecked crew to Governor William Bligh in Sydney on a letter of 12 October 1807:

On the 10th Instant a Mr Garland, Midshipman of the Cornwallis Frigate, with eight Men had a most providential escape in having reached this Island in an open Boat in a extreme exhausted state, after a passage of Twenty Three days from a Reef, where they were wrecked in a Spanish Brig, Prize to the Cornwallis; and destined for Port Jackson. The situation of the Reef will be described by Mr Garland in his letter to Your Excellency of this date. Mr Garland and the Crew I am happy to say are all in a fair way of recovery, the former under my care, the latter in the General Hospital where every attention shall be paid to them that the Island can afford.⁴

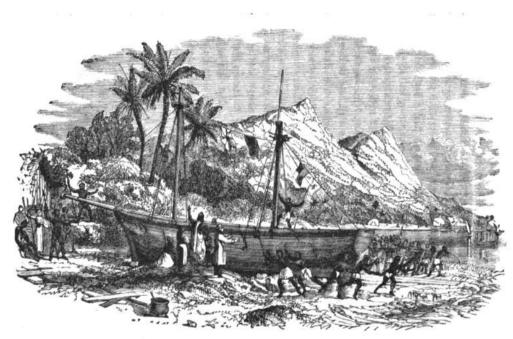
The coordinates given in the *Prince of Wales Island Gazette* article indicate that the brig was wrecked on the Minerva Reefs, 1300 kilometres from Norfolk Island. The Minerva Reefs consist of North and South Minerva Reefs, at 23°38' South, 178°55' West, and 23° 37' South,

178° 53' West, being two rings of nearly submerged coral lying some 270 nautical miles southwest of Tongatapu, somewhat to the west of the rhumb line to New Zealand.

The voyage made by the survivors of the *Rosalía* to Norfolk Island without chart or quadrant was a feat of navigation that ranked with that of Bligh from Tofua to Kupang in the *Bounty's* launch in 1789, or that of William and Mary Bryant and their companions from Sydney to Kupang in a cutter in 1792.

The story is a reminder of the high cost that was paid for the benefits of hydrographical knowledge. Perhaps Garland's letter to Bligh of 12 October 1807 still survives in some neglected repository.

The Oriental Navigator for 1816 recorded Garland's discovery under the name Rosaretta Shoal, warning that it was "a dangerous shoal, on which the Rosaretta, a prize belonging to his Majesty's ship Cornwallis, was wrecked on her passage from Pisco, in Peru, to Port Jackson, in 1807". It noted that it was "composed of hard coarse sand and coral", a description that must have come from Garland's report. It also said that "from the distressed situation of the prize-master, Mr. Garland", the shoal's extent could not be ascertained, and concluded: "The situation is not to be considered as finally determined". It cited different coordinates from those given by Garland: 30°10 South, longitude 173°45' East. ^{.5}



LAUNCH OF THE HAWEIS.

Launch of the *Haweis*George Baxter and Walter G. Mason, *Missionary Ships Connected with the London Missionary Society,* London, London Missionary Society, 1865, p.34.

The reefs were put on the charts in 1818 by John Nicholson, in the brig *Haweis*. Nicholson had arrived in Sydney in November 1818 as chief officer of the convict transport *Lord Melville*. He had had a distinguished career in the Royal Navy during the wars with France, reaching the rank of master.

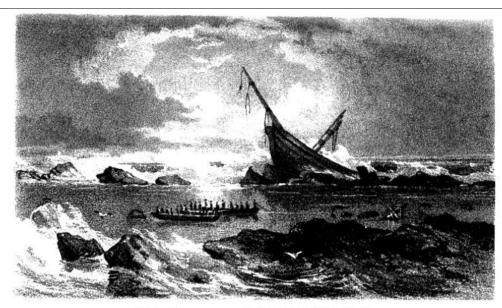
He took his discharge from the navy in Sydney and was promptly engaged by the London Missionary Society to take command of their 73-ton brig *Haweis*, which had been built at Mo'orea in the Society Islands. After three voyages in her to various islands in the South Pacific he resigned his employment with the LMS and in January 1821 was appointed Harbour Master of Port Jackson, a post he held until 1842. *The Sydney Gazette* of 9 January 1819 reported his discovery:

From Captain Nicholson, of the *Haweis*, we received the following report of three dangerous reefs, discovered on his passage from Otaheite to this port in December last. 1st. In latitude 20° 4' S. and longitude 167° 34' W. extending about S. by E. and N. by W. 7 miles long and 2 broad. 2nd. In latitude 23° 39' S. and longitude 177° 50' W. extending N. and S. 6 miles long, and one and a half broad, with a few rocks about 10 or 12 feet above water. 3d. In latitude 24° S, and longitude 178° 9' W. extending N. E. and S. W. 14 or 15 miles long, and two and a half broad, with several rocks about 12 feet above water.⁷

The latitude and longitude co-ordinates observed by Nicholson, an experienced navigator, were closer to the correct location of the reefs than Garland had been able to ascertain when the *Rosalía* was wrecked on them. Despite this, on 9 September 1829 the whaling ship *Minerva*, from Sydney, ran onto them. In reporting this, *The Sydney Gazette* noted:

It is said that the *Minerva* was without charts; if so, it is not to be wondered that she should have been wrecked amongst islands so numerous, so intricate, and so surrounded by sunken rocks, and shoals, as those in the Pacific are well known to be.⁸

For a while the reefs bore the name, Nicholson Shoals, but when Captain H.M. Denham, in HMS *Herald*, surveyed them in 1854 he named them after the unfortunate *Minerva*. In justice, the Minerva Reefs should perhaps have been called the Rosalía Reefs. They now form part of the territory of Tonga. Tonga calls them Teleki Tokelau and Teleki Tonga.



WRECK OF THE MINERVA WHALER

Wreck of the Minerva Whaler, W. Metcalfe.

Lithograph in Peter Bays, A Narrative of the Wreck of the Minerva: Whaler of Port Jackson, New South Wales, on Nicholson's Shoal, Cambridge, B. Bridges, 1831.

- 1. Log of the Proceedings of His Majesty's Ship the Cornwallis, 1807, PRO, *ADM* 51/1777. There is a comparatively recent description of Johnston Atoll in Oliver Sacks, *The Island of the Colour-blind,* Sydney, Picador, 1996, pp.18-21.
- 2. Historical Records of New South Wales, Vol.VI, Sydney, 1898, p.348.
- 3. Historical Records of New South Wales, Vol.VI, Sydney, 1898, p.363.
- 4. State Library of New South Wales, Colonial Secretary's Correspondence, ML A254 pp.111-4, microfilm reel 6040.
- 5. John Purdy, The Oriental Navigator, London, James Whittle and Richard Holmes Laurie, 1816, p.92.
- 6. Captain I.H. Nicholson, RAN and W.E. Nicholson, *The John Nicholson Story*, Lyneham, ACT, n.d, pp.4-8.
- 7. The Sydney Gazette, 9 January 1819.
- 8. The Sydney Gazette, 12 December 1829.
- 9. Andrew David, *The Voyage of HMS* Herald to Australia and the South-west Pacific, 1852-1861 under the Command of Captain Henry Mangles Denham, Melbourne, Miegunyah Press, 1995, pp.76-77.

RJK

An Image of Portugal's Empire ca. 1530

John Hewitt

Introduction

There is a set of three tapestries under the care of the Patrimonio Nacional in Spain known as "the Spheres." They are mysterious and complex works of art and no documents relating to their commissioning have been located. According to art historians who have studied the series, the tapestries were commissioned by King Joao (John) III of Portugal (born 1502, enthroned 1521, died 1557). John married Catarina (Catherine) of Austria (1507–1578), sister of King Carolus (Charles) V, Holy Roman Emperor and King of Spain, in 1524. The series is regarded as one of the most important commissioned by the Portuguese court and is thought to have originally comprised five panels. Each of the survivors includes a different sphere. The first shows Hercules carrying a celestial sphere. The second depicts Atlas on one knee supporting an armillary sphere, while the third, known as "Earth Under the Protection of Jupiter and Juno" contains a terrestrial sphere showing the eastern or "Portuguese" hemisphere of the globe.

The series may have been commissioned to commemorate the marriage of John and Catherine and celebrate the union, through the marriage, of the Portuguese and Spanish royal houses. In addition, according to Dr. Concha Herrero Carretero, Curator of Tapestries at the Patrimonio Nacional, the tapestries exalt the heroic exploits of the Portuguese navigators under the patronage of the monarchs of the house of Aviz. They also glorify Portugal's role and leadership in science, especially nautical astronomy.

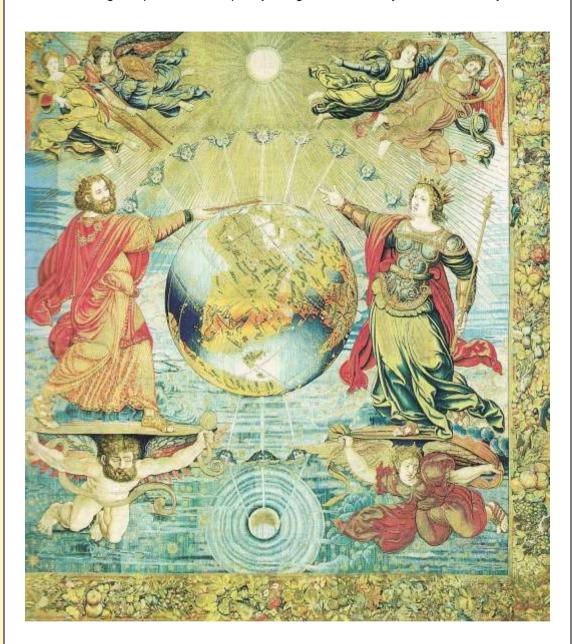
The tapestries were made in Brussels, woven in wool, silk, silver and gold. The artist and weaver are unknown, but Concha Herrero believes the cartoons that served as models may be attributed to the Italian-influenced painter, Bernaert van Orley. According to Guy Delmarcel, Emeritus Professor of History of Art, University of Louvain, Belgium, the series was probably inspired by the humanists at the court in Lisbon. Most likely the tapestries are the result of a collaboration between King John's court and Van Orley's workshop, with the Portuguese court involved in the imagery and composition and establishing the iconographic program.

It is understood the first tapestry did contain the Brussels city mark, which became obligatory from 1528. The mark can no longer be seen because the selvedges of the tapestry have been replaced. It is not known when the tapestries became part of the Spanish crown collection. It may have been in

1543 when Maria, daughter of King John III and Catherine, married her cousin Felipe (Philip), son of King Charles V of Spain and his wife Isabella, or it may have happened when the Iberian kingdoms united in 1580.

In the early sixteenth century tapestries were highly desirable, prestigious works of art used to enhance the reputation and status of the owner. Acquired only by the wealthiest, tapestries, designed by leading artists and made by the finest craftsmen, were large scale ostentatious displays of wealth. The Portuguese with the riches obtained from their overseas ventures could

afford sets of the highest quality. By the early sixteenth century Brussels had become a centre of high quality production and Flemish tapestries had acquired a reputation for excellence. Bernaert (or Bernard) van Orley (1488 – 1541), who had a large workshop in Brussels, was one of the most gifted painters and tapestry designers in the early sixteenth century.



Earth Under The Protection Of Jupiter And Juno

All the tapestries in the Spheres series are large, the third measures 344cm x 314cm, and its centrepiece, the terrestrial sphere, is a circle with a diameter of approximately one metre. There are two figures, crowned and holding sceptres on either side of the sphere. On the left is King John III in the guise of the Roman god Jupiter and on the right Catherine as Jupiter's wife (and sister) Juno. The king and queen are supported in the sky above the clouds by two winged figures.

The Roman theme is evident in the other surviving tapestries. The achievements under John's father, King Manuel I, encouraged the idea of Portugal being the new Roman Empire and Lisbon the new city of Rome. After Vasco da Gama's historic voyage to India (1497 -1499), King Manuel was referred to by some as Emperor and Caesar and King John saw himself as heir to the Roman Empire.

At the top of the third tapestry, below the border of flowers, fruit, ribbons, birds and other animals, the sun shines brightly over Portugal, immediately below, and the rest of the world. The moon, partly shadowed by Earth and surrounded by stars, is at the bottom of the tapestry. In between are winged heads symbolising the winds. Two figures representing Abundance and Wisdom are in the top left corner, and on the right the two figures are symbols of Fame and Victory.

At the top of the tapestry, within the border to the right of centre, is a scroll with the Latin inscription *GLORIA SUMMA*, *NAM SUA IPSIUS SOLA* (Glory is supreme, for it issues from itself alone). Next to the scroll, to the left of centre, is an armillary sphere, the personal emblem of King Manuel.

The terrestrial sphere depicts Africa, Europe, part of Asia and part of an assumed southern continent. There are a large number of islands shown, many non-existent, most notably in the Mediterranean Sea. The centre and dominant feature of the sphere is the continent of Africa. The mapmaker has used an orthographic projection with parallels and meridians marked, but there are no scales for latitude or longitude. There is a curved line, the plane of the ecliptic, marking the apparent path of the sun during the course of a year. The word *Giudiacus* appears above the line which may be a misspelling of the Latin word *Zodiacus* (Zodiac). Lakes, rivers and mountain ranges are depicted plus there are images of animals, human figures and symbols for buildings. There are also nineteen Portuguese flags and six small crosses. Some geographic features and areas are named, but only two cities – *Lisboa* and Calicut, the termini of Vasco da Gama's first voyage to India.

Named Places and Features

Most of the names are in Latin, others are in Portuguese. The features and areas named are:

Europe	Europa Gronland Lisboa Italia Pontus Euxinus Mare Mediterraneum [indecipherable]	Europe Greenland Lisbon Italy Black Sea Mediterranean Sea North of <i>Tartaria</i> on the Arctic Circle. Perhaps Articus for Artic Circle?
Middle East	Asia Pars Turchie Tartaria Babilonia Sinus Persicus []ius	Asia Part Turkey Tartary Babylon Persian Gulf Caspian Sea. Perhaps Caspius short for Mare Caspius? Israel/Palestine
Africa	Africae Pars Cancer Giudiacus(?) Werae	African Part Tropic of Cancer May be a misspelling of <i>Zodiacus</i> , a reference to the plane of the ecliptic. Meroe. An island formed by the splitting of the Nile. The letter <i>M</i> is inverted to read <i>W</i> .

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		Palus Nilus	Assumed source of the Nile; <i>Palus</i> meaning swamp.
		Cabo de Boa Esperanca	Cape of Good Hope
		Monzambuigus	Mozambique
		Mare Oceanius Occidentalis	North Atlantic Ocean
		Tome S.	São Tomé Island
		Ci[] []uinociais	Two words underneath the Equator in the
			Atlantic. Perhaps Circulus Aequinoctialis = the
			Equator?
		Capricornus	Tropic of Capricorn
		Hantipodis Pars	Antipodean Part.
	Indian Ocean	Calicut	Seaport in India visited by Vasco da Gama in
			1498.
		Mare Indicum	Indian Ocean
		S. Laurencu[s]	Madagascar

Flags

In the sixteenth century the Portuguese had a loose custom of using flag symbols on their charts to mark a discovery, or a territorial claim, or a place of significance. Sometimes flags of other kingdoms and rulers were shown. There was no consistency in usage or flag design. The Portuguese flags on the terrestrial sphere have five blue escutcheons on a white field without a border, a design associated with the House of Aviz, which ruled Portugal from 1383 to 1580, and with the Dukes of Beja.

Commencing with the flag furthest north and moving south, the positions of the flags are:

	Name	Position
1	Greenland	The northernmost flag. Greenland is named Gronland.
2	Lisbon	Portugal
3	Cape Verde	On the coast of northwest Africa.
4	Ascension Island	Shown as a group of islands south of the Equator near the western boundary of the globe.
5	São Jorge da Mina	On the African coast near the Equator.
6	São Tome	Island on the Equator near the African coast named <i>Tome S</i> .
7	St. Helena	Mid Atlantic Ocean. Shown as a group of islands.
8	Tristan da Cunha	Islands in the South Atlantic Ocean close to the southern continent.
9	Cape Cross	Southwest Africa near Walvis Bay.
10	Cape of Good Hope	Near the southern tip of Africa.
11	Madagascar	Named on the map S Laurencu[s]
12	Large non-existent island	Southeast of Madagascar. Drawn based on Marco Polo's narrative.
13	Part of Australia or imagined land.	The flag is on land in the East straddling the Tropic of Capricorn, which appears to be a peninsula of the southern continent.
14	An island in a group of non- existent or misplaced islands.	In the Indian Ocean north of the Equator near the African coast, and south of the unnamed island Socotra. Possibly the Maldives.
15	Massawa	South coast of the Red Sea opposite Aden.
16	Ceylon (Sri Lanka)	Indian Ocean
17	Ormuz (Ormus) or Diu	The flag is on an island off the coast of northern India near the entrance of the Persian Gulf.
18	Sumatra or Malacca (Melaka)	The flag is on the eastern perimeter of the globe north of the Equator, and attached to a large portion of land extending south of the Equator. Likely to mark the port of Malacca.
19	Pegu (Burma or Myanmar)	North of the previous flag on the eastern edge of the map.

Crosses

The six crosses indicate areas of missionary activity and/or Christian strongholds. The two crosses east of the Black Sea (*Pontus Euxinus*) are in Georgia and Armenia. The other four are in North Africa. Next to the westernmost is a symbol of an African chief wearing a helmet and holding a cross. This represents Ogané. Historian Edgar Prestage said Ogané was held in the same reverence by his subjects as the Pope by Catholics. The cross near the Red Sea denotes the kingdom of the legendary Prester John. Nearby a king is depicted sitting on a throne. The cross further north marks the kingdom of Nubia. The remaining cross, towards the centre of the continent, marks the Congo.

Other Features of the Terrestrial Sphere

The globe is not in a conventional north/south position but is tilted to the east. It seems King John, with a wave of his sceptre and with the power of Jupiter has tipped Earth to place Portugal at the top of the world, directly under the sun. King John's sweep is shown by a coloured streak, representing movement, under the sceptre which comes up from the Gulf of Guinea.

There are gold highlights on the land masses in the central portion of the globe, which represent light from the sun, and also illustrate how the Portuguese through their discoveries (and enlightenment) expanded the known world. The highlights flow out of southern Africa and into Asia. In the nearby seas the mapmaker has used hatching to further illustrate the flow. The dark blue hatching in the South Atlantic links to the gold highlights in southern Africa. This darker hatching continues through the northern Indian Ocean, Persian Gulf and into Asia and the southern Indian Ocean.

The terrestrial sphere does not show the entire domain claimed by Portugal in King John III's time. The boundaries depicted are not those set by either the Treaty of Tordesillas of 1494 or the Treaty of Saragossa (Zaragoza) of 1529, which of course would only have relevance if the tapestries were designed after 1529. The boundary chosen by the mapmaker in the west is close to the African coast and near to the Cape Verde Islands (which are not shown). The line of demarcation agreed with Spain at Tordesillas, although difficult to determine with precision, is further west splitting South America, allowing Portugal to claim the coastal regions of Brazil. Very little of the Far East is pictured, making it doubtful that the Moluccas (now known as the Malukus), Portugal's most valuable and contentious possession, are depicted. The Moluccan islands are small and near the Equator. The flag furthest east, north of the Equator, does not mark these islands. It is on a large portion of land which extends south of the Equator, which may be part of the island of Sumatra or part of the Malay peninsula. The flag probably marks Malacca, Portugal's entrepôt between India and the Far East. If the flag signifies Sumatra or Malacca then the Moluccan islands, which are further east, are not shown.

There are two other flags near the eastern perimeter of the globe. Neither mark the Moluccas. One is on land in the vicinity of the Tropic of Capricorn, so too far south, and the other is on an island off the north coast of India, most likely meant to mark Ormuz or Diu.

The absence of the Moluccas and hazy depiction of the East could be explained by the Portuguese desire to control information. The tapestries were for public display and were portable, so could be rolled up, transported and unfurled in various locations and, potentially viewed by many. It would have been counterproductive for the Moluccas to have been marked or identified in any way on the terrestrial sphere. Even after the Treaty of Saragossa, Portugal's concerns about challenges to its empire in the East were not eased. The treaty was a provisional recognition by Spain, and only Spain, of Portugal's claim to the islands and did not settle the question of ownership. Portugal had other territorial rivals – notably the French, who sponsored Giovanni Verrazzano's voyage of 1523-1524 to the New World, aimed at finding a passage to the Orient. Sailors from the port of Dieppe, under the patronage of Jean Ango, had also ventured into Portuguese claimed territory looking for opportunities. Two of Ango's vessels reached Sumatra in 1529.

In addition to trying to control the flow of information, it is likely King John was keen to avoid any controversy for the sake of good relations with his wife's family and to show respect for his brother-in-law, the King of Spain. Catherine was known to have been devoted to her brother and to be an admirer his achievements.

Portugal's territorial claims in South America were relatively unimportant at the time, and this may explain why these regions are not depicted on the terrestrial sphere.

Africa has an antiquated appearance, in particular North-West Africa which has flat Mediterranean and Gulf of Guinea coasts. Portuguese Jorge Reinel's world map of ca.1519 has a more accurate depiction. There is an oversized Red Sea and a large rectangular shaped Persian Gulf, south of a large misshaped Caspian Sea. Similar images appear in Lopo Homem's world map of 1519. There is also an exaggerated Cape Lopez on the western coast south of the Equator. The interior of Africa contains depictions of animals, human figures, buildings, mountains, lakes and rivers. There is a mountain range shown in southern Africa out of which rivers flow into two lakes. Beyond the lakes rivers join to become the Nile. Next to one lake are the words *Palus Nilus*. The mountains are the mythical Mountains of the Moon, believed by the Ancients to be the source of the Nile. Similar depictions can be found in other sixteenth century maps, e.g. Waldseemüller's world maps of 1507 and 1516; and Jorge Reinel's world map ca. 1519.

Next to Africa is a poorly defined Madagascar. The depiction is similar to the one found in Lopo Homem's world map of 1519. The outline does not reflect Portuguese knowledge of Madagascar in the second decade of the sixteenth century. A reasonably accurate portrayal appears in Jorge Reinel's world map, ca.1519. Next to Madagascar, near the southern continent, is a large unnamed non-existent island with a Portuguese flag. Between the two are three small islands. The large island is the oversized and misplaced Zanzibar. Based on Marco Polo's narrative that beyond Madagascar lies the island of "Zenzibar," which he said "is reported to be in circuit two thousand miles" many early mapmakers depicted a large island to the south or south-east of Madagascar e.g. Oronce Fine's world map of 1531.

Written across the southern continent are the words *Hantipodes Pars*. On Africa there is *Africae Pars* and on Asia, *Asia Pars*. The mapmaker is not using *Pars* because part only of a continent is depicted. The whole of Africa is shown but marked *Africae Pars*. *Pars* is used here to identify parts of the Portuguese domain. The map has been drawn in a celebratory style as a display of the Portuguese empire and its achievements. The mapmaker, as an element of the creation, has identified and named the empire's continental parts. The remaining continent shown, Europe, which was not within the Portuguese domain (apart from Portugal) is simply marked *Europa*.

Intriguingly the map not only depicts a southern continent but it also contains a claim of Portuguese sovereignty over it, through the words *Hantipodes Pars* and the placement of a Portuguese flag on what appears to be a peninsula of the imagined continent extending north of the Tropic of Capricorn. The only lands in this part of the world straddling the Tropic are the northern regions of Australia. Portugal's connections with Africa and Asia are well documented, but those with parts of an assumed southern continent in the sixteenth century have yet to be substantiated. Southern continental land appears on Lopo Homem's world map of 1519, but with no suggestion of a Portuguese discovery or territorial claim. The surviving Portuguese nautical charts and world maps from the middle decades of the sixteenth century show no sign of an austral continent and there are no known official Portuguese records containing a claim of discovery. The assumed southern continent does not reappear on Portuguese world maps until the end of the sixteenth century.

Thus, the terrestrial sphere is unusual for both its setting (in a tapestry commissioned and owned by a Portuguese king) and its contents. The author of the source map may have been King John's master of making nautical charts, cartographer Lopo Homem.

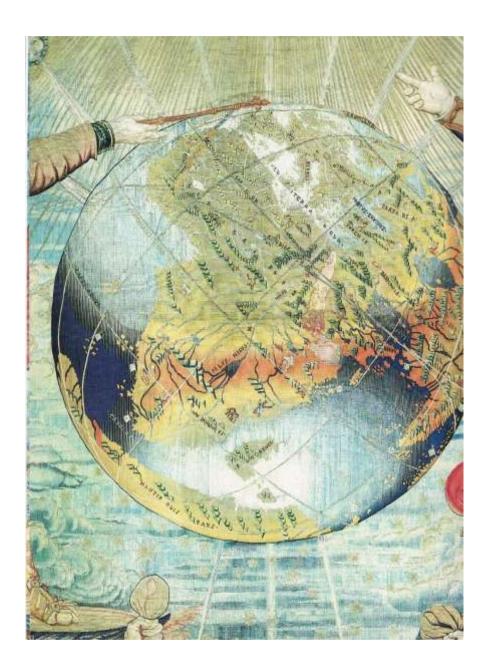
The imagery of the three tapestries is complex and unravelling the meaning is beyond the scope of this paper. Whatever the overall message is, it is clear King Manuel is an important part of the story. His personal emblem, the armillary sphere, is present in all three tapestries, including being the centrepiece of one.

The reign of King Manuel I 1495-1521

Although it has been said the tapestries celebrate the exploits of Portugal under the House of Aviz, the achievements during King Manuel's rule far exceed those under his predecessors.

When King John III ascended to the throne of Portugal on the death of his father in 1521 he was a nineteen year old bachelor. At the time the Portuguese empire was at or near its zenith. Under King Manuel, the sea route to India had been discovered by Vasco da Gama, and Da Gama's pioneering voyage was soon followed by a fleet of thirteen ships under the command of Pedro Alvares Cabral, which set sail for India in March 1500. On the outward journey Brazil was discovered and claimed by Portugal. Other fleets followed. The Portuguese are thought to have sent out eighty-one ships from Lisbon in six convoys between 1501 and 1505. The empire expanded rapidly and by 1518 the Portuguese controlled seaborne trade in the Indian

Ocean, with entrepôts at Mozambique, Ormuz, Goa, Malacca and Ceylon. For spices from the East, and for goods and slaves from Africa, Lisbon became the gateway to Europe.



During King Manuel's time Portuguese sailors also penetrated the Far East, sailing as far as China. The clove producing Moluccan islands were found and trading posts established there. Prior to King Manuel's death the Portuguese could lay claim to half the earth, based not merely on Papal decrees and treaties, but on discoveries, conquests and the establishment of fortified trading posts. Portugal controlled the Asian spice trade, seaborne commerce in the Indian Ocean and trade all along the African coast.

King Manuel awarded himself the title: "Dom Manuel by the grace of God, King of Portugal and Algarve, on this side and beyond the seas in Africa, Lord of Guinea, of the conquest, navigation

and commerce of Ethiopia, Arabia, Persia and the Indies." He had adopted the armillary sphere as his personal insignia when Duke of Beja, prior to becoming king.

The Portuguese were more than empire builders and traders. They were scientific pioneers and led the rest of Europe in the practice of nautical astronomy. During Manuel's reign there was a significant advance from traditional empirical navigation to that based on astronomy. Pilots learnt to use quadrants and new types of astrolabes; to consult charts and solar declination tables, and when in the Southern Hemisphere, to sail by the Southern Cross.

As the Portuguese discovered new lands, peoples, seas and stars, they challenged accepted beliefs based on the teachings of ancient philosophers and geographers. Ordinary seaman by observation "gave the lie to the greatest philosophers of Antiquity." The Portuguese mariners revealed that the tropics were inhabited and the antipodes existed, contrary to ancient teachings. The Iberian voyages also proved the earth was a single sphere and by so doing put an end to the two spheres theory, one of earth and one of water, favoured by some medieval scholars.

King Manuel was quick to realise that the discovery of the sea route to India would transform his country. He began an ambitious public works program. There was a building boom with new public buildings, palaces, churches, wharves and warehouses. In the process the world was introduced to a new style of architecture, which later became known as the Manueline style.

It was during King Manuel's reign that the Portuguese began confidently comparing their achievements to those of ancient Rome and viewing themselves as a modern, superior version of the Roman Empire. Sixteenth century writers, such as Duarte Pacheco Pereira in 1506, when speaking of King Manuel used the titles Emperor and Caesar. Manuel transformed Portugal from a rural backwater to a global power. Like a Roman Emperor, he spent freely on luxury items especially those celebrating his overseas enterprises. For example, he acquired from Flanders tapestries commemorating Vasco da Gama's voyage and others celebrating victories in battles. There were also celebratory maps, made as gifts for foreign princes, such as the highly decorative *Miller atlas*, kept at Bibliotheque Nationale de France, made by Lopo Homem, and Pedro and Jorge Reinel, with illustrations provided by Antonio da Holanda, intended as a gift by Manuel for King Francis I of France.

As mentioned, the pinnacle of achievement under the House of Aviz, and during King Manuel's reign, was the discovery by Vasco da Gama of the sea route to India. The route is not shown on the terrestrial sphere, however, the place where the expedition commenced, *Lisboa*, and the port where it arrived in India, Calicut, are the only cities named.

Mapmaker

It is likely that Lopo Homem, King John's master of making nautical charts, and head of a distinguished family of Portuguese cartographers, was the author of the map used as the model for the terrestrial sphere. He was born in the late fifteenth century and died around 1563. Only four of his works are known to have survived, ranging in date from 1519 to 1554, including two

signed world maps. One of these, his planisphere of 1519, is part of *the Miller atlas*. The planisphere is a decorative, circular, rather crude world map measuring 33 cm. in diameter. It differs greatly from his other signed world map (dated 1554) which is an elegant, refined work displaying the mapmaker's improved technique and knowledge of geography.

The terrestrial sphere and Lopo Homem's planisphere of 1519 have a number of common elements. Both are circular maps with a large number of mainly non-existent islands and a relatively small number of names (19 on the planisphere: 29 on the sphere). The names on the planisphere are in Latin, with Roman lettering, and those on the terrestrial sphere are also in Roman lettering and mainly in Latin. There are differences in nomenclature, for example on the planisphere, the Anatolian peninsula is named "ASSIA MI[N]OR" (Asia Minor) and the name "PERSIA" appears further East. On the terrestrial sphere the names used in these areas are "TURCHIE" and "BABILONIA" respectively. The different nomenclature could be looked upon as a point of argument against Lopo Homem being the mapmaker of the terrestrial sphere. However, the tapestries were a special commission which required the mapmaker to produce a special map - one relevant to the theme and messages of the tapestries. "Turchie" and "Babilonia"; and "Tartaria", "Judea" and "Italia" are part of the story being told by the "Earth Under the Protection of Jupiter and Juno" tapestry. All have significance in the history of the Roman Empire. The overall story, as discussed, is about the achievements of the Portuguese within which comparisons are made to ancient Roman. Place and area names have been chosen accordingly.

Lopo Homem's planisphere covers a wider area showing the coastal regions of North and South America in the West, and more of the Far East. The differences in geography are primarily due to the planisphere being, most likely, ten years, or so, older than the terrestrial sphere. During this time, through discoveries, the knowledge of the world had advanced. The obvious difference is the planisphere is clearly pre-Magellan. With seas surrounded by a vast land-mass stretching from the Americas to the Far East, the influence of the theories of Ptolemy and the ancient writers is evident.

Both maps have similar, and inaccurate, images of the Red Sea, Persian Gulf, Caspian Sea and the island of Madagascar. Also, both have antiquated, although different, depictions of Africa. Southern continental land-masses are portrayed on both.

Curiously the name "Africa" on the planisphere has a noticeably small "i". The letter looks like it was inserted as an afterthought by the mapmaker. The words "Africae Pars" on the terrestrial sphere also contain a very small "i", for no apparent reason.

On the planisphere, Lopo Homem has drawn unusual hatching or shading in parts of the sea, mainly in the southern hemisphere. A form of shading can also be found in the sea on the terrestrial sphere. It is two toned and extends north of the Equator in the East, into the northern Indian Ocean, Persian Gulf, Caspian Sea and beyond.

Another stylistic aspect pointing to common authorship, is the way some of the coastal outlines have been drawn. This is particularly noticeable in East Africa. On the planisphere there are a large number of inlets with red non-existent islands dotted along the coastal fringe. The east

coast of Africa on the terrestrial sphere is depicted in a similar way. Again, there are numerous small non-existent islands dotted along the coast, although not coloured red.

More symbols appear on the terrestrial sphere, such as flags, crosses, buildings, animals and human figures, which are all part of the map's story and its celebration of an empire. The illustrations may have been provided by royal illuminator Antonio da Holanda who collaborated with Lopo Homem (and Pedro and Jorge Reinel) on the *Miller* atlas. The only symbols on the planisphere, apart from depictions of mountains, rivers and lakes, are numerous sailing ships in the oceans.

Comparison With Other Works

There is an affinity between the terrestrial sphere and Oronce Fine's world map of 1531. The shape of Africa, and the depiction of its lake and river systems, is similar on both. Cape Lopez, on the west coast of the continent, has the same exaggerated appearance. There are also similarities in the depictions of the Persian Gulf and the Indian sub-continent. There are some differences, notably in the size and shape of the Red Sea.

Both maps have prominent southern continents. Fine's version is wholly south of the Tropic of Capricorn while that on the terrestrial sphere has a promontory extending north of the Tropic. In the sea between South-East Africa and the southern continent both maps show two large islands; one being Madagascar and the other an oversized, and misplaced, Zanzibar. The outlines of Madagascar differ. Both are crude and inaccurate; neither reflecting Portuguese knowledge of the island in the second decade of the sixteenth century. However, it is this area of the maps, the segment showing the two islands between South-East Africa and the southern continent, where the affinity between the works is most obvious.

Fine's map has been linked to a number of other works including a globe by Johannes Schöner, dated 1533, a set of anonymous globe gores (ca. 1535) and three other globes – the Gilt Globe (ca.1528), kept in the National Library, Paris; the Nancy Globe (ca.1530-1540) preserved in the Lorraine Museum, Nancy; and the Paris Wooden Globe (ca. 1535) also kept in the National Library, Paris.

It is not known which is the earliest of these works. We do know the Portuguese had firsthand knowledge of the East. For this reason, and national pride, it is unlikely the Portuguese court, for a commission of this nature, would have copied or placed reliance on maps from non-Portuguese sources. It is also worth noting that the full scale coloured pattern (the cartoon) containing the terrestrial sphere would have been prepared months, perhaps years in advance. Large tapestry series could take years to design and weave.

Conclusions

The Spheres' tapestries are an important, yet mysterious, series, completed ca. 1530. The set was commissioned by King John III to celebrate the achievements of Portugal under the House of Aviz, particularly during the reign of his father, King Manuel I. The greatest of these accomplishments was the discovery by Vasco da Gama of the sea route to India.

It is likely the terrestrial sphere, the centrepiece of the "Earth Under the Protection of Jupiter and Juno" tapestry, was the work of Portuguese cartographer Lopo Homem. It is one of the earliest surviving maps to depict an assumed southern continent and could be the earliest known map to show the continent extending north of the Tropic of Capricorn, south of modern day Indonesia.

The map is a celebratory image of the Portuguese empire with its continental parts identified by the words "Africae Pars", "Asia Pars", and "Hantipodes Pars". To supplement these territorial claims, Portuguese flags are positioned along the African coast, and in Asia. There is also a flag on a promontory of the southern continent. It is not possible to say with certainty that the promontory is part of Australia. The terrestrial sphere is a work of art and a piece of propaganda. It is not a scientific map. Its contents have to be put in context and interpreted with caution. We do know the only lands south of Indonesia crossing the Tropic are the northern regions of Australia, so undoubtedly the terrestrial sphere will add to the debate about Portuguese discovery of Australia. It is the only known Portuguese map from the middle decades of the sixteenth century depicting an assumed southern continent, and the only known Portuguese map containing a claim of sovereignty over part of the continent.

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A Perspective of Time Events in the Maritime History of the Batavia Coast

Howard Gray

A project was recently completed in Batavia Park Geraldton illustrating fifty events in the maritime heritage of the Batavia Coast of Western Australia. Presented on plaques, they are spaced along a timeline set into the pavement and cover such events as the discovery of the coast, wrecks, harbour development (including a plan to use nuclear explosions to deepen the harbour), war time, fishing etc.

The artwork, by Belladonna Raudvee, has been derived from historical documents, photographs and illustrations. Some samples are shown below and all can be viewed on the Batavia Coast Maritime Heritage Association's Facebook page https://www.facebook.com/Batavia-Coast-Maritime-Heritage-Association-317917178392739/

Funding was provided by the City of Greater Geraldton Community Grants Program and the fifty-three plaques were each sponsored by local individuals and organisations. Volunteers did most of the work over the two years of the project. The Timeline was launched on 16 December 2017 by Shane van Styn, Mayor, City of Greater Geraldton. 1619 1857 Discovery of the Houtman The First Jetty **Abrolhos Islands** On 36th July 1619, Frederik de Hou Gregory Street. Lighters carried goods to and fro sored offshore. Shipping was the lifeline for the t recorded the first European encounter with the chain of islands 60km west of here that new bear his name ... and the admonition Reep your eyes open Pricorni 1878 1963 Discovery of the wreck **Point Moore Lighthouse** of the Batavia A prefabricated iron lighthouse imported from England was erected at Point Moore. Its oil lamp, magnified by a powerful HG

AUSTRALIA'S OLDEST EUROPEAN-BUILT STRUCTURE 1629 Wiebbe Hayes 'Fort' on West Wallabi Island, Houtman Abrolhos Islands

Howard Gray



Following the wreck of the *Batavia*, Jeronimus Cornelis, leader of a group of mutineers on Batavia's Graveyard intent on seizing any rescue ship, isolated Wiebbe Hayes and some twenty other soldiers on the 'high islands' of East and West Wallabi.

When Wiebbe and his men were informed by escapees of Jeronimus' massacre of sick and other survivors, they prepared to defend themselves. It is thought the 'fort' structure that exists on West Wallabi Island at the Houtman Abrolhos Islands was built as a defensive or lookout shelter by the soldiers who eventually prevailed over the mutineers, capturing Jeronimus and warning Francisco Pelsaert aboard the rescue ship *Sardam* when it arrived.

The 'fort' and a second stone structure further inland were first noted by surveyor John Forrest in 1879 and located again in 1963 by Hugh Edwards and his party

following the discovery of the *Batavia* wreck site. An Aquinas school expedition investigated the site in 1964 and 1965 finding Dutch artefacts.

The Western Australian Museum surveyed the site in 1967 with an archaeological team, finding further evidence associating it with the *Batavia* story. Caverns filled with water and places where signal fires were lit are nearby. No conclusive clues to the origin of the second structure inland have been found.

A replica of the 'fort' has been constructed in Batavia Park Geraldton for the Batavia Coast Maritime Heritage Association by heritage stonemasons Keboda Stone. The project was assisted by the WA Dept. of Fisheries, the Batavia Coast Maritime Institute, many volunteer 'rock wranglers' and a Lotterywest grant.

The replica will be launched on 16 December 2017 by Shane van Styn, Mayor, City of Greater Geraldton. It will give those unable to visit the remote and difficult to access site of the original a pointer to this phase of Australia's history – and to Australia's oldest European-built structure.

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Recording Australia's Monuments

Peter Reynders

The Monument Australia (MA) website is a historical and educational research resource, which records public monuments and memorials in all Australian States and Territories under various themes. Monument Australia is not a government database, but a private initiative, indeed a most laudable one. It was created and is updated by Mr Kent Watson and family, assisted by volunteers who bring missed monuments to Watson's attention. Kent has a MA degree in Applied History. The number of monuments currently recorded is 30621. Public monuments and memorials are erected based on a public desire to commemorate people or events. The website clarifies the various themes applicable.

Monuments and memorials reflect the cultural history of Australia and reflect some current or past values within the community. The Memorials should indeed be documented and preserved as they themselves become cultural and educational assets. This website aims to help in that regard.

Australia on the Map, which has been involved with the odd memorial over the years, has in recent months brought a few unlisted monuments to MA's attention, by providing photographs and/or texts. Some monuments are located in surprisingly obscure locations, including in the A.C.T. from where we operate, and are easily overlooked. Sometimes a monument is in a very

remote location, because that is where the commemorated event took place, such as the huge and modern *First Contact Monument* in Mapoon which we recently submitted for entry on the MA site.

The website is http://monumentaustralia.org.au, and can also be found any time via Google. I would encourage anyone to from time to time check out whether a monument that they know about or come across has an entry on this site. If it is not there, information may be sent to MA via an easy contact and submission page.



Waiting Woman at HMAS Sydney Monument, Geraldton

PR

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.

How to contact AOTM

AOTM website: www.australia onthemap.org.au

http://on.fb.me/1pbrjpQ

facebook:

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