

Map Matters



Issue 36

Summer/Autumn 2018-19

This is the combined Summer and Autumn 2018-19 edition of *Map Matters*, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.



Dear Readers,

Summer has been and gone and we are in autumn now. I think all of you have experienced an extremely taxing summer, be it heat, flooding or other. Some of our members have worked very hard during summer, in spite of the temperatures and other difficulties. They worked on forthcoming Cook 250 and De Houtman 400 commemorations.

In one year's time, on 20 April 2020, it will be 250 years since the arrival of Lt James Cook and the crew of *Endeavour* on the eastern coasts of Australia. To coincide with the 249th anniversary AOTM have created *The James Cook Heritage Trail*, a virtual trail along the coasts of Victoria and New South Wales. See the news article below, by AOTM's Patron, Chris Ritchie AO, Vice Admiral RAN (Rtd).

Robert King contributed an article about the Dutch view of the English colonisation of New Holland. Peter Reynders writes about Jacob Dedel, who gets a mention in connection with the De Houtman sailing along the WA coast 400 years ago. Howard Gray has been the driving force behind the Houtman 400 commemorations, which will take place from March through September 2019.

As always, contributions and suggestions are welcome. Please send material for Map Matters to me at the email address, or the postal address, at the bottom of this newsletter.

Enjoy Reading.

Marianne Pietersen
Editor

NEWS

James Cook Heritage Trail

As we approach the 250th anniversary of Cook's exploration and charting of the east coast of New Holland in 1770, the James Cook Heritage Trail website provides a unique and readily available means of reminding us of the circumstances under which places and features that are familiar to us today came to be so named. It also corrects the historical record on a few landmarks that are misnamed on modern maps thus giving us a true record of the east coast of Victoria and NSW as Cook saw it in 1770.

Modern Australia is a direct result of Cook putting the eastern shores of New Holland “on the map”. Australia on the Map, a division of the Australasian Hydrographic Society, through the work of its members, is very proud to offer this significant contribution to the memory of James Cook, his scientific colleagues and the ship's company of *HMB Endeavour*. I hope it will encourage further research and interest in Cook, in the places described on the website and in our broader maritime history.

Chris Ritchie AO, Vice Admiral RAN (Rtd), Patron



HMS Endeavour off the coast of New Holland
by Samuel Atkins c. 1794

Houtman 400 Celebrations

The Batavia Coast Maritime Heritage Association is organising activities commemorating the 400th anniversary of the discovery of the south-west of WA by Frederik de Houtman.

The Balayi, Open Your Eyes, Houtman 400 Festival activities include, a boat race, sculpture unveiling, exhibitions and much more, in various WA locations such as Geraldton, Fremantle, Rockingham.

‘Balayi’ means ‘watch out/listen’ in the Yamaji language and ‘open your eyes!’ comes from ‘Abrolhos’, the old sailors’ warning call for sharp rocks or reefs in the sea.” The main exhibition will be in the Rockingham Museum 15 – 20 July, and in Geraldton 26 July – 27 August, 2019.

After that it will travel to most Australian capital cities and four cities in the Netherlands. A biography book launch, by AOTM member Dr Howard Gray, is planned for Geraldton and Fremantle in July.

More info on Facebook pages: [Houtman 400 celebrations](#) and [Batavia Coast Maritime Heritage Association](#).



Flinders' Grave Found

During archeological digs at London's Euston station the grave of Matthew Flinders has been located. Flinders died, aged 40, on 19 July 1814, and on 23 July he was buried in the St James church cemetery on Hampstead Road, Camden, London. This cemetery was in use till 1853, but already in 1852 the location of Flinders' grave was lost due to alterations to the cemetery. It then became a park, and later was built over for the creation of the Euston railway station. Flinders was not well known in his native England until this century. The first statue of Flinders in England was erected on 16 March 2006 (his birthday) in his hometown of Donington. The statue also depicts his beloved cat Trim, who accompanied him on his voyages. In July 2014, on the 200th anniversary of his death, a new bronze statue of Flinders (and Trim) was unveiled at Australia House, London by Prince William, Duke of Cambridge, and later installed at Euston Station near the assumed location of his grave. The grave itself was expected to be under a platform of the railway station. This has now been found to be the case.

Because of work for expansion of Euston station, many graves of the old cemetery were unearthed. The Flinders grave was identified by a lead name plate, which was still legible after 200 years. Flinders' remains will now be examined by osteo-archaeologists. They will be looking for lessons as to how his life at sea affected his health. Once they have been examined, the bodies will all be reburied in a site yet to be confirmed. No doubt, Flinders' new grave will be marked appropriately.



Flinders Breastplate found at Euston Station, 2019

Source *HS2 Ltd/PA*

Editor

	<p>Old Map Matters Issues</p>
	<p>Over the December holiday period I visited the National Library in Canberra, and was successful in obtaining pdf copies of various of the missing issues of Map Matters. However, not all the needed issues were available at the NLA, and still missing are numbers 1, 2, 3, 4, 12 and 13.</p> <p>If you have a copy (in whichever format) of any of these old issues, it would be much appreciated if you could email them to me at: mep@pcug.org.au, or mail a printed version to my address listed at the bottom of this issue.</p> <p>Editor</p>
	<p>The Batavia Story</p>
	<p>Our member Bert van Aken has given us permission to provide you with a link to a 3D video about the Batavia, which he produced some years ago. He says: “The 3D version was primarily produced for the Sydney Stereo Camera Club (SSCC) and the Victorian 3D Society and has been shown at their venues. It has also been shown at the 3D Conference in the Netherlands about 8 or 9 years ago. At the end of the show there is a literary acknowledgment and since the show was produced before Peter Fitzsimons' publication, his excellent book on the subject is not mentioned. “</p> <p>This is the link: https://www.dropbox.com/sh/ztly092uyqvumrl/AAC5Hqc6kOZo5w6SSjSRLZdsa?dl=0</p>

Articles

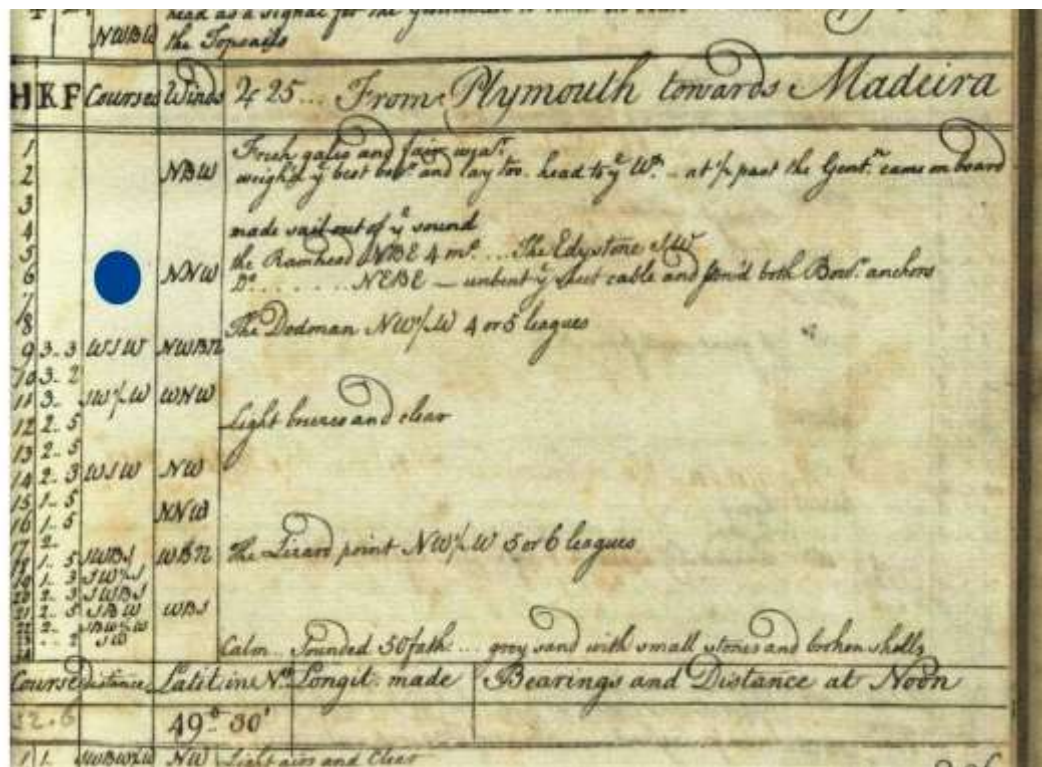
	<p>Ram Head - the first place Cook named in Australia</p>
	<p style="text-align: right;">Trevor J Lipscombe</p> <p>‘A remarkable Point...’</p> <p>Today’s Little Rame Head, 16km south west of Mallacoota on the eastern coast of Victoria, is one of those places that is enormously important in Australia’s history, but which goes completely unrecognised. Its importance stems from the fact that it is the first real land feature that Lt James Cook named on the Australian coast. In the early morning of 19 April 1770 Cook’s <i>Endeavour</i> became the first European vessel to reach the eastern coast of mainland Australia. At 8 a.m. Cook had named Point Hicks further to the west, but this sighting later proved to be of a cloudbank out to sea, and resembling land, a common illusion in these waters, and well known to navigators to this day.¹</p>

Matthew Flinders, having himself had a similar experience, recognised Cook's error and left it off his chart.

The real coast was sighted before 10 a.m. and *Endeavour*, sailing well off shore, followed it north east. Then Cook's journal records:

At Noon... a remarkable Point bore N 20 degrees East distant 4 leagues. This point rises to a round hillock very much like Ram head going into Plymouth Sound on which account I called it by the same name. Latd 37 degrees 39', Longitude 210 degrees 22'W.²

By an amazing topographical coincidence, Cook's place of departure from England is neatly linked with his place of arrival in Australia. England's Ram Head was on the western shore of Plymouth Sound and Cook records sighting it on his starboard side as he left Plymouth on 25 August 1768 at the beginning of his First Voyage.



Endeavour Log, 25 August 1768, recording the departure from Plymouth UK and passing Ram Head. Note the bearing of 'the Ram head NNE 4 miles' at 5.00 p.m. National Library of Australia, Log of HMS Endeavour 1768-70, nla obj - 558521253

Not only is Australia's Ram Head the first land feature that Cook named on the Australian coast, and identical in shape to the land feature familiar to all English sailors who had left from Plymouth UK, but it was also the first place in Australia to be named after a place in Britain. As Cook observed, it is 'a remarkable Point', and one whose history deserves to be better known.



Ram(e) Head UK from the sea, as seen coming out of Plymouth Sound.
(Photo: Mark Murphy at English Wikipedia)



Rame Head, Cornwall, UK, from the north showing the 'round hillick'.
(Photo: Trevor Lipscombe)

Matthew Flinders' enduring error

Confusion still surrounds both the exact site and correct spelling of Cook's Ram Head, Australia. Today, Rame Head, about 40km south of the small town of Cann River, and near Wingan Inlet, East Gippsland, Victoria, is popularly believed to be Cook's Ram Head. But this is not the Ram Head that Cook named.



Today's Rame Head, near Wingan Inlet, from the east – not Cook's Ram Head
(Photo Trevor Lipscombe)

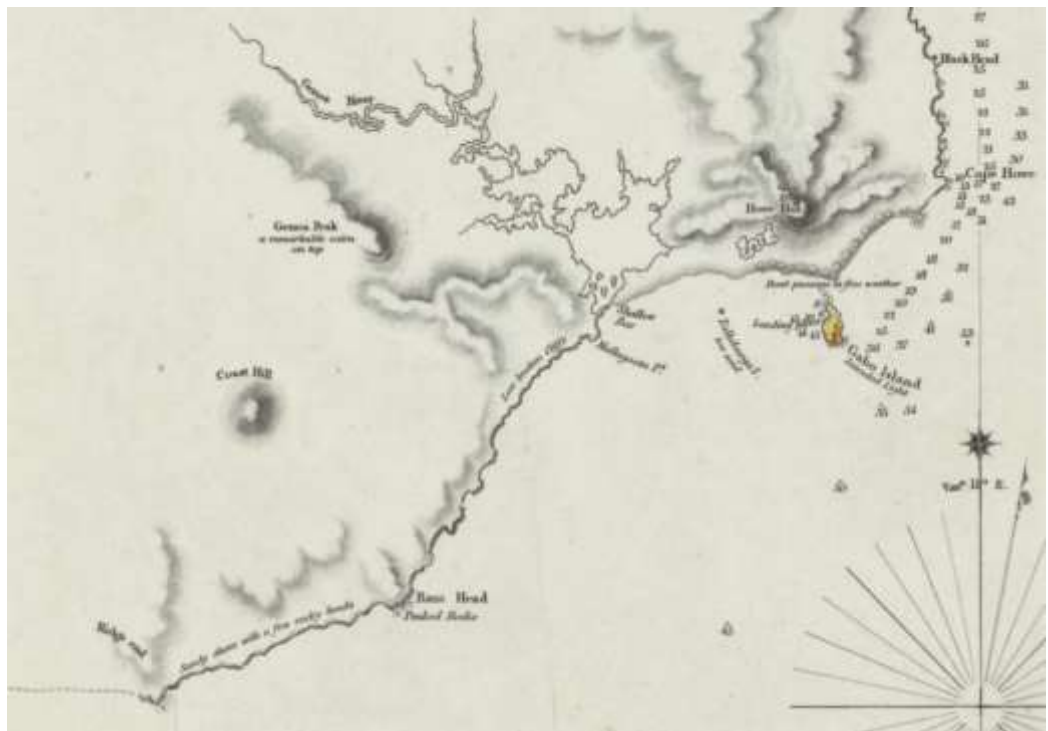
The notion that today's Rame Head is Cook's Ram Head has its roots in a spell of stormy weather back in December 1797. On his whaleboat voyage from Sydney to Western Port, George Bass and his crew, hindered by bad weather, camped just to the east of today's Rame Head. Bass assumed, not surprisingly from its distinctive shape, that it was Cook's Ram Head. But the feature that Cook named, by a remarkable coincidence a similarly shaped but smaller version of today's Rame Head, lies further to the east and is currently named Little Rame Head.

Bass's friend Matthew Flinders appears not to have checked Cook's data which places Ram Head further east, so that Bass's error was perpetuated on Flinders' charts from 1801³, and Rame Head is still generally believed to be Cook's Ram Head.

In 'A Voyage to Terra Australis' Flinders says: 'The furthest land seen by captain Cook, is marked at fifteen leagues [45nm] from the Ram Head, and called Point Hicks [i.e. the point that Cook records out to sea at 38.00 S, not today's Point Hicks at the former Cape Everard]'.⁴ But Flinders' statement is not consistent with his placement of Ram Head on his chart at today's Rame Head. As surveyor Thomas Walker Fowler (1910)⁵ observed, Little Rame Head is 42nm from Cook's Point Hicks whereas Rame Head is only 32nm, so Cook was apparently referring to today's Little Rame Head when he named Ram Head. While Flinders was aware of the distance Cook had recorded, he seems not to have checked this when he placed Ram Head on his chart.

Ram Head restored to its rightful place – but not for long

More than 80 years after Cook's voyage, explorer and chart maker John Lort Stokes was the first to recognise and record that Cook had named today's Little Rame Head as Ram Head. Following his 1851 survey of the area he placed it on his chart in this location.



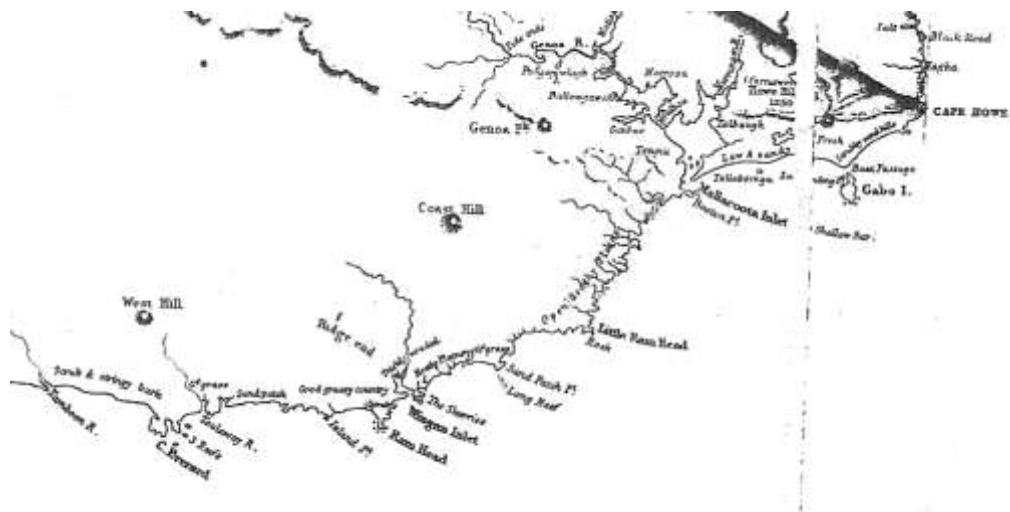
Admiralty chart of Part of Australia East Coast, Sheet 1, Cape Howe to Barriga Point, charted by John Lort Stokes 1851, showing Ram Head at today's Little Rame Head.
National Library of Australia nla.obj-232531174

Despite Stokes' correction, later Admiralty charts revert to Flinders' placement at today's Rame Head. It seems likely that by then Flinders' fame was far greater than Stokes' and the Admiralty Hydrographer at that time decided to accept Flinders' location as more reliable. This was not the first time that Stokes had recognised and corrected an error that Flinders had made in placing Cook's land features. Stokes had sailed as ship's mate on *Beagle*, and shared a cabin with the young Charles Darwin in the 1830s, and gone on to command *Beagle* from

1841, circumnavigate Australia twice, and chart unknown parts of the coastline. He was vastly more experienced as a hydrographer by 1851 than Flinders had been in the last years of the 1700s.

Flinders biographer Geoffrey Ingleton records how thin Flinders' knowledge and experience of hydrography was on this appointment to command the prestigious *Investigator* voyage in 1801: 'Whether Flinders' limited experience of one year in hydrography and the doubtful standard of his pioneer surveys justified the appointment is open to question.'⁶ Flinders' errors with regard to Cook features include, as well as Ram Head, Cape Dromedary,⁷ Long Nose,⁸ and Black Head,⁹ an unimpressive record for someone who was tasked by the Governor of New South Wales with checking the placement of Cook's land features on this coast.

In the summer months of 1852 and 1853 George Douglas Smythe, a Victorian Department of Crown Lands and Survey surveyor, made the first land based survey of the coast from Sydenham Inlet to Cape Howe. His maps of this coast, on a scale of 2 inches to one mile, reached Surveyor General Robert Hoddle on 4 February 1853 and were published as part of John Arrowsmith's Map of the Province of Victoria on 4 July 1853. This remarkable map shows a number of additional place names on a coast where, since the time of Cook, maps had shown only Ram Head (latterly where Bass and Flinders had placed it) and Cape Howe. The new names include Cape Everard and Little Ram Head, both names apparently bestowed by Smythe. Cape Everard was later to be erroneously renamed as Point Hicks. According to Fowler (1910),¹⁰ Smythe, on his original plan, wrote against Little Ram Head '(Query? Ram Head of Stokes)', so it appears that he was familiar with the latest Admiralty Chart published in 1852, and it seems likely that it was the reason he gave Little Ram Head that name. 'Little' reflected its size when compared with Flinders' Ram Head which Smythe had passed and mapped only a few days earlier.



Part of J. Arrowsmith's *Map of the Province of Victoria, 1853*.
State Library of Victoria, Libraries of Australia ID 14505336

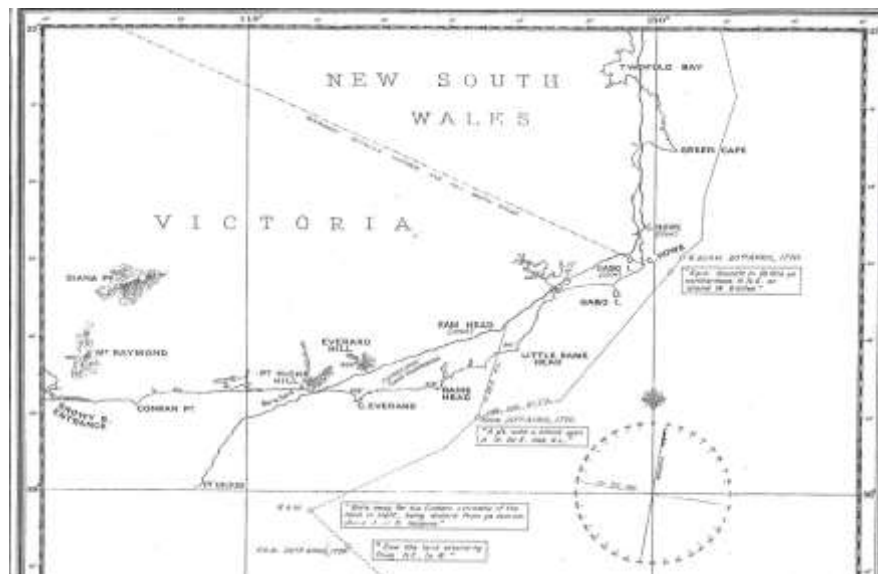
Twentieth century hydrographers review the evidence

Since the publication of Stokes' chart, a number of surveyors/hydrographers, using Cook's data, have also concluded that today's Little Rame Head was what Cook saw and named (Fowler (1907¹¹ and 1910), Barker (1933)¹², Hilder (1970)¹³, FitzGerald (1971)¹⁴). However, there is no evidence to suggest that any of these men were aware of Stokes' survey or the resulting Admiralty chart, or indeed the work of each other. It seems that all of them had arrived independently at the same conclusion by applying their knowledge and experience to an analysis of Cook's data.

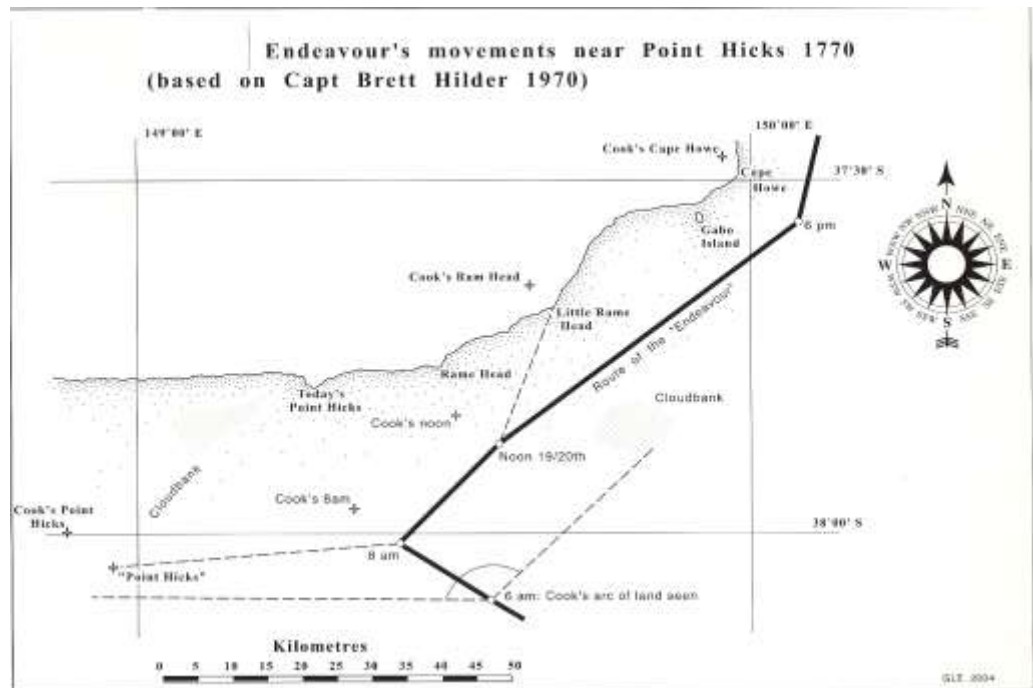
It is a fairly simple matter from Cook's data to establish his intended location for Ram Head. Cook says:

At Noon we were in the Latde of 37.50 and Longd of 207.29 W, the extremes of land extending from NW to ENE, a remarkable Point bore N 20 degrees East distant 4 leagues. This point rises to a round hillick very much like Ram head going into Plymouth Sound on which account I called it by the same name. Latd 37 degrees 39', Longitude 210 degrees 22'W.

We have Cook's estimated position at noon, his bearing at that time for Ram Head, his estimate of the distance to it, and his estimated position of Ram Head itself. Below are Barker's and Hilder's plots of Cook's data onto a modern chart. It will be apparent that Cook's coordinates for his noon position and his position of Ram Head are both a few miles to the north east of his actual positions. This is a consequence of the difficulties Cook had in establishing positions with precision because of the limitations of the methods available to him at that time. It will also be seen that this is also the case for his other positions, Point Hicks, Cape Howe etc., reducing the possibility of any error in his placement of Ram Head.



Admiralty Chart 3169 with Lt Cook's Coastline and Track of H.M. Bark Endeavour, L. Barker (1933) (Courtesy: National Archives of Australia). Cook's placement of Ram Head is about 3 nautical miles north west of its actual position. Cook's position for Point Hicks is shown, lower left, far from the actual coast. Maps in Fowler's (1907) and Hilder's (1970) articles show similar positions for the key features.



Endeavour's movements near Point Hicks 1770

(from Trevor Lipscombe, *On Austral Shores – a modern traveller's guide to the European exploration of the coasts of Victoria and New South Wales*, Envirobook, 2005, p.50)

The only dissenting opinion in regard to the location of Cook's Ram Head at today's Little Rame Head appears to be that of Geoffrey Ingleton, an eminent twentieth century Australian maritime historian and biographer of Flinders. Ingleton claims: 'The only feature on this coast SW of Cape Howe which meets exactly that [Cook's] description is the present Rame Head.¹⁵ This statement is demonstrably incorrect since today's Little Rame Head, 20km further east, also meets exactly that description, and that is why it was given its current and descriptive name.

Rame Head may be bigger than Little Rame Head but the latter is a more distinctive feature on this coast (or, as Cook says, 'remarkable', i.e. worthy of remark), a true Landmark for mariners. This is because while Rame Head is from the sea just another green hump along the coast, Little Rame Head when viewed from Cook's point of observation is a distinctive point with a 'round hillick' at the furthest extent of the visible coast. A photograph in FitzGerald's article, taken from Cook's position out at sea demonstrates this well.

Another characteristic which makes this point 'remarkable' is that, sailing eastward, beyond Little Rame Head the coast trends further northward, as is apparent from the charts which form part of this article. Indeed, given an understanding of Cook's purpose in naming land features (as navigation aids to later mariners they should be distinctive and easily recognised), it will be apparent that today's Little Rame Head better fits his naming criteria. It is also the reason that today Little Rame Head has a navigation light on it while Rame Head does not.



Today's Little Rame Head (Cook's Ram Head) from the air and from Cook's direction of approach. Note the trending of the coast beyond the Head, also the white dot which is the navigation light. (Photo: Trevor Lipscombe)

Ram or Rame?

Not only is Cook's Ram Head in the wrong place on today's map, but its spelling is incorrect. Cook, in his journal and on his chart, spelled it 'Ram', but today the English Ram Head is spelled 'Rame' and pronounced to rhyme with 'same'. Cook spelled Ram correctly, reflecting the spelling of the English Ram Head at that time.

The English Ram Head appears on maps from the 1700s as Ram, but by the 1800s the spelling had changed to Rame.¹⁶



Section of a map by Thomas Kitchin, C 1760, showing Ram Head at the entrance to Plymouth Harbour (Author's Collection)

Arrowsmith's series of regularly updated maps of Australia, published in London from 1838 to 1850, show the spelling as Ram. His 1853 map shows Rame, reflecting the change of the spelling of the English feature. Admiralty charts, also published in London, changed the spelling of the Australian feature from Ram to Rame in 1852, and that spelling remains today. John Lort Stokes' 1851 survey resulted in two charts published in 1852, one showing Ram and the other Rame.¹⁷ In Australia, locally produced maps, especially those published in Victoria, continued to show the spelling as Ram well into the 1980s.¹⁸ The Government of Victoria, compounding its error in renaming Cape Everard as Point Hicks, changed the spelling from Ram to Rame in the Victoria Government Gazette of 10 May 1972. The change was instigated by the Hydrographer, Royal Australian Navy, who, in a letter to the Place Names Committee, claimed:

Rame Head and Little Rame Head. Since 1814 Admiralty Charts have used this form, which is correct. It will be noted that Cook named Rame Head after the prominent headland on the western side of Plymouth Sound, which was always, and still is, called Rame Head... This office proposes to continue to use this correct form on its charts, and it is requested that the proper spelling be also adopted by your Committee.¹⁹

The Hydrographer's reference to 1814 Admiralty Charts seems to relate to the English Rame Head since the change on Admiralty Charts of Australia show it as Ram until 1852. It may have been the spelling in use in 1814, but it was not that in use when Cook sailed out of Plymouth Sound in 1768.



Correction of post 1972 signage at today's Rame Head following the name change
(Wikipedia Commons)

Correcting the record

Cook's Ram Head was placed at today's Rame Head by Matthew Flinders on the evidence of George Bass. Consideration of Cook's primary sources (*Endeavour* Log, Journal, and Cook's chart) by Stokes (1851) and a number of twentieth century surveyors and hydrographers has demonstrated that the land feature which Cook named as Ram Head is today's Little Rame Head. The change made to the spelling from Ram to Rame by the Victorian government in 1972 was based on incorrect information. Cook used the spelling Ram which was the spelling in use for Ram Head UK at the time of his departure from Plymouth UK in 1768.

The 250th anniversary of Cook's naming of Ram Head, the first land feature he named on the Australian coast, and the first place in Australia to be named after a place in Britain, offers an opportunity to correct the historical record by renaming Little Rame Head as Ram Head as Cook intended. In keeping with the

intentions of early European hydrographers and surveyors to use Aboriginal names where these were known, Cook would have approved of this landmark, important in the history of both the original Aboriginal people as well as those who came after them, being given a dual name. To avoid confusion, today's Rame Head might be renamed with its Aboriginal name.

Trevor Lipscombe
restoringcookslegacy2020@gmail.com

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1. Trevor Lipscombe, 'Point Hicks - the Clouded Facts', *Victorian Historical Journal*, Vol 85 No 2, December 2014, pp 232-253.
 2. J. C. Beaglehole, *The Journals of Captain James Cook: The Voyage of the Endeavour, 1768-1771*, London, Cambridge University Press for the Hakluyt Society, 1955, p. 299.
 3. 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, at <https://nla.gov.au/nla.obj-230726807/view>, accessed 7 January 2019.
 4. See <http://gutenberg.net.au/ebooks/e00049.html#part2>, Bass 1797, December 1797, accessed 7 January 2019.
 5. Thomas Walker Fowler, A Note re Captain Cook's Point Hicks, *Victorian Geographical Journal* 1910/11, p. 91.
 6. Geoffrey Ingleton, *Matthew Flinders – Navigator and Chartmaker*, Genesis Publications in association with Hedley Australia, 1986, p. 57.
 7. 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. http://www.australiaonthemap.org.au/wp-content/uploads/Map_Matters_32.pdf
 8. 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. <http://www.australiaonthemap.org.au/wp-content/uploads/Map-Matters-30.pdf> 'Where are Cook's Cape St George and Long Nose?', *Cook's Log*, Vol 41 No 2, April-June 2018.
 9. See Flinders' chart, endnote 3 above. Flinders shows Black Head as part of the mainland, as did Cook. See 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.
 10. Fowler 1910, p.90.
 11. Thomas W Fowler, 'Captain Cook's Australian Landfall', *Victorian Geographical Journal*, vol. 25, 1907, pp. 7-12.

	<p>12. L. Barker, <i>Chart: Snowy River to Twofold Bay with Lieutenant Cook's Coast Line and the track of H.M. Bark 'Endeavour'</i>, Property and Survey Branch, Commonwealth Department of Interior, 1933, Series A876, GL400/14, Item barcode 172111, Canberra, National Archives Australia.</p> <p>13. Brett Hilder, 'Point Hicks: Land or Illusion of Land', <i>Victorian Historical Magazine</i>, vol. 41, May 1970, pp. 285-97.</p> <p>14. Lawrence FitzGerald, 'Point Hicks to Cape Howe', <i>The Victorian Historical Magazine</i>, issue 165, vol. 42 (3), August 1971, pp. 579-96.</p> <p>15. Ingleton, p 42.</p> <p>16. I have in my possession an original map showing the 'Ram' spelling, 'Cornwall Drawn from an actual survey and regulated by Astronomical Observations' by Thomas Kitchin, C1760. See also Cornwall maps from 1560-1900 at http://www.photofilecornwall.co.uk/old-maps/old-maps-of-cornwall.htm, accessed 7 January 2019.</p> <p>17. John Lort Stokes, <i>Australia, East Coast, Sheet 1 Cape Howe to Barriga Point</i>, Hydrographic Office of the Admiralty, 1852. NLA Map T2. Also available online http://nla.gov.au/nla.obj-232531174, accessed 7 January 2019; John Lort Stokes, <i>Australia, East Coast, Sheet 1, Cape Howe to Barriga Point</i>, Hydrographic Office of the Admiralty, 1852. NLA Map British Admiralty Special Map Col./41. Also available online http://nla.gov.au/nla.obj-233813485, accessed 27 January 2019.</p> <p>18. Broadbent's, a Division of Landsdowne Press, <i>Map of Victoria No. 400</i>, Sydney, Broadbent, NSW, 198?.</p> <p>19. C. Barlow, Secretary, Place Names Committee, Lands Department to L. Smith, Director of National Parks. PNC File 184, Melbourne, Department of Crown Lands and Survey.</p> <p style="text-align: right;">TL</p>
	<p style="text-align: center;">A Dutch View of the English Colonization of New Holland: Martinus de Bruijn on Watkin Tench's <i>Narrative of the Expedition to Botany Bay</i>.</p>
	<p style="text-align: right;">Robert J. King</p> <p>An advertisement in the London Morning Post of Saturday, 4 April 1789 announced that Captain Tench's Narrative was published "This Day".¹ Watkin Tench, a captain of Marines in the First Fleet, had made a contract with the publisher, Debrett, before the Fleet's departure from England in 1787 to write an account of the expedition to Botany Bay. His narrative of the expedition and the situation of the settlers in the new colony was sent back on one of the returning ships and its prompt publication met a strong demand for information concerning the new colony.</p>

CAPTAIN TENCH'S NARRATIVE.
 This Day is published,
 Price Three Shillings and Sixpence,
A NARRATIVE of the EXPEDITION to
BOTANY BAY; with an Account of NEW
SOUTH WALES, its Inhabitants, Productions, &c.
 To which is subjoined, a List of the Civil and Military
 Establishments at Port Jackson.
 Printed for J. Debrett, opposite Burlington-House,
 Piccadilly.

And not only in the mother country: translations soon appeared in France, Germany and Holland. The Dutch translation was published in Amsterdam in August 1789 by Martinus De Bruijn.² Unlike the French and German translations, De Bruijn's edition contained an extensive commentary on the colony from a Dutch perspective: New South Wales was after all the eastern part of what had long been known to Europeans as New Holland.

BESCHRIJVING
 VAN DEN
 TOGT NAAR
BOTANY-BAAIJ;
 VAN DE
 OPRECHTING DER
 ENGELSCH E
VOLKPLANTING
 AAN PORT-JACKSON;
 EN VAN DE
 LUCHTGESTELDHEID, INBOORLINGEN,
 DIEREN, VOORTBRENGSELEN EN ANDERE
 BIJZONDERHEDEN VAN NIEUW-ZUID-
 WALES;
 DOOR DEN KAPITEIN
W A I K I N T E N C H.

NAAR DEN TWEEDEEN DRUK DIT BYV. VERZAGEL
 VERZAALD, EN DOOR DEN VERZAALD, MET
 EEN AANHANGSEL, DE JONGERE BERICHTEN
 UIT PORT-JACKSON ENZ. BEHELENDEN,
 VERMEERDERD.

Te AMSTERDAM, bij
 MARTINUS DE BRUIJN,
 In de Warmoesstraat, het verde uite van de Fischbrug,
 Noordzijde.
 M D C C C X X I X.

During late 1786 a lively discussion had taken place in the English press over possible Dutch claims to New Holland forming an obstacle to British colonization. A newspaper article stated:

New Holland, (in which Botany Bay is situated nearly the Antipodes to Great Britain), was first discovered by Ferdinando de Quier. The East-India Companies in Holland pretend to have a property in it, although

they were ill-used by the inhabitants when they attempted to settle there. That country is so highly esteemed by the Dutch, that they have had the map thereof cut in the stones of their Stadthouse, at Amsterdam.³

The article appears to have been designed to forestall Dutch claims to priority by attributing the discovery of New Holland to Quirós. The Dutch ambassador, the Baron de Lynden, met with Lord Sydney in late September and soon afterward the press reported that he had lodged an objection on behalf of his government to the English colonization of New Holland:

An opposition to the intended settlement of Botany-Bay has lately started from a quarter from which it was little expected. The Dutch have always claimed sovereignty of it by the Right of discovery, a right which has been greatly respected by the different Powers of Europe; and we are credibly informed that his Excellency the Baron de Leyder [Lynden], the Dutch Ambassador to our Court, has received orders to remonstrate with our Ministers, in the name of the States-General, against our regular planting of a territory which they assert belongs to another country.⁴

Whether or not the report was an accurate reflection of the views of the Dutch Government, which was currently distracted by the imminent prospect of civil war between pro-French and pro-British factions, it betrayed English insecurity on the question of Dutch prior rights to the territory. The Whitehall Evening Post of 2-4 November 1786 carried an article critical of the Botany Bay scheme, which challenged its supporters: "Will they say, that Ministers are authorized to risque a quarrel with the Dutch and their new allies [the French] about our felons taking possession of that distant region? We should not be surprized to hear that the Dutch had been before-hand with us by sending a small squadron to oppose the debarkation of our hopeful planters on that new found Garden of Eden..." An article in The General Advertiser of 6 November 1786 stated:

Two very spirited memorials have been presented by the French and Dutch Ambassadors, against our intended Settlement at Botany Bay, in which they threaten to resist our sending the Convicts there; in consequence of which, a Cabinet Council met a few days ago, and sat all night on the subject, when it was determined (but it is said not unanimously) to persist in the measure; and an additional frigate is ordered to the Settlement in case the threats should be carried into execution.

The Whitehall Evening Post of 7 November, 1786 reported "representations, which we understand the French and Dutch have lately made to our Court, against the projected settlement at Botany Bay". An article in The Morning Post of 9 November asserted: "As to the Dutch claiming a right to Botany Bay, because they first discovered the vast tract of land called New Holland, those who first discovered New-York, might with as much justice lay claim to the Floridas, because

they make a part of the vast continent of America". The General Evening Post of 11 November, 1786 stated: "Our Botany-bay scheme, it seems, for the present is at a standstill; the Dutch have sent a strong memorial against our planting a settlement in those regions of the South."

"Another Faulkland island business is on the tapis", cried an article carried in The Public Advertiser of 10 November, 1786: "the Botany Bay scheme is laid aside, as there is a strong presumption that a squadron from Brest are now, or soon will be, in possession of the very spot we meant to occupy in New Holland". This may have been a reference to the expedition led by François Galoup de Lapérouse, which the British Ambassador to France had believed when it set out from Brest in August 1785 had as one of its objectives the establishment of a settlement in New Zealand to forestall the British.⁵ "If what we hear be true," the article in The Public Advertiser went on, "

the Botany Bay plan, about which we have been so cock-a-hoop of late, is likely to meet with some delay, if not a total disappointment. The Dutch, it is said, have not only remonstrated against the measure, on the ground of a prior discovery, but have likewise engaged the Court of Versailles in their interest, by means of a memorial warmly complaining of the intended usurpation of their just rights, and soliciting the federal stipulations with that power to prevent them from violation, if circumstances should render such interference necessary.

The Morning Post of 13 November 1786 declared: "Our right, as a nation, to the territorial possession of the surrounding country of Botany Bay, is disputed by those who are determined to dispute every inch of ground with the Ministry. The best authorities have established it as a maxim, that in all parts uninhabited, formal possession confers property".

The Morning Herald went so far as to declare, on Friday 17 November 1786: "On Tuesday last, the ill-concerted plan of Government, to found a Colony at Botany Bay, expired in the Cabinet; with all the shame upon its projectors, that could appertain to so unconstitutional and impolitic a proceeding". This was refuted by The Public Advertiser on Monday 20 November 1786, in an article which asserted:

The intelligence so pompously announced in a print of last Friday, relative to Botany Bay, is extremely groundless—it is malicious and imprudent in a high degree... The steps previous to the settlement at Botany-Bay have been taken with much regularity. They have never experienced any interruption: nor are likely to do so, as no power on earth can, in justice, dispute Britain's right to the soil on which the Colony is to be settled...

A further article in The Public Advertiser of 1 December affirmed: "The truth is, the Minister has no dispute with the French or Dutch concerning the Botany-Bay plan".

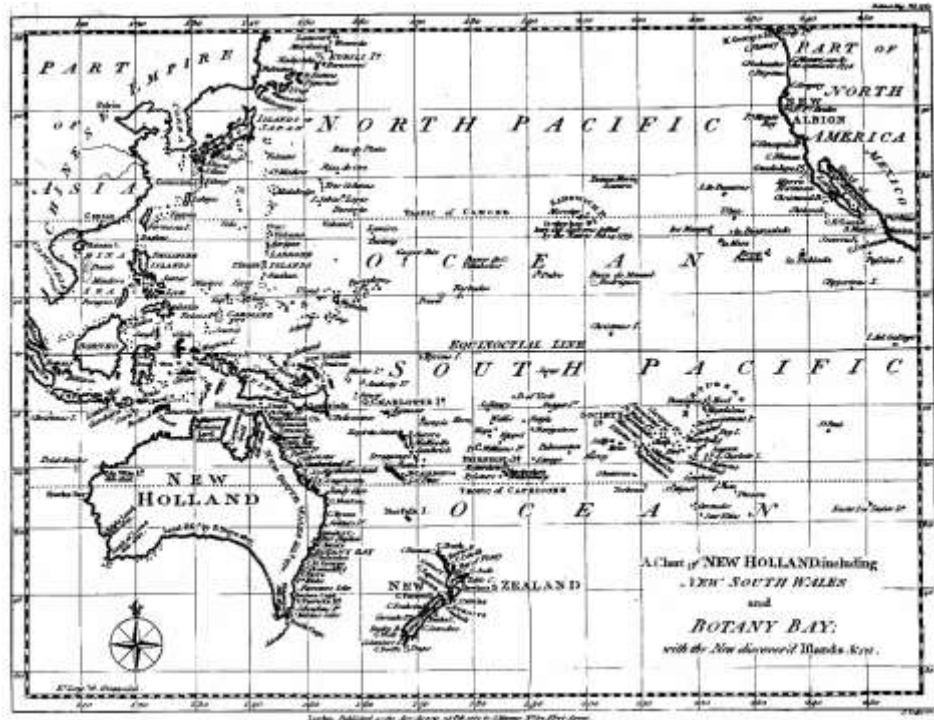
All the talk about Dutch objections did betray English awareness of the potential strength of a Dutch position in international law. Emanuel Bowen's well-

known Complete Map of the Southern Continent, allegedly copied from the world map laid into the floor of the Amsterdam Stadhuys, was often referred to during the preparations for settling New South Wales and was, essentially, a chart of Dutch discoveries, as the map legend openly declared: "This Map is very exactly Copied from the Original and therefore the Dutch Names have been preserved that if hereafter any Discoveries should be Attempted all the places mentioned may be readily found in the Dutch Charts which must be procured for such a Voyage".

When taking possession of the east coast of New Holland on 21/22 August 1770, James Cook had noted in his journal that he could, "land no more upon this Eastern coast of New Holland, and on the Western side I can make no new discovery the honour of which belongs to the Dutch Navigators and as such they may lay Claim to it as their property". This comment by Cook (underlined) was later crossed out and not published.⁶..Cook was careful to take possession only of that part of the coastline not previously visited by Dutch navigators, i.e. from latitude 38° South at Point Hicks, north of Van Diemens Land, to Cape York, East of Carpentaria.⁷

The desire to avoid an unnecessary confrontation with the Dutch seems to have influenced the definition of the British territorial claim to New South Wales. Holland was much better as an ally than an enemy, and British interest in New Holland related to the Pacific rather than the Indian Ocean. Its significance for Britain was summarized in an article in The General Evening Post of 14-16 November, 1786, which quoted without attribution from An Historical Narrative of the Discovery of New Holland and New South Wales (also published in November 1786):

The importance of Botany-bay will appear by all who examine Capt. Cook's chart of his discoveries, where they will find there is an open sea from the bay to a cluster of islands called New-Zealand, lying somewhat to the southward of the east, at the distance of about four hundred leagues. At about the same distance from the north-east, lye the New Hebrides, at a very moderate distance from them; under the same degree of latitude are the Friendly Islands, the Society Islands, and the Marquesas Isles. From these latter the run to the Sandwich Islands does not exceed eight [hundred] leagues; so that this whole tour scarcely equals a voyage from Great-Britain to the Carribee Islands, and back. Its situation is well adapted for carrying on a trade between Nootka Sound and Cook's River, on the American coast, and the Islands of Japan and the Chinese Empire, in sea-otter skins; as also to perfect the discoveries made in that part of the globe, a matter which the late Captain King had much at heart.



John Lodge, A Chart of NEW HOLLAND nla.obj-230619603

The Historical Narrative illustrated this description with "A General Chart of New Holland, including New South Wales & Botany Bay, with The Adjacent Countries, and New Discovered Islands". A similar chart was published in the February 1787 issue of *The Political Magazine*, with the difference being that this chart extended to latitude 50° North, and so included Japan, the Kurile Islands and the North West coast of America. All the island groups indicated (somewhat inaccurately) in the Historical Narrative's chart were included in the territorial claim embodied in the proclamation of the colony by its founding Governor, Arthur Phillip, on 7 February, 1788 at Port Jackson. Both charts demonstrated the imperial interests the British Government had in founding the colony.

The definition of the territorial jurisdiction of the governor of New South Wales expressed these interests. A territorial definition of New South Wales had been given by James Matra in the 27 August, 1784 version of his Proposal, where he said: "New South Wales extends from the 44th degree of South Latitude, to the 10th, and from 110, to near 154 degrees of Longitude". In fact, James Cook's claim had left the western limit of New South Wales indefinite, as he had simply claimed all the rivers debouching on its east coast, and it was not known where the most western source of those rivers lay. An eastern boundary at 154° East would have excluded the islands of the South Pacific from the Governor's jurisdiction, in particular, Norfolk Island, with its attractions of "flax" (harakeke) and pine timber.

G R O O T B R I T T A N J E N .

LONDON den 7 November. Het voornemen van *Engeland* is, om eene Volkplanting naar *Nieuw Holland* te zenden, zullende ook in 't vervolg derwaards gezonden worden alle de misdadigers, die niet den dood hebben verdiend. Nu verzeke't men, dat de Hoven van *Verfailles*, *Madrid*, als ook de Staten Generaal der *vereenigde Nederlanden*, representantien tegens deze onderneming hebben gedaan; egter meent men, dat daar aan geen gehoor zal worden gageven.

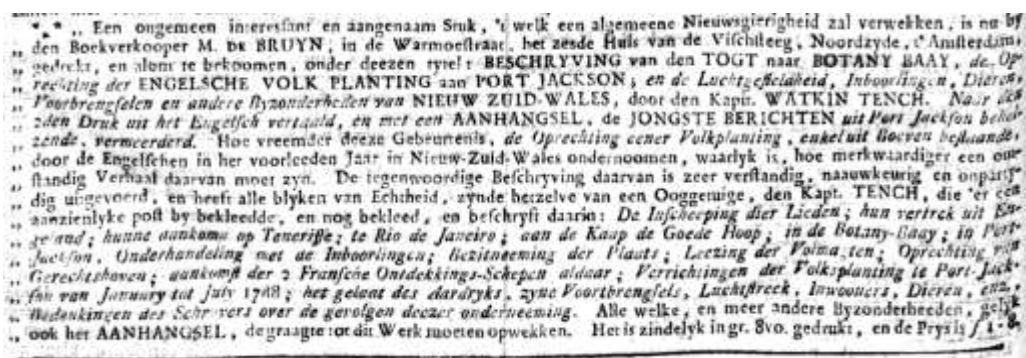
The shift eastwards in British interest was expressed in Phillip's first commission of 18 October 1786, and in the Order-in-Council of 6 December, 1786 which authorised the transportation of convicts to "the Eastern Coast of New South Wales, or some one or other of the Islands adjacent". Bowen's engraving of the Amsterdam Stadhuys map, with its division of the continent into New Holland to the west and Terra Australis to the east of "the antient line of demarcation" at 135° East, provided a convenient western boundary for the British claim.

The map of Dutch discoveries in New Holland "laid down in the pavement of the Stadthouse at Amsterdam" was referred to in the Historical Narrative.⁸ The territorial definition given in Phillip's commission, and proclaimed by him at Port Jackson on 7 February, 1788, shifted New South Wales to the eastward of Matra's definition, and left any Dutch claim to western New Holland undisturbed. The claim was published in the London press on 30 April, 1789. An article in *The Diary* for that date, and in the April 1789 issue of *The Political Magazine* (quoting from Watkin Tench's newly published *Narrative of the Expedition to Botany Bay*), stated:

The extent of our possessions in New Holland, have not been explained to the publick. In Governor Phillip's commission, the extent of this authority is defined to reach from the latitude of 43 deg. 49 min. south, to the latitude of 10 degrees 37 min. south, being the northern and southern extremities of the continent of New Holland. It commences again at [the] 135th degree of longitude east of Greenwich, and proceeding in an easterly direction, includes all the islands within the limits of the above specified latitudes in the Pacifick Ocean. By this partition, it may be fairly presumed, that every source of future litigation between the Dutch and us, will be for ever cut off, as the discoveries of English navigators only are comprized in this territory.

Tench was mistaken in the latitude he gave for the southern extremity of New Holland. Phillip's commission referred to "the Southern Extremity of the said Territory of New South Wales or South Cape, in the Latitude of Forty three Degrees Thirty nine Minutes South", which is the latitude of what is now called South East Cape, the southernmost point of the island of Van Diemen's Land (Tasmania).

In his commentary on Tench's Narrative, Martinus De Bruijn considered two matters worthy of comment: the question of why Britain should have chosen to colonize a land that the Dutch East India Company had concluded after many years of investigation to be worthless; and the extent of the area claimed for the colony. "Truly an astonishing extent!" the translator remarked.⁹ De Bruijn also expressed puzzlement at the British decision to colonize a land whose advantages in that respect had so thoroughly escaped the notice of the Dutch East India Company despite having very detailed reports concerning that country and its inhabitants.



De Bruijn Tench Ommelander 1.

Whatever proprietorial feelings a Dutch citizen may have felt toward New Holland, the situation of the Dutch Republic in the 1780s was such as to preclude any action to prevent British colonization of the country. From the end of 1780 to 1783, the United Provinces of the Netherlands were allied to France during the American War of Independence. The consequences for the Dutch Republic of entanglement in that war had been disastrous. Within weeks of the outbreak of hostilities, hundreds of Dutch merchant ships were seized by the British navy, causing grievous, long-term damage to the Dutch economy. The United East India Company (VOC) lost nineteen of its ships to the British, a crippling blow to the Company from which it never recovered.¹⁰

The blow to the prestige of the Stadholder, William V, was equally severe, and a movement for reform of the national institutions arose, led by those who called themselves the "Patriots". William V, whose mother, the Princess Anne, was the daughter of Britain's George II, was seen to be too close to Britain, and the Patriots turned to France for inspiration and support. They raised civic militias under the name of Vrij Corps (Free Corps), which called forth rival militias raised to support William's House of Orange.

By mid-1786, the Stadholder had been driven from The Hague to take refuge in Nijmegen and the Patriots were in control of Utrecht, the "father city" of the Republic. Tensions between Patriots and Orangists had become so high that, the British ambassador, Sir James Harris, could report to his government that the country was on the brink of open civil war, in which France and Britain would be

involved as supporters of the opposing parties.¹¹ All any Dutch citizen could do under those circumstances was to observe from afar the progress of British colonization of New Holland. Martinus de Bruijn's comments on Watkin Tench's narrative reveal the reactions of one such observer.

Robert J. King

¹ Watkin Tench, *A Narrative of the Expedition to Botany Bay*, London, Debrett, 1789.

² *Beschrijving van den Togt naar Botany-Baaij....door den Kapitein Watkin Tench*, Amsterdam, Martinus de Bruijn, 1789; advertised in the *Maandelyke uittreksels, of Boekzaal der geleerde waerelt*, 149, September 1789, p.278.

³ *The Morning Post*, 11 October, and *The Public Advertiser*, 20 October 1786.

⁴ *The Public Advertiser*, 26 October; *Evening Herald (Dublin)*, 30 October 1786. Lynden's meeting with Sydney was reported in *The London Chronicle*, 30 September 1786

⁵ Dorset to Carmarthen, 30 June 1785, National Archives, Kew, FO 27/16: 672-3.

⁶ James Cook, (J. C. Beaglehole ed.), *Journal*, Cambridge, Hakluyt Society, 1955, p.387.

⁷ Bill Gammage, "Early Boundaries of New South Wales", *Historical Studies*, Vol.19, no.77, 1981, pp.524-31.

⁸ *An Historical Narrative of the Discovery of New Holland and New South Wales*, London, Stockdale, November 1786, p.17.

⁹ The "amazing size" of the territory of New South Wales was also remarked upon by a reviewer of De Bruijn's *Beschryving* in the *Algemeene Vaderlandsche Letter-Oefeningen of Tijdschrift van Kunsten en Wetenschappen* (Eerste stuk, 1791, pp.216-210): "that Power thinks that by a declaration made with a single stroke of the pen it can obtain for itself an exclusive right of ownership and trade over a region that is 664 hours long in length and 364 hours wide; a country that is already inhabited, at least in part, by another people, and over which it is recognized and is known that it cannot claim the right of first discovery".

¹⁰ J.R. Bruijn and F.S. Gaastra, *Dutch-Asiatic Shipping in the 17th and 18th Centuries*, The Hague, M. Nijhoff, 1979-1987, Vol.I, p.149.

¹¹ J. Roegiers and N.C.F. van Sas, "Revolution in the North and South", in J.C.H. Blom and E. Lamberts (eds.), *History of the Low Countries*, translated by James C. Kennedy, New York, Berghahn Books, 1999, pp.270-275.

RJK

Jacob Dedel

Peter Reynders

The only event of a squadron of two vessels sailing along and observing some of the west coast of our continent, this year 400 years ago, is named after two people: Frederik de Houtman and Jacob Dedel. This is unusual, as most such historical visits in Australia's maritime contact history are labelled with just the name of the person in charge, its commander or captain.

This year some international limelight is being shone on Frederick de Houtman (1571, Gouda - 1627, Alkmaar), who charted some of the W.A. coastline 400 years ago. Commemorative activities will happen in Geraldton W.A. and two towns in The Netherlands. Jacob Dedel (April 1581, Delft - August 1624, Masulipatnam), if looking from the grave, could consider himself lucky being mentioned as part of that, 400 years after he too spotted a part of our west coast in 1619, perhaps slightly earlier. The fairly unknown Dedel is part of our Australian history and therefore should also be mentioned, when the complicated, long and tedious, history of the mapping of the Australian continent is discussed.



India_rel 01-cia-map, X marks Masulipatnam

There's no 'system' for assessing historical relevance, and Dedel is commonly mentioned only as just an addendum to the De Houtman story.⁽¹⁾ Often Dedel has no entry in encyclopedias. This is an attempt to tell something about him. It must be short, as not much is known about him, but some acknowledgement of Dedel is justified.

The recorded mariners in charge of vessels involved in first visiting and charting the shores of what is now Australia are numerous indeed. To understand the

sequence, we need to know the component events and the key persons involved as well as the context of them turning up. The timing of these many visits is spread over more than two centuries. Surprising for such a relatively small continent. This 'chain of events' created our maritime contact history.

The individual historical relevance and the public resonances of the various contributors vary greatly. Not only is it often puzzling why some are publicly very well-known with statues and multiple place names referring to them, whilst others with an identifiable historical relevance remain obscure. It means that some, like Dedel, may miss out on public attention when their jubilee dates come up.



Nominating criteria for establishing historical relevance, and then using them to "score" explorers' and other visitors' contributions, will not explain to what extent they are known to us. For example:

- The total mileage of the coast charted or recorded and reported;
- having done so earlier and with or without prior awareness of its existence;
- having achieved the voyage with more primitive technologies;
- the relevance of post-visit usage and conclusions drawn from the new information;

could jointly aim to attribute 'correct' relevance. The fourth of these is not the achievement of the mariner but will often greatly add to his resonance, indeed fame. The real position is that public resonance comes from effective promotion rather than a comparative analysis.

There are other factors.

Having been a nice and able person who precisely followed their instructions seems to help the historic recognition of individual mariners. Evidence of character flaws and making mistakes seems to work negatively on the public's preparedness to remember. In the Australian context, even the criterion of being British then becomes less important. However, William Dampier's activities as a

buccaneer did not stop him from appearing on Australian and other some nations' commemorative postage stamps. On the other hand, a bad sailor image played a role in the obscurity of John Brookes, the first Brit who arrived in 1622 in our waters. He did not only abandon his shipwrecked vessel much too early, leaving most crew behind to perish, he also falsified the location apparently to hide he had deviated from his instructions. Yet, his name has recently been eternalized with a 'place name', the John Brookes gas field at the Monte Bello Islands, where the drama unfolded.

Communities have a logical tendency to acknowledge and commemorate the first charting of just the coast where they live. This then implies that the more populous coasts tend to see more publicity of their first known historic visitors. So, if the name Dedelsland had been kept, it could have been a well-known place name indeed. This year some West Australians may acknowledge Dedel 'in passing' as an aside of the De Houtman story.

Dedel had a late career in Asia and died there.

In 1619 De Houtman was aboard the *Dordrecht* and Dedel aboard the *Amsterdam*, sailing to the Far East. Both were VOC vessels. Neither of the men was the skipper of the vessel. Both were appointed 'Councillor for the Dutch Indies' and 'supercargo' over the payload of the ship. In the VOC-chain of command they were higher in rank than their captains, resp. Reiner Janszoon and Marten Korneliszoon, who are bound to remain obscure. Dedel therefore could take, or get attributed, the credit for the sighting of any hitherto uncharted land from the ship he was on.



The Council of Seventeen Directors of the VOC in Amsterdam had issued the order to sail to the East Indies via the Brouwer route in 1617, i.e. the very long trajectory through the southern Indian Ocean from Cape of Good Hope, to profit from the prevailing westerlies. With the unsophisticated method of determining longitude at that time it was hard to precisely decide when to turn north to find Sunda Strait. As a result, as had happened similarly in the preceding years, from the *Dordrecht* and the *Amsterdam* they sighted land at latitude 32° 20' S, i.e. our west coast, on 19 July 1619. The weather and the surf prevented any landing but the coast was followed northward until 28 July.

Dedel did subsequently write to the VOC Board of Seventeen in Amsterdam:

We then all set sail, and when the wind came round a little, we stood out to sea, judging it not advisable to continue longer close to shore in this bad weather with such heavy and large ships such costly cargoes as had been entrusted to our care, and with great danger to lose more precious time, but we were content with having seen the land which at a more favorable time may be further explored with more suitable and smaller vessels. We had no hint of inhabitants, nor did we always keep near the shore, since it has large bays which would have taken up much time.⁽²⁾

Dedel's name was initially given to the coast in the vicinity of where Perth is now located as 'Dedelsland'. The reason why it was named after Dedel can be surmised to have been that the land was first seen from the *Amsterdam* rather than from the *Dordrecht*. 'Dedelsland' was put on the map of Jodocus Hondius II's new chart of the world published during the early 1620's, first with a small transcribing problem as "Dedelis Land".

But Dedelsland, like many other early place names, was removed, possibly under instruction. Why one would remove his name shown on earlier maps when they are copied is a fair question. Answering it requires more research, but was probably simply: we can, so we will.

If the motivation was to deny Dedel his place in history on the point in question, it almost succeeded. The West Australian place names authorities have now named a land district after him somewhat further north. They called it 'Edel'. This is unfortunate but apparently based on the finding that Dedel's family in earlier centuries called itself "d'Edel" (he did not) and the WA place name rules do not allow the article to be part of a place name and d' is thought to have stood for the article "den" or "de". So, it was left off.

It follows that in West Australia any street, park or suburb named after La Pérouse would be called just Pérouse. Reportedly, another place name for a national park called Edel is proposed in W.A. This is unfortunate, because Edel is also a family name of an entirely different family.



NW coast of WA, showing Edel district, which includes Shark Bay.

The Houtman-Abrolhos Islands, a chain of 122 tiny islands and associated coral reefs were subsequently sighted from the *Dordrecht* and Frederik de Houtman placed them on the chart describing them as a severe danger to shipping.

The story of De Houtman is more fascinating because we know more about him and his adventures. In 1595 he travelled with the first Dutch fleet that found its way to the East Indies, after his dramatic information gathering in Portugal. A book on his life is in preparation by Dr Howard Gray (*to be launched in WA in July* – Ed).

In 1619 De Houtman was on his fourth voyage to the Far East. He wrote to the VOC directors about the coasts observed by him, Dedel and earlier Dirk Hartog, suggesting it belonged to the immense theoretical Terra Australis Incognita that included the South Pole. This belief persisted until Tasman in 1642 shattered that idea by sailing south of Tasmania as part of his first circumnavigation of the continent, as first published in English in 1895 by British historian James Backhouse Walker F.R.G.S.⁽³⁾.

After De Houtman returned to the Netherlands he served as a City Councillor in the town of Alkmaar for some years. His sighting of Western Australia will this year be commemorated in Alkmaar where he married, served on the council and died, and also in the town of Gouda, his birthplace, thanks to AOTM member Howard Gray, who recently pointed out De Houtman's achievements to the locals there.

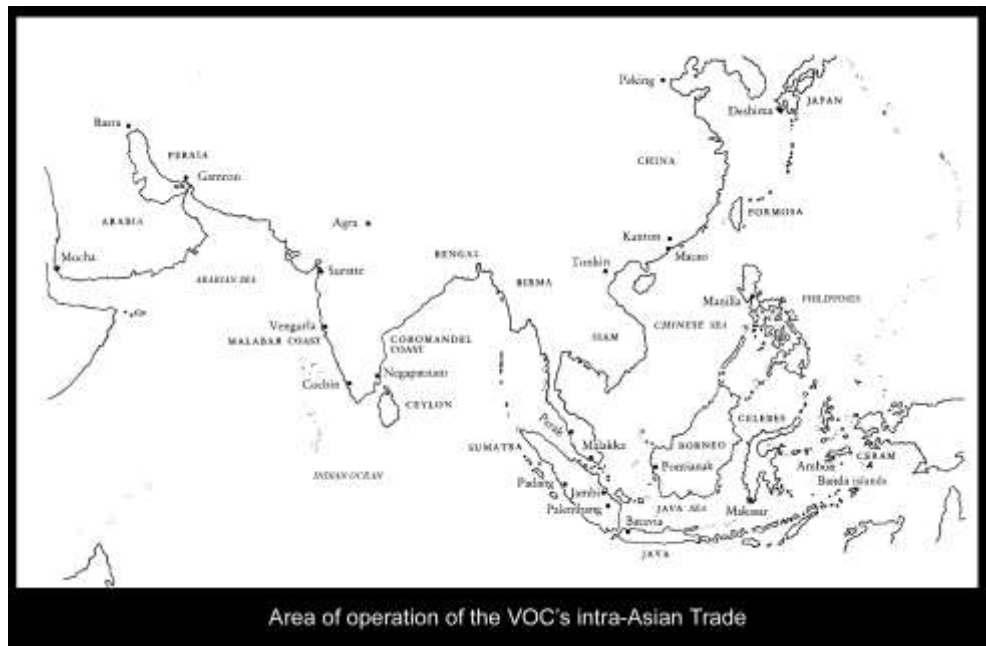


Melchisédech Thévenot (1620?–1692): map of New Holland 1644, based on a map by the Dutch cartographer Joan Blaeu. Note J de Edelslandt just above the gap on the west coast (Ed).

Jacob Dedel will not be commemorated in his home town of Delft. After spotting the west coast, Dedel continued to have an eventful career in Asia with the VOC


and died there. For example, we find him as Admiral of a joint Dutch-English fleet. Something rare indeed. Despite competition between the Dutch VOC and English EIC elsewhere, here they decided to pool company resources in 1621 and agreed to use a joint fleet to defeat the Portuguese at sea to get access to silk supplies. This succeeded at Hormuz along the Persian Gulf where they obtained access to Iranian silk.

Deedel as the Admiral of the joint fleet, with British vice-admiral Sir Humphrey Fitz, also beat a Portuguese fleet in a 40-hour sea battle on 24-25 July, 1622 at 'Moçambique'.⁽⁴⁾ The fall of Hormuz, achieved with Iranian forces' assistance, was the beginning of the end of Portuguese power in the Persian Gulf. Deedel also had instructions to explore and develop trade potential in Malabar, Surat, Iran and Mukha for the VOC and sent for example a range of Iranian silk samples to the Council in Batavia to consider him being provided with capital to purchase silk as trade stock. From then both the VOC and E.I.C began extensive trade in silk.⁽⁵⁾



So, Deedel was active in developing new trade products for VOC trade in the early 1620s with diplomacy and military force. He was VOC Governor in Masulipatnam at the Coromandel Coast of India from February 1624 to his death in August of that year.

The Dutch had built a fort there. In the old fort there is a graveyard still showing a tombstone with the inscription: "Hier leyt begraven De E. Jacob Deedel, in sijn leven Raet van den Dienst ende opper Hoofd te water ende te lande over de Nederlandtze E. Comp. deser Cust Coromandel. Overleden den 29 Augustus Anno 1624." (= Here lies buried the Hon. Jacob Deedel, in his life Councillor in the

	<p>Service and Chief by water and by land of the Dutch East Indies company. Died August 29th 1624).</p> <p>The area where the Dutch had their residences is still called 'Valandupalem', a corruption of Hollandpalem.⁽⁶⁾</p> <p style="text-align: right;">Peter Reynders</p> <p>-----</p> <p>(1).e.g. Van Lohuizen J., 'Houtman, Frederik de (1571–1627)', <i>Australian Dictionary of Biography</i>, National Centre of Biography, Australian National University, 1966, accessed online 16 April 2019. (In the A.D.B. Dedel does not have his own entry but he is mentioned in the De Houtman entry without further details about his life or death.</p> <p>(2).J. E. Heeres. 'The Part Borne by the Dutch in the Discovery of Australia' . London Luzac & co.,1899, p17.</p> <p>(3). Walker J. B., "Abel Janszoon Tasman- His life and Voyages" read to the Royal Society of Tasmania on 25th Nov 1895. The first line of the paper reads: "No life of the first circumnavigator of Australia has hitherto appeared in English."</p> <p>(4). Van Wickeren A., "Dom Francisco da Gama, conde de Vidigueira (1622-1627). De teloorgang van Portugals positie in Azië: De Estado da India in de Periode 1622-1640", Chapter 1, accessed online: www.Colonialvoyage.com/nl.</p> <p>(5). Potter L.G. (ed.), 'The Persian Gulf in History', Palgrave Mc Millan, 2009 p.236</p> <p>(6). Raychaudhuri T., "Jan Company in Coromandel 1605-1690: A Study in the Interrelations of European Commerce and Traditional Economies", <i>Verhandelingen van het Koninklijk Instituut voor Taal-, Land- en Volkenkunde</i>, Deel 38, Brill 1962, pp 99-100.</p> <p style="text-align: right;">PR</p>
AOTM Monthly Meetings - Members welcome	
	<p>Meetings of the Australia on the Map Council are usually held on the first Thursday of the month, at 2.00pm in a meeting room on the 4th floor of the National Library of Australia in Canberra.</p> <p>All AOTM members and interested parties who would like to attend are encouraged to do so.</p>
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