

Map Matters



Issue 37

Winter 2019

This is the Winter 2019 edition of *Map Matters*, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.

Dear Readers,

This issue doesn't have as many research articles as usual, but I hope that what is in this issue will still be of interest to you. Next issue will probably be a bit thin (if it were printed), as my regular contributors have been keeping busy with other endeavours, and I will be doing a lot of travel in the next five months. This might affect the Spring and/or the Summer issue.



Regular contributor, Robert King, has looked into the mystery of two islands shown on many early maps, but never properly identified. Howard Gray has been busy with the Houtman 400 commemorations, from March through September 2019. But he still found time to write a book, which was launched during the commemorative events. More information below.

A somewhat different article is the travelogue along the WA and SA coasts identifying markers and statues commemorating early Dutch navigators. If you know of other locations, anywhere in Australia, where there is some kind of commemorative installation about Dutch navigators the author would like you to contact her. The article was earlier published in the Dutch Courier in slightly different form, and I thought it deserved wider distribution.

Another commemorative date coming up is the Wrecking of HMS Sirius at Norfolk Island, 230 years ago. The date is 19 March 2020.

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

Mapping in Action at the NLA

Next month Anzmaps is holding a symposium, 'Mapping in Action' at the National Library and I'd like to bring this to the attention of AOTM people and direct any map interested people to the webpage.

The link takes you to the latest information, and we'll be adding a more detailed program in coming weeks: <https://www.anzmaps.org/events/2019-conference-mapping-in-action/>

The event is on September 24-25 and I'm quite excited about it as we'll have a significant component of student work among contributions, so a bit of an experiment for us. In any case it should be a good program with the mix of historical and current geospatial.

The other attractions I'd like to point out are a guided tour of the NLA Maps collection, and our rather inexpensive registration, made possible by some sponsorship from the Library. It is very reasonably priced, Registration stands at \$40 per day for General, and \$20 for Students. And, of course, it is held during Floriade, always a good reason to get out and about!

Martin Woods

Senior Curator, Maps & Research Programs
National Library of Australia

Possible Spanish Wreck

There are persistent stories of a 17th-century Spanish shipwreck known locally as the *Stradbroke Island Galleon*. A body of Aboriginal oral history exists that may bear on some such incident, and several artefacts have been found in the sand dunes, including an English silver coin from 1597 and the blade of a 17th-century Spanish rapier. The evidence however is not conclusive.¹

The 2015 novel *Ghost Galleon* by Errol Bishop is based on the legend of the *Stradbroke Island Galleon*. Bishop became aware of the legend when he was the principal of Macleay Island State School in Moreton Bay.

If anyone knows more facts relating to this, I'd be interested to learn about it.

Marianne Pietersen



Galleon model. Source: Wikipedia/My parlour room.com

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1. Greg Jefferys (2007). *The Stradbroke Island Galleon: The Mystery of the Ship in the Swamp*. J.A.G. Publications. [ISBN 0980357004](https://www.isbn-international.org/product/0980357004)

Chasing the Dragon's Tale

Member Bob Sheppard has a new book out, *Chasing the Dragon's Tale*. Sub-titled *The Vergulde Draeck Story*, it is about the discovery of the wreck at various times, and the hunt for its treasures. The ensuing battle for preservation of archeological values, versus exploitation of the wreck and government interests make for interesting reading. If you are interested, more information is available from Bob, via his email: bobsheppard@warrigalpress.com.au

Houtman 400 Celebrations and Book.

In Rockingham and in Geraldton the 400-year anniversary of Houtman's first encounter with the southland has been commemorated with a festival – 'Balayi-Open Your Eyes'. 'Balayi' means 'watch out' in the local Yamatji language, acknowledging that there are two sides to this story, for the land was far from undiscovered or unoccupied by other races.

The commemorative activities will continue in the Netherlands, with a 'Houtman Day' in Gouda on the 15th of September and another in Alkmaar on November 9th. The full story of Frederick de Houtman's remarkable life story has been captured by Howard Gray in the just-released 'Spice at Any Price – the life and times of Frederick de Houtman'.



AUS\$39.95

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Or email westralianbooks@westnet.com.au

Review by Anthony Willinge, Kingdom of the Netherlands Honorary Consul to Western Australia:

"Gray is a historian and story-teller, with an ability to zoom out to give perspective and zoom in to add fascinating details. He has an eye for a story and the ability to tell it in a way that brings history to life. The beautiful charts, plates and photographs literally show the world being discovered and mapped. An extraordinary story!"

James Cook Heritage Trail website

As previously announced, the Restoring Cook's Legacy 2020 Project has a James Cook Heritage Trail website up, in anticipation of the 250th anniversary of Lt James Cook's arrival off the coast of Australia (20 April 2020)! The Project and the website are initiatives of Australia on the Map, the history and heritage Division of the Australasian Hydrographic Society.

Despite James Cook being one of Australia's most famous historical figures, it is only now that, 250 years after the voyage, we have an accurate historical record of what Cook actually saw and named on the coasts of Victoria and New South Wales in 1770. The James Cook Heritage Trail website presents this information in a single location for the first time!

The James Cook Heritage Trail is a virtual trail along the coasts of Victoria and New South Wales, Australia, taking in the 28 Landmarks (or land features) named by Lt James Cook during his voyage along this coast in *HMB Endeavour* in April and May 1770. It also includes some important Landmarks that Cook described but did not name. This website provides comprehensive and up to date details of each Landmark (many of which remain just as they were when Cook saw them) and encourages people to visit and enjoy them.

Did you know?

Several of the Landmarks Cook named on the coasts of Victoria and New South Wales are in the wrong place on today's maps and charts. For the first time in 250 years the website brings together recent research showing their correct locations.

In 1970 to commemorate the bicentenary of Cook's voyage Cape Everard in Victoria was renamed as Point Hicks - it isn't Cook's Point Hicks! In a similar 1970 commemorative event at today's Point Danger, on the border of New South Wales and Queensland, the largest memorial to Cook on the Australian coast was erected – but Cook's Point Danger is 5km south at Fingal Head!

The website was created to commemorate the 250th anniversary, in 2020, of Cook's *Endeavour* voyage by helping to restore Cook's legacy on these coasts. It provides a unique information source, bringing together in one place recent research on the correct locations of Cook's named features on the coasts of Victoria and New South Wales.

This research has previously been published in a variety of journals including *Australia on the Map's Map Matters*, the international Captain Cook Society's journal *Cook's Log*, *Victorian Historical Journal* (the refereed journal of record for Victoria), and *Placenames Australia*.

We invite you to visit www.jamescookheritagetrail.com.au ! The website is a work in progress and we aim to develop and enhance it over time. Your comments and suggestions are welcome at restoringcookslegacy2020@gmail.com

We acknowledge the work of Australia on the Map researchers the late Rupert Gerritsen, Robert King, Trevor Lipscombe, and web designer Kam Austine, Director of Communications and Webmaster, Australasian Historical Society, and the support of the officers and members of Australia on the Map and Australasian Hydrographic Society, who have made this website possible.



Endeavour replica

Trevor Lipscombe

Project Manager, Restoring Cook's Legacy 2020, a Project of Australia on the Map, the history and heritage Division of the Australasian Hydrographic Society.

Old Map Matters Issues

Although I've been successful in finding some copies of missing issues of Map Matters, still missing are numbers 1, 2, 3, 4, 12 and 13.

	<p>If you have a copy (in whichever format) of any of these old issues, (perhaps on an old computer), it would be much appreciated if you could email them to me at: mep@pcug.org.au, or mail on a USB stick, an SDHC or similar card, (even on an old floppy disk would do), or a printed version to my address listed at the bottom of this issue.</p> <p style="text-align: right;">Editor</p>
	<p>VOC Archives</p>
	<p>As many of you are aware, a large quantity of VOC Archives is being kept in Djakarta, the former Batavia. With the announcement of plans to move Indonesia's capital to Kalimantan (Borneo), I wonder if this might provide an opportunity for the Dutch government to obtain these old archives. Many researchers would be interested in access to these archives, which would complement VOC archives already being kept in Netherlands.</p> <p>The climate in Netherlands would also make preservation of the archives somewhat easier. The high humidity and heat in Djakarta cannot be considered ideal conditions for old archives. I wonder if any of our readers has visited these VOC archives.?</p> <p style="text-align: right;">Editor</p>

Articles

	<p>The Mysterious <i>ysles de magna</i> and <i>y^e de saill</i> on the Dieppe Maps</p>
	<p style="text-align: right;">Robert J. King</p> <p>Two islands, <i>ysles de magna</i> and <i>y^e de saill</i>, are shown off the east coast of <i>Jave la Grande</i> on the Harleian mappemonde of c.1546. These islands, with slight variations in their names, also appear on other world maps of the school of cartographers that flourished in and around the town of Dieppe, Normandy, in the mid-sixteenth century. In Guillaume Le Testu's 1556 <i>Cosmographie</i>, they are <i>Ille de manna</i> and <i>Ille du sel</i>. It has long been a puzzle as to what actual islands they represented, or whether they were entirely fictional.¹ [Fig.1, Fig.2 & Fig.10].</p> <p>Bill Richardson has argued that they represent the Pulo Condor islands, displaced from their actual location off the coast of southern Vietnam.² The Pulo Condor (Poulo Condore), now Côn Đảo islands, are an archipelago of sixteen mountainous islands and islets, situated about 185 km from Vũng Tàu and 230 km from Saigon and in former times were an important stage in the navigation between China and Southeast Asia. The Vietnamese name is Côn Sơn, or Côn-lôn-son, from the mediaeval Chinese, Kun Lun Shan (崑崙山 — Mount Kun: <i>lunshan</i> meaning mountain, or mount). Côn Sơn, the largest island in the group, is indeed mountainous, with the highest peaks reaching 515 and 575 metres. <i>Kun</i> came into the Chinese from the Malay <i>kundur</i> (the 'wax gourd') which gave the name for the islands, <i>Pulau Kundur</i>.³ Marco Polo duplicated this name as <i>Candur</i> and <i>Sandur</i>.⁴</p>



Fig.1 *ysles de de magna* and *y^e saill*, Harleian world map, c.1546, orientated southward.

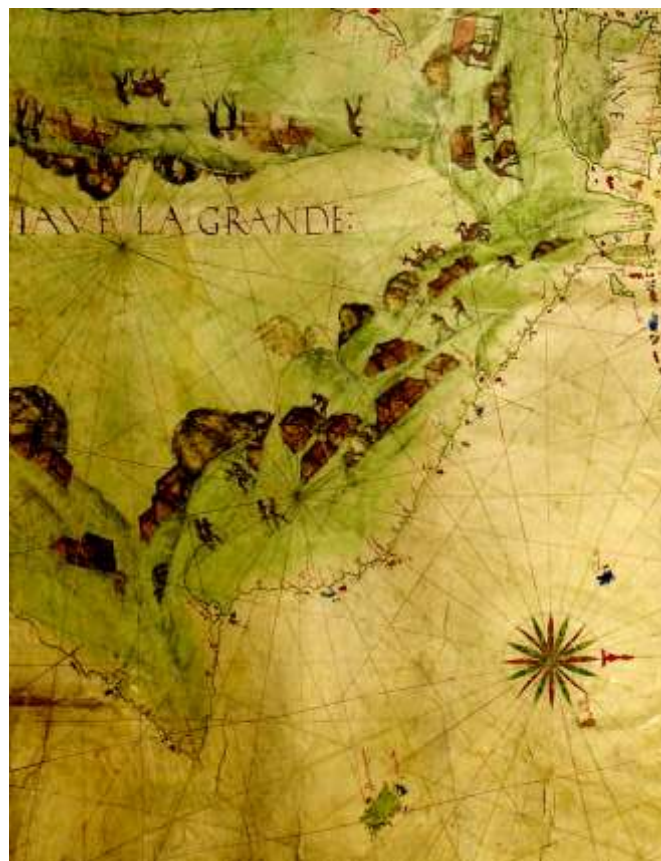


Fig.2 Harleian world map, c.1546

Richardson noted that on the c.1505 world map of Nicolò de Caverio, the islands were depicted as *y. baixas chamada fulucãdora* (island of shoals called fulucandora/Pulo Condor) located off a headland called *fulucandora*. He asserted that

fulucandora was an Arabic name for Pulo Condor, which had been read upside down by the Norman mapmakers and transformed into *ysles de magna*. But apart from other considerations, this overlooks the fact that the Arab/Persian name for Pulo Condor was *Sandar Fulat* صندر فولات, an Arabic version of the Malay name.⁵

Pulau Kundur, the Malay name for the island, was written فولاو كوندور in the Arabic-derived Jawi script used for Malay, and mis-transcribed into the Latin script as *fulucandora*, and so found its way on to Portuguese maps and those derived from them, such as the Caverio world map.⁶ For instance, Martin Waldseemüller's world map of 1507 showed a headland inscribed *fulicandora* on the coast of Champa, *CYAMBA PROVINCIA MAGNA*. He obviously did not recognize it as Marco Polo's *Candur* and *Sandur*. An island off the same coast is simply inscribed *chamada* (called), which indicates that Waldseemüller's source was the Caverio map. [Fig. 3]



Fig. 3 *chamada* and *fulicandora*, from the Malay, فولاو كوندور (Pulo Condor), Martin Waldseemüller world map, 1507

The term *fulucandora* was abandoned by the Portuguese for the more accurate Pulo Condor after they began visiting the islands from 1515 onwards: it does not occur in any of the sixteenth century Portuguese rutters collected by Pierre-Yves Manguin.⁷ It therefore cannot have been the basis of the toponyms for the *ysles de magna* and *y^e de saill* off the east coast of *Jave la Grande*, as claimed by Richardson.

It is more likely, as argued by Andrew Eliason, that they represent the two islands discovered by Ferdinand Magellan during his voyage across the Pacific in 1522, which he called the *Desventuradas*, or *Islas Infortunatos* (Unfortunate Isles). These are shown on the Stuttgart Globe Gores of 1523/4 attributed to Johannes Schöner as the

insule infortunatae (Unfortunate Isles), and on the 1534-6 world map of Oronce Fine as the *insule deserti* (Uninhabited Isles). [Fig.4 & Fig.5]



Fig.4 *Insule infortunatae* (Unfortunate Isles), Johannes Schoener, 1523



Fig.5 *insule deserti* (Uninhabited Isles), Oronce Fine, 1536

On Gerard Mercator's 1538 world map, these islands appear with the inscription: *Insulae infortunatae* (the Unfortunate Isles) and on his globe of 1541, with the inscription: *Infortunatae Insulae a Magellano inventae anno 1520* (the Unfortunate Isles, discovered by Magellan in the year 1522).⁸ On his 1569 map, Mercator called them, *y de los tiburones* and *y de s Pedro: Insulae duae infortunatae, sic a Magellano appellatae, quod nec homines nec victui apta haberent* (island of sharks and island of

St Peter: The two Unfortunate Isles, so called by Magellan, for they had neither men nor suitable provisions). [Fig.6, Fig.7 & Fig.8]



Fig.6 *Insulae infortunatae* (Unfortunate Isles), Gerard Mercator, 1538



Fig.7 *Infortunatae Insulae a Magellano inventae anno 1520* (the Unfortunate Isles, discovered by Magellan in the year 1522), Gerard Mercator, 1541

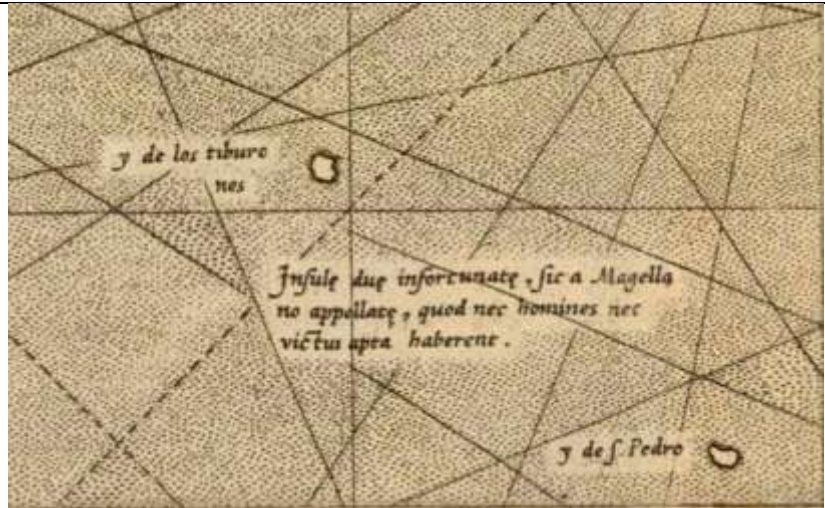


Fig.8 *y de los tiburones* and *y de s Pedro*: *Insulae duae infortunatae, sic a Magellano appellatae, quod nec homines nec victui apta haberent* (island of sharks and island of St Peter: The two Unfortunate Isles, so called by Magellan, for they had neither men nor suitable provisions), Gerard Mercator, 1569

The islands appear as *I. de Mague* and *I. de Sally* on André Thevet's *Quarte Partie du Monde* (1575).⁹ The name, *ysles de magna* on the Harleian mappemonde, and with variations on the other Dieppe maps, are apparently, as Eliason suggests, a corruption or abbreviation of *ysles de magna[illan]* (Magellan's isles). As he points out, the islands are duplicated in the eastern Pacific on another map in Le Testu's *Cosmographie* as *ILLE DE MAGELLAM* (Magellan's Isle). [Fig.9, Fig.10, Fig.11 & Fig.12]



Fig.9 *I. de Mague* and *I. de Sally*, André Thevet, *Quarte Partie du Monde*, 1575

Another example of how Magellan's name could be mangled is provided by the globe of Willem Nicolai, *Nova et integra universi Orbis description*, made in Lyons in 1603 but based on Caspar Vopell's globe of 1542. On Vopell's globe, to the east of the islands *infortunatae et desertae* is the *OCEANUSMA GELLICVS*, which on Nicolai's

globe has become *Oceanus Magnus Gellanicus*. It is easy to see how *ysles de maguailan* could be corrupted to *ysles de magna saille*. [Fig.13]



Fig.10 *Ille de manna, Ille du sel*, Guillaume Le Testu, 1556



Fig.11 *ILLE DE MAGELLAM* (Magellan's Isle), Guillaume Le Testu, 1556

Chet van Duzer concluded in his study of Pierre Desceliers' world map of 1550 that the *Jave la Grande* on the Norman world maps of the sixteenth century did not represent a pre-discovery of Australia but was "merely an elaboration of the southern land mass as it appeared on Mercator's 1541 globe".¹⁰ Like *Jave la Grande*, the *ysles de magna* and *y^e de saille* are also apparently drawn from Mercator's globe of 1541.

The wandering of Magellan's islands on the sixteenth century maps and globes illustrates how cartographers of that time could place the same island or lands, under variant or different names, in more than one location on their maps and globes, in accordance with the fragmentary and sometimes contradictory information available to them. The appearance of the islands on the Dieppe Maps, as with *Jave la Grande* on

those maps, has confounded those who have looked at them without understanding their context in the cartography of their time.



Fig.12 *y^e de magna y^e de saill*, Pierre Desceliers, 1546

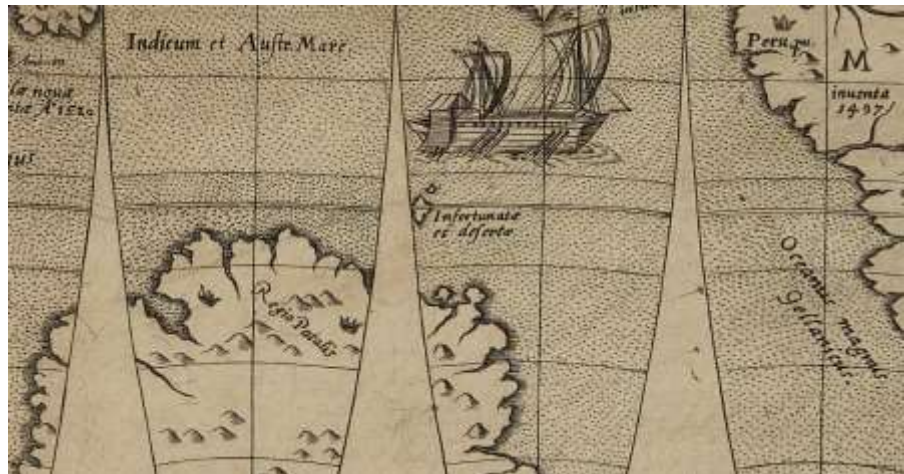


Fig.13 *Infortunatae et desertae, Oceanus Magnus Gellanicus*, Willem Nicolay, 1603

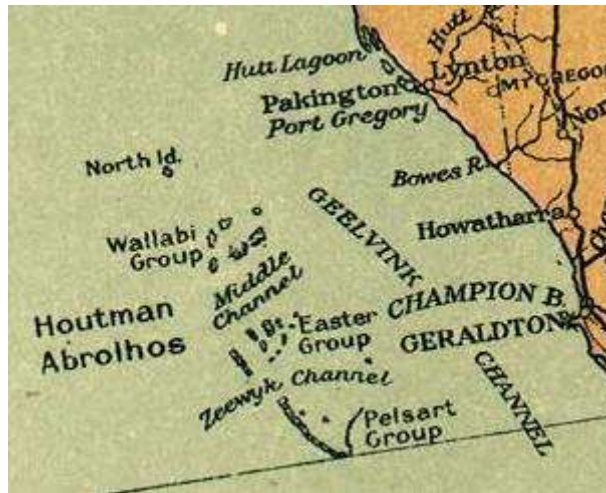
RJK

1. For a comprehensive bibliography of this question, see William A.R. Richardson, *Was Australia Charted Before 1606? The Jave la Grande Inscriptions*, Canberra, National Library of Australia, 2006.

2. W.A.R. (Bill) Richardson, 'Asian Geographical Features Misplaced South of the Equator on Sixteenth-century Maps', *Terrae Incognitae*, vol.47, Issue 1, 2015, pp.33-65, p.38.

3. Gabriel Ferrand, « Le K'ouen-Louen et les anciennes Navigations interocéaniques dans les Mers du Sud », *Journal Asiatique*, Paris, Imprimerie Nationale, 2e. série, t.13, 1919, pp. 289-333, pp.330-333.

	<p>Luo Zhufeng 罗竹风 (ed.), <i>Han Yu Da Ci Dian</i> 漢語大詞典, Shanghai, Shanghai ci shu chu ban she, 2008, entries for 崑崙山 and 崑崙瓜.</p> <p>4. Sir Henry Yule (ed.), <i>The Book of Ser Marco Polo</i>, London, Murray, 1921, Volume 2, p 277, n.2.</p> <p>5. See Soleyman, سلسلة التواريخ / <i>Silsilat at-Tawârîkh / Chaine des Chroniques</i>, p.21; in Abū Zayd Ḥasan ibn Yazīd Sīrāfī, <i>Relation des Voyages faits par les Arabes et les Persans dans l'Inde et à la Chine dans le IXe siècle de l'ère chrétienne: Texte arabe... traduction française et d'éclaircissements par M. [Joseph Toussaint] Reinaud</i>, Paris, Imprimerie royale, 1845, Tome II; and Sir Henry Yule (ed.) <i>The Book of Sir Marco Polo the Venetian: Concerning the Kingdoms and Marvels of the East</i>, London, J. Murray, 1875, Volume 2, p.257; and Gabriel Ferrand, « Le K'ouen-Louen et les anciennes Navigations inter-océaniques dans les Mers du Sud », <i>Journal Asiatique</i>, Paris, Imprimerie Nationale, 2e. série, t.13, 1919, p.94.</p> <p>6. Jean Denucé, <i>Les Origines de la Cartographie portugaise et les Cartes des Reinel</i>, Ghent, Van Gouthem, 1908 (repr. Amsterdam, Meridian, 1963), p.21. The letter <i>fa</i> ف, in Arabic used for the sound 'f', in the old Jawi script expressed the sound 'p'.</p> <p>7. Pierre-Yves Manguin, « Les Portugais sur les Côtes du Viêt-nam et du Campā: Études sur les routes maritimes et les relations commerciales d'après les sources portugaises (XVIe, XVIIe XVIIIe siècles) », <i>Publications de l'École Française d'Extrême-Orient</i>, Volume LXXXI, Paris, 1972.</p> <p>8. Peter van der Krogt, <i>Globi Neerlandici: The Production of Globes in the Low Countries</i>, Utrecht, HES Publishers, 1993, p.64, plate 2.14. Image of Mercator's 1541 globe at: http://nla.gov.au/nla.obj-233256894/view</p> <p>9. Andrew Eliason, “A Pacific Prospectus: The Origins and Identities of the Islands depicted in the South Sea on the Dieppe Maps”, <i>The Globe</i>, no.79, 2016, pp.13-30.</p> <p>10. Chet Van Duzer, <i>The World for a King: Pierre Desceliers' World Map of 1550</i>, London, British Library, 2015, p.72.</p>
	<p>Balayi-Open Your Eyes!</p>
	<p style="text-align: right;">Howard Gray</p> <p>Who charted the south-west coastline of Australia for the first time? Whose discoveries saw 'Terra Australis Incognita' – the imaginary southland – disappear from the maps of the world? Who first plotted the stars of the southern hemisphere accurately, including the Southern Cross? Who discovered the amazing Houtman Abrolhos Islands off the west coast of Australia?</p> <p>A Dutchman of course! And 'Houtman' in the name of the Houtman Abrolhos Islands is probably the giveaway! In July 1619 Frederick de Houtman was on his fourth voyage to the East Indies aboard the ship <i>Maeght of Dordrecht</i> accompanied by the vessel <i>Amsterdam</i> with VOC Councillor Jacob D'Edel in charge. Both Houtman and D'Edel had lost contact with the other ships in their separate fleets and so decided to sail the leg from the Cape of Good Hope to the East Indies together, following the new Brouwer Route across the southern Indian Ocean.</p>



Source: [Image:Australia 1916 western australia.jpg](#)

The wind and currents carried the *Dordrecht* and the *Amsterdam* further east than any Dutch ship had been before, and when they made their turning to the northward on the evening of the 19th of July 1619, to their surprise came across land. Intrigued and keen to get ashore they anchored off present-day Safety Bay, just south of Fremantle. Strong winter gales blew in, preventing any landing, and when their anchor-ropes parted they set sail to the north, following the coast for some 200 kilometres until they decided to head to the safety of the open sea.

Instead of safety, Houtman nearly came to grief, for in the middle of the night on the 29th of July they encountered a low level land, surrounded by reefs. On the empty space on his chart Houtman no-doubt scribbled 'Abrolhos' – watch out, dangerous reefs! Later cartographers would add the name 'Houtman' to distinguish these islands from the Abrolhos archipelago off Brazil.



Detail of [Caert van't Landt van d'Eendracht](#) (1627) by Hessel Gerritsz (NLA)

With several hundred kilometres of what appeared to be a mainland coast leading up to the land discovered by Hartog in 1616, the scribbled imaginary land of charts in centuries past

could be replaced by a definite coastline. Alas the 'Abrolhos' did not have its deterrent effect, for ten years later the infamous *Batavia* shipwreck occurred on Houtman's islands.

There was a lot more to this man Houtman than just filling this piece of the cartographic puzzle. Born in Gouda in 1571, later resident of Alkmaar, spy on the Portuguese, assistant to navigator and astronomer Keyser on the first disastrous Dutch fleet to the East Indies in 1595, Master of one of two ships in an even more disastrous second fleet, prisoner in Aceh, linguist, astronomer, first Dutch Governor in the Moluccas 1605-1611, again Governor 1621-23, Houtman was 'in the thick' of the earliest days of the VOC, living a remarkable life in remarkable times.



Beach on an island of the Wallabi group. Source: Ernie Dingo, Flickr.

HG

Markers and Monuments in WA; Reminders of the Dutch VOC past

Text: Heleen Van der Haar
Photos: Frank Wulm & Heleen Van der Haar

With Geraldton having a 400-year Frederik de Houtman Festival in late July, I would like to share with you the markers and monuments that we have seen on our trips driving along the west coast (2006 & 2011). Do you know that on the Esplanade in Geraldton there is a sculpture of Dutch sailor Wiebbe Hayes? There are sculptures of Captain Cook everywhere in Australia, but in far WA we found one of Dutch hero Wiebbe Hayes! Read more about this further down.



We were coming from Broome and heading south, when, not far from Exmouth, just south of Vlamingh Head Lighthouse, we explored beautiful Cape Range National Park. We followed the road and came to the mouth of Yardie Creek, where we saw an information bay saying:

The First European Visitors.

The Dutch ship, the “Batavia”, on her maiden voyage from Amsterdam to Batavia (Java) wrecked on the Abrolhos Islands off Geraldton on 4 June 1629. Captain Francisco Pelsaert successfully sailed in a sloop to get help, stopping here at Yardie Creek for water. On his return to the Abrolhos Islands he found a mutiny amongst the crews had resulted in the slaughter of most of the survivors of the wreck. His return on a Javan ship rescued the remaining loyal soldiers besieged on a neighbouring island and saw the execution of the mutineers.



A bit further south, just out of Kalbarri at the mouth of a creek, we were utterly amazed to come across a marker (although it was mentioned in the WA Lonely Planet guide) saying:

It is believed the first permanent landing of white man in Australia was recorded here at the mouth of the Wittecarra Creek. They were Wouter Loos and Jan Pelgrom, castaway by

commander Francisco Pelsaert, after the wreck of the Dutch East India trading vessel "Batavia" which ran aground on the Northern Group of the Abrolhos Islands in the year 1629 AD.¹



The Geraldton region is full of "Batavia" reminders. The region is called Batavia Coast. We saw the Batavia Coast Marina, Batavia Coast Dive Academy, Batavia Coast Air Charter, Batavia Motor Inn, Batavia Furniture & Bedding, Batavia Tickets (a booking office), and we stayed (of course) at the Batavia Coast Caravan Park. The local Campervan & Motor home Club calls themselves "The Batavians". We felt like we were in Batavia-land, and my Dutch heart felt very proud!



We loved Geraldton. It is a pretty town with lots of old buildings built on a hill overlooking the Indian Ocean. Our main reason for visiting was the excellent shipwreck gallery of the Western Australian Museum. It is all about the VOC and its ships, and particularly about the 1629 "Batavia" disaster.



On the Marine Esplanade in Geraldton, a few blocks away from the WA Museum, is a statue honouring young hero Wiebbe Hayes.² On the plaque at its base it reads:

Wiebbe Hayes – Hero of the “Batavia”

Five days after the wreck of the “Batavia” at the Houtman Abrolhos Islands in 1629, Commander Francisco Pelsaert and skipper Adriaen Jacobsz with forty-six others left in the ship's longboat to search for water, ending up in Batavia (Java, Indonesia) and not returning for three and half months. In their absence VOC's under merchant Jeronimus Cornelisz assumed control of the 200 survivors marooned on Beacon Island and he and his accomplices embarked on a reign of terror and murder. Cornelisz isolated soldier Wiebbe Hayes and some twenty others on East Wallabi Island, expecting they would die, but they crossed to West Wallabi Island where they found water and food. Escapees from the bloodshed on Beacon Island alerted Wiebbe Hayes and he organized the defence of his companions repelling attacks from Cornelisz and eventually capturing him. When Pelsaert returned, Hayes raced ahead of the remaining mutineers to warn him of their plans to overwhelm the rescue ship. Wiebbe Hayes' actions undoubtedly saved many lives and saw Cornelisz and his conspirators brought to justice.



Wiebbe Hayes Statue, Geraldton

We followed the beautiful Indian Ocean Highway southwards and stopped for coffee in Leeman (290 km north of Perth), which was originally named “Snag Island”. In 1972 the name was officially changed to “Leeman” in honour of Dutchman Abraham Leeman van Santwits, who was the navigator of the *Waeckende Boey*, which was sent in 1658 to find the wreck of the *Vergulde Draeck*, a ship that had wrecked in 1656. Strong winds contributed to the *Waeckende Boey* having to leave, while Leeman was on shore with a small group, searching for signs of survivors. Leeman and his crew killed seals for meat, using the skins to make their long boat more seaworthy. Eventually, they made it to Batavia, taking six months in their open boat.³

In Perth we took our bikes on the ferry to Rottnest Island, discovered by Willem de Vlamingh in 1696, who mistook the unique local marsupials “quokkas” for rats, hence the island’s name. We had a fantastic day riding around the island.



Heleen van der Haar at Cape Vlamingh

The South West point is *Cape Vlamingh* and that's where we found another monument:

The Leeman Monument

First European here: Abraham Leeman 1658.

The first European known to have landed on Rottnest

Was Abraham Leeman van Santwits on 19 March 1658.

With about 13 ship's boat crew from the Dutch vessel “Waeckende Boey”.

Leeman explored and mapped Rottnest while the skipper Samuel Volkersen careened his ship at sea about 2 miles (3km) NW of Bathurst point.

They had sailed from Java to search for survivors of the “Vergulde Draeck” (Gilt Dragon) that was wrecked 47 miles (80km) NNW of here on 28 April 1656.

The 1658 charts and documents and an explanation of the events are recorded in the book “Marooned” by James Henderson, 1982.

This monument was erected by the Rottnest Island Board

to promote Rottnest and Australian History,

and was officially unveiled by Mrs. P.M. Barblett

on 31st of January 1983.



In 1658, the *VOC* had sent the *Emmeloort* and *Waeckende Boey* to look for survivors and chart the coastline. They found some wreckage but failed to find any of the original 68 survivors, nor was there any trace of the 11 men who went searching for them in 1656.⁴

About 300 years later, the 1656 wreck was rediscovered in April 1963 at Ledge Point, 110 km North of Perth.

Just North of Cottesloe Beach (Perth) on Marine Parade is the *Vlamingh* Monument. It was erected in 1997 to commemorate the 300th anniversary of *Vlamingh's* landing. It explains:

It was at or near this location that Dutchman Willem de Vlamingh, together with 85 crew of the ships "Geelvinck", "Nijptangh" and "Weseltje" came ashore on 5th January 1697 to become the first Europeans to visit and explore the south west of what was then known as New Holland.

The ships were part of the East India Company and Vlamingh's orders were to search for a lost ship "De Ridderschap van Holland" and to explore the coast for a suitable harbour or anchorage on the coast for ships to effect repairs and make shelter after having sailed from the Cape of Good Hope en route to Batavia in the then Dutch East Indies which is now Jakarta, Indonesia.

In Fremantle we visited the Shipwreck Gallery. Again, we couldn't believe our eyes, the museum is full of Dutch relics, mostly, but not exclusively from the *Batavia* wreck.

We followed the coast to the South West and stopped in Cape Leeuwin where the Indian Ocean meets the Southern Ocean. In 1622, an unknown Dutch navigator discovered the area while sailing past in his ship, named *Leeuwin*. The land became then known as "Leeuwin's Land". This name disappeared, but Matthew Flinders named the Cape after the first ship known to have visited the area.

In 1986 Australia built their own tall ship, a three-master, the *Leeuwin II*, which we had seen earlier at a Fremantle jetty where it is based.

In Albany we saw the *Duyfken* Shed, which began its life in Fremantle, where it was home to the construction of the *Duyken* replica. The replica ship is home in Fremantle where it is open to the public.⁵ The Shed was relocated to Albany in 1998 and has a stunning mural in it depicting a Dutch port scene.

About 650km east of Esperance is Nuytsland, a WA nature reserve (300km x 20km) named after Pieter Nuyts, who sailed along the coast in 1627 and mapped 1500 km of the south coast on his ship *'t Gulden Zeepaert*. They sailed as far as the islands of St. Pieter and St. Francis (now in South Australia), before turning around and heading for Batavia (present day Jakarta).

After we crossed the South Australian border (900 km from Esperance), we drove into Ceduna, (another 500 km from the border), where we noticed following text on the information bay:

Pieter Nuyts – Dutch explorer:

In 1627 Pieter Nuyts, on board “the Gulden Zeepaert”, discovered the southern coast of Australia. His voyage was a remarkable feat of navigation. Not only was it one of the most important voyages undertaken by the Dutch during the whole of their century long exploration of the Australian continent, but it put the unknown southern coastline on the map and established a termination point which was to become a major point of reference for later expeditions. “The Gulden Zeepaert” was a new, well found vessel of 400 tons and was under the command of Francis Thijssen. It was manned by a crew of 158 seamen. There was also a detachment of 56 soldiers and 6 females on board; one of whom is believed to be Nuyts' wife and one his daughter;

The islands of St. Pieter and St. Francis, which are visible from Thevenard, were first recorded by Pieter Nuyts aboard “the Gulden Zeepaert”. According to map references in ‘Gulliver’s Travels’, Jonathan Swift’s fictional character, Gulliver, met with the tiny people of Lilliput on these islands. This group of islands is known as Nuyts Archipelago.



175 years on, Captain Matthew Flinders used information from Nuyts' charts in his epic voyage of discovery in 1802.

The next day we headed out to Cape Thevenard (SA), a few km southwest of Ceduna, where we found a marker reading:

In February 1629 a Dutch ship “Het Gulden Zeepaert” under the command of Francois Thyssen landed along this coast. He charted the main islands and named them St. Francis and St. Peter. He mapped the coast and called it Peter Nuytsland in honour of his supercargo.

Further south along the coast, on the western side of the Eyre Peninsula in Streaky Bay, we found an obelisk with the inscription:

This beacon was erected by the District Council of Streaky Bay in the year 1927 to commemorate the tri-centenary of the voyage of discovery made by Pieter Nuyts who visited these shores in the ship “Gulden Zeepaert” in the year 1627.

	<p>From here we continued on to Port Pirie (on the east coast of the Spencer Gulf), and then turned land inwards to Broken Hill. No more VOC reminders then.</p> <p>If anyone else has seen any monuments that we missed, we would like to hear about it. Please contact us at heleen.franky@gmail.com</p> <p style="text-align: right;">HvdH</p> <p>-----</p> <ol style="list-style-type: none"> 1. AOTM's co-founder, the late Rupert Gerritsen, and other historians repeatedly published articles that the first European visitors on the west coast actually landed at the mouth of the Hutchinson River rather than at Wittecarra Creek. As this in the same local council area, the plaque could probably be easily changed and moved to that location by that council. (Ed.) 2. The Wiebe Hayes statue depicts a young man in 17th century garments, as imagined by the sculptor. There are no contemporary images of Wiebe, so we don't know what he looked like. (Ed.) 3. Leeman had originally been a survivor of the shipwreck of <i>the Vergulde Draeck</i>. On that occasion he had sailed an open boat as one of seven survivors to Batavia. They had left another 68 survivors on land, awaiting rescue. (Ed.) 4. In June 1656 two rescue vessels, the <i>Goede Hoop</i> and the <i>Witte Valck</i>, were dispatched from Batavia. The <i>Goede Hoop</i> managed to disembark men upon the shoreline; however, they lost three of these men along the coast when they had wandered into the bush and vanished, another eight men went in search of them and also disappeared. (Ed.) 5. Since winter 2019 <i>Duyfken</i> is on exhibition at the Aquarium of Western Australia (AQWA) at Hillarys for the years 2019, 2020 and 2021, from April to October in each of those years. (Ed.)
	<p>Note from Editor:</p> <p>I know one place where there is a monument/sculpture honouring a Dutch navigator. It is the Unity sculpture in Denham, Shark Bay, installed and inaugurated there by the WA premier, Colin Barnett, in October 2016, to commemorate the 1616 landing of Dirk Hartog on what is now Dirk Hartog Island. Hartog's ship was called <i>Eendracht</i>, which means Unity. I took the photo (left) at that occasion.</p> <p>There is also a First Contact monument in Cape York, not far from Weipa. AOTM co-founder, the late Rupert Gerritsen went to the official unveiling a few years ago. The Dutch Ambassador and the Governor of Queensland were also there. For information about it see: http://monumentaustralia.org.au/themes/landscape/exploration/display/100085-first-contact-memorial-</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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