Welcome to the "Spring" 2010 edition of Map Matters, the newsletter of the Australia on the Map Division of the Australasian Hydrographic Society.

If you have any contributions or suggestions for Map Matters, you can email them to me at: fgeurts@vtown.com.au, or post them to me at: GPO Box 1781, Canberra, 2601

Frank Geurts
Editor

News

The Deadwater wreck: the search is on!

Readers of Map Matters may recall the Spring 2009 edition, in which one of Australia on the Map Division’s current projects, "The Search for the Deadwater Wreck" was discussed in some detail. We can now happily report that Lotterywest in Western Australia has provided the necessary funds to conduct the remote sensing survey we are proposing to carry out, just north of Busselton in WA, with the assistance of DIG International.

As reported in MapMatters 8, analysis of all the information that has come out over the years indicates the Deadwater Wreck was a probably a Dutch vessel, estimated to have been about 30 metres long and dating from the period 1650–1750. The evidence indicates that salvaging and pillering that has taken place since it was first seen in 1846 has destroyed most of the wreck, with what remains buried in sediment.

The project will involve the use of the latest remote sensing technology in an endeavour to detect what remains of the wreck. It is, we believe, buried under about one metre of sediment as a result of the Deadwater silting up over time. There have
been ad hoc attempts in the past to find the Deadwater Wreck, but those have been conducted in the wrong location. This has arisen because of confusion with a longboat lost by the Baudin expedition in 1801 about three kilometres further south.

Previous searches in the 1990s were also confounded by patches of ilmenite, a mineral sand with magnetic properties, which produced false readings with the magnetometers used at the time. Fortunately technology has moved on since then and this should not present a problem with our search.

If anything is found the WA Maritime Museum will be alerted, as they then assume legal responsibility for excavation of the wreck.

Another exciting aspect for our project is the possibility that a documentary for national television will be made of the search.

Rupert Gerritsen
Project Leader

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**Education award 2010**

The Australasian Hydrographic Society offers an Annual Education Award of AUD $2,500.

The award is open to students studying or researching in maritime disciplines including:

- Hydrography – Nautical Charting – Surveying at Sea
- Coastal Studies – Coastal Zone Management
- Offshore Resource Surveys and Management
- Port Development and Maritime Engineering
- Law of the Sea
- Marine Cartography
- Environmental Studies
- Marine Geology and Geophysics

Closing Date: Thursday, 9 December 2010

For further information please contact:
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Dr Bronwen Douglas of the ANU College of Asia and the Pacific presented an illustrated paper on 19 August 2010 to invitees at the National Library in Canberra with the title: *Words for People, Names for Places: Voyagers, Cartographers, and the Southlanders, 1606-1644.*

My inexpert report on this presentation contains merely an amateur’s observations.

Providing a framework with an outline of the sequence of the confused theoretical and then slow actual charting of the South Pacific region, Bronwen Douglas drew our attention to her in-depth analysis of the nomenclature used to indicate lands and islands on mariners’ maps of the Pacific region from before 1800. Quite coincidentally, the first overhead illustration with this introductory part was instantly recognized by some present as depicting the 15th century Schnitzer copy of the Mappa Mundi of the 1st century citizen of Egypt, Claudius Ptolomeus. The original had been stolen in Spain, found in Australia and was ceremoniously handed back to the Spanish Ambassador only recently in the very room this lecture was held, with extensive press coverage.

**Multidisciplinary analysis**

The presentation’s underlying research relied on a conflux of the world’s hydrographic history, i.e. historical cartography, the behavioral sociology of foreigners meeting foreigners and, because the mariners venturing into the Pacific came from different countries, also involved some historical linguistics drawn from several languages. So this analysis required considerable scholarship. A series of Spanish journeys in the Pacific and place names originating from them were analysed. Island names were related to behaviour, bodily appearances or skin colour of inhabitants encountered, telling us plausibly about the mariners’ observations of islander peoples and their experiences with them, rather than pre-existing perceptions of racial prejudice.
A partial explanation of why the myth of the huge southern continent did not die easily was provided. In the widely published and translated material of Quiros, by way of example, was the 1606 visit to the tiny coast of Vanuatu, presented as part of a gigantic assumed continent. Six years later it depicted on a world map by Hessel Gerritszoon. Ten years later however, the same map maker rejected the existence of the Quiros’ Southland on his 1622 map of the Pacific as he already had real evidence from charts of parts of Australia’s west coast, in addition to Janszoon’s 1606 chart of the west coast of Cape York Peninsula.

**Schouten and Le Maire**

Then followed the voyage of Willem Schouten and Jacob Le Maire in 1615–1616 in the vessels *Eendracht* and *Hoorn*, like Quiros also intent on locating an assumed “Terra Australis”. The *Hoorn* was not mentioned in Douglas’ paper, as the vessel was lost in a fire, its name given to Cape Horn before they reached the islands whose names were subject of her analysis. Some Polynesian islands were however also named the “Hoorn Islands”. This *Eendracht* (“Unity”), still today a popular name for a vessel in Holland, was of course not the same *Eendracht* as Dirk Hartog’s famous ship in which he landed on our west coast in 1616. The rounding of Cape Horn was confirmation of earlier suspicion that *Terra Del Fuego* was not part of the elusive southern continent.

The substantial and original documentation by Schouten and Le Maire, or translations thereof, as several “quotes” are in English, was then outlined by Dr Douglas. Her conclusions shared with us a focus on the names of islands in the vicinity of the north coast of New Guinea. "Honden Island" (Dogs' Island) was so named as they observed some dogs that did not bark (dingoes?). "Eylandt sonder grondt" (Island without ground) was so named because they could not find ground shallow enough for anchorage. Et cetera. The name “Waterland” was given to an island where they found water, but nothing else, which the author thought “banal to a fault”. Maybe so, but also quite common, for example early maps of the west coast of Cape York show “Waterplaats”, the place where they obtained water, a rather essential commodity on a long voyage. Quite a useful note to find on a map I would have thought, for those coming afterwards. The same observation can be made for names referring to hostile inhabitants, or the existence of abundant flies (Fly Island). Similarly, "Cocos Eylandt", because an abundance of coconut palms and nuts generously offered by its people, and Verraders Eylandt (Traitors Island), for the indigenous people who were found to steal voraciously from the ship as a sideline to trading nuts and bananas. It too could be useful information for those to follow. The paper did not contemplate this possible angle on place names usefulness for those who might subsequently use the map. It was perhaps rejected also as banal. Interestingly, it was found that where the sailors did get on well and for an extended period with the inhabitants, that names resembling the indigenous place names were placed on the map. This was observed as rather rare if not unusual. And the author was very certain these names would “not have been shared lightly” with the visitors, but rather reluctantly. Why this is so certain is not clear to me, as many indigenous and hunter-gatherer communities have a “sharing tradition”.

The author seems to expose a tendency to look at the mariners in a somewhat condescending manner, from the perspective they presented in the documentation of their leaders. This may have been influenced by translation or interpretational error. For example, after there is an in-depth examination of the words "swarten", "papoos", "indians" and similar terms for some local people, we are suddenly presented with the notion of “their shame”, in the context of them being covered or not covered, indicating degrees of nakedness. That word is an unusual English usage for body parts in my experience. Some translation from 17th century Dutch may have used those words. In modern Dutch, say, "schaambeen" (literally shame bone) is in English pubis and few will choose to translate it as "shame bone". Similarly "schaamhaar" is pubic hair and "schaamdelen" means private parts or genitals. The unusual translation suggests that the perhaps prudish mariners were...
accused of finding these types of "dress" shameful. It seems erroneous to me, in both its translation and its use here. In German the prefix or adjective "pubic-" is also "Scham-". It is just a word, even though in the first millennium the name may have had such a connotation. Touchy subject. Thanks to William the Conqueror’s linguistic influence the English term was changed. Word choice betrays emphasis, even bias. Consider the emotional difference between abattoir and slaughterhouse, the latter deliberately picked to emphasize the bloody goings-on there.

Tasman’s place names

The narrative of Abel Janszoon Tasman and his maps was also scanned and one of his place names, "Mordenaers Baj" (Murderers Bay) in New Zealand for example, was clearly related to the event there where some of his men lost their lives in an encounter with Maoris. The Spanish voyages, Schouten and Le Maire’s, and importantly Tasman’s charting of “New Holland”, are presented as having little influence on the removal from the European minds of the Terra Australis legend of a huge continent down south (excepting obviously that New Holland was not it, as it was much to small). The conclusion that:

"…in 1775 (of) Cook’s iconoclastic second voyage definitively reduced the great southern continent to roughly the modern contours of Australia and Antarctica",

is one I disagree with. The mythical Southland was not “reduced” by Cook’s voyage to some other size, it was completely debunked as indeed having been a myth i.e. non-existent. Antarctica, New Zealand and Australia were merely the largish islands that were really found there, the others having been rejected, singularly or accumulatively as definitely not being the great unknown Southland. Indeed the myth, promoted as a theory, was always exactly that, a myth. As a place name “Australia” (“Southland”) turns up on European maps in 1524, again in 1545, and also later, notably south of Africa on an indeed huge mythical continent. Then it is put on Matthew Flinders’ maps of 1804 and 1814 for no other reason than that it was not used any more for anything real: it was available again. That new use of the name today is still confusing people, by linking it to the old use and so "morphing" the old massive myth into the real islands mentioned. We just have to get used to the idea again that they are two different entities, where the former never existed other than in the minds of people. If something never existed it cannot be "reduced" further.

Yet, after those explanations of my points of disagreement, it must be emphasised that the specialist research field of place name interpretation is important and must certainly continue, but without en passant reaching for broad historic cartographic conclusions. A member in the audience hammered its importance home to me during question time. He mentioned "Terra Nullius" as having expressed a frame of mind with colonial intentions. Convincing example.

Peter Reynders
Max Cramer was a very special Australian, a man who made history by uncovering history. Having known Max since I was a child, it was with great sadness that I heard of his passing on 3 August. Whenever I was in my home town of Geraldton I always made a point of visiting Max to talk about our shared passion for shipwrecks and maritime heritage and history. I knew he was fighting a serious illness, we talked about it the last couple of times I saw him, but he was a battler and I knew he would tough it out as long as his could.

Max was a local lad, who grew up on a farm near Moonyoonooka, just east of Geraldton in Western Australia. A builder by trade, in the 1950s he developed an interest in scuba diving, in those days still a bit of a novel recreational activity. But Max also knew a bit about local history and knew that the Dutch ship *Batavia* had been wrecked off the coast of Geraldton, on the Abrolhos Islands, a calamity followed by the infamous Batavia Mutiny. People had been trying to locate the wreck of the *Batavia* for over 100 years. Alas, for most of that time they had been looking completely the wrong area, the Pelsaert Group of the Abrolhos Islands. Research in the 1950s by Henrietta Drake-Brockman strongly pointed to the *Batavia* actually lying in the Wallabi Group, 50 kilometres to the north. So Max and other scuba enthusiasts began poking around the reefs and islands there. Then in 1963 a crayfisherman, Pop Martin, unexpectedly dug up a skeleton on one of the islands. That certainly aroused a bit of interest. Then another crayfisherman, Dave Johnson, mentioned to Max that he had also seen strange objects under the water nearby, including what might be an anchor and cannons. And so on an historic day, Max, his brother Graham and Greg Allen dived at the spot, Morning Reef. Within minutes they had found the legendary wreck, on 4 June 1963, exactly 334 years to the day after it had sunk.

The discovery created an international sensation and Max’s life was irrevocably changed. He became an explorer of wrecks *par excellence*, in the service of maritime archaeology and a champion of the rich maritime history and heritage of what is now known as the Batavia Coast.

The discovery of the *Batavia* was an event which saw the real commencement of Max’s long involvement in locating and assisting in the recovery of material from some of Australia’s most historic wrecks, often at his own expense. This included the *Zeewijk*, wrecked in the Pelsaert Group of the Abrolhos Islands in 1727, which he dived on earlier in 1963, and the *Zuytdorp* which came to grief when it ran into the Zuytdorp Cliffs, 560 km north of Perth, in 1712 [See Map Matters 11]. Max, with brother Graham and Tom Brady, was in fact the first to dive on that wreck, in May 1964. It was a very dangerous undertaking as the wreck sits at the base of a cliff, and it is only calm enough to enter the water on a few days each year.

But Max interests weren’t restricted to shipwrecks. He helped to promote my research into the fate of all the Dutch seafarers stranded on the coast of WA during the 17th and early 18th centuries. And as an extension of those other activities Max
was co-leader of an expedition to Shark Bay early in 1998 which recovered a bottle, sealed with a French coin, left by Captain Saint Aloüarn of the *Gros Ventre* in 1772, which had probably contained a document (since disintegrated) claiming possession of Australia for the French!

Max’s tireless promotion of the region’s early maritime heritage and history certainly helped to put the Batavia Coast “on the map”. In 1993 he became founding Chair of the Batavia Coast Maritime History Association, and he continued to strongly advocate for the housing and display of a proportion of artifacts from the *Batavia* and other historic wrecks in Geraldton. This advocacy led to a purpose built maritime museum being established in Geraldton, possibly the best regional museum in the country.

As part of the Australia on the Map: 1606–2006 commemorations, marking the 400th anniversary of Australia’s first recorded contact with the outside world, Max endeavoured to foster several projects. One of these, the placing of an impressive statue in Geraldton of Wiebbe Hayes, heroic leader of opposition to the Batavia mutineers, was completed last year [See Map Matters 9].

Another string to Max’s bow was to embrace and promote interest in local history and heritage. For example he convinced the Geraldton Historical Society to place a rotunda at the Old Lighthouse Keepers Cottage to enhance it heritage value, and then set about helping to construct it. More importantly, he inspire the community to build a replica of the “Merry-Go-Round By the Sea”, the subject of a famous book of the same name by Randolph Stow. This had special resonance for me as I had played on the original merry-go-round as a child.

Max contributed to the local community in many other ways, ranging from putting on magic shows, to making costumes and building floats for Geraldton’s Sunshine Festival, as well as fostering interest in rare sea shells.

In addition to these activities Max was also a noted author. His best known work is *Treasures, Tragedies and Triumphs of the Batavia Coast* (1999), an autobiographical history of the discovery of the Dutch and other shipwrecks, the momentous events around those discoveries, and the politics around the recovery, location and display of the artifacts. More recently he co-wrote (with myself and Colin Slee) a small publication, *The Batavia Legacy* (2003), putting forward the argument that Hutt River was the location where the two mutineers marooned in 1629 (Australia’s first European settlers) were left. His last work, *The Discovery of the French Coin on Dirk Hartog Island* was published in 2008.

His service to his community, and his public service in general, went well beyond the call of duty. He was a founder member of the Master Builders Association for example, a member of the Geraldton Regional Museum Committee, President of the Geraldton Skin Diving Club, and as stated earlier, founding Chair of the Batavia Coast Maritime Heritage Association.

Given the significance of Max’s wide-ranging activities, pursuits and achievements it is no surprise that he has twice been named Geraldton’s Citizen of the Year, in 1979 and 1999. But higher honours awaited, and in 2007 Max was awarded the Order of Australia.

Max Cramer will long be remembered, and we owe a great debt to him. His contribution to the local community, to the nation and to our history is inestimable.

Yet Max was always approachable, down to earth and prepared to listen to people. These were the qualities that made him such a likeable bloke, and such a unique individual. We of course extend our sympathy to his greatest supporter, his wife Ines, and his sons Kim, Mark and Paul.

*Rupert Gerritsen*
Projects update

A snapshot of AOTM Division projects initiated or underway.

National Events Corporation
To seek to have a National Events Corporation established to provide a permanent governmental structure and funding stream for commemorations of national significance. Proposal has been put before the Government and Opposition. Strategy to be reviewed. Government has set up a "commission" for Anzac 100th that may be a model for NEC. Will discuss with PM if opportunity arises.

Explorers Commemorative Area in Parliamentary Triangle
To have an area set aside within the Parliamentary Triangle for statues, monuments and other commemorative structures to mark significant landmarks in the maritime discovery, contact and exploration of Australia. Information received that Windsor Walk has been designated, letter written to the Prime Minister as Chair of National Memorials Committee urging designation of a more prominent and visible location. Final draft of new guidelines being considered by National Memorials Committee, to be signed off by PM. Next step depends on designation of area in new guidelines.

Freycinet Map 200th Anniversary 2011
To foster exhibitions and events to mark the publication of the Freycinet Map, the 1st complete map of Australia. To take place in 2011. Strategy of engaging with French community and alerting libraries and museums and other interested parties implemented. Paper to be written for Journal of Australian Naval History. Continued circulation of the image of the 1811 map to promote wider awareness, further engagement with French community. Lecture series in conjunction with national institution and French Embassy mooted.

2014 – The Naming of Australia – The Flinders Map of 1814
To foster suitable commemorations of the 200th anniversary of the publication of Matthew Flinders’ map of Australia, which led to the adoption the name of Australia. National Library may stage major map exhibition. Will take collaborative actions with NLA in progress to locate exhibition items and sponsorship.

2016 Dirk Hartog 400th Anniversary
Consultations have taken place with other stakeholders, including discussions with the Dutch Ambassador. Organisational structure being developed, notional events program has been developed. Aims and objectives finalised. Statement on historical significance finalised. Further consultation soon with other stakeholders to formalise proposed organisational structure and develop proposed events program.

Refuge Bay Project
To ensure an appropriate memorial is placed at "The Basin" in Sydney Harbour in recognition of the formulation of the first draft of the Australian Constitution at that location. Working group formed, historical significance documented, historical maps located, bay resurveyed, article written. National Heritage List nomination prepared and submitted. Awaiting outcome of nomination for National Heritage List.

Lord Howe Island
A project to document and display the maritime history of Lord Howe Island. Scope of project has been agreed. Work to continue on preparation of material for posting or publication on early history and heritage of Lord Howe Island.

**Search for Deadwater Wreck**
See article this issue.

**Early Indigenous/Indian Contact**
To research pre- and early post-colonial contact and interaction between Indigenous Australians and people of Indian descent. Research plan developed, including prehistory research component and historical research component. Prehistory research component and historical research component to be completed.

**Research on Sailors/Aboriginal Interaction in WA (linguistics, genetics, biogeography, epidemiology, oral traditions)**
Collaboration with possible research project in this area. At least two DNA testing projects in progress or to commence soon. One project has been receiving media attention. Awaiting outcome of testing and possible publication of results by one of the research projects.

**Ship Images Project**
A project to place photos and illustrations of iconic vessels, replicas and models on website. Project reformulated to current form. Ships types and main structural components identified and drawings nearing completion. Drawings of ship types and main structural components of sailing ships to be completed and scanned.

**Animated Map**
Arrange publication and widespread distribution of the "Dunny Door" version of map of significant early voyages and maritime exploration of Australia’s coasts. Hard draft of maps and information bites have been finalised. Design of map and information hierarchy has been developed. Webmaster will provide GIS expertise and graphic design. Plotting of ships’ routes and graphic representation to continue.

**Translation Projects**
Translation of selected texts relating to early Australian maritime contact and exploration. First translation (La VOC – Eilandt’s Mauritius and Rodrigues) has commenced. A number of small amendments to online translation of VOC Charter made on expert advice. La VOC translation proceeding.

**Curriculum Development**
Fostering inclusion of early history framework in a national curriculum. National Curriculum issued, includes two units on early contact. Will review curriculum content when made public.

**Centre of Excellence in Hydrography that incorporates a component of historical cartography**
To have a Centre of Excellence established which teaches hydrography and cartography and related disciplines and technologies and incorporates a component of historical cartography. Strategic alliances being formed. Sources of funding to be identified at appropriate time.

**Documentaries and Feature Films**
To foster the production of TV documentaries and feature films on relevant aspects of early Australian history. Discussions held in last 18 months with three sets of producers. Advice and information provided on funding sources and historical background. One documentary on Janszoon and Cook voyages aired. Will provide assistance with documentary on visit by Dirk Hartog in 1616 and Hartog Plate.
Members welcome

Meetings of the Australia on the Map Division Council are open to all AOTM members who can and would like to attend.

Meetings are held on the first Friday of the month, at 12.30pm in the Friends Lounge of the National Library of Australia in Canberra.

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