Welcome to the "Spring" 2012 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

Cutty Sark is back!

On 25 April 2012, near Britain’s National Maritime Museum at historic Greenwich, Queen Elizabeth II reopened Cutty Sark after nearly six years of restoration work, punctuated by the serious fire of 21 May 2007. The Cutty Sark is not only a London icon but also an important artefact in Australian maritime history. She spent 12 years of her working life carrying Australian wool to England.

The ship was built in 1869 for one purpose – to bring tea back to London from China quickly. A premium was paid for new season tea so that the first ships back made huge profits for their owners. This led to competition to build faster ships shaped more like elegant racing yachts than cargo carriers. Cutty Sark is a composite ship with a frame of wrought iron and a wooden cladding, built at Dumbarton, Scotland. The iron frame took up less space than the traditional wooden one and allowed more cargo to be carried, offsetting the reduced carrying capacity of the streamlined hull. Cutty Sark is one of only three surviving composite vessels and the last surviving tea clipper.
In 1870 *Cutty Sark* was one of 59 British sailing ships loading tea in China, but by 1877 she was one of just nine. Steamships were gaining in efficiency and the opening of the Suez Canal in 1869 gave them an additional advantage over sail. By 1877 they could carry twice as much tea as a tea clipper and complete the journey in 77 days rather than 110 or so. *Cutty Sark* embarked on a new career as a “tramp”, picking up whatever cargoes she could wherever she could. Her last tea cargo was not from China but from India, carrying Indian tea from Calcutta to Melbourne in 1881.

The burgeoning Australian wool industry offered new opportunities. By 1870 Australia was the world’s largest producer. Britain was importing Australian wool and exporting huge quantities of manufactured goods (including large quantities of beer) to Australia, guaranteeing regular cargoes in both directions. In 1883 *Cutty Sark* made her first voyage from Australia to London in 84 days, eventually bettering this, in record breaking runs, to 73 days. She continued to ply between London and Australian ports carrying wool until 1895 when, with freight rates dropping and competition from larger vessels she was not making the money she once had. This was despite having a crew of only 19 men, which seems remarkable considering the work that must have been involved in sailing her. By 1895 only 10 of the tea clippers were still afloat and were being replaced with four masted steel barques with much greater carrying capacity. Her owners decided to sell her.

From 1895 until 1922 she sailed as a cargo vessel under the Portuguese flag between Portugal and her colonies. Then, in a dilapidated state she was spotted by a retired British sea captain, William Dowman, who recognised her importance and was determined to save her for the British nation. Fortunately his wife was a member of the wealthy textile manufacturing Courtauld family and Dowman was able to buy her. *Cutty Sark* was moved to Falmouth harbour in Cornwall, restored and used as a sail training ship until Dowman’s death in 1936 when she was moved to the Thames in London. Here she continued as a training vessel until, again in a dilapidated state, she was acquired by the Cutty Sark Preservation Trust and, in 1954, placed in a purpose built dry dock at Greenwich where she was restored.

In 1957 a young Queen Elizabeth II opened her to the public for the first time. Between 1957 and 2003 more than 13 million visitors had walked her decks making her a London icon. By the mid 1990s a survey concluded that the ship would collapse in the next decade unless some strength could be put back into her hull. Work eventually commenced in 2006 but was interrupted by the fire of May 2007. Fortunately much of her wooden planking had been removed for restoration so that only 5% of the original ship was lost.

The project has been a controversial one, as it was decided that rather than resting on her keel with props on each side to keep the ship upright, she should be suspended just above the ground allowing close inspection of her beautiful hull. To accommodate a large flow of visitors and give access to all three decks, modern steps and lifts have been added to the vessel, along with fire sprinkler systems and additional strengthening for the original metal frame work. At water level a glass roof extends from the side of the dry dock to the hull, creating a wonderful indoor space beneath the ship’s waterline. There are those who feel that these changes go too far beyond preservation, and compromise the originality of the vessel.
Cutty Sark suspended, allowing visitor access to her beautiful hull, now resheathed in shiny copper. The area under the ship is enclosed by a glass roof. One of the world’s most impressively sited cafes lurks under her bows.

So it was with some trepidation that I visited Cutty Sark in late July 2012, days before the start of the London 2012 Olympics. However I came away mightily impressed by the imaginative way in which this beautiful and priceless historic ship is now presented for the wonderment of an audience of all ages from across the globe. A “must see” when you visit London!

Trevor Lipscombe

A Star to Steer Her By

It seems that when the earliest European navigators began to regularly venture out into the open ocean, perhaps 6,000 years ago, they came to rely on the Pole Star to guide them on their voyages. The Pole Star is close to the north celestial pole; in effect it appears to sit above the North Pole. When Europeans began to venture into the southern hemisphere they assumed there would be an equivalent star to guide them sitting above the south celestial pole. Needless to say, they searched in vain. Nevertheless they began to observe and record the constellations in the southern skies. Cadamosto, in the service of Henry the Navigator, may have first noted the Southern Cross around 1455 when he was in the vicinity of Gambia River on Africa’s west coast. Amerigo Vespucci possibly observed the Southern Cross off the coast of Brazil in 1499. In November 1522 Pigafetta, the chronicler of Magellan and Elcano’s first circumnavigation of the world, also described what may have been the Southern Cross, seen as the Vittoria sailed through the Strait of Magellan.

The Southern Cross, also known as Crux, is of course closely associated with southern lands, such as Australia, New Zealand, Brazil, New Guinea, who all have it in some form on their flag. But few would be aware that the Southern Cross was actually visible in the northern hemisphere in antiquity. It has only disappeared beneath the horizon in the northern hemisphere because of the precession of the equinoxes. It was completely visible in Britain in the 4th millennium BC and formed
part of Centaurus constellation in Claudius Ptolemy's *Almagest* in the 2nd century AD. For Aboriginal Australians it was part of the Emu in the Sky constellation.

Although the Southern Cross is not an antipodean version of the Pole Star it can still be used for navigation. A line through the main stars at the "top" and "bottom", Gacrux and Acrux, usually points in the approximate direction of the South Pole. However, as I learnt as a youngster in the bush, the point at which a line through the Pointers intersects with the Gacrux/Acrux axis gives a more precise determination of south, as it sits almost directly above the South Pole. The Southern Cross also can be a proxy clock, and thus help in determining longitude. When it passes the meridian it is almost straight up and down, and by determining its inclination from the perpendicular, navigators could calculate their present time.

Although the Southern Cross was observed and noted from an early date, when European navigators first sailed the southern oceans they were confronted with millions of stars in unfamiliar formations. Trying to describe and accurately represent these, at a time when star charts were in their infancy, so that others could recognise them, was an almost insurmountable problem. To make proper star charts required many meticulous and accurate measurements. But even before star charts of the southern skies made their appearance, drawings of groups of stars were made. Some are claimed to be representations of the Southern Cross, but the earliest that is accepted was done by a Florentine, Corsali, on a Portuguese diplomatic mission to India, in 1515. Corsali's original drawing is held by the State Library of New South Wales.

In an endeavour to create accurate star charts for the southern hemisphere, the eminent astronomer and cartographer Plancius asked Pietr Keyser, the pilot for the first Dutch expedition to the East Indies from 1595-97, to accurately chart the main constellations. Keyser died, however, during the expedition and the work was taken over by his assistant, Frederick de Houtman. Houtman, it should be noted, has a couple of significant connections with Australian exploration and cartography. In July 1619 he was on board the *Dordrecht*, in company with the *Amsterdam*, when they encountered the west coast of Australia around Perth, which they named Dedel's Land. And shortly after they sighted the Abrolhos Islands for the first time, and they are now officially known as the Houtman Abrolhos.

Houtman completed his observations during the second Dutch expedition to the East Indies (1598-99), while he was a prisoner of the King of Achin. The new constellations then began to appear on celestial globes, such as those by Hondius in 1598 and Blaeu in 1603. There were problems with these globes, however, they had erred in the exact position and orientation of the Southern Cross. It was not until 1613 that Hondius Jnr. and Adrien Vaen were able to produce a globe that depicted the Southern Cross in form, placement and orientation with some degree of accuracy. The relevant portion can be seen below.
One rather surprising fact evident in this representation is the name they used, *Cruzero Hispanis*, the Spanish Cross. Our dear Southern Cross was in fact originally known as the Spanish Cross!

**Rupert Gerritsen**

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**Johann Schöner on the Web**

Johann Schöner (1477-1547) was a German cosmographer and mathematician who from 1526 held the position of professor of mathematics at the Aegidianum Gymnasium in Nuremberg (named after the city’s patron saint, St Aegidius/St Giles). He was also Catholic priest who converted to Lutheranism, an astronomer, astrologer, geographer, cartographer, globe and scientific instrument maker, and editor and publisher of scientific texts. He was influential in seeing to publication Nicolaus Copernicus’ *De Revolutionibus Orbium Coelestium* in Nuremberg in 1543. He produced a series of terrestrial globes in 1515, 1520, 1523 and 1533, which incorporated the latest geographical information with current cosmographical theory. The globe he made in 1515 was based on the world map and globe made by Martin Waldseemüller and his colleagues at St. Dié in Lorraine in 1507.

As Waldseemüller’s 1507 world map was the first map to bear the name *America*, the Library of Congress was prepared to pay $10 million in May 2007 to acquire the only surviving copy of it. This was Schöner’s own copy, which had been preserved in the library at Wolfegg Castle in Baden-Württemburg where it had reposes in oblivion since Schöner’s death, bound into a volume of his personal papers. Bound into the same volume were fragments of a set of gores of Schöner’s 1515 globe, of which otherwise only two exemplars survive, one at the Historisches Museum in Frankfurt and the other at the Herzogin Anna Amalia Bibliothek in Weimar.
Schöner accompanied his globe with an explanatory treatise, *Luculentissima quaedam terrae totius descriptio* ("A Very Clear Description of All Lands"), which has now been published in facsimile on the Web by the Deutsche Forschungsgemeinschaft (DFG).

Schöner’s 1515 globe owes an obvious debt to Waldseemüller’s world map of 1507, which in turn was derived from the globe constructed in Nuremberg in 1492 by Martin Behaim and on the 1488-1490 world map of Henricus Martellus. Schöner’s 1515 globe follows these in representing India Superior (eastern Asia, called India superior sive orientalis, Upper or Eastern India, in the Luculentissima) as extending to around longitude 270º East, that is, to three quarters of the way round the world.

Westward from Spain, the discoveries of Christopher Columbus, Amerigo Vespucci and the other Spanish and Portuguese navigators are represented as a long, narrow strip of lands stretching from about latitude 50º North to about 40º South. The western coasts of these lands, *America* in the south and *Parias* in the north, are labelled *Terra ultra incognita* and *Viterius incognita terra*, indicating it was unknown how far westward they extended. The sea to the west of these lands is labelled *Oceanus orientalis indianus* (Eastern Indian Ocean), in accordance with the conclusion reached by Columbus after his third voyage of 1496-1498, when he encountered the South American mainland, which he called a *Nuevo Mundo* and identified with Marco Polo’s “greatest island in the world”, *Java Major*, lying south west of the *India Superior* province of *Ciamba* (Champa). Reflecting this concept, Schöner explained in another of his writings, the *Opusculum Geographicum* (cap.xx): “the Genoese Columbus and Americo Vespucci reaching only the coastal parts of those lands from Spain across the Western Ocean, considered them to be an island which they called America”. Or, as Copernicus put it in *De Revolutionibus* (lib.I, cap.iii):

> Ptolemy extended the habitable area halfway around the world, leaving beyond it unknown land, where the moderns have added Cathay and very extensive regions as far as 60 degrees of longitude, so that now a greater longitude of land is inhabited than is left for the Ocean. Moreover, to this should be added the great islands discovered in our time under the Princes of Spain and Portugal, especially America, named after the captain of the ship who discovered it and thought because of its yet hidden size to be another world, besides many other islands heretofore unknown, which we do not wonder to regard as being the Antipodes or Antichthones.
Where Schöner departs most conspicuously from Waldseemüller is in his globe’s depiction of an antarctic continent, called by him *Brasilie Regio*. His continent is based, however tenuously, on the report of an actual voyage, that of the Portuguese merchants Nuno Manuel and Cristobal Haro to the Rio de la Plata. This voyage was related in the *Neue Zeytung auss Presillg Landt* (“New Tidings from the Land of Brazil”) published in Augsburg in 1514. The *Zeytung* described the Portuguese voyagers passing through a strait between the southernmost point of America, or Brazil, and a land to the southwest, referred to as *vndtere Presill* (or *Brasilia inferior*). This supposed “strait” was in fact the Rio de la Plata. By “vndtere Presill”, the *Zeytung* meant that part of Brazil in the lower latitudes, but Schöner mistook it to mean the land on the southern side of the “strait”, in higher latitudes, and so gave it the opposite meaning. On this slender foundation he constructed his circum-antarctic continent to which, for reasons that he does not explain he gave an annular, or ring shape. In the *Luculentissima* he explained:

The Portuguese, thus, sailed around this region, the *Brasilie Regio*, and discovered the passage very similar to that of our Europe (where we reside) and situated laterally between east and west. From one side the land on the other is visible; and the cape of this region about 60 miles away, much as if one were sailing eastward through the Straits of Gibraltar or Seville and Barbary or Morocco in Africa, as our Globe shows toward the Antarctic Pole. Further, the distance is only moderate from this Region of Brazil to Malacca, where St. Thomas was crowned with martyrdom.

On this scrap of information, united with the concept of the Antipodes inherited from Graeco-Roman antiquity, Schöner constructed his representation of the southern continent. His strait served as inspiration for Ferdinand Magellan’s expedition to reach the Moluccas by a westward route. Schöner took Magellan’s discovery of Tierra del Fuego in 1520 as further confirmation of its existence, and on his globes of 1523 and 1533 he described it as *TERRA AVSTRALIS RECENTER INVENTA SED NONDUM PLENE COGNITA* (“Terra Australis, recently discovered but not yet fully known”).

He wrote a treatise: the *Opusculum geographicum ex diversorum libris ac cartis... collectum*, to accompany this globe, which has now been published in facsimile on the Web by Google Books.1 In this, he described the cosmographic approach he had used in constructing his globe: “I had to hand marine charts drawn in excellent characters, and news of great price and value which I located to concord, as much as possible, with astronomical positions” (Pars I, cap.ix). That is, he was concerned, as a cosmographer, to bring the representation of the heavenly and earthly spheres into harmony.

On Schoener’s 1523 and 1530 globes, *AMERICA* is shown as a part of Asia, as he explained in the *Opusculum Geographicum*:

After Ptolemy, many regions to the east beyond 180 degrees were discovered by Marco Polo the Venetian, and others, but now having been discovered by the Genoese Columbus and Americo Vespucci reaching only the coastal parts of those lands from Spain across the Western Ocean, were considered by them to be an island which they called America, the fourth part of the globe. But by the most recent voyages made in the year 1519 after Christ by Magellan leading ships of the Invincible Divine Charles V etc. to the Moluccas Islands, which others call Maluquas, situated in the Far East, they have found that land to be the continent of India Superior, which is a part of Asia (Pars II, cap.xx).
Schöner’s concept of the Terra Australis was taken up by his followers, the French cosmographer Oronce Fine in his world map of 1531, and the Flemish cartographers Gerard Mercator in 1538 and Abraham Ortelius in 1570. Schöner’s concepts influenced the Dieppe school of mapmakers, notably in their representation of Jave la Grande. Subsequent generations of map-makers and geographic theorists continued to elaborate the beguiling image of a vast and wealthy Terra Australis to tempt the cupidity of merchants and statesmen, a process which reached its climax with the proposals of John Callander and Alexander Dalrymple in 1760s for Great Britain to send out expeditions to discover the fabulous land, which led to James Cook’s great voyages of 1768-1771 and 1772-1775 that finally destroyed the extravagant vision by revealing the true delineations of the Southern Hemisphere.

For these reasons, Schöner’s globe is of particular interest to Australians and New Zealanders, who therefore will appreciate his *Luculentissima* and *Opusculum*, of which very few original examples survive and which have never been re-printed, being made readily accessible online.

Robert J. King

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**Arrowsmith’s Australian Maps**

John Arrowsmith was an eminent British cartographer who produced the most up-to-date, state-of-the-art maps, mostly in the first half of nineteenth century. He joined his uncle Aaron Arrowsmith’s mapmaking business in 1810 as a 20 year old and eventually took over in 1834. The maps he then produced cemented his reputation, being noted for their accuracy and careful execution.

He is remembered in twelve Australian place names, ten of which are found in Western Australia, such as Lake Arrowsmith and the Arrowsmith River. The Arrowsmith River, a grand name for what is really just a creek, is situated in the central west coast region of Western Australia and is perhaps one of the more unusual watercourses in Australia; it disappears into the sand before it reaches the sea.
Recently Dorothy Prescott AOM, as her latest contribution in her distinguished career as a historical cartographer, created a website dedicated to Arrowsmith's maps of Australia. These were published in successive editions of Arrowsmith's *London Atlas* between 1834 and 1858 and are now all accessible by following the link to the website: [http://www.asmp.esrc.unimelb.edu.au/](http://www.asmp.esrc.unimelb.edu.au/). This beautifully crafted website does justice to Arrowsmith's maps, as well as making them highly accessible through links to digital versions held in the collections of various institutions around the world, from the Bodleian Library in Oxford to the National Library of Australia. It is well researched and has a wealth of detail providing highly relevant historical context for the man and his maps.

One of my favourite Arrowsmith maps is "Australia, From Swan River to Shark Bay", published in 1840. It incorporated the latest cartographic information and is the first map to show the Murchison River. It also has an unusual inset in the top right corner, "The Country from Gantheaume Bay to the River Arrowsmith", that bears witness to the amazing story of survival of a small expedition led by Lt. (later Sir) George Grey, who went on to become Governor of South Australia, New Zealand and the Cape Colony at various times.

Grey had been charged in February 1839 with exploring and charting the coast between North West Cape and the fledgling colony at Swan River, now Perth. They were hit by a cyclone at Shark Bay and it was decided to abandon the expedition and return to Swan River. At Gantheaume Bay, near the mouth of the Murchison River, their two remaining boats were swamped. It was then decided to walk back to Swan River, a distance of 500 kilometres. They had little food or water and experienced great privation, but Grey still managed to keep a detailed journal and mapped their route, although not always accurately. He mistook Hutt Lagoon, a coastal salt lake, for an estuary into which the Hutt River flowed, for example.

Some of the ethnographic observations he recorded in his journal, of extensive yam fields and large villages occupied by the local Nhanda people for example, find their way on to the map, such as "Warran (native Yam) ground of the natives …" in the portion above.

Through resolute leadership by Grey, and with the assistance of their Nyoongar
guide Kaiber, they managed to reach the British settlement after a month, with the loss of only one man.

**Rupert Gerritsen**

The AOTM Division minutes of its September meeting has reported already that Rupert had been awarded the Dorothy Prescott Prize for presenting the best paper at the Brisbane International Geospatial Forum (joint ANZMapS, IMTA and MSIA conference, 8-10 July 2012). This does not suggest that the other papers at the conference were rather average. Far from it. Particularly for research and publishing in the humanities, such as history, it contains a known, essential, but sometimes neglected message.

**Rupert Gerritsen**

Some historical personalities were made larger than life or were provided with an almost saintlike status, by literature or history itself. When dealing with such personalities, writers are from time to time seduced by what Gerritsen calls “hagiographic hyperbole”, whereby facts are is not critically appraised in the context of the times, and myths are created. His paper refuted the alleged 'widely held belief', a “theory commonly favoured”, a “long held mystery”, and similar statements by respected historians, that a north-south strait might have existed through Australia at the time Flinders and Baudin were charting the south coast. This, Gerritsen demonstrates in his prize-winning paper, was greatly overstating the case. The simple fact that the Australian north coast had been charted as a continuous one by a number of mariners in the 17th century and no strait had been detected, he presented as the unshakable argument that a theory to the contrary was unlikely to have been widely accepted as credible.

A number of annoying cases have occurred in recent years, of books published purporting to be history and rising to best-seller status, requiring historians years of research and writing time to debunk the myths that were liberally sprinkled through their pages. Dorothy Prescott, having spent her career teaching history students how to evaluate findings and present historical narrative based on the established facts and circumstances of the period, indeed not to overstate the case, will have approved of this message, one presented at a conference of researchers. In establishing the prize she has continued to point the finger at what she regards as good work by history practitioners.

The underlying message of the paper is relevant for many fields of research and beyond its modest subject. The paper has a simple proposition, asked a number of relevant questions and answered them all convincingly in unambiguous prose, drawn from personal and painstaking literature research. Called “Getting the Strait
Facts Straight*, the richly illustrated article will be published in an issue of *The Globe* in the near future. It is instructive reading. We at the AOTM Division are proud having a prizewinning researcher as our active front man and congratulate Rupert on his award.

Peter Reynders

When Did the Macassans Start Coming to Northern Australia?

Near Nhulunbuy in February 1803 Matthew Flinders, in the *Investigator*, encountered a fleet of Macassans praus (perahus) fishing for trepang (bêche de mer). He later discovered from one of their captains, Pobassoo, that the Macassans had been coming from Makassar (a port on the south east coast of Sulawesi) with the summer monsoon for about 20 years. Later analysis of historical records by Professor Campbell Macknight and others suggested these visits to "Marege" (Arnhem Land) and "Kayu Jama" (Kimberley coast) had commenced in the 1720s. More recent historical information indicates the Macassans may have been coming as early as 1640. Some radiocarbon dating carried out by Macknight at three Macassan campsites in the 1960s produced dates from 1170-1520 AD. However these have not been accepted because of a possible bias in the dated material (mangrove wood) and uncertainty whether the material was from Macassan or Aboriginal occupation layers. Nevertheless, among the Yolgnu of Arnhem Land there are songs and traditions about visiting sea people who seem to have preceded the Macassans, known as the Baijini. The Baijini may have been Bajua ("Sea Gypsies"). But none of the early Dutch explorers of the north coast, such as van Colster (*Pera*) and Carstenszoon (*Arnhem*) in 1623, or Tasman in 1644, ever reported seeing any Bainjini or Macassans. So the puzzle remains, when did these visits to north Australia commence?

It may not be possible to specifically date the first contacts between Indigenous Australians and Indo-Malay people, or other outsiders. We know that, after a long period of isolation, regular contact with Melanesians crossing Torres Strait or sailing down the northern coasts of Queensland began about 4,000 years ago. Their impacts show up in terms of new types of stone tools, language change and adoption of new types of watercraft. It was at this time that the dingo came into Australia, but whether through Torres Strait or with seafarers from the Indonesian region is uncertain.

We know that the first historically documented contact Europeans had with Australia took place in 1606, first with the *Duyfken* sailing down the coast of west Cape York, followed shortly after by Torres' voyage through Torres Strait. So the question

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One of the rock painting at Djulirri of praus, over-painted with beeswax figure (Photograph: Paul S. C. Taçon)
arises, did the Macassans or their predecessors begin to visit northern Australia prior to that?

Recent dating of rock art at a site in Arnhem Land suggests they might have. The site in question is a recently rediscovered rock art gallery, at a place called Djulirri, in the Wellington Range, about 20 kms from the coast. The gallery includes paintings of Europeans and their ships from around 1700, as well as depictions of praus.

An archaeological program to date these images is being led by Professor Paul Taçon. The paintings are being dated by radiocarbon dating beeswax figures and lines that were applied at a late time. The oldest (SANU 1682) has a date range from 1517 to 1664, with the median age being 1577. It means this painting of the prau must pre-date that. Although not absolute proof that the Macassans or other mariners from eastern Indonesia were sailing to northern Australia before Europeans made landfall, it certainly provides strong circumstantial evidence.

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 government and opposition. Government has set up a “commission” for Anzac 100th that may be a model for NEC. Will discuss with PM if opportunity arises. Strategy to be reviewed.

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. Consultation with stakeholders and NCA in progress. Proposal to build monument for Dirk Hartog to be submitted to NCA as a test case.

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. French community, libraries, museums and other interested parties were alerted. Some institutions arranged exhibitions, symposia and lectures. Papers presented at symposia and conferences, and published in journals. Map presented to Governor-General by Henry de Freycinet on 16 June. Proceeding of symposium at National Library published in hard copy and on website. Kickstarter proposal for online fundraising to print more copies under consideration.

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 considering proposal for major exhibition based on theme of “Naming Australia/Nommer l’ Australie”. Await outcome of submission to NLA
2016 Dirk Hartog 400th Anniversary
Consultations have taken place with other stakeholders. Organisational structure still to be finalised, under discussion. Aims and Objectives finalised. Statement on historical significance finalised. Several projects being encouraged and assisted. Awaiting formal commitments by various governments

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. Submission made to Australian Heritage Strategy, used as one of the case studies in the submission. Advocacy of alternative approaches to commemorating this and other historical events to continue as opportunities arise.

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
To stimulate or, if necessary, organise a search for the remains of the “Deadwater Wreck” north of Busselton, WA. Public consultation phase completed, documentation for archaeological methodology being prepared. Archaeological methodology to be finalised. Remote sensing phase to be undertaken.

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. Prehistory research component and historical research component underway.

Research on Sailors/Aboriginal Interaction in WA (linguistics, genetics, biogeography, epidemiology, oral traditions)
Collaboration with possible research project in this area. One DNA testing projects in completed. Second project may be formulated. Completed project received media attentions did not produce expected result. Encourage further projects with better methodology than first.

Voyage Representation Project
A project that will:
- create graphic representations of all voyages from 1606-1814 involving contact, exploration and charting of Australia, with explanatory details, on AOTMwebsite.
- place illustrations of vessel types involved in all voyages of contact, exploration and charting on website, also including explanatory illustration of the principal structural components of such ships
- arrange publication and widespread distribution of the “Dunny Door” version of map of significant early voyages and maritime exploration of Australia’s coasts.

Wikipedia Development
List of Wikipedia entries to be modified or created has been drawn up. Training of interested members has taken place. Further training of interested members to take place if required. Further Wikipedias to be done.

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

**Curriculum Development**

Fostering inclusion of early history framework in a national curriculum. National Curriculum issued, includes two units on early contact. Units now have been included in ACT curriculum. Will review curriculum content in other states 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 have been explored. Renewed interest in concept. Discussed at recent meeting. Developments to be monitored.

**Documentaries and Feature Films**

To foster the production of TV documentaries and feature films on relevant aspects of early Australian history. Documentary on Janszoon and Cook voyages has previously gone to air and being promoted at appropriate events. Providing continuing assistance for documentaries in development for Hartog 400.

**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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