AAMH NEWSLETTER

The Australian Association for Maritime History

Issue 140

The 7th International Congress of Maritime History is here!

The AAMH welcomes delegates to the 7th IMEHA International Congress of Maritime History. Maritime historians from around the world are gathering in Western Australia from 27 June to explore the theme: "Old Worlds, New Worlds? Emerging themes in maritime history."

The AAMH has a proud record in supporting international conferences that explore and promote a broad definition for maritime history. The Association continues to remember founding father Frank Broeze's observation that "Australian History and Australian Society have been shaped by the dynamic interaction of land, cities and the sea".

The conference coincides with the 400th Anniversary of Dirk Hartog's landing on our shores. This event will be analysed in a special issue of our journal *The Great Circle* to be launched during the conference at the Stokes Gallery by the Dutch consul. *The Great Circle* is our flagship publication and provides a focus for maritime history in Australia.

The key conference venue is Murdoch University where maritime history is imbedded in a range of research including the Asia Research Centre's "The Indian Ocean World". Other venues include the Maritime Museum and HMAS Stirling.

FROM THE EDITOR

Hello All!

It's been a busy time for the organisation with the executive team preparing for the International Congress of Maritime History arriving on our shores in late June. With years of work in the making, the conference is set up to be a wonderful gathering of academics and maritime historian enthusiasts! I cannot wait for the opportunity to explore the Stokes Gallery private collection.

In other news, later this month (the 30th of June) the South Australian Maritime Museum opens its doors to a new exhibition: "The Art of Science: Baudin's Voyagers 1800-1804."

The exhibition is set to showcase original sketches and paintings created by Baudin's artists Charles- Alexandre Lesueur and Nicolas- Martin Petit during the voyage . It's set to bring a fabulous collection from the Museum of Natural History in Le Havre, France to South Australian audiences for the first time. If any members get the opportunity to visit the exhibition please feel free to send a review or any thoughts to me, as I would love to do an article on it for the next issue.

Alex

Embassy supports AAMH member

The Embassy of the Kingdom of the Netherlands is supporting Dr Wendy Van Duivenvoorde to produce a free Dirk Hartog booklet, to be launched in October, and a number of lectures about Dirk Hartog. The Embassy is also supporting Wendy's presentation at ICMH7 conference as part of the lecture series.

DIRK HARTOG
1616 - 2016
Marking our history, celebrating our future.

PRESIDENT'S REPORT

My focus over the last few months has been on contributing to the management of the International Congress of Maritime History at the end of June. I have also prepared a research paper examining the Association's contribution to be maritime history in Australia to delivered to the conference. At the time of writing, over 80 scholars from around the world had registered to attend. Our Treasurer, Professor Malcolm Tull, is the chair of the organising committee and is doing a magnificent job. The conference is open to all members of the AAMH.

On the 27th of April, Malcolm Tull and I provided an after dinner talk to a meeting of the Company of Master Mariners held at the Flying Angel Club (more formally known as The Mission to Seamen) Fremantle. The Company of Master Mariners of Australia is an association established to promote the interests and status of the Merchant Navy generally and of Master Mariners in particular. The Company was founded in 1938 by Capt. A N Boulton and became an incorporated body in 1988.

The Company has six branches based in Fremantle, Adelaide, Melbourne, Sydney, Newcastle and Brisbane.

I note that the Western Australian Museum has conferred its highest honour upon retiring Executive Director of Fremantle Museums and Collections, Dr Ian MacLeod – that of Fellow of the Western Australian Museum. Dr MacLeod retired in May after 38 years with the Museum.

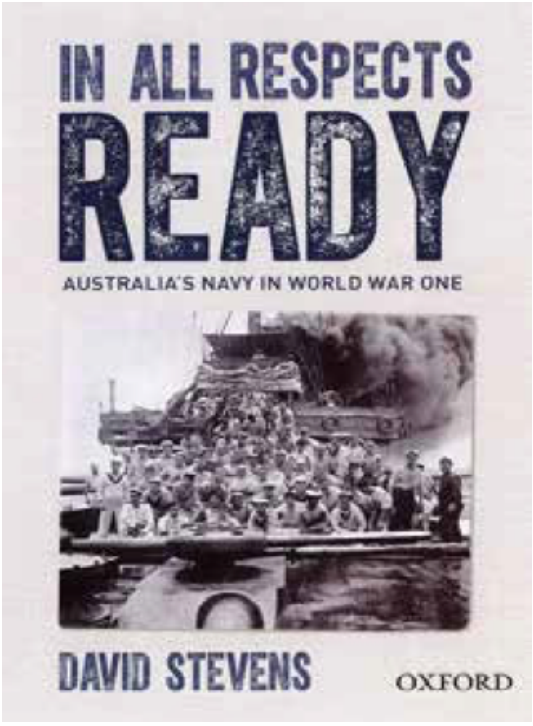
Ian has an outstanding international reputation in the field of metals conservation, and had made a truly significant contribution to the Museum, particularly in the fields of shipwreck conservation and the preservation of Aboriginal rock art. He is a good friend of the AAMH and I thank him for assisting us over many years.

Peter

David Stevens Wins Broeze Award

The award – sponsored jointly by the Australian Association for Maritime History and the Australian National Maritime Museum – reflects the wish of both organisations to promote a broad view of maritime history, demonstrating how the sea and maritime influences have been central to shaping Australia, its people and its culture.

The winner of the 2015 Frank Broeze Memorial Maritime History Book Prize of $4,000, which is awarded for a book published in 2013 or 2014 by an Australian author on any aspect of maritime history relating to or affecting Australia, is David Stevens for *In All Respects Ready – Australia's Navy In World War One* (Oxford University Press, 2014). This comprehensive and authoritative account details the involvement of the Royal Australian Navy (RAN) in World War I.



In 1914, when war broke out, the RAN was less than one year old, but fully trained and ready, and was the most professional and effective force Australia had to offer the British Empire. The book traces Australia's role in the conflict and how the war helped to forge the country's naval and national identity.

The first runner-up was Michael Pembroke for *Arthur Phillip – Sailor, Mercenary*,*Governor, Spy* (Hardie Grant, 2014), a biography of the first governor of the colony of New South Wales, and the man credited with being the founding father of modern Australia. Pembroke's book will change the way Australian's view Governor Phillip's contribution to not only Australia but the British Empire.

The second runner-up was Edward Duyker for *Dumont d'Urville: Explorer and Polymath* (Otago University Press, 2014).

This work traces the life and career of the man who is sometimes called France's Captain Cook, and who effectively helped to precipitate pre-emptive British settlement on several parts of the Australian coast.

Duyker has uncovered new and original material and puts to the sword several myths in this most comprehensive account of one of the last explorers or the sailing age.

By Peter Ridgway (AAMH) and Janine Flew (ANMM)

Maritime Day 2016: We Need You

Volunteers are wanted for Maritime Day. Last year's AAMH stand at Maritime Day was such a success that we have again applied for sponsorship from Fremantle Ports for 2016. This year Maritime Day will be held on Saturday 12 November, 2016 between 10am and 4pm. Please contact the Secretary if you can lend a hand by manning the stand for an hour or providing items for a display.

The *Duyfken* replica

North Head Lighthouse Restoration

The Whitsunday Regional Council has allocated $100,000 toward the restoration of the North Head lighthouse near Bowen on the coast of Queensland. The six-sided wooden structure is nine metres high and topped by a red cupola. The council took control of the lighthouse in the early 1990s and has supported efforts to restore the iconic local landmark. In May 2016, its red cupola was removed and lifted by helicopter to Dalrymple Point, from where it went by truck to Brisbane for repair.

It is hoped the restoration work will be finished by November 2016, in time for the 150th anniversary of its construction. Reputed to be the third oldest lighthouse in Queensland, the North Head lighthouse was decommissioned in the mid 1980s, after being superseded by an automated light on Sinclair Head, Stone Island, and it has been deteriorating ever since.

A conservation management plan has been drawn up, and it includes a provision for routine inspections and a maintenance schedule, to ensure the structure remains a historic feature of the landscape well into the future. Interpretative signage will be designed and erected to explain the history of the building and communicate its cultural significance to visitors. It is hoped the project will enhance the lighthouse, and the Bowen region in general, as a tourist destination.

By Mark Howard

Wreck Check Inc.

Four members of the recently formed not-for-profit Wreck Check Inc. conducted a three-week magnetometer search for shipwrecks on Christmas Island and the Cocos Keeling Islands during February and March, as one of the activities commemorating 400 years since Dirk Hartog's 1616 landing in Western Australia.
The project members are currently analysing the survey results and assembling documentary information about more than 60 shipwrecks recorded on the islands. Wreck Check is a recently formed not-for-profit with a mission to explore offshore heritage sites of relevance to Australia.
The work is being sponsored by the Maritime Program of the Cultural Heritage Agency of the Parks Australia, Environment Australia and Silentworld Foundation.

For more information head too: http://www.wreckcheckinc.org

Search for Dutch VOC ship *Fortuyn*

News article

The fifth Dutch VOC wreck in Australian waters may soon be found. From 23 February 2016 a team of Australian shipwreck archeologists will have three weeks to try to locate Dutch vessel *Fortuyn* (lost in 1724) close to Christmas Island and the Cocos Keeling Islands.

A number of Dutch VOC (East India Company) ships wrecked in Australian waters. Four VOC shipwrecks have been located; the *Batavia* (1629), *Vergulde Draeck* (1656), *Zuytdorp* (1712) and *Zeewijk* (1727), near the coast of Western Australia. Other ships have never been found and are waiting to be discovered. The fate of the *Fortuyn* has long been unknown; various theories exist about its sailing route and the location of the shipwreck. A reassessment of historic documents has led to new search targets to solve the mystery and to possibly find wreckage or objects of the ship.

The *Fortuyn* was built in 1723, with a length of 145 feet and was armed with 36 cannon and 8 swivel guns. Skipper Pieter Westrik and his crew of 225 men departed from the Dutch

island Texel on its maiden voyage on 27 September 1723. It carried 200.000 guilders in valuables, consisting of silver bars and silver coins. The *Fortuyn* sailed in company with the VOC ships *Hogenes* and *Graveland*, heading to Batavia (now Jakarta) via the Cape of Good Hope. After a fast and safe journey of 97 days the *Fortuyn* anchored in Table Bay on 2 January 1724, reporting just one man dead and three sick. The *Fortuyn* took in some extra rations and left the Cape for Batavia on 18 January, but was wrecked during its journey.

Over the past years Australian and Dutch archeologists have reassessed British, French and Dutch documents. They discovered that these documents indicate that a Dutch ship anchored at Christmas Island and ran ashore at night. Further research undertaken by a Dutch collaborator Pablo Boorsma revealed that in April 1724 the skipper of the Dutch ship *Graveland* found floating wreckage from the missing *Fortuyn* in the latitude of the Cocos Keeling islands and the longitude of Christmas Island.

Skippers of the VOC ships that sailed eastward across the Indian Ocean to Batavia during the 18th century were also given instructions about their route. Between October and March they had to sail 700 miles eastwards to St Paul and Amsterdam Islands and then northeast, to Sunda Strait. On this course many would have passed between the Cocos Islands and Christmas Island. This could mean that the *Fortuyn* can be found in this area.

The research team consists of Graeme Henderson, Andrew Viduka, Alex Moss and James Parkinson of the not-for-profit Wreck Check Inc, and students Robert de Hoop and Shinatria Adhityatama from The Netherlands and Indonesia. In January 2015 the team conducted magnetometer surveys along targeted coastlines of the two islands. This year they will explore the research area while diving. The fieldwork will start on 23 February and conclude on 15 March. The Embassy of the Kingdom of the Netherlands in Australia, the Maritime Program of The Netherlands Cultural Heritage Agency (www.culturalheritageagency.nl/en), the Silent World Foundation and Parks Australia sponsor this project, called 'Closing in on the *Fortuyn*'. The project is one of the activities that commemorate the 400th anniversary of Dirk Hartog's landing at Cape Inscription in Western Australia in 1616. The results will be presented at the 2016 IKUWA conference (International Congress for Underwater Archaeology) in Fremantle WA.
For more information: www.facebook.com/FortuynProject?fref=nf

Built in Australia

Austal Limited has announced that the RNOV *Al Mubshir* has been delivered to the Royal Navy of Oman. The RNOV *Al Mubshir* is the first of two 72 metre High Speed Support Vessels (HSSVs) to be delivered to the Royal Navy of Oman under a US$124.9 million design, construct and integrated logistics support contract. Austal commenced construction of the HSSVs in August 2014 at its Henderson, Western Australia shipyard, with the second HSSV scheduled to be delivered later in

CY2016 in line with the contract. For over 27 years, Austal has designed and constructed over 255 vessels for over 100 operators in 44 countries.

Submarines New and Old

The recent release of Michael White's second edition of *Australian Submarines: A History* is very timely with the announcement in late April of the decision to buy 12 French designed submarines.

The book commences with a discussion of the policy issues as to whether Australia needed submarines and then the decision to buy *AE1* and *AE2* just before the outbreak of WW1.

The history then goes on to deal with the J-Class submarines that came to Australia in 1919 and the fact that we were without a submarine force in World War Two.

The book also covers the story of the RAN submarine arm from 1963 with the Oberon class and their replacements, the Collins class.

The delivery of *AE1* and *AE2* in 1914 provided the RAN with strategic and technological advantage in what David Steven's has indicated was a small but balanced and comprehensive naval force. It could be argued that the Collins class also gave Australia a technological and strategic advantage and so it seems that the French Shortfin Barracuda submarine may do the same. A key technological feature is that the propulsion is from its advanced top secret pump jet instead of a conventional propeller. This is reportedly quieter than a propeller and makes the submarines harder to detect.

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