The Australian Association for Maritime History Inc.

Newsletter

September 2019 Issue 150

Publisher of *The Great Circle*

New Editor of *The Great Circle*

AAMH President Dr Ross Anderson is pleased to announce that Professor Erika Techera has agreed to be the new Editor of *The Great Circle*. Erika is a Professor of Law in the UWA Law School specialising in environmental law. Erika is also Pro Vice Chancellor—International and a member of the Maritime Museum Advisory Committee. Erika was formerly the Director of the UWA Oceans Institute and before that Dean of the Faculty of Law. Before becoming an academic Erika practised as a barrister in Sydney for over 7 years.

Erika's UWA profile tells us that she is an international and comparative environmental lawyer with particular emphasis on marine environmental law and the legal protection of cultural heritage relating to the oceans. Her research explores Indo-Pacific maritime issues: marine environmental law, marine protected area governance, migratory species and marine pollution, as well as international law for the conservation and management of wildlife and habitats. Her most recent projects include the intersection of climate change and fisheries law; transnational maritime crime and IUU fishing; rigs-to-reefs law and policy; and intangible marine heritage. She teaches three postgraduate subjects: Oceans Governance, International Environmental Law and Global Heritage Governance. Erika is the author of more than 50 publications including books, chapters and journal articles, and regularly presents public lectures and at academic conferences. She supervises law and non-law research students.

AAMH Ken McPherson Memorial Lecture

Professor Pier M. Larson will be giving the AAMH Ken Macpherson Memorial Lecture as the Keynote address at the Indian Ocean Studies Conference at Sheridan College Perth in November 2019.

Professor Larson is from Johns Hopkins University, Zanvyl Krieger School of Arts & Sciences, Department of History.

Professor Pier Larson is an historian of Africa, specialising in east and southern Africa, France's African and Indian Ocean empires, and slavery and the slave trades. Professor Larson's research is concerned with the social, cultural, and intellectual history of Madagascar and the western Indian Ocean islands.

Professor Larson has authored several works based on his research, including Ocean of Letters (Cambridge University Press, 2009), a study of imperialism, language, and creolization in the largest African diaspora of the Indian Ocean in the early modern period. He is also currently working on two book projects concerning a history of literacy and power in highland Madagascar between c. 1820 and 1860, and another focused on the collective biography of a mixed-race family of free origins based in île de France/Mauritius.

HMAS *Yarra* Action Reviewed

The Defence Honours and Awards Appeals Tribunal reviewed the adequacy of the process that considered recognition for the gallantry of the ship's company of HMAS *Yarra* during February and March 1942. The Tribunal recommended the Governor-General award a Unit Citation for Gallantry to HMAS *Yarra* – all of the complement who served in the Empress of Asia action and in its final action. The citation was confirmed at Victoria Harbour, Melbourne on 4 March 2014. The following is drawn from the findings of the Review.

HMAS *Yarra* was a 1060-ton Grimsby-class sloop and on 4 March 1942, approximately 300 nautical miles south of Java, 3 of the 13 personnel named in the Inquiry Terms of Reference (Lieutenant Commander Rankin, Lieutenant Commander Smith and Acting Leading Seaman Taylor) were killed in action while serving in *Yarra*. All three had earlier served in *Yarra* during the evacuation of over 1,800 Allied troops from the transport Empress of Asia, which was attacked by Japanese aircraft off Singapore on 5 February 1942.

HMAS *Yarra* had a top speed of 16.5 knots and was armed with three 4-inch Mark V guns, two 20 mm guns, one quad .5-inch anti-aircraft gun and depth charges. *Yarra* and the other sloops in service with the RAN were versatile, small vessels that primarily served as convoy escorts, usually in an anti-aircraft or anti-submarine capacity.

On 3 February 1942, HMAS *Yarra* joined an ABDA convoy, BM12, on its passage from Bombay in the Sunda Strait. The five heavily laden transports of BM12 carried materiel and about 5,000 troops for the reinforcement of Singapore. On 4 February, under the escort of

Danae, *Yarra* and the Indian sloop *Sutlej*, the convoy came under air attack in the Banka Strait, but suffered no serious damage.

However, on 5 February the convoy came under a heavier and more sustained attack. From Japan's entry into the war until that day, no convoy had entered Singapore during daylight hours. As the convoy approached in the forenoon, it was attacked by a large force of Japanese aircraft and subjected to intensive dive-bombing. The old transport Empress of Asia, crowded with troops, was set ablaze while moving at low speed into the anchorage. Despite the increased risk of aerial bombing, or of Empress of Asia exploding due to the already raging fires, Harrington took Yarra alongside and rescued 1,334 men, who managed to jump onto Yarra's forecastle. Another 470 were rescued by Yarra from boats and floats. The Captain of Sutlej later reported that two other merchant ships, the *City of Canterbury* and *Felix Rousell*, were saved 'by the skilful handling and determined defence of their ships coupled with the effective gunfire of HMAS *Yarra*

By 12 February Yarra was operating out of Batavia. By the evening of 3 March, the Japanese had numerous surface vessels deployed to the area, including a force consisting of the cruisers IJNS *Maya, Atago* and *Takao*, and the destroyers *Arashi* and *Nowaki* under the command of Vice Admiral Kondo Nobutake. In the previous three days, this force had already accounted for the destroyers USS *Pillsbury* and HMS *Stronghold*, and the USN gunboat *Asheville*.

The morning of 4 March the topmasts of Kondo's force were sighted, and after immediately making an enemy report by wireless, Rankin ordered the ships of the convoy to scatter, while *Yarra* took station between them and the Japanese and made smoke to screen the convoy while *Yarra* engaged the enemy.

Yarra's main armament of three 4-inch guns were no match for the ten 8-inch guns of each cruiser and the six 5-inch guns of each destroyer, aided by spotting aircraft catapulted from the cruisers. One by one, the ships of the convoy were destroyed. *Anking* was sunk within minutes of the commencement of the action. Yarra was recorded as then being on fire, and with a heavy list to port, but still shooting. After being set alight by enemy fire, the crew of *MMS51* abandoned ship, and *Francol* was sunk at 0730.

Sometime after 0800, Rankin or his second-in-command, Lieutenant Commander Smith, gave the order to abandon ship.

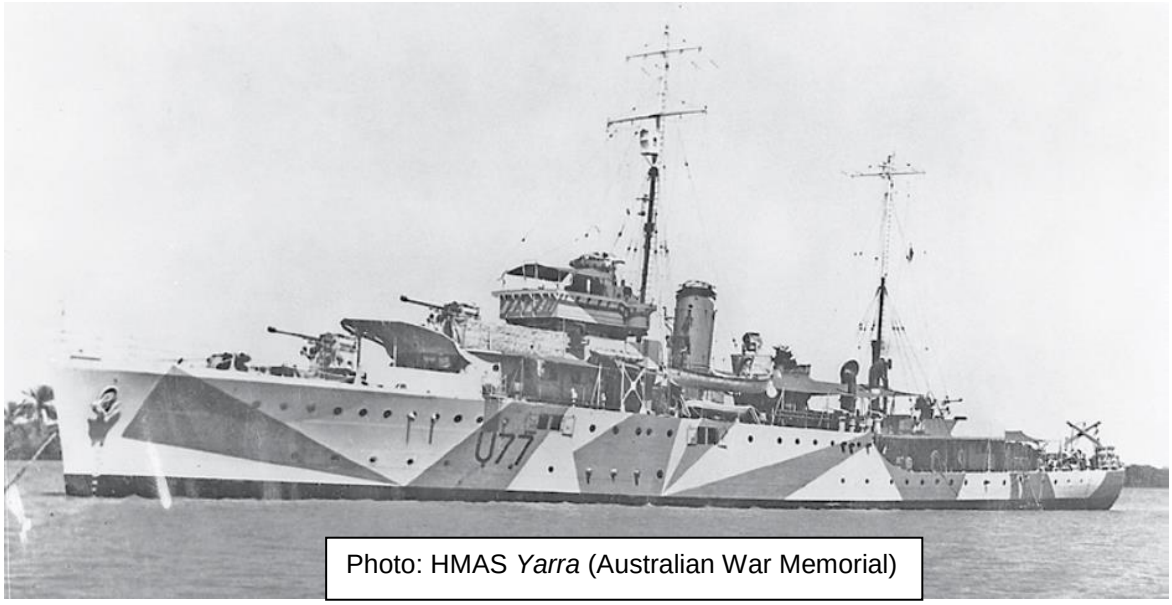

Photo: HMAS *Yarra* (Australian War Memorial)

Macquarie Island

The Australian Antarctic Division of the Department of Energy and Environment is to build a new station on Macquarie Island. The existing research station was built in 1948, and has been operating continually ever since. The construction of the new research station will take six years, with completion expected in the 2021–22 financial year. It will be built at a higher location to address the risk of potential rising seas and storm surge frequency.

Frederick Hasselborough discovered the uninhabited island accidentally on 11 July 1810 when looking for new sealing grounds. The island took its name after Lachlan Macquarie, Governor of New South Wales from 1810 to 1821.

The island has seen many adventures and misadventures. In 1877, the crew of the schooner *Bencleugh* was shipwrecked on the islands for four months. The ship's owner, John Sen Inches Thomson, wrote a book on his sea travels, including his time on the island. The book, written in 1912, was entitled *Voyages and Wanderings In Far-off Seas and Lands*. After four months on the island the crew was rescued by the *Bencleugh's* sister ship, *Friendship.*

The *Bencleugh* left Port Chalmers, New Zealand, on a sealing trip looking Emerald Island. Finding no trace of the island, they sailed to Macquarie Island. The crew spent three weeks fighting storms of wind, snow, fog and hail, never able to land at Macquarie. On the 6 August 1877 the storm drove the ship into breakers over a reef. Everyone made it to shore. While the injured were rescued after two weeks, the rest of the crew stayed on the island to take seals for another four months. The story can be found on various websites with the most thrilling told by Anne Morgan on the Tasmanian Parks and Wildlife site.

Photo: Greg Stone Australian Antarctic Division

Sources: Tasmania Parks & Wildlife; Newcastle Herald, Australian Antarctic Division

Modern Pirates

Seven armed pirates hijacked the tug underway and took its crew hostage southwest of Luba, Equatorial Guinea. The pirates then used the tug to attack and board the *BLUE MARLIN*, a heavy load carrier that was underway.

The alarm sounded and the crew retreated into the citadel.

The pirates demanded the crew surrender, and give up all the money and valuables seamen. The crew remained in citadel but the pirates found a hole and fired through it into citadel, without injuring anyone.

Regional Authorities were notified and a nearby Spanish Naval vessel, the corvette *SERVIOLA P-71* (deployed in international Navy security mission in Gulf of Guinea) and the Equatorial Guinean Navy responded to the incident resulting in the pirates escaping and the

Regional Authorities were notified and a nearby Spanish Naval vessel, the corvette *SERVIOLA P-71* (deployed in international Navy security mission in Gulf of Guinea) and the Equatorial Guinean Navy responded to the incident resulting in the pirates escaping and the crews released. The tug and the ship were escorted by the Equatorial Guinean Navy to a safe port for further investigations.

Spanish Corvette SERVIOLA P-71 Source: Insurance Marine News; IMO May 2019 Piracy Report

Four robbers armed with long knives boarded the *DA YANG BAI LI*, a Chinese General cargo ship that was underway around 4nm East of Pulau Mapur, Indonesia. They took hostage the duty AB and entered into the Master's cabin. They tied up the AB and the Master, escaped with their personal cash and effects, cut the Inmarsat Telephone line and escaped. The ICC-IMB Piracy Reporting Centre in Kuala Lumpur relayed the message to Bakamla, Indonesian Marine Police HQ & Indonesian Navy HQ. Source: IMO

Indian Ocean Studies Conference

A two-day conference on Indian Ocean Studies, sponsored by the AAMH, will be held at Sheridan College in Perth, Western Australia on November 22-23, 2019.

The conference will be interdisciplinary, with a broad focus on historical and contemporary trade in the Indian Ocean, which encompasses the trade in commodities, ideas (philosophies and religions in particular), people (e.g. through the Indian Ocean slave trade), and politics (e.g. China's One Belt, One Road initiative).

The conference is organised collaboratively by staff in the Humanities and Social Sciences Faculty at Sheridan College and scholars from Murdoch University, the WA Maritime Museum, and members of the Australian Association for Maritime History.

http://sheridan.edu.au/index.php/extensions/2019-indian-ocean-conference

Drought Exposes River Steamer

ABC news reports that drought conditions impacting the Barwon River at Brewarrina in western New South Wales has exposed the remains of the river steamer *Wandering Jew*.

The iron vessel was built by J. Duncan and Partner in Echuca in 1866 and first named Riverina. The steamer was used to transport wool, grains and fruit but is also thought to provide groceries to river communities.

The report continues: "The vessel was burnt three times: once in 1883, a second time in 1898, and on its third and last time in 1914, where it found its final resting place. After suffering fire damage in 1883, in 1890 the vessel was rebuilt, re-registered and renamed *Wandering Jew* by its new owner, Jewish migrant Daniel Berger."

New AAMH Executive

A number of changes have occurred to the AAMH executive as we head towards the 2019 AGM. Retirements and resignations have meant the following members have stepped up. Dr Ross Anderson has taken on the role of President from retiring President Dr James Hunter. Tom Hogarth has picked up the Treasurership from Ray Tryniw. Sally May has moved to the Secretary's position with founder member Graeme Henderson being appointed as Vice President. We have also farewelled Dr Michael McCarthy who has stepped down as *The Great Circle* editor. Michael has been a stellar Editor giving our journal a new direction. Many thanks to the retiring team.

Nominate for the 2019 Broeze Book Prize

The Australian National Maritime Museum, with the AAMH, jointly sponsors two maritime history prizes every two years. Both prizes promote a broad view of maritime history that demonstrates how the sea and maritime influences have been central to shaping Australia, its people and its culture.

The 2019 *Frank Broeze Memorial Maritime History Book Prize of $5,000* is to be awarded for a non-fiction book treating any aspect of maritime history relating to or affecting Australia, written or co-authored by an Australian citizen or permanent resident, and published between 1 January 2017 and 31 December 2018.

The 2019 *Australian Community Maritime History Prize of $2,000* is to be awarded to a **regional or local museum or historical society** for a publication (book, booklet, educational resource kit, DVD or other print or digital media, including websites, databases and oral histories) relating to an aspect of maritime history of that region or community, and published between 1 January 2017 and 31 December 2018. The winner will also receive a year's subscription to the AAMH journal *The Great Circle* and a year's subscription to the Australian National Maritime Museum's journal *Signals.*

For more information go to https://www.sea.museum/about/grants-and-awards/community-history-prize.

CORAL TREKKER & the Paynesville Classic Boat Rally

The *Coral Trekker* is a 23 metre, square rigged wooden ship with distinctive rust red sails that will sailing down from Sydney. Built in Norway in 1939, with her hull constructed from Baltic pine, she was originally named HOHO 2, before being renamed *Coral Trekker*.

The Paynesville Classic Boat Rally runs from the 28 February to 1 March 2020. It is held every two years.
Photo: Sydney Tall ships

For those heading to Paynesville next year, and wanting to learn more about historical boat building on the Gippsland Lakes, authors Bruce Reynolds and Peter Stokes have published an online directory of the historical boat builders and the boats constructed on the Gippsland Lakes.

The Directory of Paynesville Boat Builders and Wooden Boats lists hundreds of wooden boats built in Paynesville since 1878, and the boat builders themselves. See the link at http://glcbc.org.au/proddetail.php?prod=directory-of-paynesville-boat-builders-and-wooden-boats

(Item provided by a Commercial Operator)

In the Wake of Tasman

From our special correspondent Gary Wilson, Senior Master – Coral Expeditions

Coral Expeditions' pioneering cruises visit some of the most remote, scenic and interesting coastlines of Australia and neighbouring countries. As well as colourful coral reefs, spectacular river gorges, rarely visited islands, a variety of marine and terrestrial wildlife and visits to culturally diverse villages, the areas that we visit are rich in history, especially maritime history.

Indigenous mariners of pre- written history have been sailing these waters for thousands of years - settling, trading and fishing; then it was the European explorers, in capable little sailing ships, that over a number of centuries, put these areas on the charts of the world and opened them up for further settlement and trade.

Our expeditions follow in the wake of some of these famous ships including the Spice Island of Banda. It was from here that Willem Janszoon sailed the jacht (an armed scout ship) *Duyfken* to Cape York to become the first known European to touch the Australian coast in 1606. I was fortunate to sail as Mate (later Master) of the replica *Duyfken* when we retraced that voyage in 2000.

Back in Australian waters, our ships, when making their Kimberley voyages, carry on the explorations made by Phillip Parker King in the cutter *Mermaid* and brig *Bathurst* on 4 voyages from 1817 to 1822, and we continue to explore the Great Barrier Reef, waters first charted by Lt James Cook in the ex North Sea collier *Endeavour* - the replica of which I was also fortunate to command for a voyage.

However, there is one mariner, more than any other, that provides a historical connection to so many of the areas that we visit with Coral Expeditions - the Kimberley coast, Tasmania, New Zealand, Indonesia, Papua New Guinea and the Pacific Islands - a superb seaman that, with his crews, made a series of remarkable voyages of exploration in some tough little ships that should be better known in history - *Heemskerck, Zeehaen, Limmen, Zeemeuw and Bracq*.

That man is Abel Janszoon Tasman.

In 1602, the VOC (*Vereenigde Oost-Indische Compagnie* - United East Indies Company) was formed in the Netherlands and went on to become the powerhouse in the world spice trade, displacing other Europeans from control of the Spice Islands (modern Indonesia). With

practically a monopoly in the trade of nutmeg, mace, cinnamon, pepper and other spices, the VOC became widespread through the Spice Islands. As part of their expanding trading empire, their ships engaged in exploration and charting, with a view to ever expanding their opportunities for profit. This lead to the 1606 voyage of *Duyfken* and the discovery of the "Southland", with subsequent voyages adding to the knowledge of that coast.

Abel Janszoon Tasman was born in Luytjegast in 1603 and joined the VOC around 1631. By 1634 he had command of a small jacht, involved in the spice trade centred on Banda. After a return to the Netherlands, Tasman returned to the East Indies in 1639 which by this stage had a new Governor-General, Antony van Diemen. It was due to van Diemen's search for new lands and new trading opportunities for the VOC, that Tasman began his voyages of exploration - with a number of voyages to Japan. In 1642, he was given command of an expedition to determine if there was a passage from the Indian Ocean through to the Pacific, south of the "Southland". For this voyage he was given 2 vessels, the jacht *Heemskerk* and the flute (an efficient and handy cargo carrier) *Zeehaen*. It was on this remarkable voyage that we see Tasman exploring some of the areas now visited by Coral Expeditions on our own voyages of exploration. Tasman sailed from Batavia (modern Jakarta) on 14th August 1642, anchoring at the northern end of the Sunda Strait the next day. From Tasman's journal for the 16th August:

"At our anchorage the wind was northeast and we noticed a strong current flowing through Sunda Strait. In the evening, with the land breeze, we raised our anchors and shaped our course so as to pass between the Prince Islands and Krakatau."

375 years later, I was in command of *Coral Discoverer* and in the same area - after an overnight anchorage at Ujong Kulon National Park, on the SW tip of Java, we stood north past Panaitan island (Tasman's "Prince" Island). From my own journal - *"At daylight, we had a gentle W'ly breeze, but soon after had squalls with moderate rain. A waterspout developed a couple of miles ahead, opening slowly to starboard and lasting about 20 minutes. By 7am we were close E of Rakata Island in the Krakatau group essentially entering what remains of the caldera formed after the explosion in 1883"*

This explosion, the loudest and biggest in recorded history, means that the Krakatau we see today is very different to the Krakatau of Tasman.

Heemskerk and *Zeehaen* then sailed across to Mauritius, to refit there, before heading down into the high latitudes of the Southern Ocean and running east with the westerly winds. It was a tough passage at times, as recorded on the 6th November - *"Got a storm from the west with hail and snow. We scudded with a foresail which was scarcely at half-mast. The sea was very violent and our people began to be afflicted by severe cold."*

We will return to the Southern Ocean in our story of Coral Expeditions.

But on 24th November 1642, *"In the afternoon, about 4 o'clock, we saw land, which we had east by north from us by our estimate ten miles distant. It was*

very high land."

The following day, Tasman realized that this was a great discovery, as he recorded:

"This land is the first land in the South Sea that we have met with, and is yet known by no European nations. So we have given this land the name of ANTHHOONY VAN DIEMENSLANDT, in honour of the Most Honourable the Governor-General, our High Master, who sent us out to make these discoveries."

In 2015, this high land was again sighted by modern explorers, as *Coral Expeditions 1* commenced our voyages in Van Diemen's Land - now named after Tasman himself - Tasmania. De Witt and Maatsuyker Islands, named after officials of the VOC, Maria Island - for the wife of van Diemen and Storm Bay - for the heavy weather *Heemskerk* and *Zeehaen* encountered there, are just some of the legacies of that 1642 voyage and provide highlights as our voyages follow in Tasman's wake, now with *Coral Discoverer* continuing the exploration of Tasmania each summer season.

Leaving Tasmania, Tasman then continued east across the sea that was eventually to bear his name, until the 13th December 1642, when *"Towards noon we saw a large, high, elevated land bearing southeast from us about fifteen miles distance."* Unfortunately, a few days later, a number of crew from *Zeehaen* were killed following an altercation with the local inhabitants, in a place subsequently named Murderer's Bay. Tasman followed the coast north and went on to record the following;

"This is the second land, which we have sailed along and discovered. This land we have given the name of "Staten Landt" in honour of the High and Mighty States-General since we have deemed it quite possible that this land is joined to the great Staten Landt but this is not certain"

This new land eventually proved not to be part of Staten Land (a large island off the S part of South America that was thought to be perhaps part of a great southern continent) and was eventually renamed New Zealand. Another area for Coral Expeditions to explore - *Coral Discoverer* has voyaged into the Roaring Forties visiting the fascinating Stewart Island and the spectacular Fiordland - Dusky,

Doubtful, Thompson, Breaksea and Milford Sounds. Overlapping with that other great explorer, James Cook, we have also sailed into his favourite anchorage - Ship Cove in Queen Charlotte Sound, where first *Endeavour* and then *Resolution* spent many weeks.

But to return to *Heemskerk* and *Zeehaen.* 130 years before Cook, Tasman sailed north from New Zealand into the myriad of Pacific Islands. He was the first European to sight the Fiji Islands and Tonga, charting some of those island groups as he did. Turning west then, the expedition sailed north of the Solomon Islands, which first saw European contact as early as 1568, when Alavaro de Mendana lead a Spanish voyage there, but lost again to Europeans for 2 centuries.

Coral Expeditions continues to explore this area also, with *Coral Discoverer* voyaging

through these islands on the Islands of the South Pacific expeditions, the early history overlapping with the terrible stories of WW2

Tasman then steered north of New Britain and New Ireland, and continued west along the coast of New Guinea. Once again, we find ourselves voyaging in his wake, with our own expeditions to this area. *Coral Discoverer* has encountered many of the same sights that *Heemskerk* and *Zeehaen* did. On 22nd April 1643, Tasman wrote; *"At sunrise we got into very pale-coloured water and at first thought we had come upon a shoal, for which reason we forthwith turned our course to the north. At this time we had the high burning mountain east-south-east and south-east by east of us at 7 miles distance. At night the flames were very violent... We found here a low-lying land full of rivers, and saw many trunks of trees and other wood, together with a great quantity of green brushwood, come floating from the rivers with a flow of whitish sandy water... a large river south-south-west of us at 2 miles distance"*

As we sail along this same coast, passing the active volcanic island of Manam, and entering the broad, fast flowing Sepik River, those words could have come straight from my own journal, rather than nearly 400 years earlier. Papua New Guinea remains a remote and little explored part of the world and our expeditions up there visit islands and volcanoes, reefs and rivers, villages and anchorages that few people get to see, even today. Our ships are truly following *Heemskerk* and *Zeehaen* in this part of the world. Further west, crossing the modern border from PNG into the West Papua region of Indonesia, Tasman passed through what is now Dampier Strait - (named after yet another famous explorer in this region - William Dampier, who came through here in *Roebuck* in 1699) to enter the spectacular region of Raja Ampat. A myriad of islands and reefs, as Tasman noted on 23rd May 1643:

"Here we again came close under a number of islands but at first found no anchorage. The coast of Nova Guinea in these parts is continually running in and out, with so many windings and so many large and small islands that there is no counting them."

On our own voyages through the Raja Ampat region, *Coral Discoverer* has also sailed through countless reefs and islands, many still little explored; some of the best snorkelling in the world and amazing wildlife, both above and below the water.

When Tasman arrived back in Batavia in June 1643, he had completed one of the greatest

exploration voyages in history, circumnavigating the “Southland” - which he named New Holland; putting Van Diemen’s Land and Staten Land on the chart of the world, and further exploring the Pacific Island groups, New Guinea and the Spice islands. Australia, including the island state of Tasmania, New Zealand, Melanesia, Papua New Guinea and Indonesia, continue to be explored by Coral Expeditions today.

But Tasman had more to do, and we had more history to follow.

Our Australian flagged ships, *Coral Expeditions 1*, *Coral Expeditions 2* and *Coral Discoverer*, continue to take guests on remarkable voyages and in April 2019, were joined by a superb new sister, *Coral Adventurer,* ready to make her inaugural voyages of discovery, ones that would be steeped in history

2019 is the 375th anniversary of Tasman’s 2nd voyage to the “Southland” - the continent he later named “New Holland” and which would eventually become Australia. *Coral Adventurer* followed in the wake of Tasman, on a series of voyages exploring the same areas that Tasman did, and series of displays and lectures onboard examined the ships and skills that enabled him to make those voyages and celebrated the life and achievements of a remarkable seafarer.

After taking delivery of the ship, on time and on budget, from the Vard shipbuilding yard in Vung Tau in Vietnam, our crew worked hard to get the ship ready for service. This included a shakedown voyage to Singapore, during which equipment was tested, cabins prepared, procedures practiced, and crew trained, followed by a gala commissioning ceremony in Singapore. I had the privilege of being in command of a comfortable and highly capable expedition cruise ship and on 24th April 2019, we sailed on an 18-day voyage to Darwin, exploring the same areas Tasman did 375 years ago.

Departing Singapore, we steamed south along the Sumatran coast, and anchored at the mouth of the Musi river, the entrance to the city of Palembang. Tasman visited here with 4 ships 23rd April 1642 to successfully resolve a trade dispute with the Sultan. Then on to the Sunda Strait, where we had first met with Tasman in our 2017 voyage with *Coral Discoverer.* More modern history was not forgotten, at the northern end of the Sunda Strait I had stopped the ship over the wreck of HMAS *Perth* and in a small ceremony paid tribute to her and USS *Houston* after their loss in 1942. We had done the same on the 75th anniversary of this battle in 2017 with *Coral Discoverer* and the history of the Java Sea battles has become a regular part of our voyages in this area.

Leaving the Sunda Strait, we called at the old city of Batavia, (now Jakarta) the great VOC capital of the time and from where both of Tasman's great voyages departed. We visited Bawean and Sumenep, both noted by Tasman in his journal in June 1643 , through the Takabonerate group of islands, (On 6th & 7th June 1643, Tasman was in this area, and recorded passing through Selayar Strait and high land of Turatte to the north) and on to the spice islands of the Ambon region, including visiting the VOC fort at Saparua, where I received a crown from the King in honour of our visit. Coral Expeditions is the first cruise company to visit this island and we have already developed a strong friendship with the people there.

This first voyage culminated in the historic spice port of Banda, our regular stop on our Spice Islands voyages. Banda is one of the great highlights of our voyages, sunset drinks at the restored VOC fort, diving and snorkelling on the spectacular underwater lava flows, and visits to the markets and town. Then on to Darwin, for another gala occasion to celebrate the arrival into Australia of a superb new ship. A second voyage to continue the Tasman theme followed. A round trip up into the wild areas of West Papua, again visiting many areas that Tasman would have known well – the Agats coast (where we were welcomed by a large host of traditional warriors), the Kai, Aru and Tanimbar Islands (all well known to the VOC ships) and the mysterious "blood" rock art of the Fak Fak region. We even found some truly spectacular dive and snorkel sites in the remote Sebakor Bay, where Torres anchored in 1606. These are all areas that see very few visitors.

Returning back to Darwin, *Coral Adventurer* then joined the *Coral Discoverer* and *Coral Expeditions 1* in the Kimberley. But the Tasman story wasn't finished. In 1644 Tasman sailed right along the "Southland's" north coast, around what is now known as the Gulf of Carpentaria and Arnhem Land (all Dutch names) and eventually down that part of the northwest coast that remains remote and only partly explored – the Kimberley Coast.

Coral Adventurer then sailed on the 3rd stage of her inaugural voyage and again went back 375 years, to follow how Tasman's 3 little ships, *Limmen*, *Zeemeeuw* & *Bracq*, who were the first

European ships to work through the formidable tides and labyrinth of islands, reefs and inlets that make up this remarkable coast.

There is more still to explore – another new ship, *Coral Geographer,* will join the fleet in December 2020, and her inaugural voyages will take her on a great voyage around the islands of the Indian Ocean, again following in the wake of Tasman, visiting Sumatra, Sri Lanka, the Maldives and Seychelles, Madagascar, Mauritius and the remote Southern Ocean islands of Kerguelen and Crozet, before returning to Fremantle. Wildlife, culture, spectacular scenery and history will all feature strongly. In the meantime, *Coral Adventurer*, in late 2020 will make a momentous circumnavigation of Australia, a 60 day voyage visiting 35 sites of significant maritime history to mark the 35 years of Coral Expeditions. More voyages through Indonesia, Papua New Guinea, Melanesia, New Zealand, Tasmania and the Great Barrier Reef means Tasman's spirit of exploration is alive and well.

For more information: www.coralexpeditions.com

Coins

The Royal Australian Mint released a new commemorative coin series on Tuesday that reflects three of Australia's most significant moments of dissent: the mutiny on the HMS Bounty, the Rum Rebellion and the Eureka stockade.

The first coin depicts the mutiny on the HMS *Bounty*, involving the overthrow of Captain William Bligh by his own crew in 1789, who left him with just a rowboat which he miraculously sailed 4,000 miles to shore.

The second coin features the 'Rum Rebellion' which involved the takeover of the colony of New South Wales under Governor William Bligh.

The last coin being commemorated in the launch depicts the Eureka stockade, which saw gold miners revolt against colonial authorities.

https://www.dailymail.co.uk/news/article-7026123/The-Mint-releases-new-coin-collection-marking-moments-dissent-Australian-history.html

Trafalgar Day Dinner: Saturday 19th October, 2019

- 7.00pm Close action Canapés on the Lawn at the Queensland Club, 19 George Street, Brisbane
- 7.45pm Battle Commences

Dr David Schlect invites you to book a berth at the trybooking website below
Booking: https://www.trybooking.com/535822

RSVP: Wednesday 16th October, 2019
Enquiry Phone: 0417620751
Enquiry Email: gub63@bigpond.com
Dress: Lounge Suit

Sail Endeavour

A brochure from the Australian National Maritime Museum popped into our mailbox recently advertising sailing opportunities on HMB *Endeavour* (replica) for Tasmania, New Caledonia and New Zealand. Endeavour is set to circumnavigate Australia in 2020-2021. Contact HMBEndeavour@sea.museum for details.

Going back to Yugoslavia

Shattered Ideals and Fractured Identities: Western Australia to Yugoslavia and back 1948-1955. Author Dr Criena Fitzgerald tells the story of over 1000 'Yugoslavs' who travelled on the SS *Partizanka* and SS *Radnik* to help rebuild post war Yugoslavia. Almost all came back to Australia resuming their lives "…economically poorer, but culturally enriched by their experience." This lively book is available from the Royal Western Australian Historical Society.

Lavender Bay

It has been 30 years since the last water craft ran off the slips at Lavender Bay, Sydney.

According to the plaque, Bob Gordon's *The Loper* was last boat launched.

The slip way was 7.1metres long by 5.3 metres wide with four slip rails.

McMahons Point on Lavender Bay was well known for its boatbuilding and repair industry from the late 1800s. A number of these small businesses turned the area into a thriving strip of engineering workshops and boatbuilding yards.

The AAMH Team

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Next Newsletter: March

Send your local news story and short research items to the Newsletter Editor, Peter Ridgway by 17 March via email to: info@aamh.asn.au

Notice of Annual General Meeting

Saturday 23 November 2019 at 12.30 Room 4, Sheridan College, 41A Nash Street, Perth

The Australian Association for Maritime History Inc.