



400th Anniversary Houtman Celebrations

2019 marks the 400th anniversary of Frederik de Houtman and Jacob D'Edel "discovering" the southwest corner of the Australian continent. Frederik's history goes back well before that, in particular, with his role in the plotting of the southern hemisphere stars, including the Southern Cross, by Houtman and Keyser in the late 1500s.



As part of the Houtman 400 commemorations, a festival is planned for 19-29 July 2019, which highlights the two sides of this Dutch discovery – the other side being the people on the already inhabited continent. Hence the festival title "Balayi – Open Your Eyes!" Balayi is a 'watch-out' cry in Yamatji, and 'open your eyes' is a play on the word 'Abrolhos' which is commonly taken to be derived from the Portuguese meaning 'keep your eyes open – sharp objects' (and hence Houtman Abrolhos Islands first discovered by Houtman during the night of 29th July 1619).

The AAMH is pleased to be sponsoring these celebrations. For more information go to:
<https://www.facebook.com/Houtman400>

Picture Source: https://en.wikipedia.org/wiki/Frederick_de_Houtman



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Paynesville Maritime Museum

The Paynesville Maritime Museum operates a small museum display which tells the story of maritime Paynesville with photographs, artefacts of the time and representations and has been the recipient of many kind donations of equipment from local families. Every two years a classic boat rally is held with the next Paynesville Classic Boat Rally being in February and March 2020



Figure 1 <http://www.pmm.org.au/>

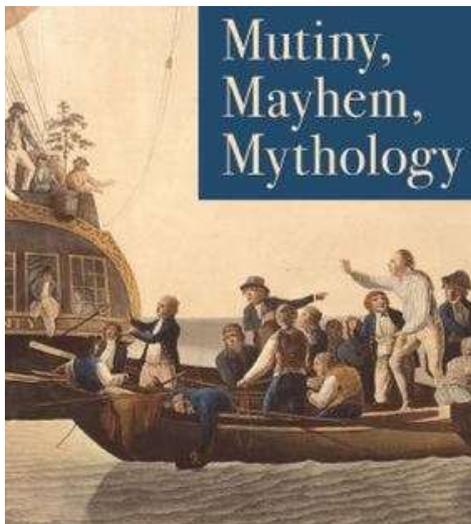
This community-run event brings together boats and boating enthusiasts from the Gippsland Lakes and around Australia for a unique exhibition of our colourful maritime heritage, featuring all kinds of watercraft. The Rally showcases a collection of classic wooden motor

cruisers, ketches, yawls, sloops, cota boats, H28's, fishing boats, trawlers, dinghy's and speedboats to name just a few.

The highlight of the 2018 event was bringing the tall ship *Lady Nelson* from Hobart to visit for a weeklong stay.

The Museum also publishes a journal with Issue 7 continuing research stories about the maritime heritage of Paynesville: an explanation of how the fishermen kept themselves warm and cooked whilst out fishing by using the firepot; a ladies look at summers of the 60s; all about the Chinese fish curers at Metung; a story about Willie Hamilton the reclusive artist of Paynesville; the story of Christian Gronheit - fisherman, boatbuilder and operator of the iceworks; how the locals made two-cylinder engines from the famed Ford Model-T engine and the narrative of a holiday on the Lakes in 1958.

Books

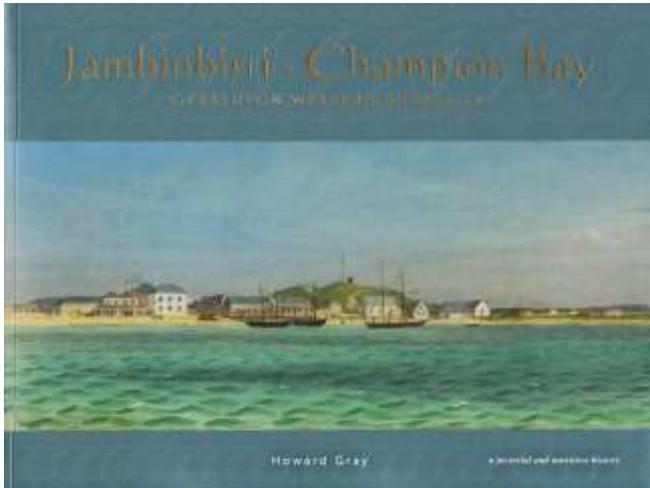


Mutiny

AAMH member Emeritus Professor Alan Frost's new book *Mutiny, Mayhem, Mythology: Bounty's Enigmatic Voyage* re-examines the Bounty Mutiny. Published by Sydney University Press, the book received a great review in *The Australian*. Alan Frost sheds new light on what truly happened during the infamous expedition.

Bounty's Enigmatic Voyage
Alan Frost

Howard's Way

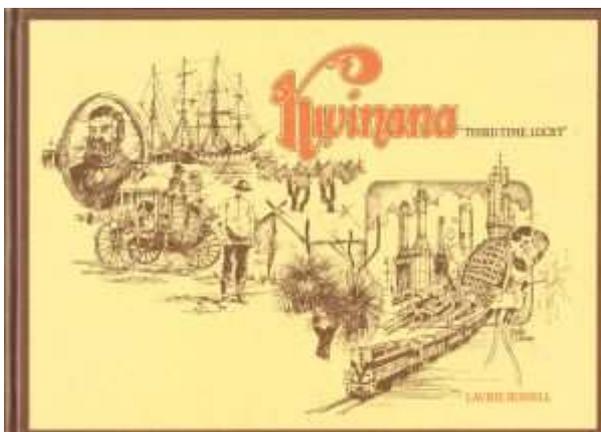


AAMH member Howard Gray has released his new book *Jambinbirri-Champion Bay*

There are 99 stories in the 250-page book, which features brilliant photographs, paintings, sketches, charts and maps depicting human activity on the waters and shores of Champion Bay. Order on the Webpage: www.westralianbooks.com.au

Kwinana: Third Time Lucky

The Editor is indebted to Councillor Dennis Wood for a copy of the local history **Kwinana: Third Time Lucky**. The municipality of Kwinana is 23km south of Fremantle and is rightfully proud of its maritime history. The phrase 'third time lucky' refers to the three attempts to establish a community on the shores of Cockburn Sound as described in the local history book written by Laurie Russell.



The first attempt by colonist Thomas Peel to settle 10,000 immigrants in 1829 on a land grant scheme failed in part due to this ship arriving 45 days late and in part to the poor quality of the land for agriculture. A second attempt in the 1920s concerned a soldier settlement scheme was also less than successful. The third attempt in the 1950's found a more suitable use for the land, that of industry. The Anglo Persian Oil Company established a refinery that required berthing of oil tankers. Many other industries followed

and today the Kwinana coast is dotted with berths for ships bringing in and exporting produce.

The name "Kwinana" was adopted in 1937 from the nearby wreck of the State owned SS *Kwinana*. The story of the *Kwinana* is fascinating. It was launched as the *Darius* in 1892 at Sunderland and used to transport horses to the Imperial forces in India. Bought and renamed by the WA Government in 1912 for coastal shipping service, it suffered many mishaps. The ship suffered leaks, breakdowns, a devastating bunker fire and a collision with the SS *Port Stephens* that rendered it unserviceable. It broke its moorings in a storm in 1922 and was wrecked on the shores of Cockburn Sound.

Australian Wooden Boat Festival

Special AAMH correspondent, Sven Beicher provided photos and the following account of his experience.



The crowds have really built overnight, and an estimated 200,000 pack every available vantage point for the Parade of Sail. This is a magnificent and majestic moment – a real once-in-a-lifetime. We are fortunate to find a great place, seated on a steel fire-stair at the rear of a warehouse, not posh – but with an uninterrupted royal view that take in the whole sweep of Derwent water. And what a view! Its alive with small craft of every description, powered by steam, diesel, petrol, sail and muscle, all weaving, jinking and sweeping in graceful arcs as far as we can see.

The faint strains of shanties drift over the water from the naval band aboard HMAS *Choules* – which has just transported the *Mistral II*, participant in the very first Sydney Hobart race to the city for restoration. Shortly after noon a wave of excitement ripples through the crowd as the topmasts of the

first tall-ship are glimpsed over the roofs of the port buildings. It soon glides into focus and reveals itself as the HMS *Endeavour*, stately, majestic if somewhat weatherworn this much loved replica vessel thrills the crowd. She is followed closely by the *Windward Bound* – a colourful Hobart based brigantine. Then the gigantic *James Craig* with a magnificent spread of sail and a piper in her rigging playing *Black Bear*, *Scotland Forever* and *Skye Boat Song* dwarfs all the other vessels and commands a passage to the docks.



One by one the tall ships swing in – *Young Endeavour* the RAN training vessel, *Soren Larsen*, *One and All*, *Enterprise*, *Lady Nelson*, *Rhona H*, *Julie Burgess*, *Yukon* and dozens and dozens of tall masted cruisers, racers, yachts and pleasure boats. One by one they gracefully glide into their assigned docks to the repeated cheers and waves of the crowd, it was a great afternoon. The awe of the stately tall-ships is often relieved by the jaunty manoeuvres of

shakily crewed rowboats and feisty flagged inflatables try to bring some sort of officialdom to an otherwise chaotic swirl of small boats – very entertaining.



We concentrated on the exhibitions on Saturday, aiming to head straight to the Mac 2 building at the far end of the waterfront and make our slow way back towards the hotel. Well, they say a plan never survives first contact with the enemy and this was certainly the case as distraction after distraction came our way! Almost immediately we found ourselves drawn down to the waterline and strolled along the pontoons to see some of the beautiful small boats.

The *Geronimo* caught our eye, bobbing in the water like a Dutch wooden clog! We enjoyed the bustle and overheard genial conversations as old salts swapped yarns across the gunwales. Making our way back to the wharf and the busy marquees, more small boats are lined up on their trailers and look very jolly bedecked with colourful flags. I found the *Mistrel II*, veteran of the first Sydney-Hobart race, looking a little neglected as she waits restoration on a trailer parked in a back road.



Next up is the model boat exhibition – artwork in miniature, just my style. Back outside we work our way past Constitution dock and Victoria dock – both packed with even more boats, to the Hunter Street wharf where several of the “smaller” tall ships are tied up. Each ship looks pristine and they are all open for tours and cruises but our attention is now fixed on the Mac 2 and the ships in bottles exhibition. This marvellous

display shows off hundreds of miniatures, each in their own little glass bubble. The lego example was our favourite! Lunch on the quay followed, before Judy peeled off to rest at the hotel while I attended a lecture on Scrimshaw at the Maritime Museum.



Maritime Day 2018

The AAMH joined forces with Wikimedia at Maritime Day on Victoria Quay, Fremantle in 2018. Our thanks to Fremantle Ports and the Company of Master Mariners for sponsoring our stand.

AAMH members interested in contributing to the AAMH presence on Wikipedia or learning about other Wiki opportunities are welcome to contact the Newsletter Editor.



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).

We welcome scholars with a research interest in any of the above topics to submit abstracts for individual papers and/or panel proposals for the conference.

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>

Whaling Conference in Hobart

The inaugural Hobart whaling conference will be held on Monday 6 and Tuesday 7 May, 2019 in the Carnegie gallery of the Maritime Museum of Tasmania in Hobart.

Conference themes are the British southern whale and seal fishery; the Australian and other colonial whale and seal fisheries; and modern Australian whaling. A major Australian scrimshaw collection will also be on display during the conference.

Many AAMH members are involved. Supported by the Tasmanian Maritime Museum, Jean-Louis Boglio Maritime Books - Cygnet, Tasmania (sponsoring morning tea, Navarine Press and Rhys Richards - co-sponsoring the Cocktail Reception for the Book launch of "The Last of the Sail Whalers: Whaling off Tasmania and Southern New Zealand. By Captain William McKillop (1865-1939). Edited by Rhys Richards and Graeme Broxam - copies will be available for sale.



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>.

The Voyage of the *Forlorn Hope*

By Peter Gifford

The mid 1860s were a time of optimistic expansion in both Western and South Australia, as the two colonies sought to profit from their territorial interests in the tropical north. In Western Australia, would-be pastoralists established settlements in 1864 in the Kimberley at Roebuck Bay, later called Broome, and at Camden Harbour, about 1000 km to the north-east, while the South Australians did the same at Escape Cliffs in their newly-acquired Northern Territory, about 60 kilometres from where the city of Darwin now stands. It was the fourth European attempt at settling in the Northern Territory, and would prove no more successful than the previous three, while the mostly Victorian party at Camden Harbour would likewise soon move south to the Pilbara, where pastoral success awaited some.

At Escape Cliffs, the settlement established in 1864 by the SA government appeared doomed from the start, as the Resident Magistrate, Lieutenant Colonel Boyle Travers



Finniss, tried to sub-divide land on a tidal flood-plain infested with mosquitoes. Finniss, a pioneer SA settler in 1836, had been accompanied to the NT by a youngish surveyor named Jefferson Pickman Stow, who also wrote regular reports for the *Adelaide Advertiser and Chronicle*. Finniss, according to the *Australian Dictionary of Biography*, 'lacked the personal qualities of large leadership', while the whole enterprise was 'hastily

organised and poorly planned'. Unsurprisingly therefore, he fell out with many of the colonising party including Stow. Matters reached a head in May 1865 when Stow and six others decided to leave, and accordingly purchased an open whaleboat, just 7.2m in length, in which they proposed to sail back to Adelaide. In his published account of the voyage, Stow commented that: 'Up to the last moment of our leaving the settlement the Resident's folly, obstinacy and disobedience of instructions were as conspicuous as ever.'

Appropriately, these desperate men named their vessel the *Forlorn Hope*. Their first port of call on their 2,600 mile [4,160 km] voyage after leaving Adam Bay was Camden Harbour, where Stow befriended Trevarton Sholl, eldest son of the Resident Magistrate, Robert John Sholl; the Sholls treated them 'cordially and kindly', even though the settlement was obviously not flourishing and the sheep were nearly all dead. Stow and his companions were more fortunate than young Sholl, who lost his life at age 21 when the schooner *Emma* foundered with all hands somewhere between Fremantle and the newly-settled Pilbara coast two years later. The *Forlorn Hope* had set sail with two sextants, rough maps and pocket

compasses, plus tinned beef, biscuit and water.

Stow remarked that: 'We thought we should find numerous places of shelter about the coast and among the islands, but found, to our cost, how little we knew of the character of both.' They were pleasantly surprised, however, when they reached Nickol Bay and the Burrup Peninsula to receive a friendly greeting from the local Yaburara people, who had likewise welcomed Lieutenant P.P. King's exploration party in 1818.

After offering the travellers fresh fish, the Yaburara extended their hospitality still further. As Stow noted:

They showed us water in the rocks nearly at the summit of the hills, about three quarters of a mile [about 1.5 km] from the boat. We took in a full supply in six journeys. The natives showed us some of their drawings in the rocks. There were sketches of fishes, turtles, lizards and different kinds of birds, including emus. One native made a sketch of a turtle on the sand ... Their friendliness amounted nearly to affection and they were obedient to our requests.

In 1868 however, the Yaburara would be massacred on the orders of Robert Sholl, now Resident in newly-established Roebourne, after a policeman, his Aboriginal tracker and two white pearlers were fatally speared. The policeman had allegedly raped several Yaburara women.

The 'drawings' seen by Stow and his party at Murujuga/Burrup were actually the largest site of petroglyphs (incised rock art) in the world, older than the Lascaux cave paintings of France, which have been dated at 20,000 years. While the Burrup has since become an industrial site involving the north-west shelf oil and gas deposits, the surviving petroglyphs still await the protection world heritage listing – long since recommended – would afford them.

The *Forlorn Hope* sailed on to Champion Bay and Geraldton, where the crew were at first treated with suspicion as possible escaped convicts from Fremantle. Being from the 'free colony' of South Australia, where there was never any 'stain of convictism', they reacted indignantly to such treatment, particularly as they were carrying official mail and 'a multitude of messages for people in Perth' from the frightful isolation of Camden Harbour, which had no electric telegraph and only irregular mail services to and from the capital. Once the misunderstanding was sorted out, however, they were given assistance to return to Adelaide, where Stow gave evidence at an inquiry which resulted in the recall of Finniss and the abandonment of the Escape Cliffs settlement in favour of Port Darwin (Palmerston) from 1869. Stow, whose father was the first Congregational minister in SA and whose brother Randolph became a Supreme Court judge (his great great grandson was the writer Randolph Stow), worked for the *Advertiser* as a journalist and, from 1876, editor. In 1883 he was appointed a special magistrate and served mostly in country areas until his retirement to North Adelaide, where he died in 1908 at age 78. His account of the voyage can be viewed at the Battye Library in Perth, digitally through the State Library of Victoria or in a reprint issued in Adelaide in 1981.

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Send your short research items and local news to the Newsletter Editor via info@aamh.asn.au by 17 September to be included in the next issue.

