

THE DIEPPE MAPS AND QUEENSLAND — AFTER McINTYRE

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Queensland historians awake! If you merely accept our history as expressed in the past you will rightly be swept aside. This is a time of tremendous change. We must realise that Queensland (and Australia) is not a spot in isolation; it is part of the area of the South-West Pacific, and so we must look at all our early visitors. Because of our unique position there were many more in Queensland than in the other less accessible states.

What of Alexander's fleet which disappeared about 327 B.C.? Where were they blown to? It is the same story with the caravel of the second Spanish fleet (after Magellan) which disappeared without trace in the Pacific in 1526. But what of the old woman on Hao Island in the Tuamotos (east of Tahiti) who was wearing a gold ring with an emerald when Hao was discovered by De Quiros in 1606. Captain Bruce Whiteman says what of the Spanish ship found in the coral of Boot Reef 150 miles east by north of Thursday Island? And he says the find of dollars weighed nearly one cwt. and realised f.3800 when sold. Who owned this ship? What was its name? Was it the same ship from which Frank Jardine obtained his half-ton of Spanish silver doubloons and pieces of eight which he found embedded in a coral reef as told in *Queensland Frontier* by Glenville Pike, p. 165?

The whole question of Spanish ships on the Queensland coast was raised by Cardinal Moran in his *History of the Catholic Church in Australia* when he tells of De Quiros, on the Feast of Pentecost, giving the great southland the name of Terra Australis del Espiritu Santo. Many, including the Melbourne lawyer-historian Kenneth McIntyre, have criticised the Cardinal for suggesting that the Spanish landed near Port Curtis and that the first Mass

This was part of a two-man symposium on the early explorers presented by Mr. Whitehouse and Dr. John O'Hagan, a noted Brisbane student of history and collector of maps.

was said on Gracemere Station later settled by the Archers. This criticism appears also in Holthouse's book *Ships on the Coral* p. 7, but practical mariners like Captain Whiteman do not accept this criticism and say there is no doubt the Spanish sailed our coast in the 16th and 17th centuries for who else would have told Ortelius the Dutch cartographer, about the existence of the strait beyond Cape York — and New Guinea which he named on his map drawn in 1589 — 17 years before Torres went through his strait in 1606, and 100 years before it was named by Dalrymple who fought with Cook.

This is an attempt to keep you abreast of what is going on in the study of our early voyagers. I record that when McIntyre was starting his research and flew to Timor, so close are the two countries that from his plane he could see both the mountains of Western Australia and Timor at the one time. With these two land masses so close, it would have been inconceivable for the Portuguese to have not come here after 1516 when they first settled Timor. Portugal was at the height of her power and she had the greatest fleet and navigators in the world, and *knew* there was talk of a great southland.

"The New Discovery of Australia" is with us, and Australian history will never be the same again. It has engendered new interest in this field the like of which has not been seen since the turn of the century. Kenneth McIntyre has fired former Brigadier Laurie Fitzgerald and ex-naval man Ian McKiggan — all members of the Royal Historical Society of Victoria. Both men heard McIntyre address the Victorian Society and immediately became interested and realised this was a field too long neglected. Brigadier Fitzgerald, who is a surveyor and was in the regular army for decades, told me he agrees with McIntyre that the Dieppe Maps do represent Australia. But, he says that when they were stolen and taken to France, just before 1536, they came in pieces and the French mapmakers did not know how to fit the pieces together.

This particularly applies to the New South Wales and Western Australian coasts, but does not greatly affect the Queensland section, and of course the Queensland section is substantial and covers from Cape York to Point Danger. The Brigadier hopes to write a book setting out how his views differ from McIntyre who, he said, in speaking of Portuguese navigation took no account of "current" or "drift". He also told me he thought that McIntyre's explanation of the distortion by Gores and Loxodromes was "nonsense", but he has sat down patiently with

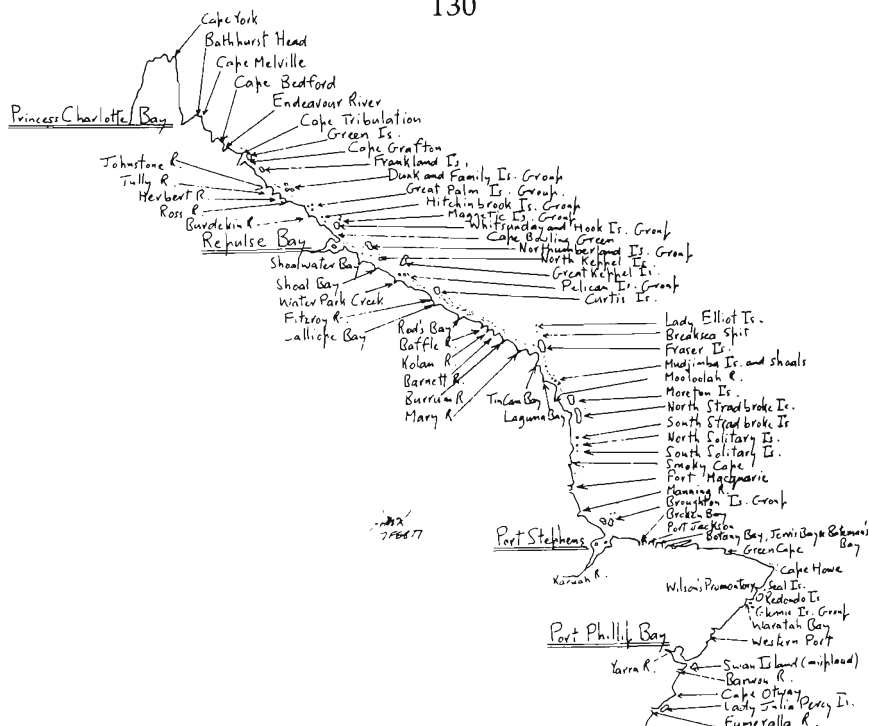
the maps and fitted this jigsaw together and it is obvious from the maps published in the *Melbourne Herald* 23 February 1977 that the Brigadier has been highly successful and one can only pray that this 74-year-old Australian will get time to finish his book.

Like McIntyre, he is a giant in this field and is a technical man. He has prepared a thesis on Cook's journey up the east coast of Australia, plotting his daily position. He has also done the same with another map of part of Queensland on which he has plotted, by using correct surveying, the routes of Leichhardt, Gregory, and Burke and Wills. I have been advised that the Map Librarian of the Australian National Library has made contact with Brigadier Fitzgerald and obtained a description of his collection for the library files. The Brigadier now proposes on his death to give all his maps and files to the Australian National Library.

Ian McKiggan is a graduate of the Royal Australian Naval College, a graduate in science from Adelaide University, and is Principal Research Officer with the Department of Defence, Melbourne. He has published an article in *Trek Travel* which so far as I can see only covers the material already published by McIntyre, with two exceptions: that after speaking of Repulse Bay he speaks of Mendonca in 1624 sailing down the Queensland coast past Fraser, Moreton and Stradbroke Islands and so on to Port Stephens past Cape Fremoso — "Handsome Cape" — Wilson's Promontory to Port Phillip where the five brass keys were lost at Corio Bay.

In August 1847 five keys were found 15 feet underground when a man was digging in a shaft on Limeburner's Point, now in Geelong City, and the very next day Victoria's first Governor, Governor La Trobe, was at Geelong where he was given three of the keys by the man who found them. The Governor sketched the scene and the original sketch is now in the La Trobe Library — the equivalent of Queensland's Oxley — in Melbourne. This sketch was on display last Easter and I was able to arrange with the Library to send me a copy.

But McKiggan, besides publishing photographs of the search party for the mahogany ship near Warrnambool, tells us that the Dieppe Maps showed Barwon Heads, Cape Otway, and finally the mouth of the Eumeralla River, where the map stops. McKiggan does speak of the finding of an "ash oar" discovered several feet beneath virgin soil at Indent Head, but unfortunately gives no further details.



Working on the Dauphin Map and allowing for mathematical correction of longitudinal errors in early mapping, Ian McKiggan made this interpretation of the east coast of Australia to illustrate his article on "The Portuguese Expedition to Bass Strait in A.D. 1522", published in "The Journal of Australian Studies", No. 1, June 1977. It marks 48 features of the Queensland coastline and 28 in New South Wales and Victoria.

LOCAL SPOTS RECOGNISED

Next I must recount to you what happened on the Society's trip to Maryborough this year. On Sunday 7 May members embarked on the *Island Voyager* with Captain Wally Toy as captain. As we approached Fraser Island I said to him, pointing to an island shown on Deslier's Map (1546 The Royal), "Is that Fraser Island"? He said "No" but he kept looking at the Dieppe Map for half a minute and then said, pointing to a spot on the map, "That's Breaksea Spit, but it has changed a lot in the 500 years since that map was drawn". This was the great break-through!

Here was a practical seaman who knew nothing of the Dieppe Maps able to recognise his own locality on them. Later on the trip Mr. Walker, of Maryborough, identified Big Keppel Island and the Whitsunday Islands. He also identified Noosa Heads, after I had pointed out Moreton and Stradbroke Islands which has been identified for me last Easter at La Trobe Library by Kenneth McIntyre himself.

In all, some 41 points were identified, some as far as the mouth of the Richmond River at Ballina, N.S.W. beyond which point these maps became distorted.

I then decided to consult my cousin Captain David Whitehouse in the Queensland Department of Harbours and Marine. He and some of his friends in the department had offered to look at a copy of the Vallard and the same Deselier's Map which was photographed from the copies in the Oxley Library. He reports that he and his fellows are having difficulty in working out the projection that was used in the Dieppe Maps, but I think this could be solved for I have now received from Victoria, McKiggan's article *The Portuguese Expedition to Bass Strait in 1522* published in the *Journal of Australian Studies* No. 1 June 1977 and in appendix i to his article McKiggan on the *Derivation and Computation of Longitude Error* accounts for the funny shape of New South Wales and Victoria in the Dauphin Map. The mathematics are away beyond me and I will leave that to others, but what I do understand and what every Queenslander will understand, is the map McKiggan has published naming 50 islands, bays and rivers in Queensland, for really the Dauphin Map is a very good map of Queensland.

McKiggan says that from Cape York to Brisbane there is virtually zero error in longitude, latitude or detail after correcting for the exponential distortion.

The Department of Harbours and Marine has said the Dauphin is a Portolan, and further reports in writing as follows:

The Superintendent of Pilotage and Navigation, the Marine Officer Planning and Development, and the Shipping Inspector of the Marine Affairs Section of the Department of Harbours and Marine, on studying and comparing the Dauphin Map with a modern Admiralty chart of the Queensland coast, agrees that the early map is more than likely an attempt at charting the east Australian coast by the Portuguese.

The main headlands, islands and inlets can be more or less identified as has previously been illustrated. However, a degree of difference is evident in the distance between some of the main landmarks as, for instance, the distance from the southern tip of Stradbroke Island to Breaksea Spit is half the distance from Breaksea Spit to Broadsound while on a modern chart the distance is the same. This may possibly be explained by the inability of the early navigators to accurately measure the distance sailed.

Also the Dauphin Map was pieced together from a number of old Portuguese charts, probably of different sizes and unknown different scale sizes, which would explain the distance discrepancy.

Further the section could have been incorrectly pieced together by the French cartographers who would only be guessing the shape of the great southland. This would explain the rather strange formation of the southern section which possibly is the north-eastern section of Tasmania.

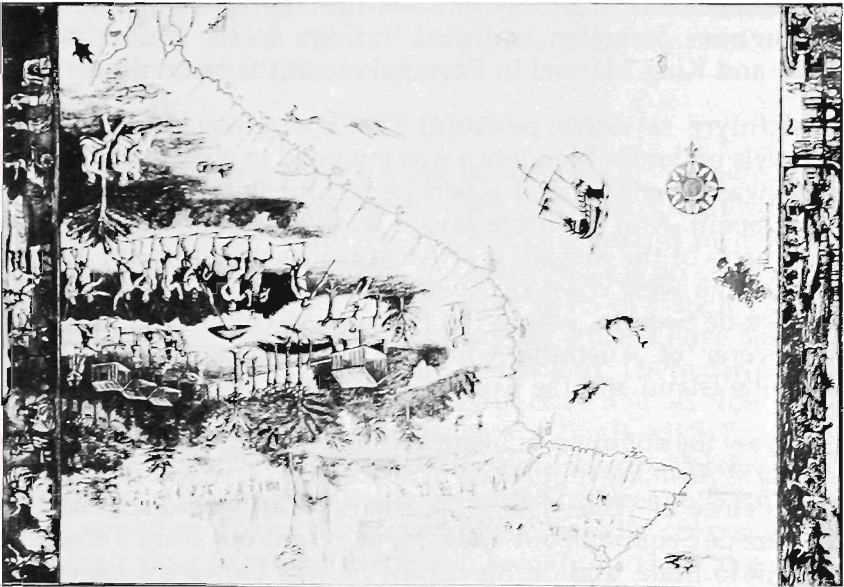
The direction of the Queensland coastline also appears to be incorrect, although the north point shown on the chart would probably be pointing to the north Magnetic pole. In this case, the direction of the coastline, if the compass variation at the time was known, could be correct.

THE HISTORICAL BACKGROUND

In my article in *R.H.S.Q. Journal* Vol. X No. 2 (pp. 114-132) I have covered the Early Explorers of Australia who came from west and east, dealing first with the Portuguese, then the Spanish, the Dutch, French, and finally the English. I ask historians to read that paper as it will help them to become familiar with many unusual names. But I will recount some of them by way of summary.

The third son of Edward III of England was John of Gaunt, Duke of Lancaster and his daughter, Phillipa was the mother of Henry the Navigator who defeated the Moors at Ceuta in 1415. Gil Eanes, his page rounded Cape Bodjar in 1434. In 1459 Henry the Navigator had Fra Mauro of Venice prepare a *Mappa Mundi* which shows Sumatra, Java Minor, Java Major, Bali and Lombok just north of Darwin. Where he got his information from is a mystery.

In 1481 John II of Portugal, Henry's nephew, sent out Pedro de Covilhan overland to Goa, and he told the Portuguese they could sail round the Cape and meet the Arab fleets in Sofala in Mozambique. And Bartholomew Diaz rounded the Cape. Manuel II, the Fortunate, sent out Vasco de Gama in 1497 and he reached Calicut the following year. Magellan, a page at the Portuguese court, had as a boy fallen out with Manuel, so he sought services at sea, and after serving in Africa went on to India where he distinguished himself fighting the Arabs in the Indian Ocean. He eventually became a captain of a caravel and was with Albuquerque, the second Governor of the Portuguese, at the capture of Malacca in 1511, after which he did a secret voyage for Albu-



As this section shows, the early maps had a wealth of detail, reflecting the cumulative work of explorers, draughtsmen and copiers. In most maps of the period, south was shown at the top and north at the bottom, requiring them to be turned upside down for modern viewing.

querque — “1,000 leagues (3,000 miles) further than any other man had ever gone”. He also went to the Moluccas which had been discovered by Abreu and Serras in 1512, and which he was later to suggest was in Spanish territory. I record that Albuquerque heard of the Moluccas from Ludovico di Varthema who reached Banda, north of Darwin in 1508.

Timor was settled by the Portuguese in 1516, and I suggest that the huge Australian coast must have been sighted about this time, though Collingridge suggests that the Australian coasts were charted about 1518 and 1550 and we think, were known to the Portuguese and Spanish since shortly after the Portuguese came to settle the Spice Islands in 1516.

Manuel tried by sabotage to stop the departure of Magellan, but he had sailed, so he sent George Albuquerque with a fleet of 14 caravels to the south Atlantic to catch him and he went round the Cape of Good Hope. But Magellan had gone via South America searching for “El Paso” (the Strait). Later, realising his mistake, Manuel tried to catch the renegade Magellan in the Indies and sent out Cristovado de Mendonca to Goa.

There he was sent on by the Governor of Goa with a battle fleet of three caravels and after some delay this squadron sailed down

the east coast of Australia in 1524 although unbeknown to the Portuguese, Magellan had died in Cebu in the Philippines in 1521 and King Manuel in Portugal about the same time.

McIntyre says this powerful Portuguese squadron of three caravels under De Mendonca was intended to wipe out Magellan who was heavily armed when he set out with his five vessels from Spain. And McIntyre says it was De Mendonca who drew the charts of the east coast of Australia as shown in the Dieppe Maps. The west coast of Australia was drawn about 1521 by Gomez de Sequira, whom the Portuguese credit with being the discoverer of Australia when he discovered Arnhem Land, Melville Island and the Coburg Peninsula.

I draw the attention of historians to George Collingridge's *Discovery of Australia* (published in 1895), p. 312, where he suggests that Prince of Wales Island in Torres Strait was discovered by Gomez de Sequira about 1525. He was sent out from Ternate to Ceram to trade, and on his return he was blown off his course 300 leagues and landed on an island about 30 leagues in circumference between the Moluccas and the Straits of Magellan. On this island he stayed for four months held there by contrary winds. And I particularly refer historians to Collingridge's map of Queensland from the Cape down to Ingham (p. 307) on which Collingridge has named 16 places — not including Cape York, which he thinks was clearly shown on the Dauphin.

The Dauphin Map was compiled at Dieppe in France, on the English Channel, south-east of Brighton in England, in 1536, the year after St. Thomas More was beheaded by order of Henry VIII. The Dauphin Map, which is a large wall map some eight feet by three feet, was a gift from King Francis I of France to his son the Dauphin, the husband of Mary Queen of Scots. The Dauphin Map was acquired by Sir Joseph Banks, who later presented it to the British Museum, where it still is, and we are extremely fortunate in Queensland that the Oxley Library has a copy, though broken in six sections.

In the course of his paper Dr. O'Hagan has displayed three of the six sections held up together; showing the Southern Hemisphere as it would appear on the original.

What an amazing sight to see this map in its correct size and with all its brilliant colours and drawings of animals and buildings, which Dr. O'Hagan says must be ignored when considering these maps. One should only pay attention to continental out-

lines and the printed names in Portuguese, particularly as shown on the Vallard which shows "dangerous coast" (near Cairns) and "Beautiful Bay" (Moreton Bay).

MAPS CARRY CONVICTION

I am convinced the Dieppe Maps contain the first known map of Australia, and I am impressed with the supporting evidence brought forward by McIntyre. For our Queensland members I will refer to these in short form, but really there is no alternative to reading McIntyre's book, important parts of which I have included in my working review of the book which I have handed to the Royal Historical Society of Queensland. There can be no doubt some Europeans were around our coast and off New Zealand. McKiggan places great importance on the Tamil Bell, which I think is strong evidence that the Portuguese were in New Zealand waters; also the Wellington Helmet. The Geelong Keys certainly were not dropped by aborigines, nor did they sail the Mahogany Boat to where it was last seen. But I think the most extraordinary proof comes from the aborigines, recorded by the explorer George Grey in 1838 when he found a carved European head, two feet high and larger than life-size, in a cave on the Glenelg River which flows into Collier's Bay on the north-east coast of Western Australia. This carving was done by aborigines but the head is European. Whose head is it? (McIntyre, p.80).

Who planted the two brass cannon muzzles down in the sand on Coronade Island in Western Australia? Certainly not the aborigines, and what of the ruins at Bittangabu Bay near Eden. Yes, there was someone there, Europeans certainly. Please read McIntyre, and also Robert Langdon's *The Lost Caravel* for a slightly different view on some points.

We must keep searching to see if the aborigines, in their cave drawings recorded the coming of the Spanish or Portuguese. Mr. Tom Doherty, Secretary of the Cairns Historical Society, tells me that he has sent me a copy of the extraordinary story of Andy Henderson in 1910 discovering a Ptolemy IV coin of 221-207 B.C., two feet underground in the scrub near Barron Falls when sinking fence posts. This supports Professor Fell of Harvard who maintains the ancient Egyptians left artifacts in a West Irian cave.

But what of Repulse Bay? Now that we say that the Dieppe Maps do have a map of Queensland, and McIntyre and McKiggan both postulate that things were dropped by our early visitors in Port Phillip, surely the same happened at Repulse Bay and Port Stephens. Have any artifacts been found or even looked for?

Are there any aboriginal drawings or legends which could assist? Just nothing has been done! Time is fast running out, and if official historians won't move, then historical societies will just be left behind as unofficial parties work to find out what *is* there. At the moment, Ben Cropp is spending two years looking for wrecks around the Australian coast. Another expedition is now being organised to make a similar search in North Queensland waters.

To prevent the pillaging of the wrecks along our coast, the Queensland Government is causing a map of the 700 wrecks along the coast to be prepared by the Department of Harbours and Marine. The Government of Queensland will then move to have the wrecks declared, so they can be designated historic wrecks under the Commonwealth Act. It is hoped this, with other appropriate action, will protect these wrecks for posterity. Already, the *Pandora* of Bligh survivors fame, is so declared near the Pandora Passage in the Barrier Reef. This is only a start — the search must go on.

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