

## THE EARLY HISTORY OF BRUNY ISLAND.

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(Read 13th September, 1920.)

Many of the coastal features of our Island State are entwined with the romance of its early history. The nomenclature recalls visits of the hardy navigators, who, in years gone by, sailed amid the uncharted areas of the Southern Ocean in search of the Great South Land. Later, as the discovery of Australia became known, various expeditions added, little by little, to the knowledge of the coast line. The Southern part of Tasmania came in for a considerable amount of attention in the early days, mainly owing to the fact that the existence of Bass Straits was not known, and all vessels coming from the westward had to weather the South-West Cape in order to reach the East Coast of the Continent and the seas beyond. Some stayed for the purpose of examining the coast more closely whilst others merely sought the land in order to replenish their supplies of wood and water. Nearly all the navigators of whom we have record, however, left some trace of their visit by naming the prominent features of the locality wherein they stayed. In a previous paper <sup>(1)</sup> I traced the early history of Maria Island, and in the present instance it is desired to place on record a few facts that have been compiled in relation to Bruny Island and its early explorers. In doing so it must be remembered that the records will be merely those of whom we have knowledge. While they were undoubtedly the chief ones, it is well to recall that there were probably many ships that set forth to explore the Southern seas, but which never returned.

Whence, or how, Tasmania became to be inhabited by the dusky aborigines, who withered away so rapidly with the advent of the European settlement, we have no certain knowledge, although many theories have been advanced. They were here long before the seventeenth century, and doubtless gazed with wonder at the high pooped Dutch vessels which appeared off the South Coast in the spring of 1642. For it was on the 29th of Novem-

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(1) The Early History of Maria Island. P. and P. Roy. Soc. Tas., 1919.

ber that Tasman's ships the *Heemskerck* and *Zeehan*, working round from the West Coast, passed several rocky islets, one of which Tasman compared to the shape of a lion. (2) Another was named *Pedra Branca*, owing to its likeness to a similar rock of that name off the coast of China, while a third was referred to as being like a high rugged tower. (3)

With the aid of a westerly breeze the Dutch ships continued their course along the shore, the islands at the south-east corner of Bruny Island were noticed, and to these the name *Boreel Islands* was given. (4) Towards evening the ships were making for a bay (5) intending to come to anchor when a north-westerly gale arose and blew the vessels to sea again. (6) and when they were able to again close with the land, several days later, they anchored on the East Coast. (7)

Had Tasman been able to come to anchor in Adventure Bay his stay in Tasmania might have been of a longer duration, and the discovery that Bruny was an island made then instead of a century and a half later. The Dutch explorations were made, however, with the chief object of extending the trade of the Dutch East India Company, and not for the mere spirit of adventure. The rugged coasts of this hitherto unknown South land, which Tasman named *Van Diemen's Land*, after the Governor of Batavia, did not offer any promise of filling the coffers of the company, and we hear of no further Dutch expeditions to this locality.

More than a hundred years later the Frenchman, Marion du Fresne, in command of the *Mascarin* and the *Marquis de Castries* sighted Tasmania. (8) Following on Tasman's charts he coasted along the shore and anchored on the East Coast, (9) a few miles to the north of where the Dutch navigator had furled his sails. Marion's charts merely represent the impressions of the coast obtained by the second European explorer to visit Tasmania, coasting along several miles off shore. As far as Bruny's

(2) Identified by Furneaux in 1773, and named the Mewstone

(3) Cook, in 1777, named this the Eddystone, owing to its resemblance to the English lighthouse of that name.

(4) Furneaux mistook Tasman's localities and renamed the Boreel Islands the Friars. The latter designation is now the one generally used. (See note on nomenclature of Tasman's Head, page 135.)

(5) Evidently the south end of Adventure Bay, where Furneaux anchored in 1773.

(6) Hence the name Storm Bay for the large bay at the estuary of the Derwent.

(7) Tasman, Abel Janszoon—*Journal of a Voyage in 1642*. Amsterdam, 1898.

(8) Marion sighted V.D.L. on the 3rd of March, 1772.

(9) At Marion Bay.

history is concerned, Marion's visit scarcely needs to be considered. <sup>(10)</sup>

Captain Cook's second voyage to the South Seas commenced in April, 1772, his ships being the *Resolution* and the *Adventure*, Captain Tobias Furneaux being in command of the latter vessel. After leaving the Cape of Good Hope the vessels became separated during a thick fog on the 7th of February, 1773. Cook sailed direct to New Zealand, but Furneaux touched at Tasmania, or as it was then known, the South Coast of New Holland, before rejoining his chief. Furneaux sighted the land near the South West Cape on the 9th of March, 1773, and hauling in for the coast he passed and named the Mewstone Rock, off the entrance to the Channel. On the morning of the 10th, a boat was sent ashore, and on its return the crew reported that they had seen "several places where the Indians had been." The captain of the *Adventure* remarked upon the boldness of the shore, and referred to the fact that it seemed to afford several large bays or anchoring places. It remained for D'Entrecasteaux, however (as the result of an accident), to show that one of these bays was, in reality, a magnificent channel. Furneaux evidently noticed the entrance and took this, together with Cloudy Bay (off the South Coast of Bruny), to be the Storm Bay of Tasman. He records passing "several small islands "and black rocks" which he named "the Fryars." These were actually the Boreel Islands of Tasman, but Furneaux imagined himself to the East of Tasman's Islands—a fact which has led to much confusion. (See remarks on nomenclature of Tasman's Head, page 135.)

At seven in the evening of the 10th of March, being abreast of a fine bay, and having little wind, the vessel came to anchor in twenty-four fathoms, sandy bottom. Furneaux remarks—"We first took this bay to be that "which Tasman called Frederick Henry; but afterwards "found that his is laid down five leagues to the northward of this." As a matter of fact Tasman's anchorage was about fifty miles to the North-East.

The whole of the next day was spent in selecting a watering place and moving the ship further into the bay. Furneaux mistook the present Tasman Peninsula for the Maria Island of Tasman, and records bearings to it. During the five days that the vessel was in the bay several expeditions were made on shore, and the explorers noticed that the trees were mostly burnt near the ground, this being done by the natives, who were in the habit of set-

(10) Crozet's Voyage to Tasmania, New Zealand, etc., 1771-72. Trans by Ling Roth. London, 1891.

ting the undergrowth on fire. Of the birds observed the following are mentioned in the chief account <sup>(11)</sup> of the voyage—"A bird like a raven, <sup>(12)</sup> some of the crow kind, "black, with tips of the feathers of the tail and wings "white, their bill long and very sharp; <sup>(13)</sup> some paroquets. "The sea-fowl are ducks, teal and the sheldrake. A large "white bird which one of the gentlemen shot, about the "size of a kite of the eagle kind." <sup>(14)</sup> Of the animals the only record was an opossum. <sup>(15)</sup> In Forster's account <sup>(16)</sup> of the voyage, mention is made of a fresh water lake, covered with great flocks of wild ducks and other aquatic fowls.

Furneauux refers to the fact that traces of the natives were noticed and records finding in one of the rough shelters several of their crude implements. These were collected, and in their place were left "several medals, "gun flints, a few nails, and an old empty barrel." After having completed the task of taking in a supply of wood and water, Furneauux sailed from the bay (which had been named *Adventure* after his ship) on the 16th of March.

During Captain Cook's third voyage, the illustrious navigator personally examined portion of the Tasmanian Coast. His ships, the *Resolution* and *Discovery*, <sup>(17)</sup> arrived off the coast on the twenty-fourth of January, 1777, and in the evening were near the Eddystone Rock, which Cook named. The discovery of the Channel was forecasted, as in describing the coastline Cook states—"I am of opinion "that, were this coast examined, there would be found "some good harbours."

Owing to the wind coming from the South East, it was decided to put into Adventure Bay, and the ships were accordingly brought to anchor. Parties were sent ashore to gather wood and grass, and one such party was surprised by the appearance of several aborigines. Cook's description of the natives states that they were of common stature, but rather slender. "Their "skin was dark, and also their hair, which was as woolly "as that of any native of Guinea; but they were not dis- "tinguished by remarkably thick lips nor flat noses. On "the contrary, their features were far from being disagree- "able. They had pretty good eyes, and their teeth were "tolerably even, but very dirty. Most of them had their

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(11) Cook's Voyages.

(12) *Corvus coronoides*.

(13) Probably *Strepera arguta*.

(14) Probably *Haliaetus leucogaster*.

(15) *Pseudochirus cooki*.

(16) Forster—A Voyage round the World. Dublin, 1777.

(17) The *Discovery* was a vessel of 300 tons, and was commanded by Captain Clerk.

“hair and beards smeared with a red ointment, and some “had their faces painted with the same composition.”

The morning of the twenty-ninth of January fell flat calm and prevented Cook from sailing as he had intended. Several parties, therefore, went ashore, and about twenty natives soon appeared. One of the aborigines is described as being “not more distinguishable by the hump upon his back, than by the drollery of his gestures and the “seeming humour of his speeches.”

Cook presented each with a string of beads and a medal. A second party of natives, including some women, also visited another party from the ship who were getting wood elsewhere.

Cook gives details of his bearings, and corrects a few minor errors of Furneaux, but fails to notice the great mistake concerning the position of Maria Island and Frederick Henry Bay which Furneaux had made.

The ships eventually sailed from Adventure Bay on the thirtieth of January, and reached New Zealand ten days later.

On January 7th, 1788, <sup>(18a)</sup> the First Fleet on the voyage to form the first settlement in New Holland sighted the Mewstone, a typical landmark for the early navigators. The westerly breeze failed them, and they were compelled to lay well off shore in order to weather the outlying rocks off the Coast of Bruny. From this time <sup>(18b)</sup> onward, particularly until the discovery of Bass Straits, there were vessels passing to and from the new settlement. Certain of these, and of the whaling ships which soon followed, probably anchored off the shores of Bruny.

In August, 1788, Captain Bligh anchored in Adventure Bay in the *Bounty*. He had previously visited the locality as Cook's sailing master on the *Resolution* in 1777, and it was only natural that he should continue to perpetuate the error of Furneaux as regards the position of Frederick Henry Bay. The voyage of the *Bounty*, culminating with the mutiny at Tahiti and Bligh's famous voyage in a small open boat, has become historic. We will therefore deal more fully with Bligh's observations when

(18a) The First Fleet consisted of the Transports *Alexander* 453 tons, *Scarborough* 418, *Charlotte* 346, *Lady Penrhyn* 338, *Prince of Wales* 334, *Friendship* 228. The storeships *Fishbourn* 378, *Borrowdale* 272, *Golden Grove* 331. H.M.S. *Sirius*, 20 guns, 520 tons, and H.M. Brig *Supply*.

(18b) At this time practically nothing was known of Australia beyond a few Coastal features. The following extract from Governor Phillip's Commission is of interest:—

“We . . . appoint you to be Governor of our territory called New “South Wales, extending from the northern cape or extremity of the “coast called Cape York, in the latitude of 1° 37' south, to the “southern extremity of the said territory of New South Wales or South “Cape, in the latitude of 43° 39' south, and all the country inward “to the westward as far as the one hundred and thirty-fifth degree of “longitude.” (See Historical Records of Australia, Series I., Vol. 1.)



discussing his later voyage in 1792, when he again called at Adventure Bay when on the way to make his second attempt to transplant the bread fruit trees to the West Indies.

The manuscript of log and narrative of Bligh's second voyage is in the Mitchell Library, Sydney, and I am indebted to Mr. H. Wright, the librarian, who kindly arranged for me to obtain copies of Bligh's writings. During my last visit to Sydney I was also enabled to examine the sketches, etc., relating to the visits to Adventure Bay. From Bligh's account we learn that he arrived off the South-West Coast at sunrise on the 8th of February, 1792, and twenty-four hours later anchored in Adventure Bay. As soon as the ships were moored a start was made in order to obtain fresh supplies of wood and water. Owing to adverse weather conditions, the efforts to obtain fish by means of the seine were unsuccessful, but many fine rock-cod were secured by line fishing, and good sport obtained catching the bream in the lake near the beach. Most of the time of the crew was occupied in getting the wood and water. Bligh was prevented from carrying out several excursions on account of the bad weather, and although it was February the fact is mentioned that snow lay on the "high Table-land" (i.e., Mt. Wellington).

One of the proposed expeditions, if carried out, might have had far-reaching results, for Bligh, under the impression that the water of the Channel (which he could see from Adventure Bay) was the Frederick Henry Bay of Tasman, was anxious to examine the entrance to the Bay. He naturally considered this to be further to the north—beyond the Cape Frederick Henry (of Furneaux). Bligh proposed to take the smaller vessel of the two (The *Assistant*) and "go round into the Bay of Frederick Henry." Had not bad weather prevented this design being carried out, Bligh would undoubtedly have carried his explorations to the extent of circumnavigating Bruny Island, and therefore have been the discoverer of the Channel, which, owing in the first place to an accident, the French Admiral D'Entrecasteaux was to discover a few months later. By discovering is meant the discovery of the fact that it was a channel and not a bay already named. Bligh and other previous visitors to Adventure Bay had seen the central portion of the Channel before the French investigated it. Bligh's narrative states—"Lieut. Bond and others of our "gentlemen walked along the west shore as far as the "South part of Frederick Henry Bay. From the view he "had of it he gave me the following account.

"The Bay of Frederick Henry is separated on the South

“and East from Adventure Bay by a long narrow neck of land, which in some parts is only 250 or 300 yards across. To the N.E. it forms a high peninsula extending to the entrances of these two bays. To the North and West is the main land. The greatest extent is about eight miles from North to South, and about half the distance across. It has a small island in the middle, and is perfectly landlocked. From the shore of the Isthmus is a bank on which are numerous oysters and muscles. The muscles were larger, but not so good as those about Adventure Bay.” “The harbour is fine and capacious, perfectly free from surf, while on the East side of the Isthmus the sea broke with great fury.”

Bligh also refers to the “wigwams” of the aborigines. He describes these as being in the form of a perfect section of a beehive, the open part to the N.E. The covering was large pieces of bark, but was neither wind nor watertight. Around these temporary shelters were scattered many mussel shells and the remains of crayfish, also handfuls of fine shavings, and a bundle of bark about two feet long intended for a flambeau. The wigwam was capable of covering about six people. Bligh himself was unable to personally interview any of the aborigines, but some of the crew met several bands of natives in the bush, and as a result of their observations they reported that the women wore a vestige of clothing in the shape of strips of animals’ skins, but that the men were quite naked. The latter had thick bushy beards, but “no paint or dirt was observed about their skins, nor was the women’s hair cut in the manner described by “Capt. Cook.” The natives were armed with short sticks (“waddies”) and spears about ten feet long.

Bligh deals to a small extent with the natural history of the locality. One of his descriptions is of great interest, as it is probably the earliest record of the Tasmanian “Porcupine-Anteater” (*Tachyglossus (Echidna) aculeata* var. *setosa*). Bligh records that on February 18th, 1792, “Lieut. Guthrie in excursion to-day killed an animal of very odd form. It was 17 ins. long and the same size round the shoulders, to which rather a small flat head is connected so close, that it can scarcely be said to have a neck.—It has no mouth like any other animal, but a kind of Duck Bill, 2 ins. long, which opens at the extremity, where it will not admit above the size of a small pistol ball.—The tongue is very small. It has four legs which carry the belly about an inch or two from the ground, and on each fore foot it has three very strong claws an inch long and two about a quarter of an inch. On the hind feet, it has the same number, but they resemble more the thumb and fingers

"of a hand, except that the fore claw is longest and curved. "The eyes are remarkably small and just above the beak. "It has no tail, but a rump not unlike that of a penguin, on which are some quills about an inch long, as "strong as and like those of a porcupine—these quills, "or rather prickles, are all over its back amidst a thick "coat of rusty brown hair; but the belly is of a light "greyish colour. The skin is remarkably white."

On the 19th sufficient wood and water had been secured, the ships were ready for sea, but were detained on account of the absence of one of the crew of the *Assistant*. Finally leaving the bay on the 22nd of February, Bligh states that being anxious to know something of "the entrance into "Frederick Henry Bay" he steered three leagues to the north, but was prevented from going further owing to the southerly breeze freshening. He accordingly hauled to the wind and proceeded on his voyage to Tahiti. (18c)

In 1791 the French nation became anxious concerning the fate of La Perouse, who had not been heard of for three years. It was eventually decided to send out an expedition to see if any trace could be found of the *Bouffole* and *Astrolabe*. As a result the ships *Recherche* and *Esperance*, under the command of Admiral Bruny D'Entrecasteaux, left Brest in September, 1791. (19) The complement of the former vessel was one hundred and thirteen, and of the *Esperance* (commanded by Capt. Huon Kermadec), one hundred and six (20)

After touching at several places, including the Cape of Good Hope, the vessels arrived off the Coast of Tasmania, (21) and on April the twenty-first, 1792, the Mewstone was sighted. It had been the Admiral's intention to anchor in Adventure Bay, but owing to an accident (22) he was confined to his cabin and was obliged to give orders respecting the navigation according to the observations reported to him. Upon nearing the land Pilot Willaumez was directed to take the necessary observations, and on being asked the bearings of the Eddystone Rock he gave it as S. 19 degrees W., though it was actually S. 19 degrees E. D'Entrecasteaux therefore gave orders to make for the bay on the left, thinking that this was Adventure Bay. In this manner the Channel which now bears D'Entrecasteaux's name was discovered.

(18c) Bligh's MSS.—The Mitchell Library, Sydney, N.S.W

(19) Labillardiere. Voyage in search of La Perouse. (Trans 1800.) Intro.

(20) Of the 219, as many as 99 had died before the vessels had reached the Isle of France on the return journey.

(21) Then V.D.L., or the southern extremity of New Holland.

(22) During a storm on the 14th of April he had been thrown "against "one of the corners of a barrel organ intended as a present for some "savage chief."



When the ships entered the opening in the coast, Labillardiere states <sup>(23)</sup>: "In vain we looked for Penguin's Island, thinking ourselves in Adventure Bay, though it really was Tempest Bay, named thus by Tasman, who in having entered it in the month of November, 1642, was "in the most imminent danger of being driven ashore by "a S.E. wind when he endeavoured to get into the main "sea." <sup>(24)</sup> The French vessels eventually came to anchor in the entrance to the Channel, and the following day, after the boats had been sent out and discovered a sheltered harbour, <sup>(25)</sup> the ships were gradually towed towards it, but failed to reach the intended anchorage before dark. A boat which had been sent out fishing "took so "many at a single draught of the net that a distribution "was immediately made, and every one contented with his "portion."

Labillardiere states that a few wild dogs were seen in the neighbouring country. As the dingo did not reach Tasmania, it is a matter for conjecture as to what animal is referred to—probably *Thalacinus*.

Whilst the ships lay at anchor two boats were sent out to "reconnoitre the north-east side of Tempest Bay as "far as Cape Tasman." They returned at the end of four days, and it appeared from the result of their observations that "Tasman's Headland and the coast of Adventure "Bay make part of an island separated from Van Diemen's "Land by the sea. After they had gone up the Channel as "far as 43 degrees 17 min. S. lat. they were obliged to re- "turn for want of provisions."

For nearly a month the explorers stayed in the sheltered waters of the bay, and on the evening of the 17th of May, 1792, the *Recherche* and *Esperance* entered the Channel proper—"to which we gave the name of our "Commander, D'Entrecasteaux." Two days later Labillardiere records landing on an island <sup>(26)</sup> which bounds the Channel through its entire length. A boat from the *Esperance* had passed the night at the same place, and had taken a large haul of fish. The French Naturalist records the collection of a number of plants new to science, most of which "belonged to the genus of *Melaleuca*, *Aster*, "*Epacris*, etc."

A small island situated S. 42 degrees W. of the second anchorage was denominated Partridge Island by

(23) Labillardiere—Voyage in search of La Perouse. (Trans. Lond. 1800.)

(24) Labillardiere was perpetuating Furneaux's error, and presuming the mouth of the Channel to be Storm Bay. Labillardiere is also in error as regards the S.E. wind. Tasman was preparing to anchor in what is now known as Adventure Bay, but was blown to sea by a N.W. gale.

(25) Now known as Recherche Bay.

(26) Bruny Island.

some of the crew who discovered it, owing to the number of quail seen there. These were mistaken for partridges. Two of the ship's officers, who had landed further to the North on Bruny Island, saw several natives who fled at their approach. The aborigines left behind baskets made of rushes, some of which were filled with shell fish and others with pieces of "flint" and fragments of the bark of a tree, as well as several Kangaroo skins and drinking vessels made of the leaves of kelp.

On the 23rd of May, the pinnace, which had been sent out on an exploring expedition returned after having surveyed the whole length of the Channel. Following on this survey the larger vessels were navigated through the strait, and on the 28th of May they sailed from the Channel after having completed a geographical discovery of great importance. The historian of the voyage states that—"The season was advanced and the thermometer had not yet been lower than 70 degrees above 0, although we were near the 44th degree of S. latitude. Impetuous winds reigned in the open sea, while in the strait (27) we enjoyed the greatest tranquillity. We did not expect to experience so much security near the Bay of Tempests." (28)

After circumnavigating Australia the *Recherche* and *Esperance* arrived off the South West Coast for the second time in January, 1793. Both ships needed repairs, and the water supply had run very short, so it was resolved to again steer for Van Diemen's Land. They sighted Tasmania on the 19th, and four days later came to anchor in the "Bay of Rocks" at the south end of Recherche Bay, where they remained until the 15th of February. While here various repairs were carried out, and it is recorded that the trials made the year before of the wood of the *Eucalyptus globulus* (Blue Gum) induced the carpenters to employ it in preference to the other species of the same genus.

Many excursions were made ashore and several boat expeditions sent out. On their passage up the Channel the ships were compelled to anchor on several occasions, and on the 15th of February a party from the ships landed on Bruny Island "on some low ground, whence it was easy to reach Adventure Bay in a short time. On the 18th a start was again made, but several natives being seen on the island a number of the ships' company set out to interview them. The aborigines gave the French to understand that they had seen ships before in Adventure Bay. The French vessels were detained by contrary winds, and it took them several days to work clear of

(27) D'Entrecasteaux Channel.

(28) Storm Bay.

the Channel. On the morning of the 24th, however, they were safely brought to anchor in Adventure Bay, where they remained until the first of the following month. Whilst in this locality a raft made of bark, as used by the natives, was found on the shore, and traces were found of Bligh's visit of the previous year. Several inscriptions engraved on the trunks of trees indicated that Bligh had anchored there in February, 1792. The botanists of Bligh's vessel had sown, at a little distance from the shore, cress, acorn, celery, etc. The French saw three young fig trees, two pomegranate trees, and a quince tree, which they had planted, as well as an apple tree, "the stem of which was near six and a half feet high." Labillardiere dwells upon the fact that an inscription recorded that "Near this tree Captain William Bligh planted 7 fruit trees, 1792. Messrs. S. & W., Botanists." The aspect which the Frenchman draws attention to is that although the name of the Commander is mentioned the botanists have only their initial inscribed. But it must be remembered that Labillardiere was himself a botanist, and that, to judge from his writings, he was often at variance with the ship's officers concerning the exact status of the scientific staff.

An interesting relic of D'Entrecasteaux's visit to Adventure Bay is drawn attention to by West <sup>(29)</sup> who states—"Letters buried in a bottle beneath a tree in Adventure Bay were found by Captain Bunker of the *Venus* "in 1809, to which he was directed by the words 'dig " 'underneath,' and supposed, from his imperfect knowledge of the language, that they were left by Prouse. In "this he was mistaken; they were deposited by D'Entrecasteaux at his second visit. *Bent's Almanac*, 1828, adopted "Bunker's mistake; it was copied by Widowson, who adds—" 'these letters were dated one month after his departure " 'from Port Jackson, and led to the opinion that the Expedition must have perished on some reefs of V.D.L. In " 'consequence of this idea the French Government in 1791, " 'etc.' The first mistake can be allowed for; but not that " 'a discovery of letters in 1809 prompted by an expedition " 'in 1791." Even recent writers have stated that there is some evidence to show that La Prouse visited Tasmania, but they could not have been in possession of all the facts.

On the 25th of April, 1793, only a few weeks after the departure of the French vessels, Commodore Sir John Hayes arrived off the South Coast of Tasmania in command of the ships *Duke of Clarence* and *Duchess*. <sup>(30)</sup> His charts show that he passed outside the Mewstone and

(29) West—History of Tasmania. Launceston. 1852. Vol. I., p. 11.

(30) The *Duke of Clarence* was a ship of 250 tons, and the *Duchess* an armed snow of 100 tons (a snow was very similar to a brig).

Eddystone rocks and endeavoured to anchor in Adventure Bay, but that neither of the ships was able to beat into it owing to contrary winds. Hayes sailed on and eventually entered the Derwent. (31a) He was unaware that the French, under D'Entrecasteaux, had recently explored this locality, and he re-named a number of places to which the French had already afforded designations. One so treated was the Isle Willaumez, which Hayes named Betsey Island. (32) Hayes' ships ascended the Derwent as far as Mt. Direction, (31b) and his boats still further. Traces of his visit are retained by such names as Risdon (33) and Ralph's Bay. (34)

The English ships sailed down the Channel and returned to the Derwent. Many places on the western shore were named, and a chart of the Channel and Bruny Island drawn up. Hayes' charts (35) show that what we now know as Bruny Island he called "Rt. Honourable "William Pitt's Island." The most northern point (the correct Cape de la Sorti of the French) (36) was named Point Hodgson, the present Barnes Bay, Port McCluer, (37) while the S.W. point of the northern half of the island was named Point Capon. Green Island (the Ile Verto of the French) was designated Pelican Island, and Isthmus Bay, Henry Hall's Harbour. (38) Satellite Island was called Sutherland's Island. Hayes missed La Petite Anse of the French, but to La Grande Anse (now Great Taylor's Bay) he gave the name Ray Taylor's Bay, (39) and to Partridge Island (L'Ile aux Perdrix), Thistleton's Island. (40) The small islands or cluster of rocks off the South West Coast of Bruny Island he called Court's Islands, (41) and the point opposite Partridge Island, Point Collins. The Acteon Islands (the Iles Steriles of the French) became Fawcett Isles.

(31a and b) So called by Hayes.

(32) After the ship *Betsy* (Lee). Like many other place names, the designation of Betsy Island has been the subject of romantic tales. The island is often called Franklin Island at the present time, owing to the fact that Lady Franklin purchased it. The island is now the property of the Trustees of the Tasmanian Museum and Botanical Gardens.

(33) Risdon—so called by Hayes, after Wm. Bellamy Risdon, 2nd officer of the *uke of Clarence*. (Lee.)

(34) Called Relph's Bay by Hayes, after Wm. Relph, Commander of the *Duchess*. The French had given the appropriate title of Double Bay to this locality.

(35) There are several copies, but in this instance we will deal with the copy of the MS. chart in the Admiralty collection. See copies in Mrs. Lee's work, "Commodore Sir John Hayes."

(36) On some charts the position of C. de la Sorti (C. Farewell) is shown too far to the south east.

(37) After John McClure, a Bombay marine officer.

(38) Henry Wallis on later copies.

(39) After Captain Taylor, Bombay marines.

(40) After his old chief, the captain of the *Drake*.

(41) Thomas Court was 1st officer of the *Duke of Clarence*.



To the Channel itself Hayes apparently gave the name of Seton Strait. Mrs. Lee, in describing <sup>(42)</sup> Hayes' charts states that "Esperance Bay, discovered by the boat sent out from the *Esperance* and named in honour of the French ship, is designated A. Adamson's Harbour. The smaller indentation on its northern shore Hayes named "A. H. Bogle's Bay in memory of Dr. Alexander Bogle, a former messmate who served on the *Drake* . . . . . "What is most extraordinary with regard to the western shore is the complete omission from the charts of the great opening which forms the mouth of the Huon River. One can only suppose that when sailing down the strait and returning up it, Hayes missed seeing any "part of the opening."

Anyone conversant with the locality would naturally wonder at such a prominent opening being missed, and a detailed examination of Hayes' charts shows that he not only noticed it, but sailed into the estuary of the river now known as the Huon. The harbour Hayes missed charting was Port Esperance, which might be easily missed from a distance owing to the surrounding hills, and the "A. Adamson's Harbour" of his charts is undoubtedly the mouth of the Huon. Hayes' ships sailed up the river, at any rate a little to the west of Huon Island, which Hayes charts as Jameson's Island. He also refers to Arch Island as Bridge Rock.

After exploring the Channel and the River Derwent Hayes left Tasmania on June 9th.

Flinders and Bass in the *Norfolk* (a sloop of 25 tons) during the voyage in which they conclusively proved that Tasmania was an island, arrived off the entrance to the Channel on the evening of December 13th, 1798. Flinders was mainly working on Hayes' chart of V.D.L., of which he had a copy, but it must also be remembered that Flinders had visited Bruny Island in 1792 when serving as a midshipman on the *Providence* under Bligh. <sup>(43)</sup>

Owing to the squally westerly weather the little vessel stood off and on during the night, and in the morning it was found that her position was far to leeward. Giving up the idea of entering the Channel the explorers bore up for the Boreel Islands (Friars of Furneaux). Of these islands Flinders states that three of them produced some vegetation, and that that of the largest had been recently burnt off. Flinders had observed also that the vegeta-

(42) Commodore Sir John Hayes. By Ida Lee. London, 1912.

(43) It is interesting to note that Bligh served under Cook, Flinders under Bligh, and later, when Flinders was in command of the *Investigator*, Franklin served under him as a midshipman. Sir John Franklin afterwards became Governor of Tasmania.

tion on the Maetsuycker <sup>(44)</sup> Islands had been treated in a similar manner, although these rocky outposts are situated several miles from the mainland. This is of interest as showing that the natives used to visit the islands lying off the coast in spite of the fact that they only possessed rough rafts of bark in which to make the journey. The aborigines must have crossed D'Entrecasteaux Channel regularly in their frail vessels in the same manner as they used to visit Betsey, Maria, and other islands off the coast.

Passing Fluted Cape, Flinders was unable to fetch into Adventure Bay, so stood on, intending to enter the Derwent, but as the Henshawe Bay of Hayes appeared to be a very large opening, and the wind was not favourable for entering the river, Flinders sailed on and finally anchored in a sheltered bay. <sup>(44a)</sup> Flinders did not enter the Derwent until December 23rd, and on Xmas afternoon, 1798, he sailed the sloop up as far as an inlet above Mt Direction. Flinders named this bay Herdsman Cove. <sup>(45)</sup>

Here the explorers stayed until the end of December and spent the last day of the old year, and the first of the new in beating down the river. On January 2nd, as the wind was strong S.E., they ran into the Channel and anchored in Pruett Cove <sup>(46)</sup> (of Hayes). On the 3rd they sailed from the Derwent estuary and passed Cape Pillar late in the afternoon. <sup>(47)</sup>

On the 13th of January, 1802, Admiral Baudin, in command of *Le Geographe* and *Le Naturaliste* arrived off the South Coast of Tasmania, and shortly after noon were near the entrance to the Channel, the weather being stormy with rain showers. Péron records that "boobies and gulls, and cormorants, and sternæ from the neighbouring rocks in countless legions flew around our ships, and mingled their piercing screams with the roaring of the angered waves; a long file of white mozzled dolphins, with many others of the cetaceous tribe, performed their evolutions around us." At 4.30 p.m. the ships anchored in 23 fathoms a mile to the west of Partridge Island, From this base several boat expeditions were sent out. One boat from *Le Geographe*, which visited Bruny Island,

(44) In the Tasmanian Museum there are aboriginal crania which were obtained from Maetsuycker and Tasman Islands.

(44a) Now generally known as Norfolk Bay—so called after Flinders' vessel.

(45) "From the pastoral appearance of the surrounding country."—Flinders.

(46) Now Oyster Cove.

(47) Cape Pillar has been stated to be one of the names bestowed by Flinders to prominent coastal features. Cape Pillar, however, was shown by Cox (who visited Tasmania in the *Mercury* in 1789) on his chart, which was published in London in 1791.

met with a number of natives. On the 17th the ships proceeded further into the Channel, but a calm caused them to anchor in 9 fathoms off Cape Ventenat. Péron records that "On the 19th at six in the morning we again made sail for the North-West Port, in which we proposed anchoring, and passed in succession Satellite Island, Rich Point, <sup>(48)</sup> the Bay of the Isthmus, Cape Legrand, <sup>(49)</sup> and Gicquet Point." <sup>(50)</sup>

The following day, owing to a fishing excursion in the vicinity of Bruny Island, the naturalist of the expedition records the capture of "more than twenty new species of fish." "I likewise collected 12 or 15 species of new and very curious conchæ, among which was *Trigonia antarctica*, N., a species which hitherto was not supposed to have existence and of which in our climates are many very extensive banks in a petrified state."

From the anchorage in North-West Bay numerous boat expeditions were made to Bruny Island, the River Derwent, and other places of interest. The vexed question of the correct position of Tasman's Frederick Henry Bay was settled, and the French explorers drew up admirable charts showing the results of their investigations.

Several interviews were had with the natives on Bruny Island. On one occasion a party of native women were met with, who were returning from fishing. The shell fish were carried in bags made of rushes, the bags being fastened round the forehead by a band, and hung down the back. Some of the bags were of great weight.

The ships sailed from the Channel on the 17th of February. Baudin, however, returned to Adventure Bay for a few days in May of the same year. *Le Geographe* had become separated from her consort, and it was with great difficulty that Baudin managed to finally reach Port Jackson, where *Le Naturaliste* had been for some time. In view of the controversies that have taken place concerning the treatment given to French at Port Jackson, Flinders' detention for six years at Mauritius, and the general idea governing the French voyages of discovery generally, Péron's reports make interesting reading. As apart from the naturalist and, owing to the death of Baudin, the historian of the voyage, he frankly confesses himself as a spy. His report <sup>(51)</sup> on the settlement at Port Jackson, which he furnished to General De Caen, throws an entirely new light on his character.

(48) Named after Riche, the naturalist of the *Esperance*. Now known as Simpson Point.

(49) Named after Legrand, ensign of the *Esperance*. Now known as Kinghorne Point.

(50) Now known as Snug Point (the S.W. Point of N.W. Bay).

(51) For a translation of this report, see Professor Scott's work, "Life of Matthew Flinders," Appendix B., p. 437.

The year after the departure of the French, the *Lady Nelson* and the *Albiou* arrived at Risdon, and laid the foundation of the English settlement of our Island State. With the advent of settlement and the stirring era of the whaling days, the island of Bruny was concerned to some extent. This period of its history, however, does not belong here and must remain to be told on some future occasion.

## NOTES ON THE NOMENCLATURE OF BRUNY ISLAND.

**Actæon Islands.** So named from the fact that the ship *Actæon* was wrecked there in November, 1822. There have also been other wrecks in this locality, for instance, the ship *Wallace* in 1835.

These islands had been named the Sterile Isles by the French, and Fawcett Islands by Hayes. The present Admiralty charts show the larger island as Actæon Island, and the smaller as Sterile Island. D'Entrecasteaux named them the Sterile Isles in 1792.

**Adventure Bay.** So named by Furneaux after his vessel the *Adventure*, which anchored in the bay in 1773.

**Arch Island.** L'arche of D'Entrecasteaux and Bridge Rock of Hayes.

**Apollo Bay.** Probably named after the brig *Apollo* (built by Griffiths). The *Apollo* was lost off Maria Island in 1835.

**Bad Bay.** Commonly known as Cloudy Bay. La Baie Mauvaise of the French.

**Barnes Bay.** In Ross' Almanack for 1829, Barnes Bay is referred to, so the designation had been bestowed before that date.

**Botsey Island.** Originally called Willaumez Island by D'Entrecasteaux. Hayes, unaware of the French discoveries, anchored his ships near here in 1793 and re-named it Bestey Island after the ship *Betsey* (at one time commanded by Captain Megson, a friend of his). The island is sometimes referred to as Franklin Island. Lady Franklin purchased the island in 1840. She later vested it in Trustees for the use of the Acclimatisation Society, and after being used for such purposes for many years, it was vested by Act of Parliament (1903, No. 42, s. 15) in the Trustees of the Tasmanian Museum and Botanical Gardens. The island had been used in the twenties for acclima-



tisation purposes, for there are records <sup>(52)</sup> of silver haired rabbits, pheasants, and peacocks being on the island.

**Blanche Rock (Channel).** D'Entrecasteaux charted this as "R. Blanc" ("The White Rock"). An additional "he" has, at some period, been added to the French name, and the rock is usually charted as Blanche Rock.

**Boreel Islands.** Now known as The Friars. Called the Boreel Islands by Tasman in 1642 after a member of the Council of India. Furneaux mistook their location and re-named them The Fryars, which designation, with a slight alteration in the spelling, is now in general use.

**Bruny Island.** So named after Admiral Bruny D'Entrecasteaux. During the course of its history the locality has been referred to as Bruné and also Bruni, but the correct spelling of Bruny is now in general use. In the early days the island was also called Pitt Island, and some of the early land grants (i.e., Kelly's, 1818) refer to it as Pitt Island. (See notes on Hayes' visit to Tasmania.)

The "Lunawaanna-allonah" of the Tasmanian aborigines.

**Bull Bay (Shelah Cove).** The correct name of this Bay is Shelah Cove, as this designation appears on charts of 1818, and the name Bull Bay was not given until later. Probably named after Captain Bull. This was a noted whaling station in the early days of last century. Ross, in 1830, writing of this locality, states—"Another is called Bull Bay, being a great resort of boats in the whaling season." The establishments belonged to several whalers in Hobart. (See Shelah Cove.)

**Cape Connella.** Furneaux referred to the Cape at the south end of Adventure Bay as Fluted Cape. D'Entrecasteaux accepted this designation, refers to it as Cap Cannelé ("Fluted"). Changes have appeared in maps from time to time, and the name Fluted Cape now appears on the charts as the point at the south end of Adventure Bay, while a point a mile or so further to the south has been designated "Cape Connella"—obviously an adaptation from the French Cap Cannelé, which was identical with Fluted Cape.

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(52) Bent's Almanack, 1829.

- Cape de la Sorti (Cape Farewell). So named by the French as their ships were leaving the Channel. Its original position has been moved, and is shown too far to the East on modern charts. The present Kelly Point is the correct Cape de la Sorti of D'Entrecasteaux.
- Cape Frederick Henry. So named owing to Furneaux considering that the Frederick Henry Bay of Tasman was situated a few miles to the north of this point. D'Entrecasteaux refers to this cape as Cap Trobriand.
- Cap le Grand (of D'Entrecasteaux). Now known as Kinghorn Point.
- Cloudy Bay (Bad Bay). La Baie Mauvaise of D'Entrecasteaux.
- Court's Islands. So called by Hayes in honour of Captain Thomas Court, First Officer of the *Duke of Clarence*.
- D'Entrecasteaux Channel. Named after Admiral D'Entrecasteaux. Hayes first referred to it as Pruen Strait, but named it Seton Strait on his charts.
- Eddystone Rock. So called by Captain Cook during his third voyage in January, 1777. He refers to it as follows—"About a league to the Eastward of "Swilly is another elevated rock that is not taken "notice of by Captain Furneaux. I called it the "Eddystone from its very great resemblance to "that lighthouse."
- Fluted Cape. Has been ascribed to Hayes (1793), but Furneaux (1773) refers to it as a fluted pillar, and Anderson's account (1777), published in Cook's *Voyages*, refers to "Fluted Cape." Appears on D'Entrecasteaux's charts as Fluted Cape or Cap Cannelé. See note re Cape Connella.
- Friars. See Boreel Islands.
- George III. Rock. So called because the George III. was wrecked there in 1835. One hundred and thirty-four people were lost out of a total of two hundred and ninety-four. Upon Southport Head there is a stone monument which has the following inscription:—
- "Near this place are interred the remains of many of the sufferers who perished by the wreck of the George III. convict ship, which vessel struck on a sunken rock near the Actæon Reef on the night of 12th April, 1835, upon which melancholy occasion 134 human beings were drowned. This tomb is erected by the desire of His Excellency

Colonel George Arthur, Lieutenant-Governor, to mark that sad event. and is placed on this spot by Major Thomas Ryan, 50th Regiment, one of the survivors upon this occasion."

**Green Island.** The Ile Verte of D'Entrecasteaux. This island is referred to by Bligh, who mistook the Channel for Frederick Henry Bay. In the MSS. account of his voyage in 1792 (Mitchell Library, Sydney), Bligh states in his description of the view from Penguin Island—"From the heights "of the island, Frederick Henry Bay can be seen "distinctly, and an island in it bore N. 30 W." See also Bond's description of "Frederick Henry "Bay" in Bligh's MSS.

**Great Taylor's Bay—Little Taylor's Bay.** A curious blending of the French and English nomenclature is apparent in this case. D'Entrecasteaux refers to the larger inlet as "La Grande Anse," and the smaller as "La Petite Anse." Hayes simply charted one bay, calling it Ray Taylor's Bay (after Captain Taylor, Bombay Marines).

**Kelly Point.** The correct Cap de la Sorti of the French. Called Kelly Point after Captain Kelly, the discoverer of Port Davey, who was the pilot for the Derwent, and had a farm at this point in the twenties. Ross (1829) refers to the beautiful farm of Mr. Kelly, and on the opposite coast to the farm and tobacco gardens of Mr. Joshua Ferguson at Tinder Box Bay. In 1830 there was a station situated about three miles to the south of Mr. Kelly's farm where rations were issued to the natives.

**Kinghorne Point.** The Cap le Grand of D'Entrecasteaux's chart. From the letterpress evidently originally intended as Cap Legrand, after Ensign Legrand of the *Esperance*. Like Kelly Point, the early French designation gave way to that of the first settler. Mr. Kinghorne had a farm in this locality in the twenties. I have not been able to trace if he was identical with the Mr. Kinghorne who was at one time master of the colonial schooner *Waterloo*.

**Lunawanna.** Lunawanna-allonah was the Tasmanian native name for Bruny Island. The names have now been given to two separate districts of South Bruny.

**Mewstone.** So named by Furneaux on 9th of March, 1773. "About four leagues along shore are three islands "about two miles long, and several rocks resembling the Mewstone (particularly so one which we "so named)"—"Cook's Voyages."

**Partridge Island.** L'Ile aux Perdrix of the French. So called owing to the sailors mistaking the quail seen there for partridges. Called Thistleton's Island by Hayes. Ross (1836) referring to this locality states that the ship *Enchantress*, Captain Roxburgh, from London, was wrecked on a rock about seven miles from the island in July, 1835, and seventeen people drowned.

**Pedra Branca** A large rock off the entrance to D'Entrecasteaux Channel. So named by Tasman on 29th November, 1642, owing to its likeness to a similar rock off the coast of China. Furneaux re-named this and the adjacent rocks the Swilly Isles, but this designation has lapsed.

**Penguin Island.** Named by Furneaux owing to a curious penguin captured here. <sup>(53)</sup>

**Pitt Island.** Hayes named Bruny Island the Rt. Hon. William Pitt's Island, and in the very early days of the Colony the island was often referred to as Pitt Island.

**Roberts Point.** Bent, writing in 1825, refers to the soap and salt factory at Bruny Island, of which Mr. R. A. Roberts was the proprietor. Ross (1829) refers to Mr. Roberts' salt factory at Barnes Bay, and later (1834) refers to the fact that "Considerable exertion has been made within the last "2 or 3 years by Mr. Roberts, the soap manufacturer, to open up a coal mine at a convenient "place for shipping, on the border of the Derwent, "about 30 miles below Hobart Town." The locality referred to would probably be the south end of Adventure Bay. If so, Adventure Bay would appear to have been the first part of South Bruny to receive permanent settlers, for Ross, writing in 1830, stated that South Bruny was then little known. No one resided upon it, and except for occasionally a few wandering natives from the northern part of the island, it was quite uninhabited.

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(53) See Hull. Rec. Aust. Mus., Vol. XII., No. 6. On the occurrence of the Crested Penguin (*Eudytes chrysolome*) in Australia.



- Satellite Island. D'Entrecasteaux charted this island as "I. du Satellite." It is often referred to at the present day as Woody Island, but this latter designation is incorrect. The true Woody Island is the one in Norfolk Bay, which was so named by Flinders.
- Shelah Cove. Commonly known as Bull Bay. Upon a plan dated 1818, locating certain land to James Kelly, the Bay is designated Shelah Cove. <sup>(54)</sup> The plan is filed at the Lands and Survey Office, Hobart. Bruny Island was apparently then called Pitt Island. (See Bull Bay.)
- Simpson Point. Point de Riche of D'Entrecasteaux. Riche was a naturalist on the *Esperance*.
- Snake Island. I have been unable to trace the original date of this designation, but there is an interesting note regarding the early history of this small isle in a book of sketches relating to "The Voyage of H.M.S. Britomart, from 1834 to 1843." This MS. volume is in the Library of the Royal Society of Tasmania, and there appears a sketch entitled, "Mr. Cole's House. Snake Island. D'Entrecasteaux Channel." In a note relating to the sketch appears the following:—"About ten o'clock one dark night, about a fortnight previous to our visit to the island, four convicts who had escaped from Port Arthur in a whale boat landed there. On arriving at the only house on the island they found the owner of it, Mr. Cole, an old man who had served in the army in his younger days, sitting before the fire, and his daughter, a fine strapping girl of 18, just going to bed. Leaving two of the party, one of whom was armed with a gun, to guard the father, the other two obliged Miss Cole to show them where the stores and provisions were kept. While they were employed collecting what they had wanted, Mr. Cole contrived to get possession of a knife that had been left on the floor after supper unperceived by the two men who were left to guard him. He then watched his time, and striking up the muzzle of the musket, rushed upon the man who held it, and wounded him very severely. The second man came to the rescue and received so severe a wound that he died soon after. The other two men, alarmed by the noise of the scuffle, now came in from

(54) I am indebted to Mr. W. N. Hurst, Assistant Secretary for Lands, for this information.

“the store room, and succeeded in throwing Mr. Cole down and would have strangled him had he not received an unexpected relief from his son and daughter. The former, a boy of 14, came in armed with a heavy New Zealand club, with which he dealt one of the assailants such a blow as to stun him, and Miss Cole managed to drag the other man, who had been wounded, away from her father, who was too much exhausted to prevent them getting away in their boat, but they were taken next morning. One died from his wounds, and the rest were hanged.”

**Storm Bay.** So called by Tasman. On the evening of November 29th, 1642, he was making into the bay, evidently intending to come to anchor in Adventure Bay, when a nor'-west gale blew his ships to sea again.

**Tasman's Head.** Apparently owes its designation to Furneaux, as it first appears on Cook's chart. It is very difficult to reconcile the location noted by Furneaux. It must be remembered, however, that Furneaux was in all probability working on an indifferent copy of Tasman's charts, and also that the published accounts of the English captain's visit to Tasmania may have suffered when his notes were being revised for publication. The account also gives one the impression of having been written as the events happened, and various corrections made later. Furneaux states that upon sighting land they took the first point seen to be the South Cape. Now Tasman's South Cape (Zuyd Caep) is the present Cape Pillar. As he proceeds eastwards and passes the entrance to the Channel, Furneaux thought he was passing across Tasman's Storm Bay. The question naturally arises, how did he come to think that Storm Bay was east of South Cape? (55) If he really thought he was crossing Storm Bay, and was in possession of a copy of Tasman's chart (as he states he was), he would have noticed that Tasman had called the island at the eastern extremity "Tasman's Island." Furneaux, however named the islands (The Boreel Islands of Tasman) at the eastern extremity of what he

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(55) This also explains the present nomenclature of South Cape, S.W. Cape, and S.E. Cape on the mainland. They owe their designation to Furneaux, but the original (1642) South Cape is the present Cape Pillar.

took to be Storm Bay, as The Friars. He eventually came to anchor in Adventure Bay, thinking he was in the Frederick Henry Bay of Tasman and that the Peninsula was Maria Island. He states, however, that they found that the true Frederick Henry Bay was some miles to the north. He did not recognise that it was also further to the east, and it was this mistake that led to the confused nomenclature in use at the present day. From his anchorage Furneaux records various bearings, and mentions the north point of the Bay as the one they consider is "Tasman's Head." I have been unable to find any reference to Tasman's Head on any of Tasman's charts or in his writings. One can only conclude that Furneaux referred to Tasman's Island, as this is shown on the Dutch charts, and is, of course, some miles to the south of Frederick Henry Bay <sup>(56)</sup> (of Tasman.) Now on the published charts of Cook's voyages, the name Cape Frederick Henry appears as the designation for the northern point of Adventure Bay, and Tasman's Head for the bold south-east extremity of Bruny Island. Apparently both designations were originally due to Furneaux's error as regards his position, and the slight correction made between the written account and the charts did not tend to improve matters.

Taylor's Bay. See Great Taylor's Bay.

Trumpeter Bay. Ross' Almanack for 1830 in describing the inlets of Bruny states "One is called Trumpeter Bay" from the quantities of that fish caught there.

Ventenat Point. Named after Louis Ventenat, chaplain and naturalist of the *Recherche*.

Zuidpool Rock (D'Entrecasteaux Channel). Named because the ship *Zuidpool*, 536 tons, from Amsterdam, struck this rock, which was not then charted, in December, 1845. The vessel remained on the rock for six hours, but floated off with the rising tide and was not damaged. <sup>(57)</sup> The rock is often referred to as "The Dutchman."

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(56) The present Blackman's Bay, East Bay Neck.

(57) I am indebted to Mr. J. Adams, Secretary of the Hobart Marine Board, for this information.