

EXPLORER



WILLEM
JANSZ



HERITAGE
EXPLORER
SERIES

EXPLORER WILLEM JANSZ

CONTRIBUTORS

State Library of Queensland

Allan Layton
Peter Raymond
Kathie Maynes
David & Debbie Hibbert

WHO FIRST MADE LANDFALL ON AUSTRALIA?



The first verifiable discoverer of Australia was Dutch navigator **Willem Jansz** of the Dutch East India Company who made landfall in 1606. Jansz sailed his small ship *Duyfken* south of New Guinea in search of new trading opportunities, making landfall on the west coast of Cape York Peninsula. It is possible that navigators from other countries such as Portugal and China predated him, as can be seen by earlier charts which seem to show sections of the top end of Australia before 1606. But the lack of verifiable records mean they remain unconfirmed at this time.

The second to make landfall was Dutch navigator **Dirk Hartog** in 1616 when he made landfall on Dirk Hartog Island in Shark Bay, WA. The third was again **Willem Jansz** in 1618, when he was supercargo (overseer) of the ship *Mauritius* for the Dutch East India Company. Captain Lenaert Jacobsz was in command of the ship when they walked on an uninhabited island - with Jansz later writing in a letter how they had found footprints in the sand.

Next, Frederick De Houteman sailed along the west coast in 1619, but as he did not make landfall due to poor weather, he does not count towards those who made landfall. Therefore the fourth (and the first British men) to made landfall on Australian soil were some of the crew of the shipwrecked British ship HMS *Tryall* under the command of Captain **John Brooke** of the British East India Company. Through poor navigational errors and decisions, the *Tryall* was wrecked on the west coast on 25 May 1622. Ninety-three men drowned, though the captain and 46 others escaped in two small boats. Thirty-six of the men spent a number of nights living on the continent of Australia before successfully sailing their longboat back to Batavia. They were the first Europeans on record to have verifiably lived on Australian soil.

The fifth to make landfall was **Jan Carstensz** in the *Pera* on 14 April 1623, while the sixth were crew and passengers of the Dutch ship *Batavia* which was shipwrecked on Australia's west coast near Geraldton in 1629, resulting in a terrible massacre and the first hangings of Europeans on Australian soil. The seventh were the Captain and crew of the rescue ship *Sardam* ordered to rescue survivors and salvage the cargo of the *Batavia* wreck. The eighth was Abel Tasman, who made landfall in Blackman Bay and planted a flag there on 3 December 1642. After this time, the numbers of ships making landfall on the continent increased substantially and we do not attempt to document the actual order of landings any further.

Ninety-three years after Jansz had first made landfall, British navigator, buccaneer, pirate, adventurer, writer and publisher **William Dampier** made landfall. He did so in 1699 and is worth documenting as he was the first British man to safely make land (not shipwrecked) on the continent. He was also the first to chart nearby sea currents, the first to write and publish a book on his exploits (*A Voyage to New Holland*), the first to verifiably describe and have sketches made of the native flora and fauna, and the first to have verifiable quality communications with the indigenous people. He was the first to describe an unknown kangaroo species - which he described as 'a jumping raccoon'.

The final notable person described in this publication as having made landfall was **James Cook**. However his landing was 173 years after the first verifiable discovery and after at least 50 other navigators from numerous nations had done so. Like Dampier, Cook was an English explorer, and Cook was the first to claim a large section of the east coast of Australia for the British Empire. This led to the establishment of the British Colony of New South Wales and the setting up of Australia as a penal colony. Cook also charted a large section of the coast and named numerous natural features along our eastern coast.

CONTENTS

INTRODUCTION

TIMELINE

GALLERY

EARLY VISITORS

BALANCE THEORY

PORTUGUESE

ESPLASH

HISTORIC FACTSHEET

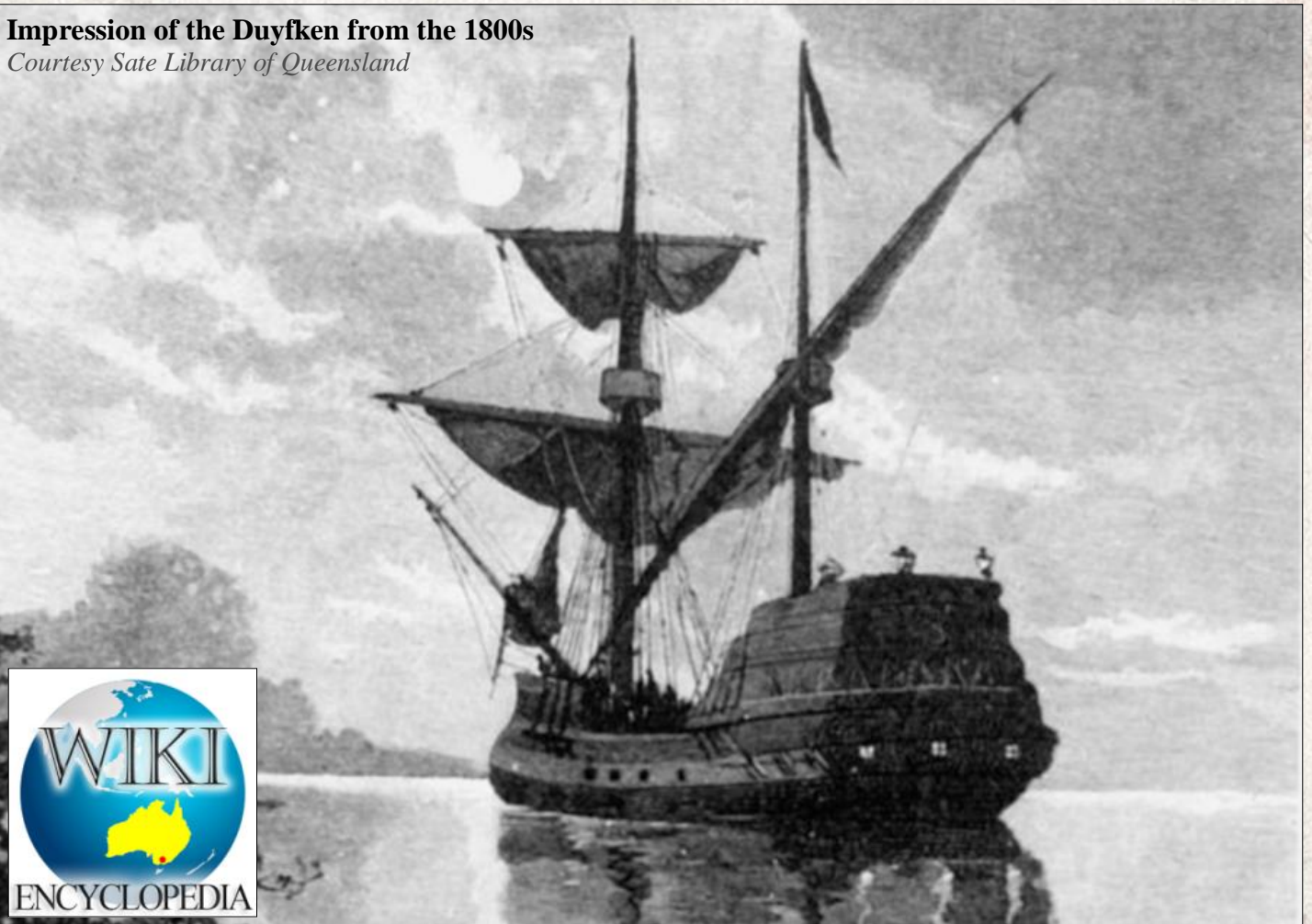
INTRODUCTION

Name: Willem Jansz
Born: c1570
Died: c1630
Known for: First confirmed European to land on Australia
Landfall: 26 February 1606

William Jansz (also spelt Janszoon) was an early Dutch navigator, credited with being the first European to verifiably land on Australian soil when he did so in 1606. He also served as a Captain, Vice Admiral, Admiral and even a Governor of a Province.

Impression of the Duyfken from the 1800s

Courtesy Sate Library of Queensland



Willem was born circa 1570 in Holland (Netherlands). Little is known about his childhood or who his parents were, however it is known that as a young man he was highly regarded amongst his peers, was seen as courageous and a good leader and was considered a capable cartographer, creating the first verifiable chart of the northern part of Australia, which survives to this day.



HISTORIC FACTSHEET

INTRODUCTION

Early Trade

In the 1400s, long distance trade between countries was generally land based and followed specific routes. One such trade route was the caravan trading route through Constantinople (Istanbul). However in 1453, the Turks captured Constantinople and tolled a section of the route, making it less profitable for traders. As a result, countries such as Portugal and Holland (Netherlands) were forced to look towards the sea for more secure sea based trade routes (sea roads).

Trade with the Indies (the islands making up India, Indonesia and West Papua) had become very important to both the Portuguese and the Dutch, and in order to reach India by sea, their ships were sent on longer and longer *voyages of discovery* to ascertain whether India could be reached by sea. It was eventually discovered that by sailing south along the west coast of Africa for long enough, a ship could reach the Cape of Good Hope, sail around it and then sail north up the east coast of Africa to India and the Indies, and open up profitable trade opportunities.

But in 1580, when Spain was at war with the Dutch, Spanish forces took over Portugal in a highly strategic move, then closed the port of Lisbon to the Dutch. This made it harder for the Dutch, who were struggling to find sea routes to the Indies. Then a countryman by the name of Linschoten, who had great knowledge of the far eastern trade routes, suggested they consider sea trade even more seriously than they had up until that time, convincing those in charge that not only was it possible, but that it would be highly profitable. Another countryman, navigator Cornelis de Houtman, had already secured charts of the Portuguese sea routes around the East Indies, which were now invaluable and gave them the final impetus they needed.

The Dutch subsequently ordered a fleet of ships be sent to investigate the possibility of sailing to the Indies. This 'First fleet of the Dutch' left Holland on 2 April 1595 as a journey of discovery. The fleet consisted of the ships *Mauritius*, *Hollandia*, *Amsterdam* and the *Duyfken*, which was the smallest of the ships at around 50 tons and often referred to as a yacht in historic records. The larger two vessels were around 400 tons each and the *Amsterdam* was around 200 tons. The Dutch name *Duyfken* meant 'Little Dove'.

This first fleet of the Dutch was considered unsuccessful and resulted in the loss of 160 men. Three of the four ships eventually limped back to Holland in August 1597 with just



HISTORIC FACTSHEET

INTRODUCTION

89 of the original 249 crew. Incredibly, 70 men died of scurvy on just the first leg of the trip. Many of them were buried on a small island initially shown on early charts as the 'Dutchman's Grave'.

Afterwards a 'Second Fleet of the Dutch' consisting of eight vessels was commissioned and like the first, the fleet was to investigate sea trade routes. This time the ships were the *Mauritius*, *Hollandia*, a new ship called the *Amsterdam*, *Zeelandia*, *Geldria*, *Utrecht*, *Vriesland* and the *Duyfken*. Willem Jansz was a mate aboard *Hollandia* and this was his first long sea voyage.

This Fleet became known as the Fleet of van Neck after its commander, and left Holland on 1 May 1598. This expedition was deemed far more successful than the first, making it around the Cape of Good Hope and all the way to Bantam (also written as Banten) in Java. The fleet returned to Holland with news of passable sea roads and with their ships full of spices purchased at Bantam. The procured goods produced a 400 percent profit in Holland, making Dutch leaders realise that sea trade was not only possible, but a profitable investment. During the expedition, two new trading posts were established and capable men were left to keep them viable. One of the men was a man by the name of Jan Lodewycksz, who was later to be involved with Willem Jansz in the discovery of Australia.

After the successful return of the second Fleet, a larger 'Third fleet of the Dutch' was established and left port on 21 December 1599, under Vice-Admiral Jacob Wilkins. Willem Jansz was now a first mate aboard the *Hollandia*. Another crew on this journey shared exactly the same name as Jan Lodewycksz, so to avoid confusion, Jan Lodewycksz added 'van Roossengin' to his name to distinguish himself. He was later to be referred to by this name in the history making journey to Australia.

After the Fleet returned to Holland, Willem again sailed for the Indies on 5 May 1601 as part of a Fourth Fleet of Discovery'. This time he sailed as Master of the ship *Lam* with Commander (Supercaargo) Joris van Spilbergen in charge of the Fleet. During the voyage Willem was transferred to the ship *Ram* to serve as mate, for reasons unknown.

Arriving on the northern coast of Sumatra on 16 September 1602, he prepared a chart of his travel. This chart was then used in December the following year by the Commander



HISTORIC FACTSHEET

INTRODUCTION

of the following Fleet. Willem had not only proven that he was a mature and capable man who was worthy of advancement, he had also proven himself as a capable cartographer.

After again returning to Holland and his ship being refitted, Willem now sailed as Captain of the *Duyfken* as part of a Fleet of 12 vessels, commanded by Steven van der Hagen. The fleet left Holland in 18 February 1603 and held the distinction of being the best armed fleet of all previous fleets. Their commission more akin to a war manifesto than it was to trade with the Indies. Commander Steven van der Hagen was even instructed to take up a position to attack and capture Spanish-Portuguese ships of the enemy, remove them to Goa on the west coast of India (then the centre of Portuguese might in India), then burn the ships while displaying the flag of Holland. However his eventual effectiveness in this task was relatively minor.

Steven van der Hagen reached Bantam on 31 December 1604, and upon hearing that the Fort of van Verre (which he had established at Amboina on a previous voyage) had been taken by the Portuguese, he immediately sailed there and attacked the fort. The Portuguese surrendered on 25 February 1605 after just two days of fighting and he subsequently appointed Frederik de Houtman as Governor of Amboina, which became the first territory the Dutch secured in the East Indies.

Steven van der Hagen, following orders, then returned to Holland, leaving the small ship *Duyfken* (under Master Willem Jansz) to explore the area south of New Guinea for new trade opportunities. The *Duyfken* set sail for the south and although they did not realise it, they managed to discover Australia. They even made landfall on the continent, but believed they had just found a more southern part of New Guinea.

A record of the journey of the *Duyfken* is found in the log of Captain John Saris dated 15 November 1605:

'The eighteenth here departed a small pinnasse of the Flemmings, for the discovery of the land called nova ginnea, which, as it is said, affordeth great store of gold...'

An entry by a Captain Saris in his own journal at that time read:

'The fifteenth of June (1606) here arrived Nockhoda Tingall a Cling-man from Banda, in a Java Junckie, laden with mace and nutmeg, the which he sold to the Guzerats; he told



HISTORIC FACTSHEET

INTRODUCTION

me that the Flemmings Pinnasse which went upon discovery of Nova Ginny, was returned to Banda, having found the land ; but in sending their men ashore to intreate of Trade, there were nine of them killed by the heathens, which are man-eaters ; so they were constrained to return, finding no good to be done there.'

These brief reports by Captain Saris make up part of the contemporary record of the voyage of the *Duyfken*, during which the first recorded discovery of Australia was made. Although the names of the ship or their commander were not mentioned in the log entries it remains one of the few records of the departure and arrival of the ship - accepted historically as referencing the *Duyfken*.

Another piece of information helping us to know the identity of the ship involved comes from navigator Paulus van Sold who made the following log entry ;

'On the 4th of March, 1607, through God's mercy arrived before the Castle [of Victoria, Amboina]... here we found... the yacht Duyfken, which had come from Nova Guinea'.

Whether this relates to the voyage ending at Banda in May 1606, or to another voyage in New Guinea waters has not been established, but either way it places the *Duyfken* in the vicinity and fulfilling its mission to explore the southern area.

Thirteen years later a Dutch document written as part of a dispute between the United East India Company and the Australische Company adds more detail:

'...seeing that the United East-India Company has repeatedly given orders for the discovering and exploring the land of Nova Guinea, and the islands east of the same, since, equally by our orders, such discovery was one tried about the year 1606 with the yacht de Duyve by Skipper Willem Jansz and sub-cargo Jan Lodewijs van Rosinghijn, who made sundry discoveries on the said coast of Nova Guinea, as is amply set forth in their journals.'

Yet another document that relates to the voyage of the *Duyfken* is the Instructions to Commander Abel Jansen Tasman, at Batavia (later Jakarta). These instructions were issued to him on 29 January 1644. Tasman was to eventually make discoveries around Nova Guinea and along the unknown coasts of the unknown southern land himself, and the earlier voyage by Jansz was recounted in his instructions from his superiors.



HISTORIC FACTSHEET

INTRODUCTION

'...the first was undertaken in the year 1606 with the yacht Duijffken, by order of President Han Willemisz Verschoor (who then managed the Company's affairs in Bantam) on which voyage the Islands of Key and Arouw were visited in passing, and the unknown south and west coast of Nova Guinea were discovered over a length of 220 miles from 5 to 13 3/4 degrees southern latitude, it being only ascertained that vast regions were for the greater part uncultivated, and certain parts inhabited by savage, cruel black barbarians who slew some of our sailors, so that no information was obtained touching the exact situation of the country and regarding the commodities obtainable and in demand there; our men having by want of provisions and other necessities being compelled to return and give up the discovery they had begun, only registering in their chart, with the name Cape Keereer, the extreme point of the discovered land in 13 3/4 degrees southern latitude.'

These extra references help solidify our knowledge of the voyage of the *Duyfken* to the coast of Australia in 1605-06. They establish the date of the voyage, the name of the ship, its Captain and the ship's commercial director (Supercargo) Jan Lodewijs van Rosenghijn - the man previously left at Bantam to keep newly established trading posts and who changed his name to avoid a naming conflict with a fellow Dutchman.

On 22 September 1616, Governor-General Reael made efforts to secure the journal written by Jansz during his voyage to 'New Guinea and the South Land beyond Java', from Sub-cargo Roossengin. It was likely the request for the journal was an attempt to learn more about the original journey by Jansz, as the high command had made a decision on 8 October 1616 to send a further expedition to the Southern Land. But the journal was never supplied and the expedition never eventuated. To this day, Willem's journal has never been found.

A third successful attempt to investigate the Southern Land was made in 1623 when the *Pera* and the *Arnhem* sailed south. It is worthy of note that in Captain Jan Carstensz's journal of the *Pera*, four mentions of the trip made by the *Duyfken* are made. It is very likely that he had a copy of the chart made by Willem Jansz made during his own trip south in 1606.

While Willem's journal has never been found, and the chart also thought lost to the modern world, Willem's chart (charting over 200 miles of Australian coastline) was eventually uncovered when it was by chance published by Dr F. C. Wieder in his



HISTORIC FACTSHEET

INTRODUCTION

Monumenta Cartographica in 1933. He published it as one in a group of old charts, not realising the significance of the chart until after it had been published. Like others at that time, he had also believed that the chart made by Jansz had been lost.

Willem's chart records his entire journey to and from the Southern Land; that he visited Kei and Aru islands; the actual position where he made landfall on the coast of Australia and the position of Cape Keerweer amongst other things. His charting of the coastline of Carpentaria is considered to be more accurate than charts made later in 1623 by Martensz de Leeuw of the *Pera* and charts made by Tasman in 1644.

Interestingly, Willem's chart has a label for the **first name ever attributed to a part of Australia**. It is a location labeled 'R met het Bosch', which literally means 'river with the bush'.

The chart tells us that the *Duyfken* sailed into Vliege Bay and investigated it. Matthew Flinders later named the northern point of this bay 'Duyfken Point', though this name no longer exists on modern maps. It also shows that the *Duyfken* sailed 20 miles upstream of what was named 'Batavia River' (which is safe for navigation for around 40 miles). In his journal, Captain Carstensz made an entry for 12 May 1623 that reads:

'...a large inlet, which the men of the Duyfken in the year 1606, went into with the boat, and one man was killed by the missiles of the savages'.

In Carstensz's journal, we are told that upon landing, Carstensz was met by 200 natives:

'...making a violent noise, and with the spears ready to throw, and evidently very distrustful, for though pieces of iron and other things were thrown to them, they would not stop to parley, but turned every trick with the object of wounding and capturing one of our men. This compelled us to fire one of two shots to frighten them, one of them being hit in the breast and carried to the boat, while all the others retired into the sand dunes. In the wretched huts on the beach we found nothing but a four-edged assegai, two of three little stones and some human bones with which they make and scrape their weapons. We also found a quantity of resin and a piece of metal, which the wounded man had in his net, and which had probably been got from the Duyfken's men. At last, there being nothing more to be done here, we turned back to go aboard the ship, the wounded man dying on the way.'

HISTORIC FACTSHEET

INTRODUCTION

Today the only name from the 'Duyfken Chart' that remains on modern maps is that of 'Cape Keerweer'. Batavia River was renamed in 1939 to Wenlock River and its mouth can be viewed on Google Maps [here](#).

Willem's career continued to prosper and in 1617 he was appointed a member of the Council of the Indies. Then in 1618, on a journey aboard the *Mauritius* as the Supercargo (with Captain Lenaert Jacobsz as Master of the ship), Willem found an unknown and uninhabited island on 31 July 1618 and made landfall. Incredibly, Jansz had again discovered a part of the Australian coast. A letter he wrote announcing the discovery still exists today and reads in part:

'On the 31st of July we discovered an island and landed on the same, where we found the marks of human footsteps ; on the west site it extends N.N.E and S.S.W. ; it measures 15 miles in length and its northern extremity is in 212 deg. S lat.'

The area he was describing was the peninsula on the coast of Western Australia from Point Cloates to North-West Cape. He had unwittingly been in charge of ships during the discovery of the continent of Australia a second time. While in his journal he wrote the word 'we' when describing the founders, there is little doubt he was directly involved as overseer for the journey.

In 1619 records tell us that Jansz was awarded a gold chain worth 1,000 guilders for his part in capturing four ships of the British East India Company. These ships had aided the Javanese in their defense of the town of Jakarta against the Dutch. Then in 1620 he served as a Vice-Admiral before being made Admiral in 1621. In 1623 he served as Governor of Banda for three and a half years (a role he was supposedly less fond of).

In 1622 cartographer Hessel Gerritszoon produced a chart that included the geology produced by Jansz. Gerritszoon's charts were later included in the marble and copper maps of the hemispheres on the floor of The Citizens Hall of the Royal Palace in Amsterdam.

Jansz died before he had realised that he had discovered the island-continent of Australia (twice). After his discovery, Australia laid mostly dormant for another 164 years until Captain Cook sailed its eastern coast and proclaimed it for the British Empire, which *kick started* the establishment of Australia as a British penal colony and eventually a country



HISTORIC FACTSHEET

INTRODUCTION

in its own right. While it is estimated that at least 50 other ships visited the continent between Jansz and Cook, no effort was made to colonize it between those times and trade was never established with the native population.

In relation to the first discovery of the continent of Australia. It is considered possible that other early navigators may have discovered and even charted areas of the coast well before Willem Jansz, and that those navigators may have been from countries such as China, France and Portugal. But a lack of evidence for these journeys means that Willem Jansz will likely continue to be the first European to discover Australia.

Willem Jansz died circa 1630, and just like with his early childhood, little is known about his later life. The exact date and circumstances of his death also remain a mystery.

In 1985 a ninety cent postage stamp was released highlighting Willem Jansz. The stamp included his signature but did not include an image of the man or his ship. In 1999 a reproduction of Duyfken was built and launched in Australia.

TIMELINE

BASIC TIMELINE OF EVENTS



HISTORIC FACTSHEET

TIMELINE

- c1570** Willem was born. There are no early records that shed light on his early life.
- 1598** Entered the service of the Dutch East India Company as a mate aboard the *Hollandia*.
- 18 December 1603** Searched for trade opportunities near New Guinea and the southern lands.
- 26 February 1606** Made landfall on Australian soil, becoming the first recorded European to do so. He landed at Pennefather River on the western shore of Cape York, in Queensland.
- 31 July 1618** On a journey aboard the *Mauritius* as the super-cargo with Captain Lenaert Jacobsz, the ship found an unknown island and made landfall. Jansz had again found a part of the Australian coast. Today a letter still exists announcing this discovery.
- 20 December 1619** Awarded a gold chain worth 1,000 guilders for capturing four ships of the British East India Company which had aided the Javanese in their defense of the town of Jakarta against the Dutch. The ship *Rose* was released with the prisoners, while the other three ships were kept as prizes. Three months later the Dutch and English entered into a treaty.
- 23 March 1619** Made a member of the Council of the Indies.
- 28 May 1620** Appointed as Vice-Admiral.
- 19 August 1621** Appointed Admiral.
- October 1623** Appointed Governor of Banda serving a three and a half year term after being installed by public proclamation.



HISTORIC FACTSHEET

TIMELINE

- | | |
|---------------------|---|
| 1627 | Travelled on a diplomatic mission to India as Admiral of a Fleet of eight ships. |
| 16 July 1629 | Reported on the state of the Indies at the Hague. |
| c1630 | Willem is believed to have died around 1630 aged in his sixties. |
| 1985 | A ninety cent postage stamp was released highlighting Willem Jansz. It included his signature, but did not include an image of the man or his ship. |
| 1999 | A reproduction of Duyfken was built in Australia and launched in 1999. |
| 20 June 2017 | Artworkz commenced work on this factsheet. |

PHOTO GALLERY

A SMALL GALLERY

HISTORIC FACTSHEET

GALLERY

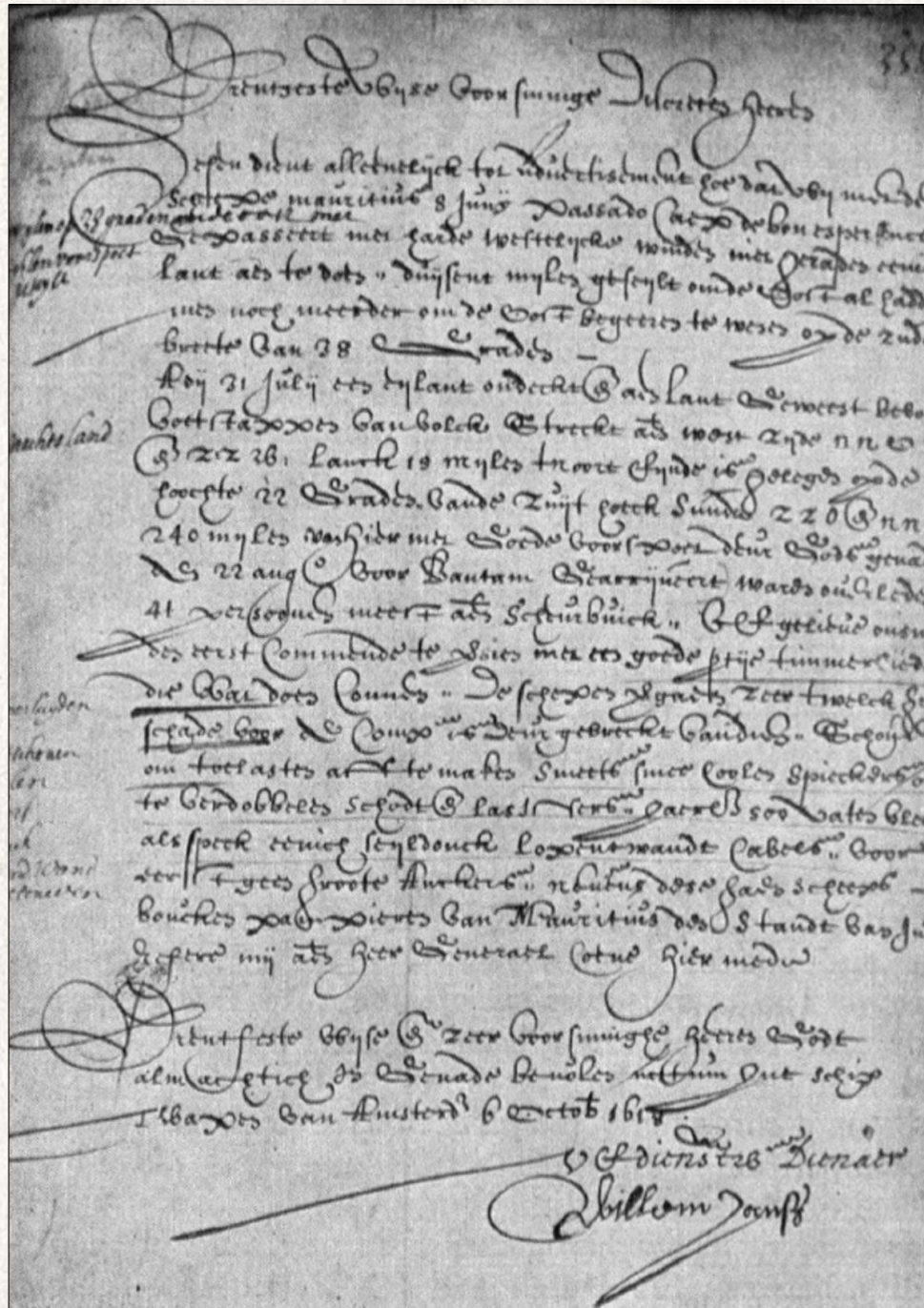


Illustration of the ship Duyfken (Little Dove) in the Gulf of Carpentaria from the 1800s

Public Domain - courtesy State Library of Queensland

HISTORIC FACTSHEET

GALLERY



Letter written and signed by Willem Jansz

Public Domain - courtesy State Library of Victoria

HISTORIC FACTSHEET

GALLERY



Ninety cent stamp issued by Australia Post in 1985

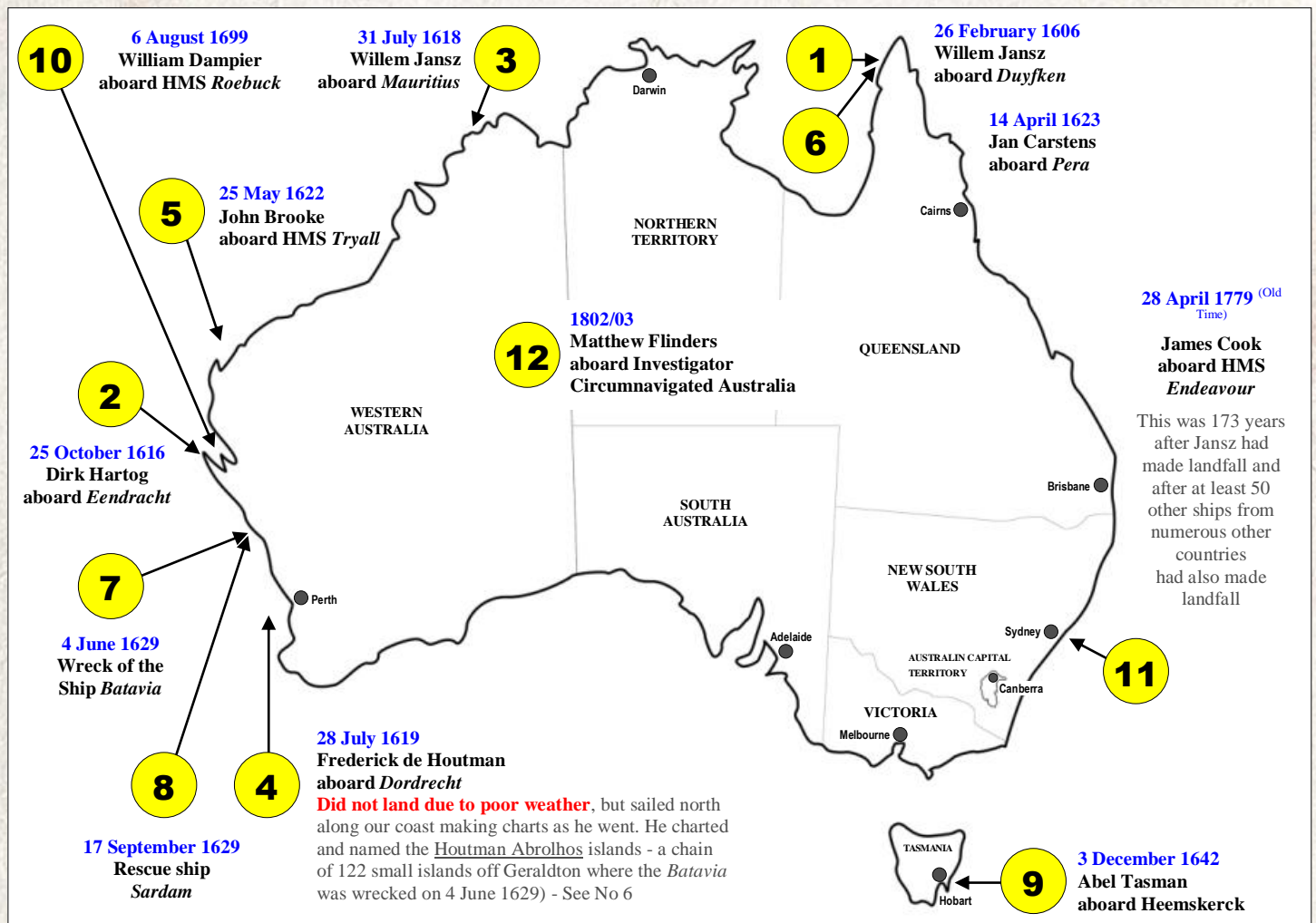
Courtesy Australia Post

EARLY VISITORS TO AUSTRALIA

TEN NOTABLE EARLY VISITORS

HISTORIC FACTSHEET

EARLY VISITORS



Gutenberg list
of early visitors

Australia on the
Map early visitors

A simplified map showing the first explorers to make landfall on Australian soil.
The yellow numbers correspond to those on the following three pages.

Click on yellow circles to view location on Google Maps
Click text labels to view more information on each navigator

HISTORIC FACTSHEET

EARLY VISITORS

WILLEM JANSZON

Landfall 26 February 1606

Nationality: Dutch

Ship: Duyfken

Born: 1570

Died: 1630

He was the first European (Dutch) to verifiably make landfall on Australia on 26 February 1606. Sailing for the Dutch East India Company, he was also the first to verifiably chart the coastline. After trying to communicate and trade with the indigenous people, nine of his men were killed. He left the area soon afterwards with a negative report of the land and its people, leading to a lack of enthusiasm by mariners to the area.



1

DIRK HARTOG

Landfall 25 October 1616

Nationality: Dutch

Ship: Eendracht

Born: c1580

Died: 1621

He anchored his Dutch East India Company ship Eendracht at Shark Bay, WA, after overshooting the spot in the Indian Ocean where he was meant to head north. He is remembered for leaving a pewter plate at Cape Inscription, inscribed with a message of claim for the Dutch. The plate was later removed and survives today at the Western Australian Maritime Museum. He was the first European to make landfall in Western Australia.



2

WILLEM JANSZON

Landfall: 31 July 1618

Nationality: Dutch

Ship: Mauritius

Born: 1570

Died: 1630

He was Supercargo (Overseer for the Dutch East India Company) of the ship Mauritius with Captain Lenaert Jacobsz, when they discovered an uninhabited island at the top of Western Australia on 31 July 1618. They made landfall that day which meant that Willem Jansz had again discovered the Australian coast. A letter he then wrote states how they found footsteps in the sand which suggests they were not the first to visit the island.



3

FREDERICK DE HOUTMAN

Sighted land 19 July 1619

DID NOT MAKE LANDFALL

Nationality: Dutch

Ship: Dordrecht

Born: 1571

Died: 1627

He was a senior officer aboard the ship Dordrecht which was sailing with the ship Amsterdam when he sighted the western coast of Australia on 19 July 1619. Bad weather prevented either ship from making landfall. They charted landmasses instead as they followed the coast north. He named the coral islands (where the Batavia was later lost) as 'De Houtman Abrolhos', which is translated as 'look out'.



4

HISTORIC FACTSHEET

EARLY VISITORS

JOHN BROOKE

Landfall 25 May 1622

Nationality: English

Ship: Tryall

Born: unknown

Died: unknown

Captain Brooke of the British East India Company ship *Tryall* was **Australia's first recorded shipwreck** when it was wrecked on Australia's west coast on 25 May 1622. Ninety-three men drowned but 46 others managed to escape on a skip and longboat. Those in the longboat spent a few nights on the Australian continent, ensuring their spot in history as the **first Europeans to have lived on the Australian continent for a period of time.**



5

JAN CARSTENSZ

Landfall 14 April 1623

Nationality: Dutch

Ship: *Pera*

Born: unknown

Died: unknown

Captain of the *Pera*, accompanied by the *Arnhem* sailed south along the New Guinea coast and made landfall on Australia south of Cape Keerweer on the Cape York Peninsula on 14 April 1623. One of his men was killed by an object thrown at the ship from the shore, and when they made landfall, they were accosted by a group of indigenous Australians near Cape Duyfken. A shot was fired, fatally injuring one of the Aboriginal men.



6

SHIP BATAVIA

Wrecked 4 June 1629

Nationality: Dutch

Ship: Batavia

Captain: Jacobsz

Supercargo: Pelsaert

The ship *Batavia* was wrecked on 4 June 1629 on Morning Reef, Beacon Island WA. Captain Jacobsz and Supercargo Francisco Pelsaert left in a longboat with others to find water and get assistance. Over the next three months 125 people were murdered. When help arrived, seven men were hung and two men were left on the mainland. It was the **first recorded wreck of a Dutch ship, the first hangings and the first Europeans left on Australia.**



7

SHIP SARDAM

Landfall 17 September 1629

Nationality: Dutch

Ship: Sardam

Captain: Pelsaert

The ship *Sardam* was a small merchant ship operated by the Dutch East India Company. In 1629, while at Banda Strait, she was ordered by Governor Jan Coen to find, salvage cargo and rescue those stranded on Morning Reef, after the *Batavia* was wrecked there a month earlier. Captain Pelsaert (supercargo of the *Batavia*) was in command and arrived 63 days later on 17 September 1629. They made landfall on our soil that day.



8

HISTORIC FACTSHEET

EARLY VISITORS

ABEL TASMAN

Landfall 3 December 1642

Nationality: Dutch

Ship:

Born: 1603

Died: 1659

Aboard *Heemskerck*, he was the first European to discover Tasmania due to its isolated location at the bottom of Australia. He discovered the west coast of Tasmania, naming it Anthoonij van Diemens Landt. He then sailed around the bottom of Tasmania to the east coast where he planted a flag at Blackman Bay, claiming the island for Holland on 3 December 1642, before sailing east and discovering New Zealand.



9

WILLIAM DAMPIER

Landfall 6 August 1699

Nationality: British

Ship: Roebuck

Born: 1651

Died: 1715

He made landfall at Shark Bay in WA on 6 August 1699 aboard HMS Roebuck. He was the first British man to safely land his ship (not be shipwrecked) there. He was also the first to circumnavigate the world three times and is considered Australia's first Natural Historian, preparing notes and drawings which he later published. He wrote seven books and became known as a popular public figure. His third book was *A Voyage to New Holland*.



10

CAPTAIN JAMES COOK

Landfall 28th April 1770

Nationality: British

Ship: Endeavour

Born: 1728

Died: 1779

He made landfall at Botany Bay aboard HMS Endeavour on the east coast of Australia on 25 April 1770. He was the **first recorded British navigator to chart and land on the eastern coast of Australia**. However his landing was 173 years after the first recorded landing on Australian soil and after around 50 others had made landfall. Our British based education system led to him being over promoted, while others were under promoted.



11

MATTHEW FLINDERS

Landfall 9 December 1801

Nationality: British

Ship: *Investigator*

Born: 1774

Died: 1814

Sailing with George Bass, he explored and charted Sydney's Botany Bay in 1796, circumnavigated and charted Tasmania in 1798/99 and investigated and charted the coast north of Sydney in early 1799. On 9 December 1801, aboard HMS *Investigator*, he made landfall at King George's Sound, WA. He then travelled back to Sydney before becoming the first man to fully circumnavigate the continent of Australia in 1802/03.



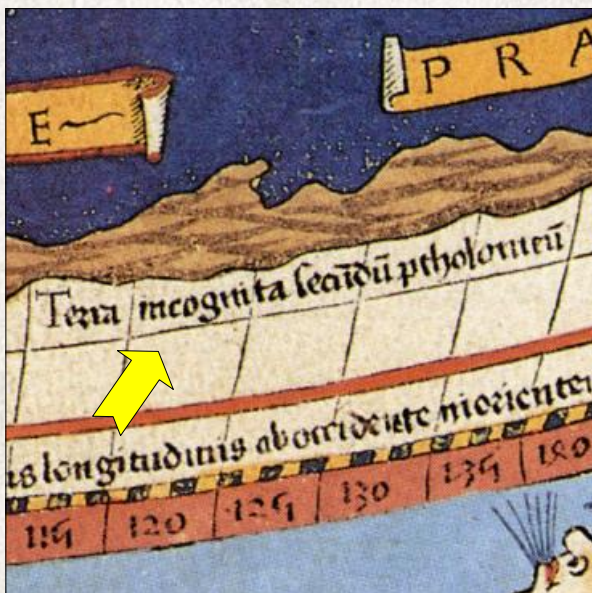
12

BALANCE THEORY

THE THEORY THAT THE WORLD'S LAND MASSES ARE BALANCED

HISTORIC FACTSHEET

BALANCE THEORY



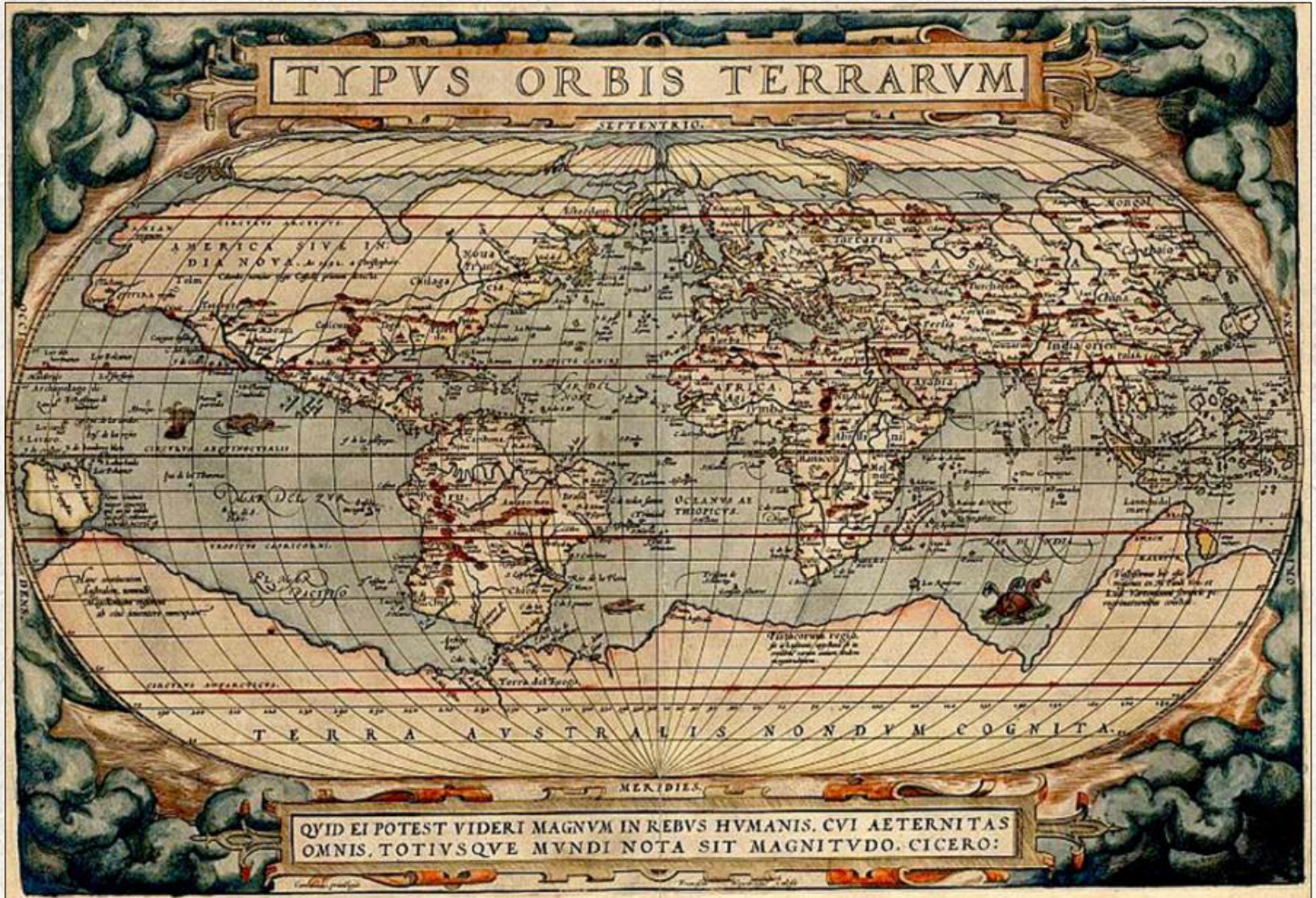
The 'Ptolemy Map' was a simple map created by Greek man Claudius Ptolemy, who was born into the Roman Empire in AD 100. This more modern reprinted version (above) is dated 1482 and includes elements added after his time. It illustrates how from early times, it was accepted that an 'Unknown Land' (Terra Incognita) existed to the south.

These rumors were based on the belief that the northern and southern hemispheres have a balanced landmass. It was therefore predicted that a large undiscovered land mass lied to the south in the uncharted waters around the south pole. In some early maps such as this, the entire south was a landmass.

Public domain image

HISTORIC FACTSHEET

BALANCE THEORY



This chart is known as the *Typus Orbis Terrarum*, and includes Terra Australis as a balancing mass completely encompassing the South Pole. It was drawn by the cartographer Abraham Ortelius(1527-1598) around 1570.

Public domain image

More on the early and broadly
accepted Balance Theory



THE PORTUGUESE QUESTION

DID THE PORTUGUESE FIND AUSTRALIA FIRST?

HISTORIC FACTSHEET

THE PORTUGUESE



Is this early 1547 chart an attempts at mapping the 'Southern Land'?

This 'Dauphin or Harleian' world map dated 1547 shows what appears to be northern part of Australia well before 1606 when William Jansz is credited with first discovering Australia.

Leading up to this time there had been a general acceptance of the existence of a great southern land and it was often referred on early charts by names such as *Terra Incognita* (unknown land), *Nondum Cognita* (Not yet known) and *Terra Australis* (Southern Land).

While the earliest suggestions of an unknown 'Southern Land' can be attributed to the Balance Theory mentioned earlier, more modern maps dating from the 14th Century show an increasingly detailed land mass where Australia lies. For many people, this forms the basis of the belief that the Portuguese first charted and made landfall on Australia.

Extracts from two early journals (predating the accepted discovery of Australia in 1606) follow on the next two pages and are very interesting.

Public domain image

THE PORTUGUESE

1533

'*Brasilia Australis* is an immense region toward Antarcticum, newly discovered but not yet fully surveyed, which extends as far as Melacha and somewhat beyond. The inhabitants of this region lead good, honest lives and are not Anthropophagi [cannibals] like other barbarian nations; they have no letters, nor do they have kings, but they venerate their elders and offer them obedience; they give the name Thomas to their children close to this region lies the great island of Zanzibar at 102.00 degrees and 27.30 degrees South.'

This is possibly the first writings describing the land mass of Australia (*Brasiliae Australis*), its inhabitants and their lifestyle. It was writing by respected German polymath Johannes Schöner in his tract (pamphlet) in 1533:

Opusculum geographicum

THE PORTUGUESE

1597

'Australis Terra' is the most southern of all lands, and is separated from New Guinea by a narrow strait. Its shores are hitherto but little known, since after one voyage and another, that route has been deserted, and seldom is the country visited unless when sailors are driven there by storms. The "Australis Terra" begins at two or three degrees from the equator, and is maintained by some to be of so great an extent, that if it were thoroughly explored, it would be regarded as a fifth part of the world.'

In 1597, nine years before Willem Jansz was credited as the first European man to make landfall on Australian soil, Dutch historian Cornelius Wytfliet published this account in his:

Descriptionis Ptolemaicae Augmentum

HISTORIC FACTSHEET

THE PORTUGUESE



This early map from the mid 1500s appear to show the northern coast of Australia. The theory of the Portuguese being the first discovers of Australia is compelling thanks to the number of maps and other sources and information which support it. However the theory has never been fully accepted. Press the button to explore this theory more.

Courtesy National Library Australia

**More on the theory of the
Portuguese discovery of
Australia before the Dutch**



eSPLASH MEDIA ARTICLES

ARTICLES FROM THE eSPLASH eMAGAZINE



Artworkz

Serving the Community

**Wiki
History of Australia**

**Bytes and Blogs
History of Australia**