MARKING OUR HISTORY, CELEBRATING OUR FUTURE

DIRK HARTOG IN WESTERN AUSTRALIA
(OCTOBER 1616)

EMBASSY OF THE KINGDOM OF THE NETHERLANDS, CANBERRA
WESTERN AUSTRALIAN MUSEUM
Published to commemorate the 400th anniversary of the arrival of Dirk Hartog and his crew in Shark Bay, Western Australia, on 25 October 1616. This publication is dedicated to the seafarers of the 17th century who sailed into Australian waters — they were the first Europeans known to have encountered the Terra Australis Incognita (or the Unknown South Land).


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Layout and design by Tim Cumming, Western Australian Museum Publications.
Printed by envo-print, Fyshwick, ACT 2609

National Library of Australia Cataloguing-in-Publication entry
Marking our history, celebrating our future:
Dirk Hartog in Western Australia (October 1616)
ISBN: 978-0-646-96228-3 (Paperback)
ISBN: 978-0-646-96355-6 (PDF)
Subjects: Eendracht (Ship) — Travel — Australia.
Eendracht (Ship) — Anniversaries, etc.
Dirk Hartog — Amsterdam — Netherlands — Australia.
Sailing ships — Netherlands — History.
Australia — Discovery and exploration — Dutch.
Western Australia — Discovery and exploration — Dutch.
Australia — Anniversaries, etc.
Indian Ocean Region — Discovery and exploration — Dutch.
Dirk Hartog Island — Shark Bay — Western Australia — History.
Author and editor: Wendy van Duivenvoorde
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Dewey Number: 919.4041

This booklet was peer-reviewed by the editorial board of the Australian National Centre of Excellence for Maritime Archaeology.

Cover: Cape Inscription, Shark Bay, Western Australia.
Embassy of the Kingdom of the Netherlands, Canberra.
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FOREWORD

Western Australia and The Netherlands have a long and strong connection. Had Dirk Hartog landed somewhere less isolated than Cape Inscription, at the northern tip of the island that now bears his name, our State’s history could have been very different.

Nevertheless, exactly four centuries on, more than 22,500 Western Australians claim Dutch ancestry by the birthplace of their parents. To mark the 400th anniversary, the State Government, through its Royalties for Regions program, has made a significant investment in infrastructure and commemorations.

The town of Denham will be the focus of a five-day festival set to draw thousands of visitors to the spectacular Shark Bay World Heritage Area, the home of Dirk Hartog Island. Denham itself is being transformed with a new jetty and redeveloped foreshore. A contemporary art piece, Union, will become a photo opportunity enjoyed by generations of visitors.

Replicas of the dishes left behind by Hartog and Willem de Vlamingh, along with interpretive signage, will be placed at Cape Inscription and unveiled on 25 October — the anniversary date of Hartog’s landfall in 1616.

It is not just in Denham, however, that people can learn about Hartog, his voyage and his legacy. A new website developed by the WA Museum brings together stories of the VOC (Verenigde Oostindische Compagnie or ‘Dutch East India Company’) and Dutch shipwrecks.

I encourage you, in this exciting anniversary year, to take the opportunity to learn about the shared history of WA and The Netherlands.

The Hon. Colin Barnett MLA
Premier of Western Australia.
FOREWORD

Dirk Hartog’s landfall at Cape Inscription in Shark Bay, Western Australia on 25 October 1616 marked the beginning of a long connection between Australia and the Netherlands, as more Dutch ships followed Dirk’s Eendracht to explore and chart the shores of the Australian continent.

These ties grew stronger over time as Australia welcomed many Dutch migrants, especially in the aftermath of World War II. Since then, students, tourists, entrepreneurs and business have followed. Today, Australia is home to a large Dutch community and our people-to-people ties continue to grow stronger and stronger. These contacts are the backbone of our excellent relations.

Our awaited visit to Australia in 2016 by His Majesty King Willem-Alexander and Her Majesty Queen Maxima of the Kingdom of the Netherlands is also a testament to the close bond of our two nations extending from the past, present and into the future. Exactly four centuries after Hartog and his crew became the first Europeans to set foot on West Australian soil, the friendship between the Netherlands and ‘Southland’, as the country was once known, is being celebrated throughout both countries. With this, we mark the 400 years that saw the relationship between our countries flourish into an enduring connection that stretches far beyond close political and economic ties.

The Embassy of the Kingdom of the Netherlands is excited to co-present this booklet with Wendy van Duivenvoorde, native to Amsterdam and now local to Australia, and the Western Australian Museum as the third installment in a booklet series released through our partnership. This booklet highlights our rich, shared cultural heritage that started with Hartog and now commemorates our lasting ties. I wish you pleasant readings.

Her Excellency Erica Schouten,
Ambassador of the Netherlands to Australia.
FOREWORD

It gives me enormous pleasure to introduce this volume that marks the 400th anniversary of Dirk Hartog’s arrival at what is now called Shark Bay. Commonly acknowledged as the first landing by Europeans on the west coast of Australia, it has been my privilege, as Chief Executive Officer of the Western Australian Museum, to oversee several initiatives that mark this important anniversary.

I congratulate the Embassy of the Kingdom of the Netherlands in Canberra on this publication and its commitment to the memory of these early Dutch explorers and traders.

I have been privileged to work with three Dutch Ambassadors during my tenure here: Her Excellency Mrs Erica Schouten, and her predecessors Annemieke Ruigrok and Willem Andreae. All have been enthusiastic students and supporters of the story of early Dutch contact with Western Australia’s coast, and all can claim credit for the commemorations currently underway.

Willem Andreae coined the phrase: ‘The Dutch were coming here to do business 400 years ago and continue to do so today!’ That is why I applaud the title of this volume; of course, let us mark the past, but let us also look forward to a bright future for our two nations working together.

Alec Coles OBE
CEO, Western Australian Museum
When you are truly famous, people will claim they know everything about you. Countless stories are told concerning my relatives and myself. However, I would like to take this opportunity to share my history with you, in my own words. Ours is an exceptional tale.¹

My name is Dirk Hartog, or more correctly Dijrck Hartoochsz. If you have never heard of me before, then it is about time that you did. Even if you know of me, then I’d still like to share some of my extraordinary story. Believe it or not, I was the first European sea captain to sail into Australian waters — more than 150 years before the famous Captain Cook. I shall prove it to you here.

In October 1616, I sailed the brand-new and mighty ship *Eendracht* into the uncharted waters of a place that I knew only as the mythical *Terra Australis Incognita* — the Unknown South Land. The excitement was overwhelming when we heard ‘Land in Zicht!’ (Land Ho!) yelled from the foretop mast. We had seen nothing but water since we left...
the Cape of Good Hope two months earlier. The ocean swell that had come with us, all the way from the African continent, crashed into the high cliffs of this vast landmass with immense power — never before had I seen anything like it. We had entered a magical world with turquoise blue waters from which so many large whales breached with their newborn calves. We watched it all in awe from our main deck. A breath-taking sight that never grew old in the weeks that we continued north along the coastline. Almost immediately after we had sighted land on 25 October, we found a good anchorage on the north side of an island off the western coast of this continent. There we dropped anchor and went ashore, and on that day my legacy was born. But before I speak about those days on the island, which now bears my name, I must tell you more about me.

I was born and raised in the city of Amsterdam in the Dutch Republic (modern-day Netherlands), the most prosperous and cosmopolitan European city of its time. I came into the world around 1583, although the chronology of my life may be a little confusing to some. The only baptismal record with my name confirms that a Dirk Hartog was baptised in the Calvinist Oude Kerk (Old Church) of Amsterdam on 30 October 1580. That, however, was my older brother and namesake, who died in infancy. You will remember, of course, that this was a frequent occurrence in my time and the children who followed, like me, often were given the same name. My baptismal record may no longer exist, but there is my marriage
certificate from when I wed Meijnsje Abels in the Old Church on 5 February 1611. I proudly read it to you:

Dierik Hertoghzs varensgselle oud 28 Jarens wonende bij de Nieuharlemmersluys geassisteert met Griet Jansdr zijn moeder ter eenre Ende Meijnsgen Abelsdr oud 18 Jaren woonende op de Lijnsbaensgraafft geassisteert met Abel Albertsz haar Vader ter andere zijde. ³

[Translated:] Dirk Hartog, skipper, 28 years of age, living at the Nieuw Haarlemmersluis [a lock between the modern-day streets Haarlemmerstraat and Nieuwendijk in Amsterdam], accompanied by his mother, Griet Jansdr, on one side and Meijnsgen Abelsdr, 18 years of age, residing at the Lijnbaansgracht [Amsterdam], accompanied by Abel Albertsz, her father, on the other side.
Thus, I was 28 years of age in 1611 and so must have been born in 1583. My parents were skipper Hartog [Harich] Krijnen and Griet Jansdr, who lived in the Smaksteeg in Amsterdam, an alleyway situated between the modern-day streets Nieuwendijk and Kattengat. Our home was only 100 metres or so from the new lock known as the Haarlemmersluis. I had an older brother Willem (born c. 1575), an older sister Trijntje (born c. 1578), and a younger sister Neeltje (baptised on 16 August 1584). After the untimely death of our father, our mother managed to raise us on her own and taught us the basic skills of arithmetic, reading and writing.

My siblings and I grew up close to the Amsterdam waterfront, officially named IJ, where we enjoyed watching all sorts of bustling port-related activities. We saw ships come and go, and at the Haringspakkerstoren we saw workers smoke and barrel fresh herring. My family had strong ties to the shipping industry. As a young lad, I followed in my father’s footsteps and became a seaman — I had always dreamt of going to sea. My brother, Willem, became a ship’s carpenter and both of my sisters married sailors.
View of Amsterdam from the IJ waterfront dated between 1612 and 1652, in the time Hartog was married to Meijnsje and an independent shipowner living at the Brouwersgracht. The Nieuw Haarlemmersluis and Haringpakkerstoren are depicted on the right side of the illustration.

After I married Meijnsje, we moved from our parental homes and took up residence along Amsterdam’s Brouwersgracht. Our exact address was ‘near the second lock’, which was the large Brouwerssluis lock built in 1614. It no longer exists, but in my day it was situated in the Brouwersgracht before its junction with the Prinsengracht canal, built to separate the water levels of the suburb Jordaan and the Prinsengracht from other canals. It was just a seven minute stroll from our home to my mother’s residence.

Meijnsje and I never had any children. After I returned from my adventurous journey to Southeast Asia in 1618 (more on that in a moment), she and I talked a good deal about the ‘certainty of death and the uncertainty of the hour’. I had witnessed my crewmen and other sailors perish from accidents, scurvy and other diseases on that voyage, and had become all too aware of the transience of life. And so, on 28 December 1618, Meijnsje and I appointed each other as reciprocal legal heirs as we had our will drawn up and notarised by

City map of Amsterdam. The Smaksteeg, where Dirk Hartog and his siblings grew up, is indicated with a white dot. The area of the Brouwersgracht where he lived with Meijnsje is marked with a white rectangle. Amstelodami Celeberrimi Hollandiae Emporii Delineatio Nova.

Frederick van Banchem. We bequeathed our personal possessions to our immediate families. I left all of my linen and woollen clothes to my brother, 25 guilders to the child of my older sister, and 12 guilders to each of my sisters. Meijnsje willed all of her linen and woollen clothes and gold and silver jewellery to her two sisters, and 12 guilders to each of her three brothers. 7

It was fortunate that we had our will notarised then, since I died just three years later — a young man still, only 38 years of age — and was buried on 11 October 1621 in the New Church of Amsterdam. 8 The cause of my death I prefer to keep to myself. However, I would like to stress that I lived my short time on this earth to the fullest and appreciated every minute I had. 9 It was disappointing that my ship Gelukkige Leeuw had to be sold within two weeks of my burial, on 23 October, to pay for an outstanding advance of 1,800 Florins. 10 Meijnsje must have been rather unimpressed with this financial loss.

After my passing, Meijnsje remarried on 25 March 1623 to Jelis Claeszoon of Weesp, a seaman and skipper of an inland trading vessel. With him, she had at least four children: Abel, Anna, Annetje and Claes. 11 Meijnsje lived to the age of 63 and was laid to rest on 18 September 1656 in the New Church of Amsterdam. 12
DIJRCK HARTOOCHSZ
IS THE NAME

My life was cut short before I managed to have my portrait painted, so now nobody will ever know what I looked like. You may be sure, however, that I was a handsome and proud Dutchman; adventurous, clever, astute, and harbouring a great sense of responsibility and social justice. Other than the pewter plate that my crew left behind on Dirk Hartog Island and the charts bearing my name that acknowledge my finding of Western Australia, the only tangible evidence of my existence is my signature. I knew very well how to spell my own name! It is Dijrck Hartoochsz, as you can see on official documents bearing my original signature such as my marriage certificate, my official correspondence when sailing for the VOC, freight contracts and an affidavit.

My contemporaries, however, were less consistent with my name; notaries, church officials, civil servants and the scribe of the pewter plate all spelled it in a variety of ways. They wrote it varyingly as Dirck Hertochsen, Dierck Hartoghsz, Dirck Hatichs, Dirck Hartoghsz, Dierick Hartogz, Dirck Hartogs and Dirk Hartochochsz. My surname is not a proper family name, but the patronymic Hartoochsz or Hartogsz (son of Hartooch or Hartogs). It is actually pronounced as Hartogszoon (transl. Hartog’s son), which refers to the given name of my father.
Dirk Hartog's signature on the last page of a letter written while en route to the Dutch East Indies on 11 June 1616.

NA, Verenigde Oostindische Compagnie, reference code 1.04.02, item no. 1059, folio 329.
And, pardon me for pointing it out, but you also spell my name incorrectly. You follow the most common form found in modern-day Dutch and the geographical name of Dirk Hartog Island in Western Australia. Yes, you are no better than my fellow countrymen. The name ‘Dirk Hartog’ sounds a little odd to me, but I do understand that pronouncing Dijrck Hartoochsz may be a bit of a tongue twister for the English speaker.
MY LIFE AT SEA

Early years of seafaring

Details of my formative years at sea whilst training to become an able seaman remain largely unknown. Before I married Meijnsje, I spent some years in Southeast Asia as a navigator (or steersman) for the Dutch Verenigde Oostindische Compagnie (VOC, or United East India Company). Back in Amsterdam, I had the journeys of this time authenticated in a notarised document dated 8 September 1609. A few weeks later, on 22 October, I made another official statement about the drowning of Andries Mertens in Ternate, Indonesia. At the time of this incident, I was serving on the VOC ship Enkhuizen — a vessel that ran aground off Halmahera Island in the Maluku Islands (also known as the Moluccas) on 1607. I travelled home from Bantam, in northwest Java, on the ship Ter Veege between 16 November 1608 and 7 August 1609.

By my late twenties, I was an experienced skipper and finally became an independent shipowner. In the same year that I married Meijnsje, I also purchased the ship Dolfijn, 120 lasten (240 tonnes), and began sailing for Wessel Schenck, a merchant of Amsterdam. My first voyage on Dolfijn took me south to Dunkirk to collect a cargo of 140 lasten (280 tonnes) of salt from Brouage. From there I continued northwards into the Baltic to Danzig, after which I sailed to Genoa, Italy. This charter paid me well: 11½ ducats per last (2 tonnes) of cargo. In my contract with Schenck, I agreed to arm my ship with six iron cannon, four small
swivel guns with stone shot, a shotgun, firelocks, spears, gunpowder, lead, bullets and other suitable armament. It was the right thing to do for the protection of my ship and the valuable merchandise in its hold. In 1612, my client list expanded and I also started freighting goods for Casper van Ceulen and Gijsberto Tholincx.

By now well experienced in traversing European waters, I was audacious enough to take on new challenges and riskier voyages. I was confident that I could undertake the long and treacherous voyage to the harbour of Archangel in the White Sea (northern Russia). Archangel was a destination that demanded a lengthy voyage around the Northern Cape of Scandinavia to a harbour that was ice-bound for all but a brief period of time each year. I knew I had what it took to engage in the Dutch shipping trade with Archangel. Here, my fellow countrymen acquired farm and forestry products such as masts and sawn timber, hemp, potash, tar, moose skins, Russian leather and tallow, and also furs from sable, marten and polar fox. For my trip to Archangel, I outfitted Dolfijn with eight iron cannon and five small swivel guns for stone shot. I sailed with a cargo valued at 2,660 Dutch guilders in the service of Adriaen Sybrecht Faes of Amsterdam and Margarieta Valckenburch, the widow of Marcus de Vogelaer. In Archangel, after unloading the goods from the hold, I took on a cargo of wheat ready for my homebound voyage at the end of August. Upon return on 7 November 1615, I sold Dolfijn to Jelmer Jebbes, an Amsterdam merchant. I must admit, I suffered a slight pang of loss when I let go of Dolfijn, my first ship; but I was ready for the next adventure.
1616–1617 Route of VOC ship *Eendracht* from Texel in the Dutch Republic to the East Indies.
My famous journey to the Indies from 1616–1618

After selling *Dolfijn*, I again entered the service of the VOC and set sail on 23 January 1616 as skipper of the ship *Eendracht*. With chief merchant Gilles Mibais and 200 men, I departed for Bantam, in Indonesia, with a fleet of five ships.

We sailed out from Texel alongside VOC ships *Bantam* (800 tonnes, Enkhuizen Chamber) and *Trouw* (500 tonnes, Amsterdam Chamber). Aboard *Trouw* was the commander of our fleet and senior merchant Pieter de Carpentier. On 31 January, VOC ship *Gouden Leeuw* (500 tonnes, Rotterdam Chamber) joined us and, on the next day, *Westfriesland* (800 tonnes, Hoorn Chamber) met our fleet in the English Channel. The two ships had departed from Rotterdam’s Maas River on 21 and 22 January, respectively. Four of the ships were new to the VOC’s fleet and were making their maiden voyage to Southeast Asia — *Bantam* had sailed there and back once before.

Our journey had an inauspicious start, as *Eendracht, Bantam* and *Trouw* had all been icebound whilst in the Texel anchorage. Within no time, 21 seamen and eight soldiers had deserted *Eendracht*. Even our senior barber absconded, which created much trepidation amongst the crew. To ease their apprehension, we replaced him with a junior barber from one of the other ships. If we had remained icebound for even a few days more, our entire crew might well have deserted. Fortunately, the ships finally broke loose from their icy bonds, and we managed to sail away on 23 January.21
Along the West African coast

Our five ships sailed south together, passing Madeira on 9 February and arriving at Maio Island in the Cape Verde Archipelago on 21 March; where we all took on fresh water. By this time, a good many men were suffering from scurvy. We sighted the island of St Thomé (now São Tomé) on 20 May and arrived on 27 May at Cape Lopez in the Gulf of Guinea. Here, *Gouden Leeuw* and *Westfriesland* separated from us. Our remaining three ships continued on to the island of Annaboa (modern-day Annobón), where we planned to stay for five days to take on oranges and limes, Spanish wine and other provisions. However, we failed to anchor at Annaboa — the currents around the island were simply too strong and the crew on the other vessels witnessed how *Eendracht* drifted out of sight. From there, it took us three months more to sail from Cape Lopez to the Cape of Good Hope; strong currents and a lack of wind often delayed ships in the Gulf of Guinea, and this was our misfortune as well. The heat, miserable living conditions aboard our ships, and endless delays waiting for favourable sailing conditions had resulted, by 11 June, in the deaths of six of our crew members. A terrible loss, to be sure, but a small number compared to the 63 or 64 men who succumbed on the ship *Gouden Leeuw*, which you will remember left us at Cape Lopez. *Eendracht* and *Trouw* were the first ships of the fleet to reach the Cape, where we arrived at Cape Town on 5 August. *Eendracht* continued eastward three weeks later, but we were slower on this leg of the journey and were the last ship to arrive in the Indonesian Archipelago.
The Land of Eendracht

Upon reaching 26º to 28º southern latitude, having sailed some 800 to 1,000 miles from the Cape, we encountered ‘many islands, but did not observe the presence of people’.26 We entered waters of the Unknown Southland, north of the Abrolhos Islands and became the first Dutch seamen to knowingly complete this feat. Along the South Land’s western coast, we experienced challenging sailing conditions. Treacherous reefs, strong currents and shallow waters, at times coupled with a rough and inaccessible shore made for dangerous travel. I am not boasting when I point out to you that Eendracht and all subsequent VOC ships that ended up in these waters played a major role in Dutch reconnaissance of the Australian coast — a development that led to further European discovery and exploration of this vast continent.

We briefly explored Shark Bay before we continued our journey north along the western coast. I ordered my crew to drop anchor at the northernmost point of a large island off the coast of the mainland. It was here, at the top of a barren, north-facing cliff that we left an inscription as testimony to our presence on the island. I instructed my men to take a large pewter serving plate from the grand cabin, flatten its rim, and inscribe it with details about our arrival and departure. They nailed the plate to a wooden post, taken from the ship’s hold, and erected it atop the cliff. Today, this
is known as the oldest European artefact in Australia’s history. Our scribe had created an inscription legible over the entire width of the plate. On the cliff, however, Joannes Steijns and Pieter Dooke could not resist the temptation to add their own names to the main text. Their three-line addition was inscribed much more lightly and is now barely visible. It reads:

```
1616
DEN 25 OCTOBER [I]S
HIER AENGECOMEN HET SCHIP
DEENDRACHT VAN AMSTERDAM
DE OPPERKOPMAN GILLIS MIEBAIS
VAN LVICK SCHIPPER DIRCK HATICHES
VAN AMSTERDAM DE 27 DITO
TE SEIL GEGHN NA BANTVM ◊
DE ONDERCOEPMAN IAN STINS
DE OPRSTVIERMAN PIETR DOO
KE VAN BIL Ao[16]16
```


From here, we continued our journey north under instructions to navigate to Bantam — as indicated on the inscription plate and in archival documents detailing our journey. By December, we finally
sailed *Eendracht* into Indonesian waters via the Sape Straits between the Island of Sumbawa and the Komodo Islands off Flores. Back in my day, I referred to these waters as ‘the narrows between Bima and the land of Endea near Guno Api [Goenoeng Api]’. We arrived at the Makassar Straits off the Island of Celebes (Sulawesi) on 10 December. Unaware of the hostile relationship between Makassar and the VOC, following the VOC’s decision to vacate the trading post 18 months
earlier, I witnessed the massacre of 16 of our crew by the local ruler. Two English ships assisted us and provided provisions and protection, although a subsequent Dutch inquest into the matter concluded that they were actually to blame for the casualties. The English were kind enough to escort us from Makassar to the Banda Islands on 24 December. We passed Botton Island (now Pulau Buton) in Sulawesi on Christmas Day, and four days later we entered the waters of the Maluku Islands, sailing by Borro Island, we travelled south of Ambon on 30 December, and we arrived in the Banda Islands shortly thereafter. Of the 200 men on board Eendracht at Texel only about 140 made it to Southeast Asia — 29 deserted at Texel, 14 perished of scurvy along the West African coast, and 16 were killed at Makassar.

**In Indonesian waters**

After our late arrival and misfortune in Indonesian waters, I stayed on as Eendracht's skipper. My recall is sketchy and the records are silent, but I must have sailed to Bantam next, possibly via Ambon. I then made a round trip to Ambon from Bantam. In Indonesian waters, Eendracht carried a variety of cargoes, including money, cloth, cloves, spelter (a mixture of lead and tin), and passengers as well. I remember there were two women who sailed with us from Bantam to Ambon, and a Portuguese prisoner who managed to escape. In September 1617, we arrived in Bantam from Ambon with a cargo of cloves weighing 900 bhaar (about 222 metric tonnes). Dangerously overloaded, Eendracht barely made it into harbour.
Home to the Netherlands

It was from Bantam, on 17 December 1617, that I commenced the journey back home on Eendracht. My crew and I arrived in Zeeland ten months later on 16 October 1618. From there I returned to Amsterdam. Home at last, I visited the notary office of Jacob Meerhout on 31 December to sign an affidavit confirming the paralysis of Claes Ellerts, quartermaster of VOC ship Dolfijn, after an accidental fall in ‘Kasteel Amboina’ in Ambon, the Moluccas. In September of the following year, I entered the service of Jacques Nicquet and Elias Trip, for whom I set sail to the Adriatic Sea with my newly acquired ship Gelukkige Leeuw. There, I aided in the defence of Venice against Hapsburg, Spanish and Uscocks attacks. It was to be my final adventure, as I died two years later.

Accidentally on purpose?

Before I end my story, I will share one more thing with you and you can decide for yourself whether my late arrival in Southeast Asia was by accident or design. This was a matter of great contention and dispute at the time, and since. When I was in Ambon in May 1617, the Governor of Ambon, Steven van der Hagen wrote up my account in a formal letter on 26 May. I had told him how we sailed Eendracht into the Flores Sea in December and meant to take the ‘inside’ route to Bantam (via the island archipelago along the northern coasts of Sumbawa, Bali and Java rather than through the open sea south of the island). Failing to make headway against the adverse monsoon
winds, we decided to go to Makassar instead to take on fresh water and load up a cargo of rice — I was assuming, of course, that the VOC still had an official presence there, having heard nothing to the contrary — and thenceforth deliver this cargo at the Maluku Islands. So, I certainly had steered a different course and changed Eendracht’s destination. Furthermore, in the interest of full disclosure, I suppose it is important to note that the other ships from my fleet had all arrived at their intended destinations of Bantam. In fact, by the time Eendracht happened upon the South Land’s western coast, De Carpentier and the crew of Trouw had already arrived at Bantam.

My venturing in the waters of the Great South Land and our subsequent delayed appearance in Southeast Asia are often referred to as ‘accidental.’ The VOC Council of the Indies was a bit disgruntled with my decision to go to Makassar and even more so with our delayed arrival. The latter had serious financial implications for the availability and distribution of much-needed funds — our ship carried much of the money needed to underwrite the VOC’s 1617 trade in Southeast Asia. On 22 August 1617, Director-General Jan Pieterszoon Coen sent a letter to the Netherlands from his seat in Bantam, in which he specifically states: ‘…it is said that the skipper of Eendracht deliberately planned it, and it did not happen accidentally.’ Yes, there was much gossip and conjecturing at the time, with people suggesting that my encounter with the South Land had been anything but accidental. You may choose to believe what you want, but I remain firm in the account that I gave to Steven van der Hagen.
Assuredly, I had the curiosity and enough yearning for exploration to purposely sail beyond the Brouwer Route. There had been a good deal of talk in Amsterdam about the hypothetical South Land in the years before I set sail with Eendracht. And, later, people surmised that I may have known Jacob le Maire who set sail on 14 June 1615 as the commander of two ships belonging to the newly-founded Australische Compagnie, or Southern Company. Like me, Jacob was born in Amsterdam around 1583. His father, Isaäc le Maire, was one of the wealthy immigrant merchants who established this trading company ostensibly to find and trade with Terra Australis.

The only journey undertaken for the Australische Compagnie commenced on 14 June 1615 when two ships — one also named Eendracht (360 tonnes) and the other called Hoorn (110 tonnes) — set sail from Texel. The crews of the ships were secretly instructed to find the western route to Southeast Asia. Hoorn caught fire and was destroyed in Port Desire [modern-day Puerto Deseado, Argentina] on 19 December 1615, when its crew was careening the vessel. The combined crews from both ships continued their journey on Eendracht, successfully navigating Cape Horn. They arrived in Ternate, one of the Maluku Islands, on 27 September 1616. In the meantime, our ship Eendracht was still five weeks away from the western waters off the South Land. By the time we arrived in Southeast Asia, the VOC had learned of the Australische Compagnie’s true intent to trade in the East Indies and so confiscated Le Maire’s Eendracht. In my case, while sailing through the uncharted waters beyond the Roaring Forties and
along this vast land mass in the south, I was probably quicker than others in realising we had, in fact, encountered the Great South Land. I may have given into the urge to explore this coastline in more detail while sailing north. Alternatively, I may have even decided to meet up with the *Australische Compagnie* fleet in the Moluccas to provide them with intelligence on the place they had planned to find and trade with.

Luckily for me, Coen and other VOC officials could neither substantiate nor confirm any of the gossip about my movements and intentions. Ultimately, they could only conclude that my encounter with the South Land and my late arrival were ‘entirely accidental’.

Apart from my delayed arrival, the change of our final destination from Bantam to the Makassar, and the escape of the aforementioned Portuguese prisoner, it would have been hard to find fault with me as I was an exemplary skipper. In the year that I was active in the intra-Asiatic trade, I hauled large, diverse cargoes around the region and my administration was known to be in tip-top order. With this in mind, I will leave my story here and let you decide whether I purposely diverted from my itinerary or was prevented from making my way to Bantam by the seasonal monsoon winds. As they say, a good maritime mystery is always a joy.
HARTOG’S SHIP  
EENDRACHT  

GRAEME HENDERSON

Due to the efforts of historians, replica ship builders and voyage re-enactments, the 1606 ship *Duyfken* is arguably better known within the Australian community than its master, Willem Jansz. *Eendracht*, however, the other particularly significant Dutch discovery ship, is not so well known as its master. Dirk Hartog’s creative use of a serving plate to mark his encounter with the west coast of *Terra Australis Incognita* has focused community interest on his tableware rather than his vehicle of discovery. The background of *Eendracht* — why and how it was built, what it was used for, the circumstances of its loss and its remains — is, however, an important element of the story.

Four merchant ships left North Holland in 1595, on a 15,000 nautical mile (28,000 km) voyage to the island of Java, Indonesia, starting the Dutch-Asiatic spice trade. Their success led to the formation in 1602 of the Dutch *Verenigde Oostindische Compagnie* (VOC), a charter company with the objective of making profit in the trade both with and in Asia.

For the unfamiliar long-distance voyages to Asia, the Dutch had to design and construct a different kind of ship specifically for the trade. The Company fitted out its own shipyards to construct these
large ships, known as East Indiamen. They were heavily built of oak and were intended to last for six or more round trips to the East Indies. They were not built for speed. Instead, they were designed with fullness in their hull shape to carry large cargoes, ship’s equipment, and food and water. They had continuous upper and lower decks, making them suitable for carrying passengers, and wide, square sterns providing accommodation for Company officials and ship’s officers. In the East Indies these well-armed ships constituted the Company’s naval force and were strong enough to defeat enemy ships.

The Amsterdam shipyard of the Company built 16 ships in the 500–800 tonne range between the years 1610 and 1619. The 700-tonne East Indiaman *Eendracht* was built at the Amsterdam shipyard in 1615, one of its larger ships. The Company’s construction charter required that such vessels be around 150 Amsterdam feet (42.5 m) in length, 33 feet (9.3 m) in beam, and have a depth of hold of 13 feet (3.7 m). They had two decks with a height of 5½ feet (1.6 m) between them and a quarterdeck 6¾ feet (1.9 m) above the upper deck.

Dirk Hartog was appointed as skipper of the *Eendracht* and instructed to sail to Bantam, the Company’s headquarters in Java, as quickly as possible. The vessel carried ten money chests containing 80,000 Spanish reales (coins also known as pieces of eight) for purchasing cargo. For defence or aggression it was armed with 32 cannon.
After its historic voyage to the Indies with Hartog, *Eendracht* set sail from Texel on 13 May 1619 for a second voyage to the East Indies with 250 men under a new skipper, reaching Batavia on 22 March 1620. The vessel remained there for two years and was active in the intra-Asiatic trade. It was mostly smaller ships and older East Indiamen, not considered seaworthy for the return voyage, which remained in Asia. *Eendracht* was not old, so the Company probably intended to send it home. It was wrecked on the west coast of Ambon on 13 May 1622.
THE HARTOG PLATE:
FROM EVERYDAY DINNER WARE TO PRICELESS CULTURAL HERITAGE

AB HOVING

The west coast of Australia is more than 4,000 km long and had sporadic shipping traffic in the days of the Verenigde Oostindische Compagnie (VOC). What are the chances then that two ships would anchor at the same spot within a timespan of a hundred years? Immensely small, you might think. But, reality is different. If a coastline, like that of Western Australia, is practically inaccessible and marked by high rocky cliffs, then the number of safe anchorages is limited and ships that are in search of a safe haven or a place to go on land will more than likely arrive in the same locations.

And so it happened that 81 years after Hartog’s visit, other Dutch ships came to anchor in Shark Bay in 1697, at a place sheltered from the long swells of the Indian Ocean. The skipper was Willem de Vlamingh (1640–post 1698) from the island of Vlieland. He was 57 years old at that time, an experienced seaman, tried and tested in whaling. In fact, a fleet of three ships dropped anchor in Shark Bay: the VOC yacht Geelvink, commanded by De Vlamingh, the
vessel Nyptang and the galliot Wezeltje, skippered by De Vlamingh’s son Cornelis. The yacht was a three-masted ship measuring 31.6 m in length. By contrast, Nyptang and Wezeltje were much smaller; the latter no more than 20 m in length and single-masted. These vessels were not on their way to Southeast Asia, like Hartog’s Eendracht. Rather, the fleet was an expedition sent by the VOC in Amsterdam to chart the coast line and search for clues related to the disappearance of the large Dutch East India ship Ridderschap van Holland — it had vanished without a trace two years prior and the VOC feared it had met a similar fate to that of the 1629 ship Batavia; wrecked on the fatal coast of Western Australia. The ship carried a large amount of money and this undoubtedly was the reason for the VOC’s board of directors to investigate if any of it could be salvaged. In addition, De Vlamingh had been instructed to explore and chart a significant part of the coastline of the South Land, and the Amsterdam mayor and chairman of the VOC’s board Nicolaes Witsen (1641–1717) had assigned him to collect specimens of unidentified life forms for his cabinet of curiosities. The expedition failed to find any trace of the missing ship, but De Vlamingh did find the pewter plate left by Hartog in Shark Bay which, in the intervening years, had fallen from the wooden post and was lying on the rock. De Vlaming was dumbfounded by this find though, and immediately recognised it as an item of great historic significance. He therefore decided to take it with him as a cultural heritage relic for his patrons. Moreover, he
had the plate replaced by a new one, on which he had his own details inscribed after the original text:

1697 DEN 4 FEBREVARY IS HIER AEN GEKOMEN HET SCHIP DE GEELVINCK VOOR AMSTERDAM DEN COMANDER ENT SCHIP PER WILLEM DE VLAMINGH VAN VLIELANDT ADSISTENT JOAN NES BREMER VAN COPPENHAGEN OPPERSTVIERMAN MICHIL BLOEM VANT STICHT BREMEN DE HOECKER DE NYPTANGH SCHIPPER GERRIT COLAART VAN AMSTERDAM ADSIST THEO DORIS HEIRMANS VAN DITO OPPERSTIERMAN GER RIT GERRITSEN VAN BREMEN T GALJOOT HET WEESELIE GESAGH HEBBER CORNELIS DE VLAMINGH VAN VLIELANDT STVIERMAN COERT GERRITSEN VAN BREMEN EN VAN HIER GEZEYLT MET ONSE VLOT DEN VOORTS HET ZUYDLANDT VERDER TE ONDERSOECKEN EN GEDIS TINEERT VOOR BATAVIA #12 AVOC

[Translated]: 1697 4 February is arrived here the ship Yellow Finch for Amsterdam, [with] commander and skipper Willem de Vlamingh of Vlieland[,] assistant Joannes Bremer of Copenhagen[,] first steersman Michiel Bloem of the Bishopric of Bremen[,] the hooker Pincers [, with] skipper Gerrit Colaart of Amsterdam, assistant Theo Doris Heirmans of ditto[,] first steersman Gerrit Gerritsen of Bremen, the galliot Little Weasel [, with] commander Cornelis De Vlamingh of Vlieland [and] steersman Coert Gerritsen of Bremen, and sailed from here with our fleet to further explore the South Land and destined [to sail] for Batavia. #12 [=the reference number on the 1697 map of Dirk Hartog Island indicating the plate’s location], AVOC.
This plate was eventually recovered in 1818 by explorer Louis de Freycinet (1797–1842), who took it to France. De Freycinet circumnavigated the world with the ship *Uranie* on a scientific expedition, and anchored just like Hartog and De Vlamingh did before him at the north-western tip of Dirk Hartog Island. During an earlier exploration in 1800, he had charted sections of the Australian
South Land as discovered by Willem de Vlamingh showing the location of where his expedition found the Hartog Inscription Plate [detail — top] (*Alhier een tinnen schootel gevonden* — found a pewter plate here).  
Coastal profile of the northern end of Dirk Hartog Island as observed during Willem de Vlamingh’s expedition. On the right, the location is marked where the expedition members found the Hartog Inscription Plate (Een d’tinnen schootel gevonden — found a pewter plate).


coastline, in particular in the south and southwest of the continent. In 1947, De Vlamingh’s plate was gifted by the French Government to Australia, where it has remained ever since in the Western Australian Museum’s Shipwreck Galleries in Fremantle.

The Hartog Plate went missing almost immediately after its return to the Dutch republic and remained lost for more than a century. Maybe it was in the VOC’s archive or someone had taken it just for fun.
The land of Eendracht, discovered anno 1616
['t Land van d'Eendracht, ontdekt Ao 1616] [map detail].
Orientation: North is left. Cartographer: Hessel Gerritszoon, 1627.
National Archives of the Netherlands, 4.VEL, inventory number 502.
When it reappeared in the early 19th century, it was accessioned into the collection of the Royal Cabinet of Rarities in the Mauritshuis in The Hague. In 1883, the entire historical collection of this institution was transferred to the new Rijksmuseum (National Museum) in Amsterdam. Here, the Hartog Plate finally achieved the place it deserved in the Department of History: as a key relic of early 17th-century expansion and as proof of our extraordinary and experienced Dutch seamen, who sailed around the world in humble wooden ships, managed to claim territories on the other side of the world, and also charted much of the western coast line of the hypothetical South Land.

The plate, in which square nail holes are still visible, measures 36.5 cm in diameter and 3 mm in thickness — nearly two-thirds is simply corrosion, underneath which only 1 mm of its thickness still contains the original pewter metal. Some pieces of the inscribed letters have fallen out and disappeared. But, in the Rijksmuseum the plate is cherished as though made of gold, and cared for in an attempt to safeguard it for eternity.
In December 1610 Hendrick Brouwer was sent with two ships to see if he could chart a better route to Bantam by making use of the steady westerly winds, known as the Roaring Forties, between latitudes 35° and 45° south. He sailed due east until he believed himself to be on the longitude of Sunda Strait, then turned north, reaching the strait and Bantam in just two-and-a-half months. In 1616, Pieter de Carpentier, the most senior official in Eendracht’s fleet, sailing in Trouw, was asked to explore the new southern route, and he subsequently reported, ‘if we had to sail a hundred times to the Indies we should use no other route than this’.

The Dutch routes to the East Indies during the 16th and 17th centuries.
This so-called Brouwer Route was officially endorsed in 1617, when the Dutch *Verenigde Oostindische Compagnie* (VOC) made it the preferred itinerary for its East Indiamen. The VOC's 1617 sailing instructions specifically state: 'And all ships will, after having taken refreshments at the Cape de Bona Esperance or Tafelbay, put their course east in the latitude 35, 36, 40 to 44 degrees South, so that they will find the best westerly winds, also because these winds blow not always at the latitude of 35 or 36 but often more southerly, they should be looked for there [Article 12].' The instructions continue: 'Having found the westerly winds, the ships shall keep an easterly course at least for 1,000 miles before they move upwards or make their course northerly [Article 13].'

With the Roaring Forties astern, VOC ships thus followed this nautical highway for approximately 1,000 miles before turning northward with the Southeast Trade Winds, which carried them directly into the Strait of Sunda. This route provided the shortest distance to the East Indies, expediting the sailing time by several months and allowing the ships to circumvent Portuguese territory in Asia.

It is uncertain, however, whether Dutch navigators would have used the old German mile of 3,152 Amsterdam fathoms (c. 5,358 m) or the new Snellius mile (c. 7,158 m). Ships sailing 1,000 miles in 35°S or in 44°S would end up in considerably different longitudes, their exact distance depending on the mileage system used. In addition to the varying strength of the winds and inability to calculate longitude, miscalculations often caused ships to miss the designated point to turn north. Hartog could have simply sailed too far south before running with the Roaring Forties and passed the right longitude, leading to *Eendracht*'s arrival on the shores of the Great South Land.
The plate that Hartog's crew left behind provides tangible archaeological evidence of European arrival on the western coast of Australia. VOC ships were typically manned by a skipper and senior merchant. Hartog, as skipper, was responsible for all nautical aspects of the journey (navigation, sailing, rigging and manning the crew). Mibais, as senior merchant, was accountable for the profitability of the voyage. The senior merchant, however, ultimately outranked the skipper in decision-making. Yet, in this case it is the skipper who is credited with the discovery as the VOC named the island after Hartog.

While travelling across the world's oceans, Dutch and other European seafarers often left formal inscriptions to mark their presence on distant shores, either in the form of landmarks to assert their nation's claim to the land or as postal stones to convey messages and intelligence to other ships. The text on the plate left on Dirk Hartog Island by Eendracht's crew did not make any claim to the discovered land. It simply confirmed their arrival and departure on new land and served as proof that they had visited Shark Bay. The text is similar to
Dutch inscriptions found elsewhere on postal stones, tablets and trees. They are visual reminders of the earliest Dutch voyages in the Indian Ocean. In the absence of a suitable stone to inscribe, Dutch seafarers would nail wooden tablets on trees; inscribe directly into trees; or, as in this case, use a pewter plate to leave a message. Such communications provided a short account of the ship’s voyage in case its crew were unable to return home and report on the journey themselves. Sometimes, paper letters were deposited beneath the stone or in the immediate vicinity.

Like Hartog, other Dutch seafarers are known to have left so-called postal inscriptions along the Australian coast. For example, the seamen on Jan Carstenszoon’s expedition of 1623 erected a wooden tablet somewhere in the south-eastern corner of the Gulf of Carpentaria. In January 1623, Carstenszoon set sail with the ships Pera and Arnem from Ambon Island in the Moluccas to explore the South Land. The ship’s journal provides the earliest European description of any part of Australia. Carstenszoon reached a river on 24 April that he named Staten River, after the States-General of the United Provinces of the

On the beach close to the river we found, beneath a large stone, inside a cylindrical container, two letters, one written on the yacht Hart, en route to Bantam, and the other on the ship Mauritius, en route to patria [home], and in order not to repeat what their men have written we have enclosed copies of these letters here.

Dirk Hartog and Gilles Mibais
Cape of Good Hope, South Africa, August 1616.
Netherlands. In the ship’s journal, he states:

… since by resolution it has been determined to begin the return-voyage at this point, we have, in default of stone caused a wooden tablet to be nailed to a tree, the said tablet having the following words carved into it: “Anno 1623 den 24n April sijn hier aen gecomen twee jachten wegen de Hooge Mogende Heeren Staten Gen.” [AD 1623, on 24 April, there arrived here two yachts dispatched by their High Mightinesses the States-General].

Some have suggested that the tablet was erected in the vicinity of what is now known as the Gilbert River and not the present-day Staaten River, which runs slightly to the north. The wooden inscription by Carstenszoon’s crew no longer exists. Not only was it placed on inhabited land, but the natural environment, especially the moist climate and white ants, would have been detrimental to the preservation of wooden artefacts. The message left behind by Hartog’s crew only survived because it was inscribed on a material better able to withstand the natural environment. Also, it was erected on an uninhabited island. Thus, when Dutch seaman Willem de Vlamingh and his crew found the inscription plate on Dirk Hartog Island in 1697, it reinforced the importance of Hartog’s encounter and firmly endorsed his legacy.
THE HARTOG PLATE: A CONSERVATION PERSPECTIVE

TAMAR DAVIDOWITZ

While undeniably extraordinary, the exact circumstances surrounding the placement of the Hartog Plate in 1616 and its recovery may never be fully understood. Archives and contemporary accounts have offered us some valuable insights, but the story we can truly rely on is the one told by the object itself. Material research has been carried out on the Plate in the past, but undoubtedly there is more to discover, perhaps with analytical techniques and methods that have yet to be developed. It is therefore of the utmost importance that the Hartog Plate is preserved in the most complete and unadulterated condition possible, and that it remains legible and accessible for future generations as an exceptional historical document. To this end, experts within the Rijksmuseum have decided to remove all unoriginal materials from the Plate and to preserve and present it in its authentic state.

The Hartog Plate suffers from a complex combination of conservation issues, some intrinsic to the material, others due to environmental conditions, or brought on by past restorations. It is remarkable that the Plate is not in a far worse condition, and that its famous inscription is still so clearly visible. It has been exposed to
some of the worst conditions a metal object could be subjected to: decades of exposure to salt air and extreme variations in humidity, as well as the physical strain of strong winds and an unstable installation. The fact that the Plate was hammered flat before its placement, and a deep inscription chiselled into its surface, means that the material’s crystal structure was under significant stress, rendering it much more susceptible to corrosion. Severe cracking and the formation of brittle oxide layers on the surface are direct consequences of these conditions.

The Hartog Plate has always been presented as a whole, undoubtedly to maintain the readability of the inscription and the impression of a robust and resilient object. However, it actually consists of various fragments ranging significantly in size and shape. While its condition may have deteriorated since the late 17th century when De Vlamingh recovered it, it is clear from the oxide layers on the edges and surface that the Plate has been fragmented for quite some time. Photographs going back to the late 19th century and radiographs from the 1950s confirm this. Past restorations have aimed to create a more uniform surface and conceal the Plate’s fragmented state. The decision to remove these restorations and commit to a different approach was not taken lightly, but was necessary for several important reasons.

The first priority is the preservation of the plate. The adhesives used in the past to join the fragments have resulted in significant structural stress and additional issues including the formation of cracks and local surface damage. This is especially the case when the plate is handled or transported, as the joins cannot carry the weight of the
adjacent fragments. As most of the fragment edges follow the letters themselves, this leads to the risk of further loss of the inscription. While today’s conservation materials are extremely stable, durable and reversible, they also have a limited lifespan, and the application and eventual removal of these materials would require continuous invasive treatment.

Another very important consideration is the honest presentation of the Plate. Its true value is not an aesthetic one, but historical and educational. The Plate’s condition is inextricably bound to its provenance, both before and after its placement and retrieval. To conceal the damage it has suffered would be to conceal its true history. However, considering the significance of the inscription, it is vital that the Plate remains readable as a whole. To achieve this, 3D scans will be made of the various fragments, which will then be digitally reconstructed. This digital reconstruction can then be used to produce a single fitted base for the Plate fragments, ensuring that their weight is fully supported and that they are optimally situated in relation to each other and the overall shape.

Visualisation technologies currently being developed allow us to comprehensively document the object as it is now, and highlight its history. Ultimately, this will provide future generations with not only a fundamental understanding of the Hartog Plate, but also of the complexities regarding the preservation of such a fragile object, and the substantial challenges that accompany the responsible safeguarding of our invaluable cultural heritage.
PLEASE BRING A PLATE!
MIKE LEFROY

When Dirk Hartog and his ship *Eendracht* ended up on the coast of Western Australia, he started a long-standing tradition. He arrived with a plate. It was many years, however, before his actions became embedded into the Australian cultural landscape.

The instruction ‘please bring a plate’ to social gatherings was first recorded in Australia in the 1920s. And during the post-war migration periods, many stories describe how newcomers were somewhat confused by these words, not realising that behind the simple phrase lay a request to bring food to share. For the new arrivals, not being fluent in the English language was enough of a struggle without the added complication of slang words and short-cut phrases where a word or two hid another meaning.

In the late 1950s at a church garden party, I first came across this language barrier between English speakers from Britain and Australia. I remember an elegantly dressed lady — a recent arrival from overseas, like Dirk Hartog — who strode up to one of the organisers and said in her clipped British accent, ‘I see on the invitation it says to bring a plate’, to which she added, ‘just in case you are short I have brought you two’. And with that a couple of china plates changed hands. I recall
a fleeting look of embarrassment on the face of the organiser, but I thought little of it. I was only ten after all.

It was some time later, when revisiting the scene in my mind, that I realised the simple invitation to ‘bring a plate’ if taken at face value could lead to a series of very unsatisfactory social gatherings.

Recently my sister reminded me of our local vicar’s approach to this dilemma when we were growing up. During the public announcements at the end of a service he would do his bit for cultural awareness in the following way. ‘May I remind you that next Sunday is Harvest Festival and I would ask everyone coming to please bring a plate — with something on it.’ The dramatic pause between ‘plate’ and ‘something on it’, together with the strong emphasis on the last phrase were the clues for new arrivals not used to second guessing the standard Australian footnote to invitations — Ladies, please bring a plate.

Although he arrived with an empty plate, Dirk Hartog sailed away leaving something on it — an introduction to his ship and crew inscribed on the surface. And while his visit began the ‘bring a plate’ tradition he also started a new form of social media — he left the first text message between Europe and the continent we now call Australia.
Dutch place names feature prominently on the modern map of Australia, especially along the continent’s west coast: Schouten Island, Dirk Hartog Island, Rottnest Island and Cape Leeuwin. How did they come to designate geographic features on the other side of the world?

Dirk Hartog’s expedition was the first to chart the north-west coast of the continent. His exploration of its coastline and offshore islands led to the continent being named ‘new’ *Eendrachtsland* (The Land of Eendracht), after Hartog’s ship. The name Eendrachtsland appears in writing as early as 1619, in a small clerical annotation on a copy of a letter sent by Willem Janszoon in Bantam to the VOC in Amsterdam. The original letter is dated 6 October 1618, and the note would have been made when the letter was entered into the VOC’s archives upon receipt from the Indies. This note is the first evidence that officials in the Netherlands were aware of the newly found land.

Eendrachtsland penned in as a side note to the copy of a letter written by Willem Janszoon in Bantam on 6 October 1618. Upon receipt in the Netherlands, a VOC clerk penned the word Eendrachtsland on the side.

NA, Verenigde Oostindische Compagnie, reference code 1.04.02, item number 1068 (Copie en originele missiven van Willem Janszoon aan de camer Amsterdam in datis 28 Maert 1618 (reede van Cabo Verde) en 6 October 1618 (te Bantam), folio 358.
Hartog’s journal and notes were used by Hessel Gerritszoon, one of the greatest map makers of his time, when he commenced the oldest known map of Australia’s western coast, quite literally putting Australia ‘on the map’. Skippers sailing for the VOC were required to keep extensive journals and notes, which they handed over to the authorities upon arrival. From these classified records, employees of the company’s special unit extracted useful data for charts and pilots.

Thanks to these notes and simple drawings Gerritsz had sufficient information to draw the west coast of Australia on his map. The *Caert van ’t Landt van d’Eendracht* (Map of the Land of Eendracht) that he completed in 1627 details the contours of the continent's western littoral as known at that moment. It features an outline of Cape Leeuwin, Dirk Hartog Island, the Houtmansriffen and an island named after VOC ship *Tortelduif* (Turtle Dove). All of these names refer to VOC expeditions or encounters of VOC ships with the Australian coastline after 1616.

The last great VOC-organised expedition to the Southern Land was led by Willem de Vlamingh from May 1696 to March 1697. His crew found the Hartog plate as previously mentioned. De Vlamingh’s expedition was important geographically, as it resulted in a clear and detailed map of the western coast of Australia.
NOTES FROM THE EDITOR

HISTORIC EVIDENCE OF HARTOG’S ARRIVAL IN AUSTRALIA

The ship logs that would have detailed Eendracht’s voyage to Southeast Asia and its intra-Asiatic movements are not in the archives of the VOC in the Netherlands National Archives, nor are the ship’s crew manifests. They undoubtedly existed. Director-General Coen even commended the Eendracht 1616 manifests in his correspondence to the VOC’s board of directors. He considered them in ‘perfect’ order.45

Eendracht’s journal, crew manifests and other notes certainly made it back to the Netherlands. Skippers sailing for the VOC were required to keep extensive journals and notes, which they handed over to the authorities upon arrival. From these classified records, employees of the company’s special unit extracted useful data for charts and pilots. Hartog’s ship journal and notes were used, for example, to create the aforementioned first chart of the west coast of Australia.

Historic information about the 1616 journey of Eendracht to Southeast Asia mainly comes from four letters written variously by Dirk Hartog, senior merchant Gilles Mibais, and junior merchant Joannes Steijns, and part of a ship’s log by Steijns detailing events...
from 10 to 30 December 1616. These letters and the log are all part of the collection of the VOC archives. Director-General Coen’s correspondence and papers also discuss and detail Hartog’s arrival and subsequent movements in Southeast Asia.

**EXPLORING THE WEST COAST**

Hartog’s three-day exploration of the west coast led to further exploration of the west and south coasts of the South Land for the creation of accurate nautical charts and instructions. The VOC dispatched several expeditions to the region in the years after 1616. Navigational knowledge of this perilous coast was of paramount interest to the VOC, since so many of its ships would pass this vast continent when sailing between the Cape of Good Hope and Southeast Asia. The company ordered the commanders of these exploration fleets to attempt contact with the Indigenous inhabitants of the South Land and to explore and evaluate the resources of the region.
PEWTER PLATES OR CUTTING BOARDS

Both the Hartog and De Vlamingh Plates were originally serving plates used on the dining table in the grand cabin, located in the stern of VOC ships, where the higher officials enjoyed their meals. With diameters of about 36.5cm, these plates certainly were no ordinary dinner plates. The crew used them as cutting boards to pre-cut solid foods — meat, especially — and then as serving trays to put foodstuffs on the table. Originally wooden, these large plates were important Dutch household items from the 12th century onwards. In the 16th and 17th century, they were more commonly made of pewter and were best-known as Spanish teljoren (singular: teljoor).

From the moment Willem de Vlamingh’s crew found the Hartog plate and replaced it with their own teljoor, the inscribed flattened table plates entered written records as commemorative or memorial plates — symbols of Dutch exploration and seafaring activity, and important items of cultural heritage.

Spanish teljoor or pewter plate from an early 17th-century cargo ship wrecked in eastern Flevoland, Netherlands (the B71 shipwreck). Rijksdienst voor het Cultureel Erfgoed, afdeling Scheepsarcheologie, Lelystad, O871-305-13.
ACKNOWLEDGEMENTS

The Embassy of the Kingdom of the Netherlands and Wendy van Duivenvoorde, would like to express sincere thanks and appreciation to the following persons and organisations who offered assistance in many ways. Without their help, this booklet would not have been possible.

Susan Arthure
Colin Barnett
Alec Coles
Tamar Davidowitz
Martine Gosselink
Jeremy Green
Susan Green
Gijs van der Ham
Graeme Henderson
Ab Hoving
René Janssen
Adriaan de Jong
Johan van Langen
Mike Lefroy
Michael McCarthy
Nationaal Archief (National Archives, Netherlands)
Ruud Paesi
Alistair Paterson
Nonja Peters
Phillip Playford
Mark Polzer
Jacqueline Reeuwijk
Peter Reijnders
Vicki Richards
Rijksmuseum (National Museum, Netherlands)
Stadsarchief Amsterdam (Amsterdam City Archives, Netherlands)
Corioli Souter
Dirk J. Tang
Western Australian Museum
and many others.
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WENDY VAN DUIVENVOORDE

Native to Amsterdam, Dr Wendy van Duivenvoorde is senior lecturer in maritime archaeology at Flinders University. From 2006 to 2011, she worked as a curator in the Department of Maritime Archaeology at the Western Australian Museum. Wendy’s research primarily focuses on legacy data from early shipwreck excavations, Dutch material culture from the 16th to 18th centuries, and the archaeological remains of Western Australia’s Dutch East Indiamen ships and their associated survivor camp sites.

TAMAR DAVIDOWITZ

After completing her undergraduate degrees at Leiden University and the Royal Art Academy in The Hague in Art History and Graphic Art, Tamar earned her Master and post-graduate degrees in Metals Conservation at the University of Amsterdam (UvA). She is currently a Metals Conservator at the Rijksmuseum as well as a Lecturer and Coordinator of the Metals Conservation Program at the UvA. Her areas of expertise include the analysis and conservation of complex [composite] precious metal objects, archaeological artefacts, enamels, and [technical] art historical research.

GRAEME HENDERSON

In 1963 Graeme Henderson made the first discovery of a 17th-century shipwreck (Vergulde Draeck, 1656) in Australian waters. He worked at the WA Museum as a maritime archaeologist for 22 years.
before becoming the first director of the Maritime Museum in 1992. He arranged a partnership with the Duyfken Replica Foundation for the reconstruction of the ship at the Museum. Now retired, he chairs the not-for-profit Wreck Check, Inc.

**AB HOVING**

Ab Hoving is the former senior restorer of the Navy Collection in the Department of Restoration and Conservation at the Rijksmuseum in Amsterdam. An internationally recognised expert in the fields of nautical archaeology and history, he is best known for his detailed and cutting-edge research into Dutch shipbuilding methods.

**MIKE LEFROY**

Mike Lefroy is a fifth-generation Western Australian. He taught in local high schools before joining the HM Bark *Endeavour* Project in Fremantle in 1988. From 1992 to 2007 he was Head of Education at the Western Australian Museum in Fremantle. Mike combines his passion for history and education with public outreach projects, particular related to his hometown of Fremantle, and writing for children.

**JACQUELINE REEUWIJK**

Jacqueline Reeuwijk is an historian working for the National Archives of the Netherlands. She studied history at the University of Leiden and graduated Cum Laude with her study on the connection between tea and British national identity. Her research focuses on the relation between Australia and the Netherlands in the context of the Netherlands’ Shared Cultural Heritage Program.
National Archives (NA) of the Netherlands, The Hague, Archieven van de Verenigde Oostindische Compagnie, 1602–1795, reference code 1.04.02:

- item number 1058, folios 140–144;
- item number 1059, folios 328–329;
- item number 1062 (Journaal van Franco van der Meer van de kust van Choromandel, tot patria toe, 28 Februarij 1616 tot 25 Maert 1617), folio 8;
- item number 1064 (Log by Joannes Steijns), folios 172–176; and (Originele missive van Steven van der Haghen uijt Ambojna aen de camer Amsterdam in dato 26 Mei 1617), folios 196–197;
- item number 1068 (Copie en originele missiven van Willem Janszoon aen de camer Amsterdam in datis 28 Maert 1618 (reede van Cabo Verde) en 6 October 1618 (te Bantam), folio 358.

Stadsarchief Amsterdam, Gemeente Amsterdam, indexen (https://archief.amsterdam/indexen/index.nl.html):

- Doopregisters voor 1811;
- Ondertrouwregisters 1565–1811;
- Begraafregisters voor 1811;

Stadsarchief Amsterdam, Gemeente Amsterdam, Archief van de Notarissen ter Standplaats Amsterdam, access no. 5075 (https://archief.amsterdam/inventarissen/overzicht/5075.nl.html):

- inv. no. 8 (Jan Franssen Bruijningh);
- inv. no. 13, (Frederick van Banchem);
- inv. no. 11 (Jacob Meerhout).

Stadsarchief Amsterdam, Gemeente Amsterdam, Archief van de Schepenen: Register van schepenkennissen, access no. 5063 (https://archief.amsterdam/inventarissen/inventaris/5063.nl.html).


ENDNOTES

1 Marouk Uphoff, Dutch icrons: Tale of the Tulip, Holland Herald, May 2016, p. 34.
2 Stadsarchief Amsterdam, Doopregisters voor 1811, DTB 1, p. 166 (000000035085).
3 Stadsarchief Amsterdam, Ondertrouwregisters 1565–1811, DTB 412-476 (OTR00009000254).
4 Stadsarchief Amsterdam, Doopregisters voor 1811, DTB1:235 (000000033119).
5 Stadsarchief Amsterdam, Begraafregisters voor 1811, DTB 1053:347 (A041540000174).
6 Stadsarchief Amsterdam, Archief van de Notarissen, access no. 5075, inv. no. 13, no. 281-436 (A29276000445).
7 ibid., no. 281-436 (A29276000445).
8 Stadsarchief Amsterdam, Begraafregisters voor 1811, DTB 1053:347 (A041540000174).
9 ibid.
10 Stadsarchief Amsterdam, Archief van de Notarissen, 5075, inv. no. 13, no. 287-294.
11 The name Abel occurs three times in the Amsterdam baptismal registers and twice, which may indicate additional children that died in infancy or perhaps multiple entries.
12 Stadsarchief Amsterdam, Ondertrouwregisters 1565–1811, DTB 427-456, Doopregisters voor 1811, DTB 6:72, 161, and 227; Doopregisters voor 1811, DTB 40:298. Doopregisters voor 1811, DTB 41:70, 194, and 320.
13 Stadsarchief Amsterdam, Begraafregisters voor 1811, DTB 1053:880 and p. 89.
14 Stadsarchief Amsterdam, Archief van de Notarissen, access no. 5075, inv. no. 8, no. 127:78; no. 130:5–6 (A20106000010 and A20106000011).
15 ibid.
16 ibid.
18 Stadsarchief Amsterdam, Archief van de Notarissen, access no. 5075, inv. no. 8, no. 140:78–79 (A29257000086).
19 ibid.
21 NA, Vereenigde Oostindische Compagnie, 1.04.02, folio 196–197.
22 Stadsarchief Amsterdam, Begraafregisters voor 1811, DTB 1053:880 and p. 89.
23 ibid., no. 1059, folio 328–329.
27 ibid., p. 266.
28 J.P. Coen, Beschiden omtrent zijn bedrijf in Indië (vol. 1), pp. 256, 261, and 304.
29 ibid., pp. 256 and 258.
30 ibid., p. 249; NA, Vereenigde Oostindische Compagnie, 1.04.02, no. 1064, folio 196–197.
31 The ship Eendracht arrived in Bantam, northwest Java, Indonesia, sometime between January and March 1617. Letters dated to 4 and 17 April 1617 suggest that Eendracht had sailed from Bantam to Ambon. Director-General Coen in Bantam mentions that the ship was sent to Ambon (4 April), and sailed from ‘here’ (17 April). He also mentioned that Eendracht was expected to be battling prevailing easterly winds (monsoon winds that blow from November to March). On 16 May 1617, Eendracht is in Ambon, Makassar Islands, Indonesia, although it is unclear when it arrived and how long it stayed.
32 Coen, Beschiden omtrent zijn bedrijf in Indië (vol. 2), pp. 221 and 228. Ijzeren and Steijns, Het schip Eendracht voor Makassar in December 1616, p. 349.
33 J.P. Coen, Beschiden omtrent zijn bedrijf in Indië (vol. 2), pp. 221, 306, and 308.
34 i Bhaar or equalised 500 Amsterdam pounds. It was a local measure of capacity which approximately equalled 500 Amsterdam pounds of spices; but the weight was contingent on the specific spices and there were regional variations (on the Maluku Islands, for example, the Portuguese bahar was used, which corresponded to 550 Dutch pounds; and mention is made, for example, of the Malaccan bahar being 625 Amsterdam pounds and the Ambon bahar being 550 Amsterdam pounds). One Amsterdam or T royes pound weighed 0.494kg. See: M. Kooijmans and J. Schooneveld-Oosterling, VOC Glossarium: Verklaringen van termen, verzameld uit de Rijks Geschiedkundige Publicaties, die betrekking hebben op de Vereenigde Oost-Indische Compagnie, Instituut voor Nederlandsche Geschiedenis, The Hague, 2000: bahar and pond.
36 Stadsarchief Amsterdam, Archief van de Notarissen, access no. 5075, inv. no. 11, no. 254-488 (A29247000496 and A29247000497).
38 NA, Vereenigde Oostindische Compagnie, 1.04.02, no. 1064, folio 196–197.
42 G. Schilder, Australia Unveiled: The Share of the Dutch Navigators in the Discovery of Australia, Theatrum Orbis Terrarum Ltd., Amsterdam, 1976, p. 68; see also Kooijmans and Schoonoeweld-Oosterling, VOC Glossarium: mijl.
43 NA, Vereenigde Oostindische Compagnie, 1.04.02, no. 1068, folio 359.
44 J.P. Coen, Beschiden omtrent zijn bedrijf in Indië (vol. 1), pp. 261 and 516.
45 ibid., p. 268.
46 NA, Vereenigde Oostindische Compagnie, reference code 1.04.02, item number 1059, folio 328–29, and item number 1064-folios 172–176.
47 J.P. Coen, Beschiden omtrent zijn bedrijf in Indië (vol. 1 and 2).