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uyt de Journalen ende
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Bij Hessel Ger

Met Octroy van

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vereenighde Neder

Dirk Hartog 1616 - 2016

GUIDE TO TOURING THE SHIPWRECK
GALLERIES
Learning sequence 2

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GUIDE TO TOURING THE SHIPWRECK GALLERIES

If available it is recommended that you book into a tour of the Shipwreck Galleries with a Western Australian Museum Education Officer. The information provided here will help you plan a tour of the Shipwreck Galleries for your class, as outlined in Learning Sequence 2.

The table included here provides information on major European encounters with the Southland during the 1600s. The names in bold letters have stories which can be explored by your students in the Shipwreck Galleries.

Selected European encounters with Australia during 1600s (All are Dutch unless otherwise stated)

Year	Captain	Name of Ship	Reason for Journey	Result of journey
1605-1606	Willem Janszoon (Jansz)	<i>Duyfken</i>	Expedition directed by the VOC to explore New Guinea	Made landfall in New Guinea and northern Australia in the Gulf of Carpentaria - became the first recorded European to make landfall on Australia.
1606	Spanish citizen Luis Vaez de Torres	<i>San Pedrico</i>	To search for the Southland	Discovered that New Guinea was not part of the Southland by sailing between these two lands (Torres Strait). Charted the coast of New Guinea and claimed it for Spain.
1616	Dirk Hartog	<i>Eendracht</i>	Trading expedition to the Spice Islands	Made landfall on the west coast of Australia at Shark Bay and charted the coast to North West Cape.
1619	Frederick de Houtman	<i>Dordrecht and Amsterdam</i>	Trading expedition to the Spice Islands	Sighted Rottneest Island on the west coast of Australia. Charted the Abrolhos Islands.
1622	unknown	Dutch ship <i>Leeuwin</i>	Exploration of Southland to find trade opportunities on the request of the Heeren XVII	Charted the area around Cape Leeuwin up to King George Sound (Albany). The information was recorded on Hessel Gerritsz's 1627 map of New Holland.
1622	Englishman Captain John Brooke	<i>The Trial</i>	Trading expedition to Bantam in the Spice Islands	Shipwrecked near the Montebello Islands off the north-western coast of Australia. First English sighting of the WA coast.
1623	Jan Carstenszoon (Carstensz)	<i>Pera and Arnhem</i>	Exploration of New Guinea and northern Australia	Reached Cape York and the Gulf of Carpentaria, and attempted to explore further inland.
1627	Unknown	<i>The Galias, Utrecht and Texel</i>	Taking the Governor-General of the Dutch East Indies Jan Coen to <i>Batavia</i>	Ships damaged in a storm off WA led to demands for better charting of the west coast to ensure the safety of the VOC ships.
1627	Pieter Nuyts and Francois Thijssen	<i>Gulden Zeepaard (Zeepaert)</i>		Charted the islands off the Great Australian Bight.
1629	Adriaen Jacobszoon (Jacobsz) and Francois Pelsaert	<i>Batavia</i>	Trading and taking settlers to the Spice Islands	Shipwrecked on the Abrolhos Islands off the west coast of Australia. While Jacobz and Pelsaert returned to <i>Batavia</i> (Java) to organise a rescue ship, mutineers murdered around 125 of the survivors of the wreck.
1642	Abel Jansz Tasman	<i>Heemskerck and Zeehaan</i>	Lengthy journey to explore the Southland	Reached west coast of Tasmania - named van Diemen's Land.
1644	Abel Jansz Tasman	<i>Limmen, Zeemeeuw and Bracq</i>	Second exploration voyage led by Tasman	Explored the northern coast of Australia and the Gulf of Carpentaria.
1656	Commander Pieter Albertszoon (Albertsz)	<i>Vergulde Draeck</i>	Trading expedition to the Spice Islands	Wrecked near Cape Leschenault on the WA coast; seven survivors sailed the ship's boat to <i>Batavia</i> . The 68 survivors were left ashore and never seen again.

1658	Jacob Pieterszoon Pereboom	<i>Elburg</i>	Sent from <i>Batavia</i> to search for survivors of the <i>Vergulde Draeck</i>	Sailed from Cape Leschenault to Geographe Bay on the western coast of Australia.
1687	French commanded	<i>unknown</i>	Exploration	Reached Swan River on the west coast of Australia. A report by Nicolas Gedeon de Voutron urged the government to establish a settlement at the mouth of the river.
1688	Englishman Captain Read	<i>Cygnets</i>		William Dampier on board navigated the north-west shores of Australia. The ship was repaired at King Sound where they met Aboriginal people.
1696-1697	Willem de Vlamingh	<i>Geelvink, Nijptangh and Weseltje</i>	Sent in search of the missing VOC ship <i>Ridderschap van Holland</i> and to survey the Southland	Landed at Cottesloe Beach, explored the Swan River and Rottnest Island. Then charted the coast northwards to Shark Bay.
1699	Englishman William Dampier	<i>HMS Roebuck</i>	Exploration of New Holland	Sailed along the west coast from the Abrolhos Is to Broome and Dampier Archipelago, named Shark Bay and collected the first Australian plants to be scientifically recorded.

Adapted from National Museum of Australia “European Voyages to the Australian Continent”, 1600 -1650, 1650 -1699 and Jacob, T and Vellios, J (1987) *Southland. The Maritime Exploration of Australia*. Ministry of Education, Perth.

Suggested stages of a tour to support the study of Dirk Hartog.

1. Location 1 - Woodblock Gallery (First door to the left of the entry after the Museum Shop)

Reasons for Dutch trade and the range of goods traded

As you enter this gallery the large painting of the Dutch fleet “The return of the second expedition to the East Indies by Hendrik Cornelisz, 1599” can provide an opportunity to conduct a “See, Think, Wonder” exercise to discuss the type of ships and the excitement surrounding this voyage. A list of “Asiatic products” that were in high demand in the Netherlands by the end of the 1500s is provided on the wall: Spices, shells, objects in bottles and Asiatic birds are listed. Examples of these products are in the display case to the right of the painting.

A clear map of the Brouwer Route is also provided on the left wall. Students can be asked to discuss the benefits and problems associated with the new route adopted by Dutch captains heading to the Spice islands.

2. Location 2 - Move into the second room.

Maps and Maritime Technology during the 1600s

There are a range of maps along the walls of the second room which give evidence of how the Dutch extended world knowledge of Australia during the 1600s. Point out the Hessel Gerritsz map “Chart of the Malay Archipelago and the Dutch Discoveries of Australia” from 1618. Further information and a copy of this map can be found at the National Library of Australia website. You can access the map and print copies for your students by entering “nla map-rm750” into your search engine. Carefully study how much of Australia was known by 1663 from Dutch mapping in the Thevenot map “Hollandia Terre Australe”. A copy of this map can also be accessed through the National Library of Australia by entering “nla map RM689a-v” into your search engine.

The first display case provides artefacts which show navigational tools used during the 1600s. Note the features and use of the astrolabe and issues concerning calculating distance travelled and longitude.

3. Jansz and the *Duyfken* - Continue further into the second room

Sketches and extracts from sailor’s journals are provided near the model of the *Duyfken*. Encourage the students to identify the pirate and the now extinct dodo bird among the sketches on the wall. What other unusual sights could the sailors have seen during the voyages to the unknown Southland? Why would the VOC officials have sent the *Duyfken* on the voyage to the Southland? Discuss the historical significance of the *Duyfken*’s voyage? Note the features of the model of the ship - sails, size, sections of the ship, the shape and size of the hull. This ship was used by the Dutch for inter-island trade in Asia and was smaller than Hartog’s *retourschip*, *Eendracht*.

Some of the dimensions of both ships are provided here.

Name of ship	Weight of ship	Number of guns	Crew
<i>Duyfken</i>	50 - 110 tons	8	20
<i>Eendracht</i>	c700 tons	32	200

4. Location 3 The *Batavia* story: Part 1

To the right in the second room
What happened to the Dutch trading ship Batavia?

You can find out more about the East Indiaman *Batavia* in a short Screen Australia (NFSA) film “*Batavia Shipwreck Ruins*”. Type “National Treasures, *Batavia*” into your search engine to find the website.

There has been much information written about the infamous *Batavia* shipwreck, mutiny, murder of stranded survivors, recovery and retribution. The images provided on the wall in the *Batavia* section show the sequence of the events as well as information from Pelsaert’s journal. A short story telling session using the images on the wall could provide an outline of the shipwreck and subsequent developments. The story can be continued when you reach the ground floor *Batavia* room which displays a preserved and reconstructed section of the hull of *Batavia*, a model of the ship, armaments, a skeleton of one of *Batavia*’s victims and more artefacts. Further information on the fate of *Batavia* can be found at the Museum site provided here:

<http://museum.wa.gov.au/research/research-areas/maritime-archaeology/batavia-cape-inscription/batavia>

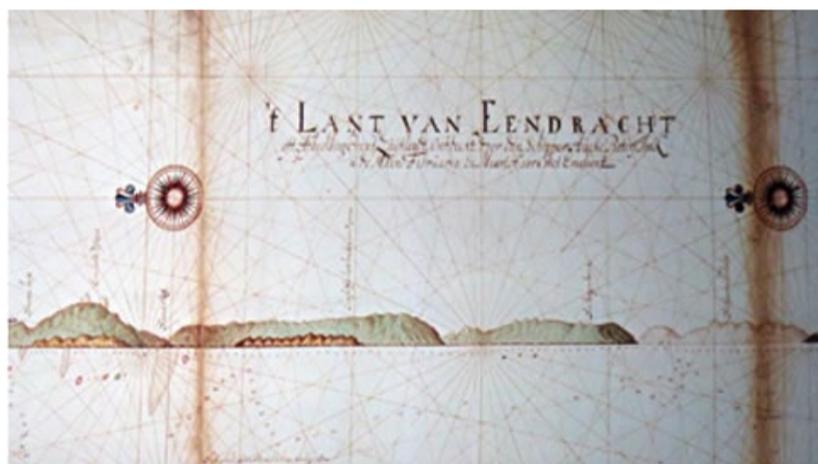
A shorter summary can be found at the ABC shipwrecks website

<http://www.abc.net.au/backyard/shipwrecks/wa/batavia.htm>

5. Location 4 - Problems sailing on the East India ships

Move further through the room, passed the painting of Dutch merchants and veer to the right staying in the same room.
Conditions on the East India ships

Information about conditions on 17th century Dutch ships is available in two displays on the wall to the left of the room - “Life on board an expedition ship” and “The Surgeon and diseases”. Students can find out about food provided for the sailors and soldiers, poor hygiene on board, the causes of scurvy, other diseases such as typhus, death rate (mortality) of the crew and the role of the surgeon on Dutch ships. There are also quotes from journals written by seamen during their voyages to the Southland. Ask the students what it would feel like living on an East India ship for months, thus encouraging their historical imagination and ability to empathise.



Note the sketches to your right. Show the sketch entitled “Lant van Eendracht” and discuss the importance of Hartog’s journey in charting and sketching the coast of the Southland.

6. Location 5 - The Hartog and de Vlaming Plates

Please check during your pre-excursion visit for the current location of the copy of the Hartog Plate and the de Vlamingh Plate. The original of the Hartog Plate is in the Rijksmuseum in the Netherlands, while the Western Australian Museum owns the original de Vlamingh Plate. Text panels describe the significance of the Hartog Plate as a record of the landfall by Hartog and his officers, as well as its journey following its discovery and removal by de Vlamingh in 1697. The plate was taken to Java and

de Vlamingh ordered one of his crew to inscribe a message on a second plate. Known as the Vlamingh Plate this artefact includes the original message from Hartog as well as information on de Vlamingh’s arrival, crew and ships. The Vlamingh Plate replaced Hartog’s plate at Inscription Point on Dirk Hartog Island. The fate of the second plate is associated with significant world events. Taken from its post by French explorer de Freycinet in 1818, the Vlamingh Plate was rescued from a shipwreck before it was given to the French Academy in Paris. Discovered again during World War Two, the Vlamingh Plate was returned to Australia in 1947 and eventually gifted to the Western Australian Museum in 1950.

Significant artefacts relating to de Vlamingh’s discoveries are held at the Shipwreck Galleries. As a result of his exploration de Vlamingh named both Rottneest Island and the Swan River.

7. Location 6 - The *Batavia* story: Part 2

Move to Ground floor of the *Batavia* Gallery
 This is a brilliant gallery which provides a reconstruction of the hull of the *Batavia*, actual cannons and weapons from the ship, images of the fort in the city of *Batavia*, a model of *Batavia* and a replica of the portico carried as ballast in the ship. The cool temperature in this room is required to prevent the wax used in the conservation of the planks from liquefying. Within a few metres of the gigantic hull there is the skeleton of a murder victim from *Batavia*, found on Beacon island (also called *Batavia*’s Graveyard). The ship and skeleton can be used to continue the grisly story of the *Batavia* shipwreck.

Also read about the symbolism of the pewter plate presented to the Western Australian government by the government of the Netherlands when artefacts from the Dutch shipwrecks were returned to Western Australia in 2011.



8. Location 7 Upstairs - Evidence from the *Vergulde Draeck*, *Zuytdorp* and the *Zeewyk*

What happened to each of these Dutch trading ships: *Batavia*, *Vergulde Draeck*, *Zuytdorp* and the *Zeewyk*?

Numerous artefacts can be found in the upstairs gallery. There are displays of weapons, coins, crockery, pots, pipes and even delicate lace retrieved from the three Dutch trading ships featured in this Gallery: the *Vergulde Draeck*, *Zuytdorp* and the *Zeewyk*. Students can be encouraged to choose and sketch several artefacts which they find interesting or tell them something about Dutch life in the 1600s. The central glass display case showing spices and a world trade map is also useful to reinforce the importance of trade for the VOC. The origin and fate of each of the VOC ships is shown in this series of displays in this gallery.

9. Location 8 - Move through the doors on this floor into the upstairs *Batavia* Gallery where you can look down onto the hull of the *Batavia*.

Here you can show the students the coins and small items salvaged from the wreck of the *Batavia* (and large photographs around the room show activities undertaken by marine archaeologists). The reconstructed captain's cabin in the far corner of the room includes a writing table, a cannon port, cannon balls and is often adorned with rats to remind us of their constant presence on the trading ships. Here you could encourage students to imagine what it was like to make a journey on a 17th century Dutch *retourschip*.



A reconstructed cabin of a VOC official

A visit to the Shipwreck Galleries is recommended to review the layout and up to date displays in the museum as preparation for this excursion.