HISTORY and BACKGROUND
• PRINCE HENRY THE NAVIGATOR BEGAN THE DRIVE IN 1418
• FIRST EXPEDITION 1418 MADEIRAS DISCOVERED. (BEFORE 1377 MACHIN FROM BRISTOL ELOPING WITH RICH LADY FOUND IT AFTER A STORM. DIED THERE & CREW WENT ON HOME VIA AFRICA AND SLAVERY TO REPORT ITS EXISTENCE IN 1416).
• 1434 CAPE BOJADOR ROUNDED
• 1441 GONSAVES PASSED CAPE BLANCO
• 1454 CADAMOSTO (Italian) SENEGAL RIVER AND CAPE VERDE & 11 DEGREES FROM EQUATOR
• 1458 GAMBIA RIVER REACHED. 1460 PRINCE HENRY DIES
• 1462 REACHED SIERRA LEONNE
• 1471 LOPO GONCALVES CROSS THE EQUATOR
• 1484 DIOGO CAO REACHED THE MOUTH OF THE CONGO RIVER 7 CAPE CROSS 22 DEG STH
• 1487 BARTHOLOMEW DIAS ROUNDED CAPE OF GOOD HOPE & NTH TO PORT ALFRED
• 1494 TREATY OF TORDESILHAS SIGNED BETWEEN SPAIN AND PORTUGAL DIVIDING UP THE WORLD

• WORLD MAP

• TORDELSILHAS MAP
• 1497 VASCO DA GAMA REACHES CALICUT IN SW INDIA
• 1509 PORTUGAL DEFEATS MOSLEM SEAPOWER IN INDIA
• 1510 TAKES GOA AND ESTABLISHES ITS HOLD ON INDIAN SPICE TRADE
• 1511 TAKES MALACCA GIVES IT A BASE IN THE INDIES. BECOMES MAJOR POWER IN SE ASIA
• There has been an increasing number of works being produced arguing the case for the Portuguese discovery of Australia. The evidence is building up but more is needed to settle the issue finally.
• 1977, Kenneth McIntyre wrote The Secret Discovery of Australia. Portuguese ventures 200 years before Captain Cook attributed discrepancies in “Java la Grande” (Australia) to the difficulties of accurately recording positions without a reliable method of determining longitude.
• In 1984, Brigadier Lawrence Fitzgerald wrote Java La Grande. Argued the Dieppe mapmakers the Dauphin (1536-42) and Desceliers (1550) maps had incorrectly assembled Portuguese charts.
• In 2007, journalist Peter Trickett’s book Beyond Capricorn published. Atributed Dieppe map errors to assembly like Fitzgerald.
• Menzies in his book 1421, The Year China Discovered the World puts forward the argument that the Chinese landed in southern WA during the 1420’s but in my view such an argument needs more substantive proof and so for this talk I have put it to one side. He also contends that survivors of the “mahoghany ship” rode all the way to northern Qld, something I think highly doubtful. No horses.

• MARCO POLO WROTE OF THE “LAND OF GOLD” AND IT WAS THOUGHT AT THE TIME TO LAY TO THE SOUTH OF THE SPICE ISLANDS

• 1519 DIOGO PACHECO 2 TRIPS. ONE IN 1519 AND 1520 IN SEARCH FOR THE LAND OF GOLD. USED A BRIG. KILLED IN THE LAND OF GOLD [AUSTRALIA]
  • MENDONCA TRIP MAP


• PREVIOUS YEAR 1521 MAPPED WA?TRICKETT BACK IN MALACCA IN JAN 1522 AFTER WA VOYAGE.

• RECORDS OF THIS AND OTHER PORTUGUESE VOYAGES OF EXPLORATION VERY LIMITED DUE TO THE HIGH DEGREE OF OFFICIAL SECRECY PLACED ON THEIR FINDS AND THE LISBON EARTHQUAKE OF 1755.

• THE LAND OF GOLD THEY WOULD WANT TO KEEP SECRET IF IT REALLY WAS THE LAND OF GOLD. SECOND WAS TREATY OF TORDESILLAS 1494
• WENT WITH 4 SHIPS carack, caravel, brigantine, prau
  • SAN MATARO SLIDES (X2)
  • SAN MATARO SKETCH (X1)
  • REPLICA CARACK & CARAVEL & ST CATHERINE OF SINAI (X3)
  • BRIG AND PRAU SLIDE
  • ASTROLOBE SLIDE AND LOG SLIDE

• CARAVEL DREW 6 FT BRIGANTINE AND PRAU EVEN LESS, BRIGANTINE HAD A FLAT BOTTOM, SO GOOD FOR CLOSE IN WORK IN SHALLOWS BAD IN A STORM..

• MENDONCA LIKELY TO HAVE REACHED TORRES STRAIT BY APRIL OF 1522 BEFORE TURNING SOUTH TO FOLLOW THE COAST.

• TRICKETT & McINTYRE BOTH CAREFULLY COMPARE THE VALLARD MAP OF AUSTRALIA'S EAST COAST WITH THE COAST LINE OF TODAY AND PERSUASIVELY SHOW A CLOSE COMPARISON WITH THE VALLARD MAP AND TODAYS FEATURES ALL THE WAY TO JUST PAST KANGAROO ISLAND AND THE BEGINNING OF “THE GRAND GULF” IE GREAT AUSTRALIAN BITE.

• AT THIS POINT SOME EVENT OCCURRED AS THE FLEET TURNED AND WENT BACK THE WAY IT CAME. A WINTER STORM COMING UP FROM THE GREAT SOUTHERN OCEAN MAY HAVE BEEN RESPONSIBLE AND THE SHIPS HAD TO RUN BEFORE IT.
• The ships were scattered and some were lost, one at least looks as though it reached NZ

• Mendonsa took maybe 6 mths to get back to India from NZ so late 1523. He was in Lisbon in 1524, reports to king, 1529 line of Tordesilas moved east to include Australia. Goes on to be governor of Hormuz in Persian Gulf dies there in 1532

• 1578 Portugal becomes part of Spain

• Trickett and others contend one of the ships was wrecked on shore and gave rise to the “Mahoghany Ship” near Warnambool. Some argue the ship is a caravel others the Brigantine which had a flat bottom and less able to battle the storm

• Trickett argues that a ship from this expedition came to grief off Gabo Island and was the source of the pottery finds there and the survivors were responsible for the Bitangabee Bay settlement

• In 1877 at Ruapuke Beach near Raglan in NZ, an ancient wreck was uncovered made of teak with diagonal planking and Tamil script

• Tricket but not McIntyre argue that Mendonca reached the east and west coast of NZ. Two islands do occur where NZ is in the Dieppe Maps but not the Desliens Map.
• **MAORI TRADITION OF WHITE MEN FROM THE SEA AND CHILDREN FROM THE ENCOUNTER WITH MAORI WOMEN THAT WERE FAIR SKINNED & GOLDEN HAIR**

• **IN 1841 A TAMIL BELL WAS FOUND BEING USED AS A COOKING POT IN A MAORI VILLAGE NORTH OF AUCKLAND. IT WAS BRONZE WITH TAMIL SCRIPT AROUND THE RIM SIMILAR TO THOSE CARRIED BY PORTUGUESE SHIPS [PORTUGUESE OFFICERS, INDIAN CREW]**

• **WELLINGTON HELMET. IN 1884 A 16\(^{TH}\) Cent SPAINISH HELMET DREDGED FROM MUD IN WELLINGTON HARBOUR**

• Some also believe that a copy of this map was secretly made and in the hands of Captain James Cook when he explored the East Coast of Australia in 1770.

• **SO LETS LOOK AT THE EVIDENCE**

  • **INSERT TITLE PG DIEPPE MAPS.**
DIEPPE MAPS
• **PORTOLAN MAPS - EXPLAIN**

• **INSERT SLIDE OF VALLARD MAPS 8 IN ALL INSERT AS STORY DEVELOPS**

• **THE MAPS I AM ABOUT TO SPEAK OF ARE CALLED THE DIEPPE MAPS AND THEY ALL APPEAR TO BE USING THE SAME SOURCE MATERIAL IE PORTUGUESE MAPS ACQUIRED BY ESPIONAGE OR CAPTURE BY DIEPPE CORSAIRS RAIDING PORTUGUESE SHIPS RETURNING FROM THE INDIES OR AMERICAS**

• **THE DIEPPE MAPS INCLUDE** DAUPHIN MAP 1536, NICHOLAS DESLIENS 1541, JEAN ROTZ 1542, DESCELIERS 1546 AND THE VALLARD MAPS 1547 **ALL MADE IN DIEPPE**

• **NOT KNOWN HOW THE MAPS WERE ATTAINED BUT BY 1526 DESCELIERS IS KNOWN TO HAVE BEEN WORKING ON VALUABLE PORTOLANS SEIZED FROM PORTUGUESE SHIP**

• **JOAO AFONSO A PORTUGUESE [ LATER JEAN ALFONSE] WAS CAPTURED BY FRENCH CORSAIRS AND HE CHANGED SIDES SUITABLY BRIBED NO DOUBT. ASSISTED WITH DIEPPE MAP PREPARATION**

• **HE ALSO ACCOMPANIED THE DIEPPE PARMENTIER EXPEDITION TO SUMATRA IN1529. THOUGHT THAT JEAN ROTZ ALSO WENT TO SUMATRA.**
• Jean Alfonse thought to have been with Da Gama to India and good knowledge of sea route to India and the Indies. Later in Canada or New France possible discoverer of Davis Strait near Greenland.

• Wrote a number of important sea books IE for use by sailors.

• His placement and latitude of Wilsons Promotry indicate he may have been on the Mendoza expedition he accurately gives Wilsons Promotry’s latitude.

• Mapping of WA as well in 1521 its argued many place names on Dieppe maps are Portuguese.

• East coast Australia from suggested reorientation of original stolen or copied Portuguese maps.

• Go through steps of map reorientation and reasons.
  • Insert slide of Australia and the sites to be spoken of.
MAHOGHANY SHIP

PORT FAIRY RAPIER

GEELONG KEYS
In 1836 the wreck high up in the dunes was first seen by sealers walking along the beach to Port Fairy after capsizing their boat at Hopkins River mouth near Warnambool.

Until 1880 some 23 recorded sightings of the wreck. Not been sighted since that time.

Timber said to resemble mahogany and timber about 1 metre out of the sand decks and spars gone and hold filled with sand. Well inland some reports up to 400m from sea and 10 metres above sea level.

Construction noted as being antique not constructed as a wooden ship of the 1800’s and a ship of about 100 tons. One viewer described it as like having panels on the side like a paneled door.

Local aboriginal lore said the ship had always been there and a tradition of yellow men coming ashore but did not know when.

View of area from Tower Hill.
The introduction of European pests and animals in the 1830s and 1840s caused destabilisation of the sand dunes and they moved inland.

Massive sand drifts resulted, destroying the coast road and consuming large tracts of grazing land. These drifts are blamed for the disappearance of the Mahogany Ship. Together with a big storm in 1890

- SLIDE OF THE PAINTING AND AREA TODAY

- ADMIRALTY CHART OF 1872 GIVES BEARINGS FOR THE WRECK FROM TOWER HILL WHICH PLACE THE WRECK BETWEEN THE LAGOON AND THE SEA IN AMONG THE SAND HUMMOCKS

- DENNINGTON CHAIR. J McINNES WROTE IN THE 1950’S WROTE OF A LOCAL CHARLES FOYLE THAT HE HAD EXAMINED A CHAIR (1955) AT THE OLD RURAL PROPERTY OF “DENNINGTON” AND IT HAD BEEN WITH THE FAMILY SINCE EARLY SETTLEMENT

- THE CHAIR IS MADE BY A CRAFTSMAN AND AN ELABORATE VICTORIAN CHAIR. ON THE UNDERSIDE OF THE BACKRAIL IS WRITEN IN BLACK INK “MADE FROM MAHOGHANY SHIP WRECKED NEAR TOWER HILL JULY 3RD 1835 MADE BY MICHAEL BRADSHAW 18??”. CARBON DATING SHOULD SETTLE THE ISSUE OF AGE.
• **CARAVEL UNDER CONSTRUCTION NTH OF WARNAMBOOL**

• A CARAVEL THOUGHT TO BE OF SIMILAR DIMENSIONS AS THAT OF MENDONCAS CARAVEL WAS CONSTRUCTED ON A FARM NTH OF WARNAMBOOL
  •  **INSERT SLIDE OF MODEL**

• THE MODEL OF THE PROPOSED SHIP WAS BUILT AFTER MUCH CONSULTATION WITH EXPERTS OVERSEAS AS TO DESIGN. IN TRIALS THE MODEL PERFORMED VERY WELL.
  •  **INSERT SLIDE OF CARAVEL UNDER CONSTRUCTION**
  •  **INSERT SLIDE OF WHEEL HOUSE ETC**

• THE FULL SCALE CARAVEL WAS CONSTRUCTED OF CYPRUS PINE AND THE HULL AND DECK WAS PAINTED WITH A TAR, TURPENTINE MIX AND OTHER INGREDIENTS TO PRESERVE THE TIMBER.
  •  **INSERT SLIDE AT ANCHOR AT BATEMANS BAY**
  •  **INSERT SLIDES OS SAILING (X2)**
  •  **INSERT SLIDE OF INTERIOR (X2)**

• THE SHIP HAS BEEN LAUNCHED AND IS VISITING EAST COAST PORTS OF AUSTRALIA
  •  **INSERT VIDEO**
• PORT FAIRY RAPIER

• INSERT SLIDE OF MAP OF PORT FAIRY

• IN THE PERIOD 1870-80 A DIVER NAMED SMALE DURING HARBOUR CONSTRUCTION AT PORT FAIRY FOUND THE “RAPIER” IN THE MUD MUCH RUSTED AND ENCRUSTED IN THE RIVER MOYNE AT PORT FAIRY. NOW LOST

• INSERT SLIDE OF PORT FAIRY AND RIVER MOYNE

• THIS WAS PERHAPS 40 YEARS AFTER PORT FAIRY WAS SETTLED AS A WHALING STATION AND IT IS UNLIKELY THE “RAPIER” BURIED IN MUD WOULD HAVE BEEN SO CORRODED IN 50 YEARS.

• SOME HAVE CLAIMED IT WAS A CUTLASS DROPPED OVERBOARD BY A SEAMAN OFF A WHALER

• THE WHALERS AND OTHER LOCALS WOULD HAVE BEEN FAMILIAR WITH A CUTLASS, IT WAS AFTERALL STILL CARRIED BY NAVAL RATINGS IN SHORE LANDINGS. LIKELY TO BE AS IT WAS DESCRIBED BY THOSE WHO SAW IT.

• INSERT SLIDE OF 16TH CENT SWORDS

• IT WAS REPORTED AS NOW BEING IN THE POSSESSION OF THE MITCHELL LIBRARY HOWEVER I CHECKED WITH THEM AND THEY COULD FIND NO RECORD OF IT.

• THOSE WHO SAW IT WOULD HAVE BEEN FAMILIAR WITH THE EDGED WEAPONS USED BY SAILORS IN THE PREVIOUS 50 YEARS
DENNINGTON CHAIR

An old chair reputedly made with timber from the legendary Mahogany Ship could be the key to solving one of Australia’s great maritime mysteries.

The ornate piece of furniture used by the Haberfield family for more than 70 years has an intriguing handwritten inscription under the frame. It reads: "Made from Mahogany Ship wrecked near Tower Hill July 3, 1835. Made by Michael Bradshaw 1842." "The inscription was not discovered until the family furniture was removed when the Yangery farm was sold in the mid-1950s.

Wood shavings will be sent to Melbourne for carbon dating to determine its age and type.

More than 50 years ago the chair was described by The Standard as "what might be the find of the century". An article written by Charles Foyle in May 24, 1955, said the dates on the chair were well before the term Mahogany Ship became generally used in the community about 1890.

It went with Mrs Haberfield to Bob Haberfield’s home in Dennington and remained there until after Bob died 2 years ago.
• **GEELONG KEYS**
  - [*INSERT SLIDE OF LIMEBURNERS POINT*]
  - **IN 1847 AT LIMEBURNERS POINT NEAR GEELONG, WORKER FOUND A BUNCH OF KEYS SOME 5 METRES BELOW THE SURFACE AND 3 METRES ABOVE THE HIGH WATER LEVEL AND 17 METRES FROM THE HIGH TIDE MARK**

• **GOV LA TROBE WHO WAS THERE AT THE TIME SAW THEM NEXT DAY.**
  - [*INSERT SLIDE OF KEYS AND CHESTS*]
  - **HE GAVE THE KEYS TO THE MECHANICS INSTITUTE HOWEVER THE KEYS WERE LOST WHEN THE INSTITUTE WENT INTO BANKRUPTCY LATER IN THE CENTURY**
    - [*INSERT SLIDE OF LIMEBURNERS POINT 19TH CENT KILN*]

• **RECOGNISED TO BE THAT DEEP THAT THEY MUST HAVE BEEN THERE FOR SOME TIME. A GEOLOGIST RECKONED AROUND 300 YEARS IE EARLY 1500’S**

• **OTHER ARGUMENTS POINT OUT THAT THE SHELLS AT THAT STARTA ARE AROUND 2500 YEARS OLD.**
• **THE MYSTERY REMAINS**
GABO ISLAND POTTERY
GABO ISLAND IS THE FIRST PLACE OF SHELTER FOR A SHIP TO LIE IN LEE IF CAUGHT IN A STORM FROM THE GREAT SOUTHERN OCEAN TO THE SOUTH.

PORTUGUESE VESSELS OF THE PERIOD COULD ONLY RUN BEFORE THE STORM, COULD NOT BEAT AGAINST IT. POSSIBLE IF NOT A SHIP WRECK THERE, BUT JETTISONED CARGO FROM A STORM RAVAGED SHIP

JUG 31 CM HIGH AND HOLDS AROUND 2 LTR. EXHIBITED IN THE BEGA MUSEUM WHERE INFORMED VISITORS THOUGHT IT WAS A LATE MEDIEVAL WINE PITCHER FROM SPAIN OR PORTUGAL AND LIKELY TO HAVE HAD A HANDLE NOW LOST

ANU CARRIED OUT THERMOLUMINESCENCE TESTS ON THE JUG AND THE DATE OF AROUND 1500AD +- 20 YRS FOUND. LATER EXAMINED BY APPLIED ARTS AND SCIENCES MUSEUM IN SYDNEY AND CONFIRMED AS STORAGE JAR OF PORTUGUESE ORIGIN FROM THE PERIOD
• LATER A SECOND POTTERY JAR WAS BROUGHT UP SIMILAR TO THE FIRST JAR. YET TO BE TESTED

• 1980 A FIGURINE WAS BROUGHT UP IN NETS IN THE SAME AREA NOW LOST.

• ALSO AROUND THE SAME TIME A LOCAL FISHERMAN BROUGHT UP A LARGE QUANTITY OF BROKEN POTTERY, BUT HE TOSSED IT ALL BACK IN

• SOME 30 YEARS AGO A MR BOUSTEAD FOUND THE JAR ILLUSTRATED. IT HAS BEEN DETERMINED AS PORTUGUESE FROM A POTTERY EAST OF LISBON WHICH CLOSED IN 1770. SUBSEQUENT DATING AT OXFORD UNIVERSITY DATED THE JAR TO A MUCH LATER DATE THAN EARLY 16TH CENTURY.

• INSERT SLIDE OF BITANGABEE BAY TITLE PAGE
• INSERT SLIDE OF BITANGABEE BAY GOOGLE MAP
BITANGABEE BAY RUINS
THE FIRST SHELTERED BAY FOR A SHIP RUNNING NORTH IN A STORM AFTER GABO ISLAND IS BITANGABEE BAY. DISASTER BAY FACES STH

- INSERT SLIDE OF DISASTER & TWOFOLD
- INSERT AERIAL SLIDE OF BITANGABEE BAY
  - INSERT SLIDE OF BAY
  - INSERT SLIDE OF INLET AND CREEK

REMAINS OF HOUSE, COMMENCED BY IMLAY BROTHERS AND NEVER COMPLETED IN 1844. WAS TO BE A WAREHOUSE FOR WHALERS USING THE BAY

- INSERT SLIDE OF RUIN PLAN
- INSERT SLIDE OF RUINS 1 PG PHOTO NTH
- INSERT SLIDE OF RUINS 2 PG PHOTO EAST

THE RUINS ARE SURROUNDED BY ROCKS IN PILES WHICH McINTYRE ARGUES ARE A PORTUGUESE FORT USED FOR OVER WINTERING BY MENDONCA

TRICKETT ARGUES IMLAY BROTHERS BEGAN THEIR WAREHOUSE ON THE SITE OF A PORTUGUESE FORT USING THE ROCKS THEY HAD COLLECTED.

PORTUGUESE FORTS OF THE PERIOD WERE 5 OR 3 SIDED BASED ON SITES IN THE AMERICAS, NOT ROUND
• RISING GROUND BEHIND THE BUILDINGS SO NOT DEFENSIBLE
• WELL BACK FROM CLIFF FACE BY AROUND 80 METRES WHICH IS A DEFENDABLE SITE. McINTYRE RECKONS A DATE BUT NO ONE ELSE COULD FIND IT
• IF THE SITE HAD BEEN SITTING UNDISTURBED FOR 500 YEARS THEN LIKELY TO BE FAR MORE GROWN OVER AND BURIED

• TRICKETT ARGUES THAT PETUNGABEE BAY ORIGINAL NAME NOT BITANGABEE. TRICKETT ARGUES THAT PERTUNGABEE MEANS PORTUGAL PLACE (BEE IS PLACE). A PORTUGUESE IN 16TH Cent WAS TERMED A PORTINGAL.

• TRICKETT MAKES A NUMBER OF POINTS TO SUPPORT HIS ARGUMENT. ABORIGINAL TRADITION OF VISIT BY SEAFARERS

• Abo women wore gowns of possum skin and embroidered with flower motifs. KNOWLEDGE OF SEWING. OCEAN GOING CANOES USING OUTRIGGERS

• BUILD OF THE LOCALS MORE SOLID AND DIFFERENT TO OTHER TRIBES IN THE AREA
  • INSERT SLIDE OF ME AND THE WILD LIFE
  • INSERT SLIDE OF TITLE PG FOR LEAD SINKER
FISHING NET SINKERS FROM QLD
Bill Ward, a geologist and a team from the University were auger drilling undisturbed sand in the dunes behind Hook Point, on Fraser Is in 1976 about 175 meters inland from the present day beach, for pumice samples.

They found a lead weight at a depth of 2 meters. Importantly their digging was done 20 cm at a time with each auger load of sand being carefully examined. Using this methodology they confirmed continuous strata in undisturbed sand.

The lead weight was found in a sand strata with Loisels Pumice which has been independently dated as being between 520 to 590 years old. This methodology give the weight a solid archaeological context.

The lead artifact is made of sheet lead which has been folded over on itself and then had a hole drilled through it for which purpose seems to have been to thread a cord or string through. It is 11 X 6 cm and weighs 121.6 grams.

The fact that it was found in a strata that was consistent with it being deposited on the beach some time in the 16th Century caused Ward to wonder greatly about its possible origins and eventually, using his connections in the geological fraternity, he was able to have the weight tested.

The results were amazing and challenge Australian maritime history they have been quietly ignored by Australian marine archaeologists.
• Isotopes: Naturally occurring lead deposits have an isotopic "fingerprint" which enables their sources to be definitely discovered.

• An international data base of these "lead fingerprints" exists. By having the lead artifact's isotopic fingerprint analysed ward was able to determine that the lead had been mined in either Haut-Allier mines in the Brioude-Massiac district or the Brouse, Rosier mines in Pontgibaud region, that is in the South of France or the North of Spain.

• Lead contains a radioactive Isotope 210Pb which can indicate the time since it was mined provided the extraction occurred within the last fifty years. This test showed that the lead was older than 50 years.

• Radiocarbon Dating
  • Because the lead was found in undisturbed sand strata on Fraser Island in the close presence of a quantity of pumice stone Ward was able to use existing data bases on the dates of pumice to establish a date for when the lead weight was deposited. Ward used extensive cross referencing to establish that the lead had reached Hook Point no earlier than 1410 and no later than 1627.
  • Here we have a lead artifact buried under 2 meters of sand, made from lead that has been scientifically proven to come from either the South of France or the North of Spain, and proved to have come to Fraser Island between 1410 and 1627.
Significantly on the Dieppe maps where Fraser Is is situated, a number of Portuguese words occur untranslated.

[1] pomezita, a Portuguese word the French could not translate and so it stayed on their maps as pomezita. It means small pumice and it is likely that Mendonca sailed through this floating pumice which came from an eruption on Macauley Is in the Kermadec Is to the east. The Portuguese sailors would have been familiar with it because of the frequent eruptions on the Cape Verde Is, a Portuguese possession.

[2] camonron. This is an old Portuguese word for prawn, and it is how Cameroon in west Africa got its name, from the Portuguese for the shoals of prawns the early Portuguese sailors encountered. Are there prawns up around Fraser Is, you bet.

REGRETABLELY MARINE ARCHAEOLOGISTS IN Australia have ignored the Fraser Is sinker as evidence of Portuguese discovery as speculative, and so have not investigated it further.
CARRONADE ISLAND
• CARRONADE ISLAND
• HMAS ENTERPRISE FOUND THE CANNONS ON CARRONADE IS IN 1916 BURIED UPRIGHT ON THE ISLAND
  • INSERT FIRST SLIDE OF CANNON
• McINTYRE ARGUED THAT THESE CANNON WERE PORTUGUESE, HOWEVER SCIENTISTS AT THE WEST AUSTRALIAN MUSEUM DETERMINED THAT THEY WERE LATE 18TH CENTURY MAKASSAN MANUFACTURE. I DISPUTE THIS
  • INSERT SECOND SLIDE OF CANNON
• ONE CANNON HAS THE PORTUGUESE ROSE AND CROWN EMBLEM NEAR THE BREECH. TRICKETT POINTS THIS OUT, NOT MAKASSAN EMBLEM.
  • INSERT SLIDE OF PORTUGUESE CANNON IN LISBON & USA
  • INSERT SLIDE OF MARY ROSE CANNON 1547
• IN 1918 3 FISHERMEN FOUND A BRONZE SWIVEL GUN ON A REEF AT SIR GRAHAM MOORE ISLAND. NO INTEREST IN IT BY MUSEUMS SO THE FINDER CYRIL DAVEY SOLD IT FOR ITS SCRAP VALUE TO A DEALER IN PERTH
  • INSERT SLIDE OF 1918 SWIVEL GUN DISCOVERY
  • INSERT SLIDE OF DOUKAS SWIVEL GUN DISCOVERY
  • INSERT SLIDE OF MUSEUM BREECHLOADERS EARLY 16TH CENT
• ALSO IN VANSITTART BAY NEAR THE OTHER FIND A BRONZE CANNON SIMILAR TO THE FIND AT SIR GRAHAM MOORE REEF WAS FOUND IN 1884 AT A DESERTED ABORIGINAL CAMP, STILL LOADED, GIVEN TO A SHIPS CAPTAIN.
• **INSERT SLIDE OF GOOGLE MAP OF SIR GRAHAM MOORE ISLAND**

• CORROBOREE WAS WITNESSED IN 1909 ON SIR GRAHAM MOORE ISLAND WHICH WAS A RENACTMENT OF THE BATTLE WITH THE SAILORS. 2 BOATS WITH TUBES IN THE BOW, HELMETS, BREASTPLATES GREAVES FROM BARK, SWORDS AND CROSS BOWS. FROM STICKS. **WENT FOR AN HOUR RE-ENACTING THE EVENT.**

• COULD BE EITHER 1519 DIOGO PACHECO OR MENDONCA IN 1521

• ABORIGINES WHEN ASKED WHAT THE TUBES WERE THEY USED THE MALAY WORD FOR CANNON

• **INSERT SLIDE OF SIR GRAHAM MOORE ISLAND**

• THE FACT THAT THE INVADERS CARRIED STICKS MADE TO LOOK LIKE CROSSBOWS INDICATES AN EARLY DATE IN THE 1500’S AS FIREARMS LIKE THE MATCHLOCK HAD REPLACED THEM BY MID 16TH CENTURY AS IN THE VALLARD MAPS OF 1547

• INVADERS DESCRIBED AS WHITE MEN WITH SKIN LIKE TURTLES AND CROCODILES MEANING PLATE ARMOUR OR MAIL

• USING ABORIGINAL TRIBAL MARRIAGE SYSTEM ABLE TO DETERMINE THE EVENT TOOK PLACE 350 YEARS EARLIER AROUND EARLY- MID 16TH Cent

• **INSERT TAMIL BELL TITLE PG**
WELLINGTON HARBOUR HELMET
and
TAMIL OR MAORI BELL
• WELLINGTON HELMET
  • HELMET FOUND WHEN DREDGING WELLINGTON HARBOUR IN 1884. IRON 2MM THICK WEIGHS UNDER 2KG. PERFORATIONS FOR LINER AND POSSIBLE CHEEK PIECES. UNLIKELY A CLOSE HELMET MORE LIKE A BURGONET

• The helmet seems to have come up in a bucket of maritime mud but the exact location and circumstances of the find were not noted by the museum at the time,
  • INSERT SLIDE OF HELMET BEING WORN

• The type of pitting on the helmet, wide flat, large and uneven, is typical of oxygen attack under seawater."

• Numerous iron artifacts from the Mary Rose survived over 500 years submerged in seawater exactly like this helmet
  • INSERT SLIDE OF CLOSE HELMETS
  • INSERT SLIDE OF SALETS

• CANNONBALL DREDGED UP IN 1926, 13KG, RIGHT SIZE FOR MEDIUM CANNON OF THE PERIOD AND ARMADA. Testing results questionable, cannon ball possibly made using peat rather than charcoal or coal.
Tamil Bell

In 1841 a Tamil bell was found being used as a cooking pot in a Maori village north of Auckland. It was bronze with Tamil script around the rim similar to those carried by Portuguese ships [Portuguese officers, Indian crew].

Wellington area Maori tradition of white men and dark coloured men from the sea and children from the encounter who were fair skinned & golden hair. Carried lances, swords, armour, trouble arose when they stole a Maori woman.

Only one ship in Maori folklore probably the Carrack.

6 hook fishing by strangers in Maori folklore on E coast NZ. Also long boat rising out of the sea onto the ship (Davits?)

Island of salt on Dieppe maps (White Island offf Wakatani)

End
STRADBROKE ISLAND GALLEON
The first well documented "galleon" history comes when shipwright and timber getter Matthew Heeb discovered the burnt remains of a ship in the Eighteen Mile Swamp on Stradbroke Island in the vicinity of Swan Bay at Jumpinpin in the early 1890's

- He described it as having a high poop and forecastle. Heeb removed over a hundredweight (about 60 kilos) of copper fittings from the land locked shipwreck.
- Unfortunately since Heeb saw the shipwreck several fires have burnt over it reducing the "above ground" remains.
- In 1934 Jim Walker (a sailor and son of a boat builder) and two friends found the shipwreck again, after a fire had burnt through the !8 Mile Swamp during a drought. Fires had reduced the "above swamp level" structures of the shipwreck to just its heavy timbers.
  - There was enough of the shipwreck for Walker to confirm that the wreck was of a ship of about 90 to 100 feet in length (about 30 meters) and built of European oak. This would make it a ship of the size of Captain Cook's Endeavor, a ship of about 300 tonnes.
- Small for a Manila galleon but about right for a carrack or a caravel, favoured by Spanish explorers of the Pacific Ocean.
• In 1934 there were still various artifacts still to be found by scratching around in the hull. Using an axe Jim Walker took an iron "roved" bolt out of one of the ship's heavy timbers.

• This Spanish or Portuguese brass walking stick head (LEFT) was found in an erosion gully in an old Aboriginal campsite that was being cleared for a housing development on Lamb Island, Moreton Bay about 4 kilometers west of where Dr. Young found the sailor's dirk on Stradbroke Island.

• It was discovered by the mother of noted Queensland archaeologist Dan Rosendahl in an archaeological context in an Aboriginal mid[den]

• The coin dated 1597 FROM THE WRECK SITE is either a Spanish real or shilling or a sixpence dating from the reign of Elizabeth I in the 16th century, an independent expert from Cambridge University in the UK says.

• There is some argument that it is a Spanish real.

• The expert said the coin appeared to have been fairly heavily clipped – a practice common for coins made of valuable metals of the period.

• The site needs to be excavated by marine archaeologists.

• THE END SLIDE