The *Géographe* under Nicolas Baudin (1754-1803), sailing from Van Diemen’s Land, sighted New Holland on 27 March 1802. After checking his position near Wilson’s Promontory on the chart he carried - one Flinders had made from the sketch map drawn by Bass after the whale-boat survey of 1798 - Baudin proceeded along the coast (no more than a league from it) towards Western Port on the 28th March. The first bay they came to, they named Baie Paterson [Waratah Bay] ‘in honour of the worthy English [sic, Scottish] scholar and traveller of that name, one of Mr. Bass’s most intimate friends’. The next day the *Géographe* coasted a second bay, which was named Baie de la Vénus ‘after a vessel commanded by Mr Bass’. When Baudin came to what the chart named Western Port on 29 March he did not recognise the entrance, and sailed on. Returning the next morning to where he had ceased charting the previous day, he saw an opening that he now recognised as Western Port. Passing Cape Schanck he entered the bight where Port Phillip lies, but he did not approach closely enough to see the entrance to Port Phillip. [Later, at Port Jackson, the French learned of the existence of Port Phillip; Freycinet’s *Atlas* shows the entrance to the bay, but not its interior.]

Proceeding along the coast in a general south-westerly direction, Baudin named Cap de Représentations [probably Cape Patton] - on account of various [unspecified] protests his staff had made to him at the time. By nightfall on 30 March the *Géographe* had reached Pointe de la Plate-forme [probably Cape Marengo].

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92 F. Péron and L de Freycinet (tr. Christine Cornell), *Voyage of Discovery to the Southern Lands*, 2nd edn. 1824 [2006], vol. I, p. 249. The person referred to is William Paterson (1755-1810) who, at the time, was Lieutenant-Governor of the colony. It is noteworthy that Grant had named a cape further to the west after the same gentleman just twelve months earlier.

93 Péron and Freycinet (tr. Cornell), vol. I, p. 250. The 142-ton *Venus* was the brig in which Bass sailed in February 1803 from Port Jackson for South America, to procure salt meat and live cattle for the settlement. He was never seen again.

References: *HRNSW* 3, p. 312 (note); *HRNSW* 4, pp. 420, 586-7; *HRNSW* 5, pp. 1-2, 14, 270 (table).

94 Cornell, p. 372.

95 Identified by Horner as Cape Patten [sic, Cape Patton].

96 Cornell, p. 372.
The day’s run on 31 March, about four miles offshore, took the Géographe past Cap du Maréchal (field marshal) [probably Cape (Albany) Otway, named by Grant]97 – so-named because at the top of an eminence on the shore one could see two cavities in exactly the shape of a horseshoe, and Cap des Falaises (cliffs) [probably Cape Volney]98 – being the first point met after doubling99 Cap du Maréchal. At the end of the day the ship stood offshore for the night opposite a dominant hill near present-day Warrnambool that Freycinet later named Piton de Reconnaissance (Reconnaissance Peak).

Next day, 1 April, Baudin examined Portland Bay: he named Lady Julia Percy Island Île aux Alouettes (larks)100 because they caught a skylark that had rested on the ship while they were level with the island, and Lawrence Rock he named Île du Dragon101 on account of its perfect resemblance, from both east and west, to the fabulous beast of that name. The Géographe reached what is now the Victorian/South Australian border on 2 April 1802.

In the book by François Auguste Péron, and the atlas published by François Auguste Péron and Louis de Freycinet, all of Baudin’s names other than Île du Dragon have been removed and the following added (working from east to west):

Cap Richelieu [Cape Schanck]102 – after Armand Sopie Septimanie Duplessis Richelieu (1766-1822), French statesman;
Baie Talleyrand [bay at Ocean Grove]103 – after Gabriel Marie du Tallyrand (1726-1795), French general;
Cap Suffren [Cape Patton]104 – after Pierre André de Suffren de St. Tropez (1729-1788), French admiral;
Cap Marengo [Cape Marengo]105 – after the Battle of Marengo 14 June 1800, where the French defeated the Austrians;
Cap Desaix [Cape Otway]106 – after Louis Charles Antoine Desaix de Veygoux (1768-1800), French general who fought in the Battle of the Pyramids (1798), conquered Upper Egypt (1798-99), and was killed in the Battle of Marengo (1800); his body was transported to the convent of St. Bernard where a monument was erected;
Cap Volney [Cape Volney]107 – after Constantin François de Chassebœuf, comte de Volney (1757-1820), French scholar and philosopher;
Cap Folard [Moonlight Head]108 – after Jean Charles, Chevalier de Folard (1669-1752), French soldier and military theorist;
Île Latreille [land between Gellibrand River and the coast, SE of Princetown]109 – after Pierre André Latreille (1762-1833), French naturalist, who was a founder of the science of entomology;
Cap du Mont-Tabor [Pickering Point]110 – after Battle of Mont Tabor on 16 April 1799, where the 14th, 18th and 20th Regiments de Dragons fought against the Turks under the Pasha of Damascus; Piton de Reconnaissance (Reconnaissance Peak) [hill on outskirts of Warrnambool]111;

97 ibid. p. 373.
98 ibid. p. 373.
99 doubling: passing round a headland.
100 Cornell, pp. 373-4.
101 ibid. p. 374.
102 Péron, vol. 1, p. 316, 30 March 1802.
103 ibid. p. 317, 30 March.
104 ibid. p. 317, 30 March.
105 ibid. p. 317, 30 March.
110 ibid. p. 318, 31 March.
111 ibid. p. 318, 31 March.
Cap Réaumur [Cape Reamur (sic)]\textsuperscript{112} - after René Antoine Ferchault de Réaumur (1683-1757), French scientist who invented the thermometer; Ïle Fourcroy [Lady Julia Percy Island]\textsuperscript{113} – after Antoine François de Fourcroy (1755-1809), French chemist who assisted in establishing chemistry nomenclature; Baie Tourville [Portland Bay]\textsuperscript{114} – after Anne Hilarion de Cotentin, comte de Tourville (1642-1701), French naval commander and one of the greatest naval technicians of his time; Île du Dragon [Lawrence Rock]\textsuperscript{115}; Cap Montaigne [Cape Nelson]\textsuperscript{116} – after Michel Eyquem de Montaigne (1533-1592), French essayist who exercised great influence on French and English literature; Cap Duquesne [Cape Duquesne]\textsuperscript{117} – after Abraham Duquesne, Marquis du Quesne (1610-1688), French naval officer who decisively defeated the combined fleets of Spain and Holland in 1676; Baie Descartes [Descartes Bay? – more probably Discovery Bay]\textsuperscript{118} – after René Descartes (1596-1650), French philosopher, mathematician and scientist; often called the father of modern philosophy, especially epistemology; and Cap Montesquieu [Cape Montesquieu]\textsuperscript{119} – after Charles Louis de Secondat, Baron de La Brède et de Montesquieu (1689-1755), French political philosopher.

The text in Péron’s book contains the following place names for features along the Victorian coastline, which do not appear in the atlas of Péron and Freycinet: Port du Début (port of commencement)\textsuperscript{120}; and Baie Daubenton\textsuperscript{121} – the latter named after Louis Jean Marie Daubenton (1716-1800), French natural historian and pioneer in the field of comparative anatomy.

Subsequently, a dispute arose between the English and the French as to who could claim prior discovery for the southern coastline. According to Flinders, the easternmost extent of French claim to prior discovery, and therefore the easternmost extent of Peron’s Terre Napoléon, was Cape Buffon at about longitude 140º10′. Cape Buffon is at the south-easterly end of Rivoli Bay, making it well outside Victoria’s boundaries. To the east of Cape Buffon the coastline was first sighted and charted by Grant.

\begin{figure}[h]
\centering
\includegraphics[width=0.5\textwidth]{hamelin.png}
\caption{Emmanuel Hamelin (1768-1839), Captain of the Naturaliste – shown in later life as an Admiral. (Image from \url{http://en.wikipedia.org/wiki/Jacques_Félix_Emanuel_Hamelin}.)}
\end{figure}

\textsuperscript{112} ibid. p. 319, 1 April.
\textsuperscript{113} ibid. p. 319, 1 April.
\textsuperscript{114} ibid. p. 319, 1 April.
\textsuperscript{115} ibid. p. 319, 1 April.
\textsuperscript{116} ibid. p. 319, 1 April.
\textsuperscript{117} ibid. p. 319, 31 March.
\textsuperscript{118} ibid. p. 320, 2 April: (la grande baie Descartes), and p. 321.
\textsuperscript{119} ibid. p. 320, 2 April.
\textsuperscript{120} ibid. p. 317, 30 March.
\textsuperscript{121} ibid. p. 318, 31 March.
The *Naturaliste* under Jacques Félix Emmanuel Hamelin (1768-1839) reached Wilson’s Promontory in early April 1802. Engineer-geographer Charles-Pierre Boullanger and Sub-Lieutenant Jacques de Saint-Cricq, victualled for fifteen days, were sent out in the *Géographe*’s large dinghy, to fix the position of the southern point and the adjoining rocks and reefs, and then to survey the fifty or so miles of coast leading to Western Port, where they would rejoin the *Naturaliste*. Next day the *Naturaliste*, off Western Port, lowered two boats, one under Lieutenant-Commander Pierre Bernard Milius (1773-1829) and the other under Léon François de Brèvedent (a seaman previously promoted to Midshipman), for an excursion in which the geographer, Pierre Ange François Xavier Faure, was to examine the whole of Western Port. Milius was to gather information useful for navigation; Brèvedent was to take as many soundings as possible. (With them went botanist Jean Baptiste Louis Claude Leschenault de la Tour (1773-1826), to add to his collection of plants.) Hamelin, loath to risk his only two anchors, remained cruising off the entrance to Western Port all the time his boats were away.

![Fig. 13. ‘Esquisse du Port Western...’ by Pierre Faure (s.d.) and Pierre Milius (1773-1829) of the *Naturaliste*, in 1802, being part of Plate 11 of *Atlas* (Historique), by Louis Freycinet, 1811: *Voyage de découvertes aux Terres Australes. Historique. Atlas Deuxième Partie Rédigée par M. L. Freycinet, Capitaine de Frégate, Commandant le Casuarina pendant l’Expédition. Paris. 1811*. Note Île des Anglais and Île des Français.](image)

At Wilson’s Promontory Boullanger and St Cricq found that Bass had fixed its south-eastern point too far west, but they themselves put it too far east by about the same amount, a third of a degree. However, their survey up the coast up to Western Port was well done. Here it was difficult to land, but they were able to go ashore near Cape Liptrap where they obtained water and made some more observations of longitude by chronometer and lunar distances. Four days after she had left them they rejoined the *Naturaliste* at the entrance to Western Port. Faure’s survey of Western Port itself took eight days, and was very thoroughly done. Major corrections were made to the English chart: the

123 There has been debate about the spelling of the surname. The French botanist preferred his name to be spelt in the German style, Leschenault de la Tour, but the English botanist Robert Brown travelling with Matthew Flinders used the French form of the surname in establishing the genus *Lechenaultia*. Reference: *The Australian Encyclopaedia*, 6 edn, vol. 5, p. 1879.
124 s.d. = sans date (no date).
large peninsula at the head of the bay was found to be an island (Île des Français), which Brèvedent circumnavigated, and the two entrances to the port were well sounded and charted.

The boats returned to the Naturaliste, and on 18 April 1802 she headed for Port Jackson, sighting Cape Howe on the 21 April.
Note: Nicolas Baudin died on Île-de-France on 16 September 1803, before the expedition was completed. It was left to the naturalist François Péron and the hydrographer/cartographer Louis Freycinet to write the official account of the voyage. This account was published between 1807 and 1816. Péron began preparing the narrative for publication but died (in 1810) before the second volume of text was completed. Louis Freycinet then took on the task of completing Péron’s work.

Fig. 16. Louis-Claude de Saulces de Freycinet (1779-1842). (Roy, del. & Sculp.)

(Pe ron and Freycinet ignored any contribution that Baudin had made to the expedition except to accuse him of causing all their misfortunes. Even more reprehensively, they did not acknowledge the discoveries of Grant, Murray or Flinders on the south coast, but took all the credit themselves. Meanwhile, Flinders, together with his papers and charts, was held captive by the French on Mauritius. Flinders later exonerated Péron of any dishonesty and placed the responsibility with ‘higher authorities’. Nevertheless, there is every indication that Péron was principally responsible.126

References:

[Baudin Expedition Charts]: Archives nationales, Paris, Ministry of Marine, Hydrographic Service, Marine Group, Sub-Series 6 JJ, Dossiers 4A, 4B and 4C (pièces 1-174) and Dossiers 5A and 5B (pièces 1-129).


125 It is from this engraving, by Jean Auguste Roy, graphic artist and engraver, c. 1816, that all other known images of Louis Claude de Freycinet are based. The Latin dedication by François Péron, friend and fellow scientist on the Baudin expedition, reads: The Captain, whose calm features you behold, undertook an investigation of the world’s most distant, unknown coasts. F. Péron, friend and fellow navigator.

Impériale, 1807. Livre III. De Timor au Port Jackson, inclusivement. Chapitre XV. Terre Napoléon [Du 29 Mars au 8 Mai 1802.] (pp. 316-32). The following have marginal citations referring to their illustrations: Cap Suffren (Plate V, fig. 1 (b)), Cap Marengo (Plate V, fig. 1 (a)), Cap Duquesne (Plate V, fig. 1 (a)), Cap Montesquieu (Plate V, fig. 2 (b)), and Baie Descartes (Plate V, fig. 2)). Chapitre XVIII. Opérations du Naturaliste dans le Détroit de Bass: … promontoire de Wilson; port Western, &c. [Du 19 Mars au 28 Juin 1802.] (pp. 361-7). The following has a marginal citation referring to its illustration: port Western (Plate I bis\textsuperscript{127}, n°. 15). Ferguson 449a UniM Bail RB 39D v. 1. [For corrections and additions to pp. 316-32, 361-7 of Vol. I, see pages immediately after the title page, p. 498, and Vol. II p. 460.]

[Book (quarto)]: Vol. II (Historique), by François Péron, and continued by Louis Freycinet (after Péron’s death in 1810), 1816: Voyage de découvertes aux Terres Australes, exécuté sur les corvettes le Géographe, le Naturaliste, et la Goélette le Casuarina. Pendant les années 1800, 1801, 1802, 1803 et 1804; publié par ordre de son excellence le Ministre Secrétaire d’État de l’Intérieur. Historique. Tome Second. Rédigé en partie par feu F. Péron, et continué Par M. Louis Freycinet. Capitaine de frégate, Chevalier de Saint-Louis et de la Légion d’honneur, Correspondant de l’Académie royale des Sciences de Paris, de la Société des Sciences, Belles-Lettres et Arts de Rochefort, de la Société philomatique, &c.; Commandant du Casuarina pendant l’expédition. A Paris, de l’Imprimerie Royale. 1816. Ferguson 449b UniM Bail RB 39D v. 2. [This volume covers the return trip from Port Jackson via King Island and NW Van Diemen’s Land back to Europe. However, of Victorian interest are the comments in Chapitre XXXVIII (Notice sur la Végétation de la Nouvelle-Hollande…, par M. Leschenault) regarding the vegetation of Port Western on pp. 367-8. Corrections to pp. 316-32 and 361-7 of Vol. I are to be found on p. 460; corrections to Vol. II are to be found on p. 465; corrections to marginal citations in Vols I and II are to be found on p. 466\textsuperscript{128}; corrections to the captions in the Atlas, first part, are to be found on p. 467\textsuperscript{129}; and corrections to Vol. III are to be found on p. 468.]


\begin{footnotesize}
\begin{enumerate}
\item \textit{bis} (Fr.) = a second time; e.g., 10 \textit{bis} = 10A. Similarly, \textit{ter} (Fr.) = a third time; e.g., 10 \textit{ter} = 10B.
\item For instance: pl. 1 \textit{bis}, n°. 15. \textit{lisez} (read): pl. 11, atl. 2\textsuperscript{e} part.
\item For instance: Pl. v, art. 2. \textit{Cap Duquêne} (c), \textit{cap Montesquieu} (d). \textit{lisez}: \textit{Cap Duquesne} (d); \textit{cap Montesquieu} (c). So Cape Montesquieu is west of Cape Duquesne.
\item Freycinet remarked that all his charts have been traced on Mercator’s projection, with distances along parallels of latitude being at the scale of 20 marine leagues to the degree. For the plans, it was sufficient to remark that three nautical miles are equal to a marine league, and that a marine league is equivalent, on the average, to 1/4 French leagues. All the longitudes were computed from the Meridian of Paris. Reference: Freycinet, Atlas (Historique), Deuxième Partie, 1811, pp. [4-5].
\end{enumerate}
\end{footnotesize}


N°. 11 [b]. Esquisse du Port Western. Title of sketch map is: Esquisse du Port Western (à la Terre Napoléon; N°. Hollande) Par M. M. Faure et Milius. an 1802. On top right-hand corner: N°. 11.

Note: The two parts of the Atlas (Historique) are sometimes found bound together.  


131 Wantrup, p. 155.
N°. 1. *Carte générale de la Nouvelle Holande, et d'une partie des îles qui l'avoisinent.*

N°. 6. *Carte générale du Détroit de Bass.* Title of chart is: *Carte Générale du Détroit de Bass Dressée par L. Freycinet Commandant le Goëlette le Casuarina années 1802 & 1803.* On top right-hand corner: *N°. 316.* Along bottom edge: *PRIX Trois Francs.* An important chart, with two small inset charts after M. Flinders. As far as Victoria is concerned, the main chart shows the routes of the Géographe and Naturaliste in 1802 and 1803, together with the route of the canots of the Naturaliste from Wilson’s Promontory westwards up to and including within Port Western in April 1802. In the chart, the sign * indicates the separation/reunion of one or more vessels, such as that occurring between 2 and 3 December 1802. Features named along the Victorian coastline from west to east are:

- Île Latreille
- C. Folard
- Cap Volney
- Cap Desaix
- Cap Marengo
- C. Suffren
- Baie Talleyrand
- Îlot
- Port Philip
- Cap Richelieu
- Passe de l’Ouest
- Port Western
- Île des Anglais
- Île des Français
- Passe de l’Est
- B. de la Venus
- Baie Paterson
- Îlots du Promontoire
- Promontoire de Wilson
- Sealers Cove
- Corner Inlet
- Le Cône.

N°. 10. *Carte générale de la Terre Napoléon.* Title of map is: *Carte Générale de la Terre Napoléon (à la Nouvelle Holande.) Rédigée d’après les travaux exécutés à bord de la*
Features named along the Victorian coastline from west to east are:

- Î. Latreille
- C. Folard
- C. Volney
- C. Desaix
- Cap Marengo
- C. Suffren
- Baie Talleyrand
- Îlot
- Port Philip
- Cap Richelieu
- Passe de l’Ouest
- Port Western
- Île des Anglais
- Î. des Français
- Passe de l’Est
- Baie de la Vénus
- Baie Paterson
- Îlots du Promontoire
- Promontoire de Wilson
- Sealers Cove
- Corner Inlet
- Îlot du Cône.

N°. 11. *Carte de la Terre Napoléon. (1ère feuille.*) Title of map is: *Carte d’une Partie De La Terre Napoléon (à la Nouvelle Hollande.) (1ère. Feuille.) Dressée Par M. Boullanger Ingénieur Hydrographe, d’après ses observations, celles de M. Faure Ingénieur Géographe, sur le Naturaliste et de M°. H. Freycinet off°. de marine & Bernier Astronome sur la Corvette le Géographe. Mars, Avril et Décembre 1802. Bouclet Sculp*. On top right-hand corner: *HYD. FR. N°. 637. N°. 11.* Along bottom edge: *PRIX 1°. 50°.* Features named along the Victorian coastline from west to east are:

- Î. Latreille
- C. Folard
- C. Volney
- C. Desaix
- Cap Marengo
- C. Suffren
- Baie Talleyrand
- Îlot
- Entrée du Port Philip
C. Richelieu
Passe de l’Ouest
Port Western
Île des Anglais
Île des Français
R. vue par M. Bass
Passe de l’Est
Baie de la Vénus
Baie Paterson
Îlots du Promontoire
Promontoire de Wilson
Sealers cove
Corner Inlet
le Cône.


Passe de l’Ouest
Île des Anglais
Île des Français
Rivière vue par M. Bass
Passe de l’Est.]


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136 navire (Fr.): (ocean-going) ship.
137 Based on Wantrup, p. 159.
ambitious name of Terre Napoléon and included imperial French names for many parts of the coast, were omitted or greatly altered for this second edition atlas. Plate 1 is the important *Carte de la Nouvelle-Hollande Dressée Par M. L. Freycinet, Commandant la Goëlette le Casuarina. 1808.* Along the Côte Sud-Ouest (sic) are shown:

- C. Bridgewater
- C. Nelson
- C. Lady J. P. Percy (sic)
- Baie Portland
- C. Mont-Tabor
- Î. Latreille
- C. Volney
- C. Otway
- B. Talleyrand
- Port Phillip
- Î des Anglois
- Port Western
- B. de la Venus
- C. Liptrap
- B. Paterson
- Promontoire de Wilson
- C. Howe.

Plates 18 and 19 are engraved views of Sydney; both were drawn by C. A. Lesueur and prepared under the direction of J. Milbert.]


François Péron, continued by Louis de Freycinet, Christine Cornell (tr.), *Voyage of Discovery to the Southern Lands,* 2nd edn, 1824, vol. II, Book IV comprising chapters XXII to XXXIV, The Friends of the State Library of South Australia, Adelaide, 2003;


By the end of August 1801 James Grant had accepted that he had little knowledge of nautical surveying and delineation, and begged leave from the Governor to return to Europe by the first available opportunity, where he may be enabled to render himself ‘more serviceable to his country’. Governor King immediately granted him leave to do so – regretting that his ability as a surveyor, or being able to determine longitude, was not equal to his ability as an officer and a seaman – and appointed Acting Lieutenant John Murray to succeed him.139 Previously, Murray had been Master’s Mate of the Porpoise and had also accompanied Grant when he went for the second time to try and explore Governor King’s Bay. The Governor thought Murray a capable officer, having seen his examination certificate that noted that ‘he can splice knots, reef a sail, work a ship in sailing, and shift his tides, keep a reckoning of the ship’s way by plain sailing and Mercator, observe the sun and stars, and find the variation of the compass, and is qualified to do the duty of an able seaman and midshipman’.140 Murray’s appointment was dated 3 September 1801141, so that he seems to have taken over his new post about two months before his predecessor finally left Sydney.

Murray was ordered by Governor King to proceed in the Lady Nelson and finish the exploration of the south coast, which Grant had not been able to complete. The instructions issued by Governor King were very precise:

“… you will proceed without loss of time to Basses Straights, and observe the following directions for prosecuting the discoveries in those straights, on the south-west coast of this country…when you are between the Ram Head and Western Port, you will proceed to Kent’s Groupe…From Kent’s Groupe you will run on a straight course to Wilson’s Promontory, noticing the course and distance, soundings, and quality of the bottom…From Wilson’s Promontory you will trace the coast between Point Schank and Cape Albany Otway…From thence you will run on a straight course to Harbinger Rock, lying off the N.W. point of King’s Island…[later]…and as you stand in on the New Holland side [of Bass Strait] you will examine the coast between Cape Albany Otway and Cape Solicitor,142 which Lieut’t Grant named Portland Bay, the bottom of which he did not see. Should you have time, I would wish you to run due south from Cape Solicitor as far as 40°, and work back again to Cape Bridgewater…you will employ another month…in tracing the coast from Cape Banks…In returning to this port [Port Jackson] you will deliver all such journals and charts as may have been compiled…together with such specimens of natural curiositys as may be collected during your intended voyage.

Should you fall in with His Majesty’s ship Investigator, you will communicate these instructions to the commander of that ship, and put yourself under his command. And in case you fall in and are come up with by the Naturaliste and Geographe, French vessels on discovery, you will produce your passport from His Grace the Duke of Portland to the commander of that expedition.”143

[Notice that Governor King made no instructions regarding the possible contact with local Aborigines.]

139 Governor King to Sir Joseph Banks, mid-1801 – HRNSW 4, p. 356; Governor King to the Duke of Portland, 8 July 1801 – HRNSW 4, p. 439; James Grant to Governor King, 31 August 1801 – HRNSW 4, p. 515; Governor King to James Grant, 1 September 1801 – HRNSW 4, p. 515; Ida Lee, pp. 74-5.
140 Governor King to Secretary Nepean, 22 August 1801. Reference HRNSW 4, p. 505.
141 Governor King to [Acting] Lieutenant John Murray, 3 September 1801. Reference: HRNSW 4, p. 516.
142 This cape was discovered and named by Lieutenant Grant, who called it Cape Solicitor or Cape Sir William Grant; the latter name has been adopted and retained. Reference: HRNSW 4, p. 603, footnote.
One of the men in Murray’s crew as Second Mate was John Johnson (or Johnstone) – real name Jørgen Jorgensen (or Jorgenson) (1780-1827) - who had sailed with Captain John Black in the Harbinger.\(^{144}\)

Leaving Sydney Cove in the early afternoon of 12 November 1801 [nautical time], the Lady Nelson reached Cape Howe early in the afternoon two days later; Murray then steered towards Kent’s Group. On 5 December the Lady Nelson sailed from Kent’s Group, Seal Islands and Sir R. Curtis’ Island, reaching within sight of Wilson’s Promontory by 7 pm. They made all sail at 8 am and rounded the promontory, passing a remarkable rock with a hole in it [Grant’s “Hole in the Wall”] at 10 am. The following paragraphs are from Murray’s journal. It is noticeable that Murray seldom mentions in his journal the survey being undertaken on this expedition.

“Sunday 6 December. At 3 pm saw Cape Liptrap bearing N.N.W. distance 6 or 7 miles…Stood in round Phillip Island and by 8 am got close up with Grant’s Point and Seal Island.”\(^{145}\)

“Monday 7 December. At 6 pm gained entrance and passed between Grant’s Point and Seal Island which island seemed as full of seals as when we were last there…At 7 came to anchor in Elizabeth’s Cove in 6 fathoms with the small bower\(^{146}\); lowered down the gig\(^{147}\) and I went on shore to observe if any signs of strangers were to be seen. At 4 am out launch\(^ {148}\) and sent the first officer and five armed men to the river [Bass River] for fresh water…at 10 am stood further up the harbour.

Tuesday 8 December. At 4 pm [sic] came to an anchor off Lady Nelson’s Point and I went on shore and shot a few birds. At 2 pm [sic] came on board; up anchor and ran over into 2 fathoms water as near the mouth of river as possible. am. I went in the gig to Churchill’s Island and there found everything as we left it – I mean the remains of our fires and huts; the wheat and corn that Lieutenant Grant had sown in April last was in full vigour, 6 ft. high and almost ripe – the onions also were grown into seed; the potatoes have disappeared – I fancy that the different animals that inhabit the island must have eaten or otherwise destroyed them. I regret not having time or men to spare to clear a large spot and sow the wheat already grown, as the next crop would be large. I never saw finer wheat or corn in my life, the straw being very near as large as young sugar-cane.”\(^ {149}\)

The next few days’ entries of Murray’s journal describe collecting water from Bass River; evidence of the river having flooded since their visit in April; the shooting of two pairs of old swans for cooking, and the capturing of three young pairs of swans and a pair of young geese; the cutting down of about a bushel of wheat on Churchill’s Island (to feed the young birds); and finding there some potatoes and two onions.

At noon on Friday 11 December they sailed across to Lady Nelson’s Point and anchored there in the mouth of Salt Water Lagoon. More excursions were undertaken to search for more swans, and nine more were shot, of which the large ones, when fit for use, weighed between eight and nine lbs each. On Monday 14 December the first mate and party were sent in a launch to overhaul\(^ {150}\) the back of

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\(^{144}\) Murray’s journal of 24 Jan. 1802; Ida Lee, p. 123.

\(^{145}\) Ida Lee, p. 99.

\(^{146}\) small bower (abbreviated S.B.): that is, the anchor on the port side of the bow; in longer vessels one of two anchors carried at the bow of the vessel, the other being the ‘best bower’ (abbreviated B.B.), that is, the anchor on the starboard side of the bow. References: Ida Lee, p. 106n; Brewer’s Dictionary of Phrase and Fable, centenary edn, 1971, p. 144.

\(^{147}\) gig: a light narrow clinker-built ship’s boat used for rowing or sailing.

\(^{148}\) launch: man-of-war’s largest boat, used for shore-going, visiting other ships, etc.


\(^{150}\) overhaul: thoroughly examine, inspect, survey.
Tortoise Point. The next day they hove to\textsuperscript{151}, and sailed the Lady Nelson over into Elizabeth’s Cove, after which the first mate and boat’s crew were sent down to Seal Island to procure some skins – both as specimens for the Government and for their own uses, as several of the men were without hats or shoes. The men caught several rock fish at Grant’s Point. Murray noticed that over the previous several days the native fires had advanced nearer to them, and by Thursday 17 December one fire was no more than four or five miles away.

On Friday 18 December two soldiers\textsuperscript{152} were sent to cut some wood on the island, and whilst doing so came across a spring of water (within 50 yards of the shore), which yielded 100 gallons of very good water. The next morning Murray took a gang of hands on shore and made a road to the spring, cleared around it, and bailed out of it at least two or three tons of water. The base of the spring was comprised of very large stones; in half an hour, after it had been entirely emptied, the spring was again quite full of clear good water. Murray considered that this cove was the best place in the harbour for any vessel to lay in\textsuperscript{153}, being protected from the wind and close to a good supply of water and firewood, but not attractive to the settler due to the poor quality of the soil and shrubbery. Murray arranged for the men to paint a large sign in oil colours at the entrance to their new road, for the benefit of future visitors.

On Friday 25 December a violent squall suddenly arrived, which lasted several days. At the first opportunity Murray shifted the Lady Nelson across to Lady Nelson’s Point where there was more protection from the elements.

On Thursday 31 December they moved back into Elizabeth’s Cove, and collected another 200 or 300 gallons of clear water, and some wood. Another spring was discovered with banks covered with water-cresses\textsuperscript{154} and wild blackberries\textsuperscript{155}, which were gathered and brought on board. The strong winds from WNW made conditions uncomfortable in Elizabeth’s Cove, so once more they moved across to Lady Nelson’s Point.

The New Year was ushered in with the men splicing the main brace\textsuperscript{156} and three cheers. Robert Warren, who had been in double irons\textsuperscript{157} since 12 December for making false allegations against the first mate, Mr Bowen, was released.

[Other offenders mentioned in Murray’s journal included George Yates, who had received two dozen lashes on 10 December for falling asleep whilst on watch; and Henry Willis and John Missing, both of whom having fallen asleep in their watch on 27 December had been put in irons.]

The weather remained squally.

On Sunday 3 January 1802 Mr Bowen, the first mate, and four men were sent in the launch to Bass River to try to collect more birds. They returned the next afternoon. Mr Bowen reported that they had

\textsuperscript{151} hove to: brought the vessel with its head to the wind.  
\textsuperscript{152} two soldiers: Labilliere says Bond and Messing.  
\textsuperscript{153} lay in: shelter in.  
\textsuperscript{155} wild blackberries: probably the Small-leaf Bramble (\textit{Rubus parvifolius}), which was used by the early settlers to treat diarrhoea. References: J. H. Willis, ibid. p. 203; Frances Bodkin, ibid. pp. 892-3.  
\textsuperscript{156} splicing the mainbrace: a naval expression denoting an extra tot of ‘grog’ (rum diluted with water) all round, a very rare occurrence. Reference: Brewer, ibid. p. 676.  
\textsuperscript{157} double irons: shackled on both legs.
searched in vain ‘for some of the crowned birds’. He then reported in detail on the first encounter with the local inhabitants. "At 4 am [on 4 January] a light wind sprung up at E., got our kedge hove short, loosed sails and hove up – made sail for Elizabeth’s Cove.”

*The Lady Nelson* then moved out of Western Port, and by early afternoon Cape Shank was visible. However, it was impossible to survey any part of the coast as yet, from the numerous native fires which covered this low shore in one volume of smoke.

Murray described their first approach to what we now know as Port Phillip Heads:

“The Tuesday, 5 January…At 3 p.m. [by nautical reckoning] we saw ahead land bearing W.N.W. distant 12 miles, and an opening in the land that had the appearance of a harbour N.W. 10 or 12 miles, bore away for this last[,] it having the appearance of fine steady weather…Accordingly kept standing down for this entrance which every minute from its appearance made us sure it was a good harbour. At 5 p.m. saw a small island in the entrance and observed that between it and the main lay a reef…the 1st Mate [Mr Bowen] and the Boatswain’s Mate [Mr Barnes] at the masthead looking out. At this time I suppose we were within 1½ miles of the entrance…and I perceived that the sea broke short and was withal heavy – hove the lead and found only 10 fathoms water…Astonished at this, I hauled our wind and called out to them at the masthead to know if they saw any danger, but none was seen. I bore away and deepened into 11 fathoms when Mr Bowen called out “Rocks ahead”, immediately hauled our wind and stood off…going often to the masthead I saw that the reef did nearly stretch across the whole way, but inside saw a sheet of smooth water of great extent. From the wind blowing dead on this shore, I was obliged to haul off to clear the land, but with a determination to overhaul it as no doubt it has a channel into it and is apparently a fine harbour of large extent. Kept pressing sail and by 8 p.m. the extremes of land bore from N.W. to W. distance 20 miles…the wind blew about as much as our vessel likes and I am convinced that no vessel would have done more – I wish I could say as much for her in light winds…At daybreak the haze over the land at E., and E.N.E. with a heavy sea. I did not like to bear down on a lee shore and so kept our wind stretching for the westernmost side of the bay…no part of this bay as yet has been surveyed owing to the sea, wind and the before-mentioned numerous fires of the natives, but as our courses and distance were all with a free wind till we hauled off…there will be no great mistake found in that part of this bay laid down.”

Murray then headed in increasingly heavy seas for Cape Albany Otway and King Island, determined to return later to investigate the newly-discovered port more closely.

On leaving King Island in late January 1802, Murray intended to head for Cape Albany (Otway), but due to poor visibility, sultry weather followed by a westerly gale with heavy squalls and rain, he instead reached the Victorian coast between Cape Shanks and Grant’s Point, at 10 am on Saturday

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158 crowned birds: the Gang-gang Cockatoo. See previous footnotes (85 and 86) referring to Murray’s depiction of this bird.
159 first encounter with the local inhabitants. While not central to the narrative of the charting of Victoria’s coastline, *Mr Bowen’s report is considered to be of sufficient interest to be quoted in full. See Appendix V.*
160 kedge = kedge anchor, a small anchor with an iron stock used in mooring and warping. A warp is a rope or light hawser attached at one end to some fixed object, used in moving a ship from one place to another in a harbour or river.
161 Ida Lee, p. 112.
162 main: mainland
163 hove the lead: hauled up the lead
164 laid down: *i.e.*, drawn onto a chart.
165 Ida Lee, pp. 112-114.
30 January. There was a heavy swell and the surf around Seal Islands was breaking in a fearful manner. Four hours later, at 2 pm on Saturday 31 January [by nautical reckoning], Murray steered the Lady Nelson carefully past Seal Island on its way to calmer waters within Western Port, the western entrance having been made narrower by the immense run of bad weather causing dangerous breakers on its western flank and more exposed reefs on the eastern flank. By 5 pm the Lady Nelson was safely at anchor in Elizabeth’s Cove. The launch was prepared for sailing in the morning to explore the entrance to the newly-discovered bay. In the meantime, Murray went ashore in the gig and found the board of directions hanging at the entrance of the pathway they had previously constructed, and their recently-discovered well was full of fine clear water.

“At 4 am [i.e., at 4 am on 31 January] I sent the launch with Mr Bowen and 5 men armed with 14 days’ provisions and water down to the westward [,] giving him particular instructions how to act both with respect to the harbour and natives should he fall in with any, the substance of which was that in finding a channel into the Port he would take marks proper for coming in with the vessel and immediately return to me and at all times to deal friendly with the natives. It may now be proper to observe that my intentions are that if a passage into that harbour is found I will take the vessel down into it and survey it as speedily as circumstances will allow, from that trace to the coast to Cape Albany [Otway], from Cape Albany run strait [sic] to Cape Farewell and Harbinger Rocks [on the N coast of King Island] and if time, after that follow up the remainder of my orders.”

In the meantime, Murray explored the north coast of Phillip Island. He walked about 8 miles along the northern shore of the island, from Elizabeth Cove to Lady Nelson’s Point, observing a great variety of birds in the brush – all shy – as well as noting their calls. Flocks of perhaps 100 white cockatoos were often seen overhead. In the salt-water lagoon at Lady Nelson’s Point 20 to 30 swans were seen. The coastal trees were in bloom, and the soil further inland was found to be good. Returning to the Lady Nelson anchored in Elizabeth Cove, Murray sent a hand on shore to the well to lie in wait for birds to come in at sundown to drink; as a result, four pigeons were shot (and later preserved) and a dozen parrots were shot and subsequently eaten. The next day, whilst walking along the pathway to the well, Murray almost trod on a snake which he estimated to be nearly six feet long – the first snake they had encountered on the island.

At 9.30 pm on Thursday 4 February [by nautical reckoning] the launch returned on board, all well.

“Mr Bowen reported that a good channel was found into this new harbour, water from 10 fathoms to 6 and about a mile and a half broad, and according to his accounts it is a most noble sheet of water larger even than Western Port, with many fine coves and entrances in it and the appearance and probability of rivers, a number of shells were found on its beaches – swans, pelicans and birds of various sorts were seen in great numbers. The boat’s crew lived on swans all the time they were away.

No water was as yet found – the officer having no time to spare, nor no natives seen but numbers of their huts, in short from such a report as I have received and of the truth of which I have no doubt (as the attention and care of this officer has always been conspicuous) it would be unpardonable in me not to give this new harbour a strict overhaul.”

As it was too calm to sail out of Western Port, Murray had the Lady Nelson towed up to Lady Nelson’s Point so that a boat could be sent up Bass River to collect birds. On the morning of Friday 5 February Murray sent the launch with the First Mate and four armed hands up Bass River to try and

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166 Ida Lee, pp. 129-30.
167 overhaul: inspection.
168 Ida Lee, p. 131.
shoot some birds, returning a couple of days later with a live swan, some dead ones, four crowned parrots [Gang-gang cockatoos] and a single duck, all shot – but fresh water was unavailable as far as the boat could penetrate between boughs of fallen trees.

Very early on Monday 8 February they took up their kedge, weighed their anchor\textsuperscript{169}, and sailed for Elizabeth’s Cove, arriving there at 6.30 am. Murray then sent men to fill an empty cask with water from the spring, and another party to cut some timber. In the afternoon everything was secured for sea, intending to sail the next morning. They took a haul of their seine, collecting only one whiting and ‘two remarkable curious fish’\textsuperscript{170}.

On Wednesday 10 February afternoon [by nautical reckoning] they inspected their Bower anchor suspected it to be foul, and found it so. From the vast quantity of oysters, mussels and shellfish exposed at low tide, it was evident to Murray that a company of six or eight men would not starve if left there on the shore for several months. They also found many hundreds of a very handsome shell feeding on seaweed\textsuperscript{171} but very scarce when they were there the previous April. The next evening a snake 6 feet long was killed on the track to the well.

On Friday morning 12 February Murray hoisted in the launch and took up the kedge anchor, with the intention of sailing if the wind increased, but the breeze remained slight and undependable. At noon distant thunder was heard, and from 7 pm to 10 pm there was constant loud thunder, vivid lightning and very heavy rain which lasted until 9 the following morning, when conditions became calm again. They hove up their B.\textsuperscript{172} and hung by the kedge, but still the calm prevailed. Murray lamented that this kind of weather was as destructive to the intent of their cruise as gales at sea. He undertook another long walk along the shore of Phillip Island, far enough to see all entrances to Western Port. From an elevated position on the island he was able to confirm that several of the dangerous sand rollers had shifted, rendering the channel even narrower than before.

Murray’s journal entries for the auspicious day when a ship entered Port Phillip for the first time, is quoted \textit{verbatim} and \textit{in extenso}:

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“Sunday, 14 February...At 5 am weighed and made all sail down the port, by 8 am Grant’s Point bore E by N distant 10 miles and Cape Shanks NW distant 7 miles; kept running down the land. am. At half-past 10 South Head of the new Harbour or Port N by E 8 miles distant; by noon the island at entrance of harbour bore N half a mile distant. At this time we had a view of this part of the spacious harbour, its entrance is wide enough to work any vessel in, but, in 10 fathoms. Bar stretches itself a good way across, and, with a strong tide out and wind in, the ripple is such as to cause a stranger to suspect rock or shoals ahead. We carried in with us water from 14 to 16 fathoms. Kept standing up the port with all sail set.

Monday, 15 February pm [by nautical reckoning] Working up, the port with a very strong ebb against us, we however gained ground. The southern shore of this noble harbour is bold high land in general and not clothed as all the land at Western Port is with thick brush but with stout trees of various kinds and in some places falls nothing short, in beauty and appearance, of Greenwich Park. Away to the eastward at the distance of 20
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\textsuperscript{169} they took up their kedge, weighed their anchor; they took up their kedge anchor and their main anchor.
\textsuperscript{170} two remarkable curious fish: probably a poisonous toad-fish such as the Common Toad-fish (\textit{Tetractenos hamiltoni}) or Smooth Toad-fish (\textit{T. glaber}) from the Family Tetraodontidae, or the poisonous porcupine-fish, \textit{Diodon sp.} from the Family Diodontidae.
\textsuperscript{171} a very handsome shell feeding on seaweed: almost certainly the Painted Lady or Australian Pheasant Shell (\textit{Phasianella australis} J. F. Gmelin, 1791); another – but much less likely – candidate would be the Common Warrener or Wavy Turban Shell (\textit{Turbo undulatus}).
\textsuperscript{172} their B.: their bower anchor.
miles the land is mountainous, in particular there is one very high mountain which in the meantime I named *Arthur’s Seat* from its resemblance to a mountain of that name a few miles from Edinburgh… to the NE by N, about 5 miles from the south shore lies a cluster of small rocky islands and all round them a shoal of sand; plenty of swans and pelicans were found on them when the boat was down, from which I named *Swan Isles*. To the NE by E there is an opening, and from our masthead no land could be seen in it. The northern shores are low with a sandy beach all along. At half-past 3 pm we got to anchor in a sandy cove in 7 fathoms water, bottom fine sand – Swan Isles bearing NE by N distance 5 miles, a bold rocky point which I named *Point Paterson* ESE 1½ miles, a long sandy point named *Point Palmer* west, 1½ miles, and the nearest point of the shore SW ½ of a mile distant.

I went on shore and walked through the woods a couple of miles. The ground was hard and pleasant to walk on. The trees are at a good distance from each other and no brush intercepts you. The soil is good as far as we may be judges. I saw several native huts and very likely they have burnt off several hundred acres of ground. Young grass we found springing up over all the ground we walked; the only birds we saw were a few parrots. We found some shells on the beach and returned on board. I have named this harbour *Port King* in honour of Governor P. G. King under whose orders I act. Set a third watch of the people with an officer. In the morning sent a gig to Swan isles for swans and on board we caught a few rock fish. At noon the gig returned with 3 live and 4 dead swans.

After dinner on Tuesday 16 February [by nautical reckoning] Murray took a walk through the woods, attended by one soldier and the carpenter, to examine the timber. The hills and valleys were described as rising and falling with inexpressible elegance. On return to the boat, the old man Andrew Luck presented Murray with a perfect nautilus shell he had found. At sundown a native fire was seen about a mile inland, but although Mr Bowen and Bond were sent armed early the next morning to meet them, they had gone.

At 9 am they hove up their Bower anchor with a light air at NE and dropped anchor a few miles further up the bay. They then saw the same fire just lit by the natives and presently saw several of them emerge from the bush, but the moment the natives saw the vessel they sprang into the wood out of sight. At 11 am the crew anchored in 5 fathoms of water, handed sails etc., as there was another native fire burning a little way inland.

Apart from Murray’s descriptions of their encounters with the natives, which are given in extenso in Appendices V and VI, his journal entries are concerned with:

- catching live swans on Swan Isles;
- making soundings in the bay to determine where channels might exist to enable the ship to sail in order that the bay could be surveyed;
- estimating the vertical tide, where they were anchored, to be 6 feet;
- sending out a party [onto Mornington Peninsula] to investigate the types of timbers – who reported back that the trees were almost invariably oak and other wood quite common at Sydney;

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173 Governor King afterwards renamed the harbour Port Phillip in honour of the first Governor of New South Wales.
176 a perfect nautilus shell: this delicate and beautiful white paper nautilus shell is actually the egg case of an octopus, *Argonauta nodosa*, Solander, 1786.
177 oak: probably she-oaks such as Drooping or Coast She-oak (* Allocasuarina verticillata*), and Black or Erect She-oak (*A. littoralis*); less likely Scrub She-oak (*A. paludosa*).
• sending a launch over to the western side to examine a possible harbour (or river) Murray had seen on 16 February from a high hill; when the launch returned on 22 February, the news was that the depth was only 7 or 8 feet, thus unsuitable as a harbour for shipping; however, the shooting of 20 swans and an encouraging report of something of more consequence [further afield] made Murray determined to investigate further;
• the deterioration of the condition of the ship’s boats;
• a storm commencing in the afternoon of Wednesday 24 February [by nautical reckoning] with a great deal of thunder and lightning and rain, later a hard gale at SW with intervals of squalls - “We held on although all at auction with the small bower and one-third of a cable out, a proof of the goodness of the holding ground.”
• sending the long boat on shore, upturned it and had the carpenter make some repairs – the small boat being so bad as to render it hazardous to go any distance in it from the vessel;
• sending Mr Bowen and Mr Brabyn in the gig to measure the latitude at the north end of Swan Isles while Murray measured the latitude of points about 7 miles north and south of them, from which a base line was obtained for the survey of the bay;
• giving some of the people liberty on shore for the day;
• at 5 am on Monday 1 March “took up our kedge, hove short, loosed sails and sheeted home the top-sails, weighed and made sail up the port”, intending to go as far as a watering-place noted further up the bay. Found the depth only 5 feet so returned to their site between Point Paterson and Bowen’s Point “so named from Mr Bowen’s skirmish with the natives in it”;
• being tormented by the flies – they having become so troublesome by the beginning of March that Murray remarked on them in his journal;
• after much searching for a deep channel close to their watering place, found one about 3 miles from the southern shores of the bay and about a mile and a half from the spring (which was about 10 yards in from the beach). The spring produced excellent water as clear as crystal – enough to water the Grand Fleet of England! It is situated nearer the entrance than the foot of Arthur’s Seat by about 2 miles, and can easily be found because the land on both sides is high with bold points. If a boat then E or E by S from Point Paterson 9 miles puts into the shore it will not be far off it. There were plenty of ducks about it, but very shy; and
• fitted new waist-cloths, the others being decayed, and her sides and bends being very bare; painted them red (the only colour available), and blacked the bends and upper works.

On the morning of Saturday 5 March Murray went in the launch with an armed boat’s crew over to the sheet of water mentioned on 22 February, reaching its entrance at noon. That morning the visibility was excellent, and even where the distant shores were low-lying their positions could be deduced from the presence of numerous native fires; “indeed, all round the Port to-day there were Native’s Fires, and some of them very large.”

On the afternoon of Sunday 7 March [by nautical reckoning] Murray surveyed this extensive sheet of water [Swan Bay], finding it very shallow. The soil of the surrounding land was good and the appearance exceeded in beauty even the southern shores of the bay. The number of large swans seen was almost beyond belief, but by this time most of the younger ones could fly; even so, they caught eleven, of which ten were large.

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178 Ida Lee, p. 143.
179 Victoria’s first trigonometrical survey baseline!
180 Ida Lee, p. 144.
181 Labilliere, vol. I, p. 96; not in Ida Lee!
“All of us slept this night on a pleasant little island with a few handsome trees on it, soil good and so clear as to be fit for the hoe at once, I named it Maria Isle, after a sister I lost some Years past.”\textsuperscript{182}

“Monday, 8 March. As we now intended sailing in a few days I judged it consistent with His Majesty’s instructions (a copy of which I was furnished with from the Governor and Commander-in-Chief of New South Wales) to take possession of this port in the form and manner laid down by the said instructions, and accordingly at 8 o’clock in the morning the United Colours of the Kingdoms of Great Britain and Ireland\textsuperscript{183} were hoisted on Board, and on Point Patterson, and at One O’Clock, Under a Discharge of three Vollies of Small Arms, and Artillery, the Port was taken Possession of, in the Name of His Sacred Majesty George the Third of Great Britain and Ireland (King) &c: &c: &c: Served double Allowance of Grog, in the Afternoon I went on Shore attended with an Armed Party, and passed the remainder of the Day about and under the Colours flying on Shore, at Sun down hauled down the Colours on Board and Ashore. Observed the Distance of the Sun and Moons\textsuperscript{184} nearest Limbs on Point Patterson. Note. this Log contains 31 Hours, and ends at O Down \textit{[i.e., sundown, 7 pm].}\textsuperscript{185}

The next few days were employed getting ready for sea. Despite being provisioned with food for 24 weeks, a quantity of the bread had decayed, while the swans and other captured birds had consumed a fair amount of the available food, also. What food remained was very bad.

Murray regretted that so little had been achieved in the 19 weeks and one day they had been absent from Sydney, the weather and other circumstances having been rather against them during the whole cruise. Nevertheless, he felt that the little of the original instructions that had been carried out was pretty accurate and should give the Commander-in-Chief some satisfaction.

On Wednesday 10 March Murray remarked that for the past two or three days great numbers of native fires had been seen all round the [lower end of the] bay, except between Arthur’s Seat and Point Palmer.

“Thursday 11 March, 1802…At 4 am hoisted in the Launch after Picking up our kedge, sent Top gallant yards aloft, hove Short and loos’d Sails. At 7 am Weighed and made Sail down the Port, by 8 am with a strong Tide of Ebb running out we got into the entrance Carrying all the way from 9 to 16 Fathoms Water, we then fell into such a ripple, that we expected every moment it would break on Board, having now from 10 to 7 and 8 Fathoms Water, we however got clear out, and by ½ past 9 am the point of Entrance bore NE by E distance 3 or 4 Miles, and a remarkable Nob of Land (if not an Island)\textsuperscript{186} WNW 4 or 5 miles. By noon the Entrance bore NEbN 9 or 10 miles…”\textsuperscript{187}

\textsuperscript{182} Ida Lee, p. 147.

\textsuperscript{183} United Colours of the Kingdoms of Great Britain and Ireland: The cross of St George, patron saint of England since the 1270s, is a red cross on a white ground. After James I succeeded to the throne, it was combined with the cross of St Andrew in 1606. The cross saltire of St Andrew, patron saint of Scotland, is a diagonal white cross on a blue ground. The cross saltire of St Patrick, patron saint of Ireland, being a diagonal red cross on a white ground, was combined with the previous Union Flag of St George and St Andrew, after the Act of Union of Ireland with England (and Wales) and Scotland on 1 January 1801, to create the Union Flag that has been flown ever since. Reference: \url{http://www.royal.gov.uk/output/page398.asp}. Murray flew the new version of the Union Flag.

\textsuperscript{184} Marginal note: Long\textsuperscript{e} by these Lunars 145°00′00″ East.

\textsuperscript{185} Page 239 of the Log of the \textit{Lady Nelson} [held in The National Archives, Kew, Richmond, Surrey] is reproduced in Mabel Brookes, \textit{Riders of Time}, p. 18, and covers the significant entry for the latter part of Monday 8 and first part of Tuesday 9 March 1802.

\textsuperscript{186} a remarkable Nob of Land (if not an Island): Mount Colite (known locally as The Bluff), at Barwon Heads.

The *Lady Nelson* experienced very severe weather between Wilson’s Promontory and Kent’s Group, so much so that on 18 March Murray’s log recorded that by the continual labouring and pitching of the vessel, there were so many leaks on the deck and all round the bows, that they lost 16 fine swans. Two days later a further six fine swans were lost, owing to the incessant labouring of the vessel. A further two days later they had to lay to in a most furious squall.

Eventually, after her very stormy and eventful cruise, the gallant ship and crew once more safely anchored in the noble harbour of Port Jackson, on the afternoon of Wednesday 24 March 1802 [by nautical reckoning]. During its voyage the *Lady Nelson* had spent twenty-five nights inside Port Phillip Bay.

**Postscript**

Later that afternoon Murray waited on Governor King, to give an account of the *Lady Nelson*’s voyage. The Governor must have been greatly pleased, and the more so a month later when the French ship *Naturaliste* put into Port Jackson. Emmanuel Hamelin, who commanded the *Naturaliste*, was in a desperate position when he put in to Port Jackson. The French ships *Géographe* (under Commodore Nicolas Baudin) and *Naturaliste* had left France in October 1800 on a voyage of scientific discovery, but the two ships had separated in a gale off Van Diemen’s Land and Hamelin had traversed the whole of Bass Strait without meeting the *Géographe*, his boats having visited Western Port only a month after Murray had left there. Finding his provisions exhausted, in his extremity the French commander, although he knew that France and England were at war, steered to Sydney. We are told that he was received with “noble and large-minded liberalty”, and the sick French sailors were received at the Government Hospital. Hamelin was busily engaged in replenishing his ship when Matthew Flinders arrived in the *Investigator* on 9 May 1802 and was able to give Hamelin news of his meeting Baudin in Encounter Bay and of the latter’s intention to proceed to the Île-de-France.188 The *Naturaliste*, therefore, hastened her preparations and sailed from Sydney on 18 May 1802.


Matthew Flinders, *A Voyage to Terra Australis; undertaken for the purpose of completing the discovery of that vast country, and prosecuted in the years 1801, 1802, and 1803, in His Majesty’s Ship the Investigator, and subsequently in the armed vessel Porpoise and Cumberland Schooner. With an Account of the Shipwreck of the Porpoise, arrival of the Cumberland at Mauritius, and imprisonment of the Commander during six years and a half in that island, G. & W. Nicol, London, 1814, vol. 1, chapter IX, pp. 211-17, together with Atlas, Plates V, VI and XVIIb (views 13 and 14) UniM ERC MAPS zf 919.4042 FLIN (v. 1, charts)


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188 Île-de-France: the former name of Mauritius. On 2 December 1810, during the course of the Napoleonic Wars, the island was captured from the French by the British, and in 1814 was ceded to Great Britain by the Treaty of Paris.
Commander of H. M. A\(^{d}\). S. Vessel Lady Nelson on a Voyage of Discovery undertaken by Command of His Excell\(^\text{cy}\). Gov\(^\text{r}\). King [with Murray’s signature]; Plan of Port Phillip in Bass’s Strait Discovered & Partly Surveyed by Act\(^s\). Lieut\(^s\). John Murray in the Lady Nelson Jan’ 1802; and Chart of Part of Bass’s Strait Including the discoveries Made by Act\(^s\). Lieut\(^s\). John Murray Commander of H. M. A\(^{d}\). S. Vessel Lady Nelson between Nov’. 1801 and March 1802, [signed by John Murray] By Command of His Excellency Govr. King [This is one of the charts referred to as “unfortunately missing” in HRNSW 4, p. 764] UniM Bail SpC/AX 910.4 L478.
