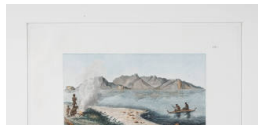




Object number:
00037897

Title: Navigateurs -
Dessins de Bougainville



Object number:
00001137

Title: Terre de Diemen.
Navigation. Vue de la Côte



Object number:
00050331

Title: Voyage de
Découverte aux Terres



Decouvreurs: Bougainville, Cook, La Perouse and Baudin
Date: 1837
Primary Maker: Cazenave
Medium: Ink on paper
Name: Engraving
History: Jean-Francois de Galaup, Comte de la Perouse, was born in Albi, south-west France in 1741; he joined the French Navy in 1756. He served in North America, the West Indies and in the Indian Ocean during the Seven Years War (1756 - 1763) and in the American War Of Independence (1776-1783) By 1783 La Perouse was a post-captain ("capitaine de vaisseau"), a Knight of the Order of St. Louis and had become an adviser to the senior French naval administrator, Count Claret de Fleurieu. In the period of peace following the Treaty of Paris (1783), Fleurieu and La Perouse began planning for a major French scientific expedition to the Pacific. King Louis XVI took a personal interest in the planning; and consequently the expedition was extremely well-equipped and manned. In command of the expedition ships LA BOUSSOLE and L'ASTROLABE, La Perouse left Brest in August 1785 and sailed for the Pacific by way of Cape Horn. The expedition arrived in Chile in February 1786 and then sailed to Easter Island and



navigation. vue de la Cote Orientale l'Ile Schouten
Date: 1807
Primary Maker: Charles Alexandre Lesueur
Medium: Coloured engraving on paper.
Name: Engraving
History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son



Decouvertes aux Terres Australes, Navigation et Geographie
Date: 1815
Primary Maker: Louis de Freycinet
Medium: Ink on paper
Name: Book
History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son

sailed to Easter Island and the Hawaiian islands before carrying out a detailed survey of the north-west coast of North America. It was during this survey that 21 men were lost when their boat capsized in Lituya Bay (Alaska) In September 1786 the expedition left the Spanish settlement at Monterey (California) and sailed west across the North Pacific ocean to Macau where they arrived in January 1787. The expedition then headed for the Philippines and continued north-eastward to survey the seas around Japan and Korea. In early September 1787 the ships reached the Russian settlement of Petropavlovsk (Southern Kamchatka) where La Perouse received revised orders to sail to Botany Bay where a new English colony was about to be settled. At Petropavlovsk La Perouse took the opportunity to send an account of his voyage overland back to Paris with one of his officers, Jean Baptiste Barthelemy de Lesseps. De Lesseps took a year to make the journey to Paris but successfully presented La Perouse's account of the expedition to French government officials. It proved to be the last correspondence received from La Perouse and was later published in

expedition and his son, Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

expedition and his son, Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LE NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

and was later published in 1797 as 'Voyage de La Perouse Autour du Monde', edited by General Milet-Mureau. From Petropavlovsk the expedition sailed for Botany Bay in New Holland (Australia) by way of Samoa, Tonga and Norfolk Island. At Tutuila in Samoa the expedition suffered a serious setback when Paul-Antoine Fleuriot de Langle (La Perouse's second-in-command) and 11 others were killed by natives while attempting to obtain fresh water. Despite this tragedy, La Perouse sailed on to Botany Bay, arriving there just as the fleet of British ships carrying the first European settlers were departing for the recently-discovered, superior harbour of Port Jackson a few miles to the north. The French ships remained at Botany Bay until 10 March 1788 when La Perouse sailed north-east into the (South-West) Pacific to complete his ambitious exploration voyage. It was expected that after the expedition had visited the South-west Pacific, La Perouse would order a course across the Coral Sea and pass through Torres Strait before crossing the Arafura Sea towards Mauritius in the Indian Ocean, before finally returning to France. But when by 1791 no news of the expedition had

months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place now named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists, particularly Peron, collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was

months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was sent home early to France

of the expedition had reached France, authorities hurriedly directed Admiral Bruny d'Entrecasteaux to lead an expedition in search of La Perouse's missing ships. D'Entrecasteaux's ships LA RECHERCHE and L'ESPERANCE left France in late September 1791. However, despite searching the western Pacific, the expedition found no evidence that would explain the disappearance of La Perouse's ships. The mystery of what had happened to the expedition remained unresolved until wreckage of the ASTROLABE was discovered at Vanikoro Island in the Solomon islands by the Franco- Irish adventurer Peter Dillon in 1827. A year later, another French explorer, Jules-Sebastien-Cesar Dumont d'Urville, visited Vanikoro to confirm the identity of the wreckage reported by Dillon and erected a monument to La Perouse. Dumont d'Urville also recovered anchors and cannon from the wreck site on the south-western side of the island which he took back to France. These were used to erect a memorial to La Perouse at his birthplace of Albi. The site of LA BOUSSOLE was not discovered until 1986 when a Franco-Australian archaeological team

NATURALISTE which was sent home early to France. De Freycinet was given command of the CASUARINA. During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-cartographer and the account of the voyage written by Peron.

sent home early to France. De Freycinet was given command of the CASUARINA. During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-cartographer.

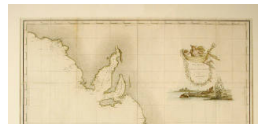
archaeological team working with the Solomon Islands National Museum found more wreckage at a site called 'la Faille', approximately half a mile to the east of La Perouse's ASTROLABE wrecksite that had been investigated by the crews of several French naval vessels in the course of 19th century. Since the mid 1980s a number of Franco-Australian maritime archaeological expeditions visited Vanikoro and, with the consent of the Solomon Islands' government, recovered material from underwater and on land. It is now evident that the La Perouse expedition encountered a cyclone which forced the BOUSSOLE and ASTROLABE onto the reefs at Vanikoro. Archaeological evidence, supported by oral history, indicates that some of the crew survived the wrecking, but their ultimate fate remains unclear. At the time of Dillon's first visit in 1827, islanders related that the last of the survivors had only died a few years before Dillon's arrival and that, a considerable time before this, some of the survivors had left the island in a vessel built from some of the wrecked ships' timbers. A collection of archaeological material from the Vanikoro wrecks is now held in the Musée National de la Marine in

national de la marine in
Paris and the Musee
d'Histoire Maritime de
Nouvelle Caledonie in
Noumea.



Object number:
00001136

Title: Nouvelle-Hollande,
Nouvelle-Galles du Sud



Object number:
00000453

Title: Carte Generale de la
Terre Nevelson (Globe)

Object number:
00004836

Title: Sea Rivalry
Object Name: Still image



nouvelle Galles du Sud,
Navigation
Date: 1807
Primary Maker: Charles
Alexandre Lesueur
Medium: Ink on paper
Name: Engraving
History: Nicolas Baudin
sailed from France in
October 1800 in command
of the ships LE
GEOGRAPHE and LA
NATURALISTE on a
scientific expedition to
Australia. Baudin had
previously served in the
merchant marine, the
French Navy (during the
American War of
Independence), the French
East India Company and in
the service of the Austro-
Hungarian Emperor, Joseph
II. He had established a
good reputation as an
amateur naturalist after
returning from Puerto Rico
with a splendid collection
of natural history
specimens in 1797. Based
on the success of the
Puerto Rico expedition,
Baudin proposed a
scientific expedition to
New Holland. In addition to
achieving the scientific
objectives of the
expedition, Baudin planned
to survey parts of the
Australian coast -
particularly those areas
that were still poorly
charted. The great French

explorer Louis-Antoine de
Bougainville was an
influential supporter of the
expedition and his son,



terre Napoleon (a la
Nouvelle Hollande)
Date: 1808
Primary Maker: Louis de
Freycinet
Medium: Ink on paper
Name: Chart
History: Nicolas Baudin
sailed from France in
October 1800 in command
of the ships LE
GEOGRAPHE and LA
NATURALISTE on a
scientific expedition to
Australia. Baudin had
previously served in the
merchant marine, the
French Navy (during the
American War of
Independence), the French
East India Company and in
the service of the Austro-
Hungarian Emperor, Joseph
II. He had established a
good reputation as an
amateur naturalist after
returning from Puerto Rico
with a splendid collection
of natural history
specimens in 1797. Based
on the success of the
Puerto Rico expedition,
Baudin proposed a
scientific expedition to
New Holland. In addition to
achieving the scientific
objectives of the
expedition, Baudin planned
to survey parts of the
Australian coast -
particularly those areas
that were still poorly
charted. The great French
explorer Louis-Antoine de
Bougainville was an
influential supporter of the
expedition and his son,
Eugénie de Bougainville

Object names: Still image
Date: c 1930
Primary Maker: Geoffrey
Chapman Ingleton
Medium: Printed ink on
paper
Name: Etching
History: The encounter
between Matthew Flinders'
ship HMS INVESTIGATOR
and Nicolas Baudin's LE
GEOGRAPHE was not
sketched or painted by any
crew member in 1802,
despite there being two
official artists on board
each vessel. However the
meeting has proved to be
a popular topic with 20th
century artists. The chance
meeting occurred on 8
April 1802. Both vessels
were surprised to see each
other in the uncharted
territory of South Australia,
soon to be named
Encounter Bay in honour of
their meeting. After the
French made signals of
friendship Flinders boarded
LE GEOGRAPHE to
exchange information with
Baudin, an effort that was
hindered by language
barriers. Both the British
and French captains were
charting the coast of New
Holland (Australia) and
attempting to complete
survey information missing
on cartographic maps of
the period. Their ships
coincided once more in
Port Jackson, just two
months after this initial
meeting in South Australia.
Flinders in the
INVESTIGATOR was the

Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

INVESTIGATOR was the first to make a complete circumnavigation of Australia and produce detailed charts of its coast. His maps are regarded as significantly more detailed and accurate than Baudin's however the French were the first to publish their charts, some three years before Flinders. In doing so they initially took the credit for much of Flinders' discoveries and survey work and ignored his naming of bays, islands etc, preferred to use their own French versions.

surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place now named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists, particularly Peron, collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was

surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendez-vous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was sent home early to France. De Freycinet was given

sent home early to France. De Freycinet was given command of the CASUARINA. During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-cartographer and the account of the voyage written by Peron.

De Freycinet was given command of the CASUARINA. During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-cartographer.



Object number:
00050330

Title: Voyage de
Découvertes aux Terres



Object number:
00030597

Title: Terre de Diemen et
Nouvelle-Hollande, plate III



Object number:
00015464

Title: LE GEOGRAPHE
Date: 1800



Decouvertes aux Terres Australes, volume 2
Date: 1816
Primary Maker: François Auguste Péron
Medium: Ink on paper
Name: Book
History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French

explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son,



nouvelle-Hollande, plate III
Date: 1807
Primary Maker: Charles Alexandre Lesueur
Medium: Ink on paper
Name: Engraving
History: Charles-Alexandre Lesueur joined Baudin's ship LE GEOGRAPHE at the age of 23 as an assistant gunner. His genuine interests were in natural history and he demonstrated impressive artistic skill, but this expedition by Baudin, supported by Napoleon, was so well funded and positions on board so sought after, that Lesueur seemed content to be aboard in any capacity. It was said that "the most inferior stations had been sought for with avidity, and some of them were filled by young men of the most respectable families in Normandy". Despite the attention and funding of the expedition, conditions on board the ships quickly became unbearable and by May 1802, Peron, who became Lesueur's close friend and colleague aboard wrote "The scurvy, which had succeeded to the dysentery, pervaded the ship to an alarming extent. Already several men had been consigned to the deep; already more than half of our crew were incapable of any duty; and of our helmsmen, two alone could keep the deck. The progress of this



Date: c 1990
Primary Maker: Michel Laroche
Medium: Bone, brass and wood.
Name: Model
History: GEOGRAPHE was laid down in 1794 as the URANIE, renamed GALATEE in 1799 and launched as GEOGRAPHE on 23 August 1800, a 20-gun 'Serpentine class' corvette of the French Navy. In October 1800 the ship left France under the command of Nicolas Baudin to survey the Australian coastline, returning in 1803. By 1811 it was being used as a prison hulk in L'Orient and soon after was broken up. Nicolas Baudin sailed from France in command of the ships GEOGRAPHE and NATURALISTE on a scientific expedition to Australia in October 1800. Apart from the scientific interests of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas as yet only poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son Hyacinthe served as a midshipman aboard the GEOGRAPHE. In May 1801 the expedition reached Cape Leeuwin, Western Australia and although Baudin's instructions were to sail south to Tasmania, with winter approaching

Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

the progress of this epidemic was frightful." Out of five zoologists originally on board, only Peron was left. Lesueur's artistic merit had been recognised early on in the voyage and he had since been promoted to the 'honorable station of painter of natural history'. Lesueur therefore became Peron's trusted colleague and friend and together they collected around 100,000 natural specimens with Lesueur painting or drawing around 1500 images. Both Lesueur and Peron survived the expedition and made it back to France. Peron wrote the official account of the voyage as Baudin had died in September 1803 on the Isle de France.

with winter approaching, he chose instead to start surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE (under the command of Jacques Felix Emmanuel Hamelin) separated and Hamelin undertook a survey of Shark Bay, with the two ships reuniting at Timor. In November the expedition sailed south into the Indian Ocean and then east to Tasmania - arriving there in January 1802. Over the next three months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in the INVESTIGATOR and an encounter between the two men took place on 8 April 1802 in South Australia at a place named (by Flinders) Encounter Bay. The period Baudin spent in Tasmania produced a wealth of new geographic information, and the expedition's scientists collected abundant natural history specimens, and made important records of the indigenous Tasmanians. During the survey the GEOGRAPHE and NATURALISTE had acted separately but rendezvoused in Port Jackson in June 1802. At Port Jackson Baudin

surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place now named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was sent home early to France.

Port Jackson Baudin purchased a smaller vessel, the CASUARINA, to replace the slow and cumbersome NATURALISTE which was then sent home to France; he entrusted command of the CASUARINA to Louis de Freycinet, his surveying officer. Over the following year the expedition surveyed more of Bass Strait, King Georges Sound, and the Australian north coast around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September and Captain Pierre Milius took command.

De Freycinet was given command of the CASUARINA. During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-cartographer.



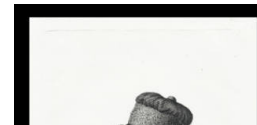
Object number:
00004303

Title: Plate XXIX
Mollusques et Zoolytes



Object number:
00004304

Title: Mollusques et
Zoolytes. Plate XXX



Object number:
00000851

Title: François PÉRON né à
Céville, département de



mollusques et zoöphytes
Date: 1807
Primary Maker: Charles Alexandre Lesueur
Medium: Coloured engraving on paper.
Name: Engraving
History: Francois Peron joined Baudin's expedition at the age of 25 as a trainee zoologist. By this time Peron had already served in the French army, enrolled as a medical student at the Ecole Pratique de Dissection in Paris "an intensive education supplemented with zoology and comparative anatomy courses at the Museum national d'Histoire naturelle". These later studies allowed him to apply for a position on Baudin's voyage as part of a 24 member civilian scientific team that included astronomers, geographers, mineralogists, botanists and zoologists. From the outset the expedition of two vessels, the LE GEOGRAPHE and LE NATURALISTE, experienced problems involving discipline, lack of supplies and harsh conditions on board. There was a mass exodus of scientists and crew on stops throughout the voyage and constant ill

health aboard. Peron seemed to have been resilient enough to cope with problems although he



zoöphytes, Plate XXX
Date: 1807
Primary Maker: Charles Alexandre Lesueur
Medium: Coloured engraving on paper.
Name: Engraving
History: Francois Peron joined Baudin's expedition at the age of 25 as a trainee zoologist. By this time Peron had already served in the French army, enrolled as a medical student at the Ecole Pratique de Dissection in Paris "an intensive education supplemented with zoology and comparative anatomy courses at the Museum national d'Histoire naturelle". These later studies allowed him to apply for a position on Baudin's voyage as part of a 24 member civilian scientific team that included astronomers, geographers, mineralogists, botanists and zoologists. From the outset the expedition of two vessels, the LE GEOGRAPHE and LE NATURALISTE, experienced problems involving discipline, lack of supplies and harsh conditions on board. There was a mass exodus of scientists and crew on stops throughout the voyage and constant ill health aboard. Peron seemed to have been resilient enough to cope with problems although he



Cerilly, department de l'Allier le 22 Août 1775. Mort le 10 Décembre 1810
Date: 1810
Primary Maker: Choubard
Medium: Steel engraving on paper.
Name: Print
History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LE NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son

clashed with Baudin. It is said that throughout it all "he diligently measured the temperature of the air and ocean every six hours for the duration of the expedition. In so doing, Peron became the first to establish a relationship between weather patterns and marine migrations, particularly those of jellyfish. As the scientific team disintegrated, he eventually took on, alone, the tasks originally assigned to the expedition's four zoologists. He persevered, carrying out risky shore going collection - trips in search of specimens (including a crocodile); devising ingenious ways to preserve them (jellyfish were "marinated" in olive oil or peppered vinegar when alcohol was not available); and fastidiously recording the conditions under which his treasures were found." ("Unidentified Floating Object", Olalquiaga, C. Cabinet Magazine Online, Issue 21, 2006). On his return to Paris in 1804 and the death of Baudin, Peron became responsible for writing up the account of the voyage, in addition to his own follow up research. Criticism was levelled at Peron for his harsh treatment and general omission of Baudin in the account but Peron himself

clashed with Baudin. It is said that throughout it all "he diligently measured the temperature of the air and ocean every six hours for the duration of the expedition. In so doing, Peron became the first to establish a relationship between weather patterns and marine migrations, particularly those of jellyfish. As the scientific team disintegrated, he eventually took on, alone, the tasks originally assigned to the expedition's four zoologists. He persevered, carrying out risky shore going collection - trips in search of specimens (including a crocodile); devising ingenious ways to preserve them (jellyfish were "marinated" in olive oil or peppered vinegar when alcohol was not available); and fastidiously recording the conditions under which his treasures were found." ("Unidentified Floating Object", Olalquiaga, C. Cabinet Magazine Online, Issue 21, 2006). On his return to Paris in 1804 and the death of Baudin, Peron became responsible for writing up the account of the voyage, in addition to his own follow up research. Criticism was levelled at Peron for his harsh treatment and general omission of Baudin in the account but Peron himself

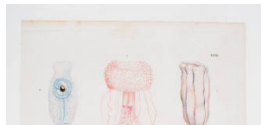
expedition and his son, Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

suffered some injustices in recognition of his own work also. On his death, his work on jellyfish was not published until nearly two centuries after his death when his work "Histoire generate des Meduses" was published.

suffered some injustices in recognition of his own work also. On his death, his work on jellyfish was not published until nearly two centuries after his death when his work "Histoire generate des Meduses" was published.

months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place now named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists, particularly Peron, collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was

NATURALISTE which was sent home early to France. De Freycinet was given command of the CASUARINA. During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-cartographer and the account of the voyage written by Peron.



Object number:
00004302

Title: Mollusques et
Zoolutes. Plate XXVI



Object number:
00040908

Title: Carte Generale du
Detroit de Bass (General



Object number:
00050332

Title: Voyage de
Dessauvres aux Terres



zoophytes, Plate XXXI
Date: 1807
Primary Maker: Charles Alexandre Lesueur
Medium: Coloured engraving on paper.
Name: Engraving
History: Francois Peron joined Baudin's expedition at the age of 25 as a trainee zoologist. By this time Peron had already served in the French army, enrolled as a medical student at the Ecole Pratique de Dissection in Paris "an intensive education supplemented with zoology and comparative anatomy courses at the Museum national d'Histoire naturelle". These later studies allowed him to apply for a position on Baudin's voyage as part of a 24 member civilian scientific team that included astronomers, geographers, mineralogists, botanists and zoologists. From the outset the expedition of two vessels, the LE GEOGRAPHE and LE NATURALISTE, experienced problems involving discipline, lack of supplies and harsh conditions on board. There was a mass exodus of scientists and crew on stops throughout the voyage and constant ill health aboard. Peron seemed to have been resilient enough to cope with problems although he



Detroit de Bass (General chart of Bass Strait)
Date: 1802 - 1803
Primary Maker: Louis de Freycinet
Medium: Ink on paper
Name: Chart
History: Nicolas Baudin sailed from France in command of the ships GEOGRAPHE and NATURALISTE on a scientific expedition to Australia in October 1800. Baudin had previously served in the merchant marine, French Navy (during the American War of Independence), French East India Company and for the Austrian Emperor, Joseph II. He had acquired a reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. Apart from the scientific interests of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas as yet only poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son Hyacinthe served as a midshipman aboard the GEOGRAPHE. Command of the NATURALISTE was given to Jacques Felix



Decouvertes aux Terres Australes Historique, Atlas Parts 1 and 2
Date: 1811
Primary Maker: Louis de Freycinet
Medium: Ink on paper
Name: Atlas
History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LE NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son

clashed with Baudin. It is said that throughout it all "he diligently measured the temperature of the air and ocean every six hours for the duration of the expedition. In so doing, Peron became the first to establish a relationship between weather patterns and marine migrations, particularly those of jellyfish. As the scientific team disintegrated, he eventually took on, alone, the tasks originally assigned to the expedition's four zoologists. He persevered, carrying out risky shore going collection - trips in search of specimens (including a crocodile); devising ingenious ways to preserve them (jellyfish were "marinated" in olive oil or peppered vinegar when alcohol was not available); and fastidiously recording the conditions under which his treasures were found." ("Unidentified Floating Object", Olalquiaga, C. Cabinet Magazine Online, Issue 21, 2006). On his return to Paris in 1804 and the death of Baudin, Peron became responsible for writing up the account of the voyage, in addition to his own follow up research. Criticism was levelled at Peron for his harsh treatment and general omission of Baudin in the account but Peron himself

given to Jacques-Felix Hamelin. While Baudin was given command, he had little control over the selection of scientists and officers, and shipboard tensions were exacerbated by a very slow passage from France to Mauritius. Morale plummeted and several of the officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin (WA). Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and while Hamelin undertook a survey of Shark Bay, the two ships only reunited at Timor. In November the expedition sailed south into the Indian Ocean and then east to Tasmania - arriving there in January 1802. Over the next three months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in the INVESTIGATOR and an encounter between the two men took place on 8 April 1802 at a place now named Encounter Bay. The period in Tasmania produced a wealth of new

expedition and his son, Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

suffered some injustices in recognition of his own work also. On his death, his work on jellyfish was not published until nearly two centuries after his death when his work "Histoire generate des Meduses" was published.

produced a wealth of new geographic information, and the expedition scientists collected abundant natural history specimens, and made important records of the indigenous Tasmanians (Peron producing a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had acted separately but rendezvoused in Port Jackson in June 1802. At Port Jackson Baudin purchased a smaller vessel, the CASUARINA to replace the slow and cumbersome NATURALISTE which was then sent home to France. Baudin entrusted command to one of his officers - Louis de Freycinet. Over the following year the expedition surveyed more of Bass Strait, King Georges Sound, and the Australian north coast around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September. This chart of Bass Strait was published as plate No. 6 of the folio atlas to 'Voyage de decouvertes aux Terres Australes execute sur les corvettes LE GEOGRAPHE, LE NATURALISTE et la goelette LE CASUARINA, pendant les annees 1800, 1801, 1802, 1803 ...' by Louis Claude Desaulles de

monais the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was sent home early to France

Louis Claude Desauvies de
Freycinet.

sent home early to France.
De Freycinet was given
command of the
CASUARINA. During the
following year the
expedition surveyed more
of Bass Strait, King
George's Sound, and the
north coast of New Holland
around Bathurst and
Melville islands. In August
1803 the expedition
returned to Mauritius
where Baudin died on 16
September 1803. As a
result of Baudin's death,
the expedition's charts
were produced by Louis de
Freycinet, the expedition's
hydro-cartographer. This
atlas contains ten portraits
of Indigenous people. Five
of these are from Van
Diemens Land (Plate VIII
Bara-Ourou; Plate IX
Ouriaga; Plate X Grou-
Agara; Plate XI Paraberi;
Plate XII Arra-Maida). With
the exception of Plate XX -
Norou-Gal-Derri from New
South Wales, the others
are simply listed Nouvelle-
Hollande (Plate XVII
Gnoung-A-Gnoung-A, Mour-
Re-Mour-Ga; Plate XVIII
Cour-Rou-Bari-Gal; Plate
XIX Y-Erran-Gou-La-Ga;
Plate XXI Oui-Re-Kine.)



Object number:
00050333

Title: Voyage de
Découvertes aux Terres



Object number:
00050329

Title: Voyage de
Découvertes aux Terres



Object number:
00004992

Title: Nouvelle-Hollande,
Nouvelle-Galles du Sud



Decouvertes aux Terres Australes, atlas
Date: 1816
Primary Maker: Louis de Freycinet
Medium: Wove paper, printing ink
Name: Atlas
History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly

charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the



Decouvertes aux Terres Australes, volume 1
Date: 1807
Primary Maker: François Auguste Péron
Medium: Ink on paper
Name: Book
History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son, Etienne de Bougainville

nouvelle Galles du Sud, vue de la partie meridionale de la ville de Sydney, capitale des colonies anglaises aux terres australes et de l'embouchure de la riviere de Parramatta 1803
Date: 1807
Primary Maker: Charles Alexandre Lesueur
Medium: Ink on paper
Name: Engraving
History: 'Vue de la partie de la Ville de Sydney Capitale des Colonies Anglaises aux Terres Australes' - View of the centre of the city of Sydney, capital of the English colonies in the Southern Lands (also known as Mrs King's View). Engraved by Victor Pillemont, finished by Marie-Alexandre Dupare under the direction of J Milbert from an original painting by C A Lesueur completed in 1802. Printed in France in 1807 by Langlois. This engraving offers a view of Sydney and Sydney Cove from Bennelong Point. Buildings featured (left to right) include the military barracks (far left, on the hill), the Granary, clock tower (1798-1804), military windmill, the New Goal, Hospital Wharf, the Hospital, the first Government windmill (Fort Phillip), the Government Dockyard, Nicholas Bayly's House, Campbell's house and Store. Nicolas Baudin

expedition and his son, Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three

Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition surveyed much of Bass

and Store. Nicolas Baudin sailed from France in command of the ships GEOGRAPHE and NATURALISTE on a scientific expedition to Australia in October 1800. Baudin had previously served in the merchant marine, French Navy (during the American War of Independence), French East India Company and for the Austrian Emperor, Joseph II. He had acquired a reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural specimens in 1797. Based on this success, Baudin proposed a scientific expedition to New Holland. Apart from the scientific interests of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas as yet only poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son Hyacinthe served as a midshipman aboard the GEOGRAPHE. Command of the NATURALISTE was given to Jacques-Felix Hamelin. While Baudin was given command, he had little control over the selection of scientists and officers, and shipboard tensions were exacerbated by a very slow passage from France to Mauritius.

months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was

surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was sent home early to France. De Freycinet was given

from France to Mauritius. Morale plummeted and several of the officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin (WA). Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated with Hamelin undertaking a survey of Shark Bay. The two ships only reunited at Timor. In November the expedition sailed south into the Indian Ocean and then east to Tasmania - arriving there in January 1802. Over the next three months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in the INVESTIGATOR and an encounter between the two men took place on 8 April 1802 at a place now named Encounter Bay. The period in Tasmania produced a wealth of new geographic information, and the expedition scientists collected abundant natural history specimens, and made important records of the indigenous Tasmanians (Peron producing a study

sent home early to France. De Freycinet was given command of the CASUARINA. During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-cartographer.

De Freycinet was given command of the CASUARINA. During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-cartographer.

(after producing a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had acted separately but rendezvoused in Port Jackson in June 1802. At Port Jackson Baudin bought a smaller vessel, the CASUARINA to replace the slow and cumbersome NATURALISTE which was then sent home to France. Over the following year the expedition surveyed more of Bass Strait, King Georges Sound, and the Australian north coast around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September. Charles-Alexandre Lesueur depicted the colony of New South Wales during Baudin's expedition. He shows the settlement including a hospital, walled perimeters, a prison capable of holding 200 prisoners, a Government warehouse and main town square.



Object number:

00017870

Title: Plate XXX Mollusques et Zoophytes

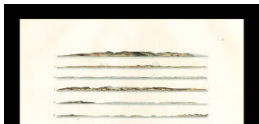
Date: 1807

Primary Maker: Charles Alexandre Lesueur

Medium: Ink on paper

Name: Engraving

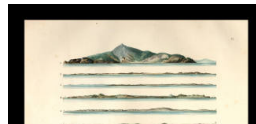
History: Plate XXX from 'Voyage de Decouvertes aux Terres Australes ... Partie Historique' by Francois Peron and de Freycinet. The individual illustrations of molluscs and zoophytes on this page are titled 1. Pyrosoma atlanticum n. 1A. Coupe longitudinale du pyrosoma 2. Cuvieria carisochroma n. 2A. Cuvieria vue en dessus 3. Salpa cyanogaster n. 3A. Salpa antheliophora n. 4. Spirulea prototypus n. 4A. Coupe du test 4b. Portion grossie 5. Loligo cardioptera n. 5[A]. Calmar cardioptere n. 6. Velella scaphidia n (dessus). 6A. Velella scaphidia n. (Dessous).



Object number:

00030599

Title: Nouvelle-Hollande: Terre Neuchâton, plate VI



Object number:

00030600

Title: Plate VI. Nouvelle-Hollande



Terre Napoleon, plate v

Date: 1807

Primary Maker: Charles Alexandre Lesueur

Medium: Ink on paper

Name: Engraving

History: Charles-Alexandre Lesueur joined Baudin's ship LE GEOGRAPHE at the age of 23 as an assistant gunner. His genuine interests were in natural history and he demonstrated impressive artistic skill, but this expedition by Baudin, supported by Napoleon, was so well funded and positions on board so sought after, that Lesueur seemed content to be aboard in any capacity. It was said that "the most inferior stations had been sought for with avidity, and some of them were filled by young men of the most respectable families in Normandy". Despite the attention and funding of the expedition, conditions on board the ships quickly became unbearable and by May 1802, Peron, who became Lesueur's close friend and colleague aboard wrote "The scurvy, which had succeeded to the dysentery, pervaded the ship to an alarming extent. Already several men had been consigned to the deep; already more than

half of our crew were incapable of any duty; and of our helmsmen, two alone could keep the deck.



Nouvelle-Hollande

Date: 1807

Primary Maker: Charles Alexandre Lesueur

Medium: Ink on paper

Name: Engraving

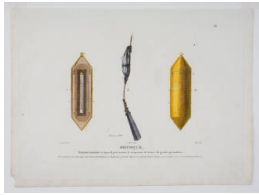
History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son Hyacinthe de Bougainville served as a midshipman

The progress of this epidemic was frightful." Out of five zoologists originally on board, only Peron was left. Lesueur's artistic merit had been recognised early on in the voyage and he had since been promoted to the 'honorable station of painter of natural history'. Lesueur therefore became Peron's trusted colleague and friend and together they collected around 100,000 natural specimens with Lesueur painting or drawing around 1500 images. Both Lesueur and Peron survived the expedition and made it back to France. Peron wrote the official account of the voyage as Baudin had died in September 1803 on the Isle de France.

served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's very slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships reuniting some time later in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition surveyed much of Bass

surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place aptly named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' charts and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical information; the expedition's scientists collected abundant natural history specimens and made important records of the indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro-geographical

hydro- cartographical
officer. During the survey
the GEOGRAPHE and
NATURALISTE had mainly
acted independantly of
each other, but in 1802
Port Jackson was chosen as
a place for a rendez-vous.
At Port Jackson Baudin
purchased a smaller
vessel, the locally-built
CASUARINA, to replace the
slow and cumbersome
NATURALISTE which was
sent home to France. De
Freycinet was given
command of the
CASUARINA.



Object number:
00001479

Title: Thermobatometre on
appareil pour mesurer la
temperature de la mer a
de grandes profondeurs

Date: 1807

Primary Maker: Charles
Alexandre Lesueur

Medium: Coloured
engraving on paper

Name: Engraving

History: Francois Peron
(1775-1810) was a French
naturalist and physicist
who accompanied a French
circumnavigation of the
globe in 1800-1804.
Officially assigned as a
trainee zoologist to the
expedition, Peron's
interest extended to many
other areas of science. One
such area was the study of
water temperatures at
different depths. Due to
the relative newness of the
field of oceanography,
Peron had to devise much
of his measuring
equipment himself and
later commissioned
instrument makers in Paris
to create stronger versions
of his original designs.



Object number:
00001481

Title: Nouvelle-Hollande:
Nouvelle-Calédonie



Object number:
00019648

Title: Nouvelle-Hollande: Ile
King, l'Elephant marin en



nouvelle Gaires du Sud -
Dessins executes par les
Naturels

Date: 1824

Primary Maker: Charles
Alexandre Lesueur

Medium: Engraving on
paper

Name: Engraving

History: Nicolas Baudin sailed from France in command of the ships GEOGRAPHE and NATURALISTE on a scientific expedition to Australia in October 1800. Baudin had previously served in the merchant marine, French Navy (during the American War of Independence), French East India Company and for the Austrian Emperor, Joseph II. He had acquired a reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural specimens in 1797. Based on the success of the Puerto Rican expedition, Baudin proposed a scientific expedition to New Holland (Australia). Apart from the scientific interests of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas as yet only poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son Hyacinthe served as a midshipman aboard the



King. L'Elephant marin ou phoque a trompe (Phoca proboscidea, n) vue de la Baie des Elephants

Date: 1807

Primary Maker: Charles
Alexandre Lesueur

Medium: Print on paper.

Name: Print

History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the

midshipman aboard the GEOGRAPHE. Command of the NATURALISTE was given to Jacques-Felix Hamelin. While Baudin was given command, he had little control over the selection of scientists and officers, and shipboard tensions were exacerbated by a very slow passage from France to Mauritius. Morale plummeted and several of the officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin (WA). Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the western Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and while Hamelin undertook a survey of Shark Bay, the two ships only reunited at Timor. In November the expedition sailed south into the Indian Ocean and then east to Tasmania - arriving there in January 1802. Over the next three months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in the INVESTIGATOR and an encounter between the two men took place on 8 April 1802 at a place now

influential supporter of the expedition and his son, Hyacinthe de Bougainville, served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr. Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's slow passage from France to Mauritius. Morale plummeted and consequently several disaffected officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships arranging to reunite in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three

1802 at a place now named Encounter Bay. The period in Tasmania produced a wealth of new geographic information, and the expedition scientists collected abundant natural history specimens, and made important records of the indigenous Tasmanians (Peron producing a study of the aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had acted separately but rendezvoused in Port Jackson in June 1802. At Port Jackson Baudin bought a smaller vessel, the CASUARINA to replace the slow and cumbersome NATURALISTE which was then sent home to France. Over the following year the expedition surveyed more of Bass Strait, King Georges Sound, and the Australian north coast around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September.

1802. Over the next three months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place now named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical and anthropological information; the expedition's scientists, particularly Peron, collected an abundance of natural history specimens and also made important observations and records documenting indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had mainly acted independently of each other, but in 1802 Port Jackson was chosen as a place for a rendezvous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome

slow and cumbersome
NATURALISTE which was
sent home early to France.
De Freycinet was given
command of the
CASUARINA. During the
following year the
expedition surveyed more
of Bass Strait, King
George's Sound, and the
north coast of New Holland
around Bathurst and
Melville islands. In August
1803 the expedition
returned to Mauritius
where Baudin died on 16
September 1803. As a
result of Baudin's death,
the expedition's charts
were produced by Louis de
Freycinet, the expedition's
hydro-cartographer and
the account of the voyage
written by Peron.



Object number:
00040483

Title: Carte de L'Oceanie :
Division de l'Oceanie par
peuples d'apres le
Capitaine d'Urville

Date: 1850

Primary Maker: J.
Andriveau-Goujon

Medium: Ink on paper

Name: Map

History: The map by
Andriveau Goujon (J.)
shows Australia and
surrounding islands with
divisions representing the
different races of the
region. These boundaries
are based on the
ethnographic system
divided by Dumont d'Urville
as a result of his 1826-
1829 expedition in the
ASTROLABE, and the 1837-
1840 expedition of the
ASTROLABE and ZELEE. An
account of the second
voyage was published in
Paris in 1841 - 'Voyage au
Pole Sud at dans l'Oceanie'
together with Atlas
Pittoresque containing
illustrations of the places
and people met during the
voyage. The ANMM
collection contains several
engravings from this work
depicting the costumes of
islanders - see for example
00031485, 00031492,
00031483 and 00003619.



Object number:
00001473

Title: Nouvelle-Hollande: Ile
King. L'Elephant marin en

Object number:
00005475

Title: HMS INVESTIGATOR
and LE GÉOGRAPHE



king. L'Elephant marin ou phoque a trompe
Date: 1807
Primary Maker: Charles Alexandre Lesueur
Medium: Ink on paper
Name: Engraving
History: This image appeared as Plate XXXII in Francois Peron's official account of Baudin's expedition - Voyage de decouvertes aux terres Australes. Nicolas Baudin sailed from France in command of the ships GEOGRAPHE and NATURALISTE on a scientific expedition to Australia in October 1800. Baudin had previously served in the merchant marine, French Navy (during the American War of Independence), French East India Company and for the Austrian Emperor, Joseph II. He had acquired a reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural specimens in 1797. Based on the success of the Puerto Rican expedition, Baudin proposed a scientific expedition to New Holland. Apart from the scientific interests of the expedition, Baudin planned to survey parts of the Australian coast - particularly those

areas as yet only poorly charted. The great French explorer Louis-Antoine de Bougainville was an

and LE GEOGRAPHE
Date: 1988
Medium: Oil on canvas
Name: Painting
History: The chance meeting between Matthew Flinders' INVESTIGATOR and Nicholas Baudin's LE GEOGRAPHE occurred on 8 April 1802. Both commanders were surprised to see each other in the uncharted territory of South Australia, soon to be named Encounter Bay in honour of their meeting. After the French made signals of friendship Flinders boarded LE GEOGRAPHE to exchange information with Baudin, an effort that was hindered by language barriers. Both the British and French captains were charting the coast of New Holland (Australia) and attempting to complete survey information missing on cartographic maps of the period. Their ships coincided once more in Port Jackson, just two months after this initial meeting in South Australia. Flinders described sighting the French ship at Encounter Bay in his published account of the expedition, 'A Voyage to Terra Australis': 'Before two in the afternoon we stretched eastward again; and at four, a white rock was reported from aloft to be seen ahead. On approaching nearer, it proved to be a ship

influential supporter of the expedition and his son Hyacinthe served as a midshipman aboard the GEOGRAPHE. Command of the NATURALISTE was given to Jacques-Felix Hamelin. While Baudin was given command, he had little control over the selection of scientists and officers, and shipboard tensions were exacerbated by a very slow passage from France to Mauritius (Ile de France). Morale plummeted and several of the officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin (WA). Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and while Hamelin undertook a survey of Shark Bay, the two ships only reunited at Timor. In November the expedition sailed south into the Indian Ocean and then east to Tasmania - arriving there in January 1802. Over the next three months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that

proved to be a ship standing toward us; and we cleared for action, in case of being attacked. The stranger was a heavy-looking ship ... she showed a French ensign ... At half past five, the land being then five miles distant to the north-eastward, I hove to; and learned it was the French national ship LE GEOGRAPHE, under the command of Captain Nicolas Baudin ... a boat was hoisted out, and I went on board the French ship ...

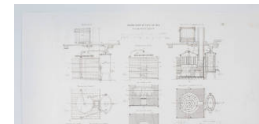
of Matthew Flinders' in the INVESTIGATOR and an encounter between the two men took place on 8 April 1802 at a place now named Encounter Bay. The period in Tasmania produced a wealth of new geographic information, and the expedition scientists collected abundant natural history specimens, and made important records of the indigenous Tasmanians (Peron producing a study of the Aborigines of Maria Island). During the survey the GEOGRAPHE and NATURALISTE had acted separately but rendezvoused in Port Jackson in June 1802. At Port Jackson Baudin bought a smaller vessel, the CASUARINA to replace the slow and cumbersome NATURALISTE which was then sent home to France. Over the following year the expedition surveyed more of Bass Strait, King Georges Sound, and the Australian north coast around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September.



Object number:
00030598
Title: Terre de Diemen,
plate IV



Object number:
00030601
Title: Plate VII. Nouvelle-
Hollande, Terre de Witt



Object number:
00001487
Title: Distillation de l'eau
de Mer. Développement de



plate iv

Date: 1807

Primary Maker: Charles Alexandre Lesueur

Medium: Ink on paper

Name: Engraving

History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de

Bougainville was an influential supporter of the expedition and his son Hyacinthe de Bougainville



Hollande: terre de Witt, Terre de Diemen du Nord.

Date: 1807

Primary Maker: Charles Alexandre Lesueur

Medium: Ink on paper

Name: Engraving

History: Nicolas Baudin sailed from France in October 1800 in command of the ships LE GEOGRAPHE and LA NATURALISTE on a scientific expedition to Australia. Baudin had previously served in the merchant marine, the French Navy (during the American War of Independence), the French East India Company and in the service of the Austro-Hungarian Emperor, Joseph II. He had established a good reputation as an amateur naturalist after returning from Puerto Rico with a splendid collection of natural history specimens in 1797. Based on the success of the Puerto Rico expedition, Baudin proposed a scientific expedition to New Holland. In addition to achieving the scientific objectives of the expedition, Baudin planned to survey parts of the Australian coast - particularly those areas that were still poorly charted. The great French explorer Louis-Antoine de Bougainville was an influential supporter of the expedition and his son Hyacinthe de Bougainville



de mer - Développement de l'appareil

Date: 1825

Primary Maker: Victor-Jean Adam

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1802 /03) as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. Because of Baudin's death in 1803 towards the end of the voyage, de Freycinet collaborated with Peron (who had been on board LE GEOGRAPHE as the naturalist during the voyage) on the analysis and presentation of the findings of the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and was offered command of another exploring

served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr.Jacques-Felix Hamelin. Although Baudin had been given overall command, he had had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's very slow passage from France to Mauritius. Morale plummeted and consequently several officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships reuniting some time later in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

nyacine de Bougainville served as a midshipman aboard LE GEOGRAPHE. Command of the LA NATURALISTE was by Lt. Cdr.Jacques-Felix Hamelin. Although Baudin had been given overall command, he had little control over the selection of the scientists and many of the officers; shipboard tensions that subsequently arose during the voyage were exacerbated by the expedition's very slow passage from France to Mauritius. Morale plummeted and consequently several officers left the expedition at Mauritius. In May 1801 the expedition reached Cape Leeuwin in Western Australia. Baudin's instructions were to sail south to Tasmania, but with winter approaching, he chose instead to commence surveying north along the west Australian coast - discovering and naming Geographe Bay in the process. The GEOGRAPHE and NATURALISTE separated and Hamelin undertook a survey of Shark Bay, with the two ships reuniting some time later in Timor. In November 1801 the expedition sailed south into the Indian Ocean and then east towards Van Diemen's Land (Tasmania) arriving there in January 1802. Over the next three months the expedition

or another exploring expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Sydney in November 1819 before returning home one month later via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, Louis' wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of De Freycinet's officers. A journal kept during the voyage by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published by the National Library of Australia in 1996. (A Woman of Courage, translated by Professor Mary Sargo

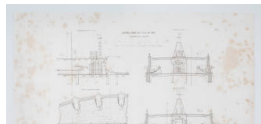
surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place aptly named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' charts and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical information; the expedition's scientists collected abundant natural history specimens and made important records of the indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). During the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803. As a result of Baudin's death, the expedition's charts were produced by Louis de Freycinet, the expedition's

months the expedition surveyed much of Bass Strait and the south coast of Australia. Baudin's survey coincided with that of Matthew Flinders in HMS INVESTIGATOR; an encounter between the two expeditions took place on 8 April 1802 at a place aptly named Encounter Bay. Although Flinders' charts have come to be accepted as the more detailed and accurate of the two, Baudin's work was published three years prior to Flinders' charts and offered the first comprehensive surveys of the Australian coastline. Baudin's period in Tasmania produced a wealth of new geographical information; the expedition scientists collected abundant natural history specimens and made important records of the indigenous Tasmanians (Peron produced a study of the Aborigines of Maria Island). Baudin died in Mauritius while returning to France in 1803; as a result, the expedition's charts were produced by Louis de Freycinet, the expedition's hydro- cartographical officer. During the survey the GEOGRAPHE and NATURALISTE had mainly acted independantly of each other, but in 1802 Port Jackson was chosen as a place for a rendez-vous. At Port Jackson Baudin purchased a smaller

Professor Marc Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Decouvertes aux Terres Australes: Exécuté par Ordre de sa Majeste, l'Empereur et Roi, sur les Corvettes le Geographe, le Naturaliste et la Goelette le Casuarina, Pendant les Annees 1800, 1801, 1802, 1803 et 1804, vols 1-2 (Paris, 1807-16) L. Freycinet, Voyage Autour du Monde, Entrepris par Ordre du Roi ... Exécuté sur les Corvettes de S. M. l'Uranie et la Physicienne Pendant les Annees 1817, 1818, 1819 et 1820: Historique, vols 1-2 (Paris, 1825) Marc Serge Rivière - A Woman of Courage (National Library of Australia ISBN 0 642 10676 2)

hydro- cartographical officer. During the survey the GEOGRAPHE and NATURALISTE had mainly acted independantly of each other, but in 1802 Port Jackson was chosen as a place for a rendez-vous. At Port Jackson Baudin purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was sent home to France. De Freycinet was given command of the CASUARINA.

purchased a smaller vessel, the locally-built CASUARINA, to replace the slow and cumbersome NATURALISTE which was sent home to France. De Freycinet was given command of the CASUARINA. Over the following year the expedition surveyed more of Bass Strait, King George's Sound, and the north coast of New Holland around Bathurst and Melville islands. In August 1803 the expedition returned to Mauritius where Baudin died on 16 September 1803.



Object number:
00001488

Title: Distillation de l'eau
de mer. Installation de



Object number:
00000891

Title: Sydney, New South
Wales, with the entrance



Object number:
00005963

Title: Iles Sandwich, Maison
de Krinsky. Drawing



de mer - installation de l'appareil

Date: 1825

Primary Maker: Victor-Jean Adam

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. Because of Baudin's death in 1803 de Freycinet collaborated with the naturalist Peron (who had been on board LE GEOGRAPHE as the expedition's principal scientist) on the analysis and presentation of the findings of the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet

was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring



waies, with the entrance into Port Jackson

Date: 1809

Primary Maker: James Fittler

Medium: Handcoloured copper engraving on paper.

Name: Print

History: Sydney Cove was established by Governor Arthur Phillip when he arrived with the First Fleet on 26 January 1788. The cove was named in honour of the British Home Secretary, Thomas Townsend, Lord Sydney and chosen as the site of settlement over Botany Bay because it offered both fresh water and a secure place for ships to anchor. Phillip described Sydney Cove as having 'the best spring of water, and in which the ships can anchor so close to the shore that at a very small expense quays may be made at which the largest ships may unload'. He aimed to establish a flourishing colony and not just a penal site and supported plans to build a structured and ordered town. This engraving has been copied from the engraving featured in Francois Peron's official account of Baudin's expedition "Voyage de decouvertes aux terres Australes". Vue d'une partie de la ville de Sydney" From left to right this engraving depicts the following structures of



de Kramokov, Premier Ministre du Roi; fabrication des etaffles

Date: c 1825

Primary Maker: Marie-Joseph Alphonse Pellion

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. Because of Baudin's death in 1803 de Freycinet collaborated with the naturalist Peron (who had been on board LE GEOGRAPHE) on the analysis and presentation of the findings of the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of

expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command of the corvette URANIE de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, Louis' wife, accompanied him during the voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published by the National Library of Australia in 1996. (A Woman of Courage, translated by Professor Marc Serge Rivière) Bibliography: F.

following structures of early Sydney: Pinchgut (later to be developed as Fort Denison), Garden Island, Baudin's camp (tents shown to the left of the sailing ship; Baudin camped in Sydney in 1802), Boston's Mill (on the hill, centre of image), Government House (a grand structure), Campbell's Warehouse (square building on point in foreground), Campbell's house (Campbell was the main merchant of Sydney), and Nicholas Bayly's house (Bayly was a member of the NSW Corp and received land grants here). Charles-Alexandre Lesueur was an artist on board Nicolas Baudin's scientific expedition in 1800-1804. Lesueur and the naturalist Francois Peron collected some 100,000 zoological specimens representing 2,500 new species, and Lesueur made 1,500 drawings including a number of sketches of the settlement of Port Jackson. This engraving is a copy of the image appearing in Francois Peron's official account of Baudin's expedition "Vue d'une partie de la ville de Sydney de decouvertes aux Terres Australes"

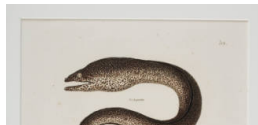
complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command of the 'corvettes' L'URANIE and LA PHYSICIENNE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, Louis' wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 2003 by the National Library of Australia (A Woman of Courage, translated by Professor Marc Serge Rivière) Bibliography: F. Bérard and L. Freycinet

Péron and L. Freycinet,
 Voyage de Decouvertes
 aux Terres Australes:
 Exécuté par Ordre de sa
 Majeste, l'Empereur et Roi,
 sur les Corvettes le
 Geographe, le Naturaliste
 et la Goelette le Casuarina,
 Pendant les Annees 1800,
 1801, 1802, 1803 et 1804,
 vols 1-2 (Paris, 1807-16) L.
 Freycinet, Voyage Autour
 du Monde, Entrepris par
 Ordre du Roi ... Exécuté sur
 les Corvettes de S. M.
 l'Uranie et la Physicienne
 Pendant les Annees 1817,
 1818, 1819 et 1820:
 Historique, vols 1-2 (Paris,
 1825) Marc Serge Rivière -
 A Woman of Courage
 (National Library of
 Australia ISBN 0 642 10676
 2)

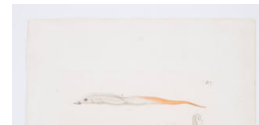
Peron and L. Freycinet,
 Voyage de Decouvertes
 aux Terres Australes:
 Exécuté par Ordre de sa
 Majeste, l'Empereur et Roi,
 sur les Corvettes le
 Geographe, le Naturaliste
 et la Goelette le Casuarina,
 Pendant les Annees 1800,
 1801, 1802, 1803 et 1804,
 vols 1-2 (Paris, 1807-16) L.
 Freycinet, Voyage Autour
 du Monde, Entrepris par
 Ordre du Roi ... Exécuté sur
 les Corvettes de S. M.
 l'Uranie et la Physicienne
 Pendant les Annees 1817,
 1818, 1819 et 1820:
 Historique, vols 1-2 (Paris,
 1825) Marc Serge Rivière -
 A Woman of Courage
 (National Library of
 Australia ISBN 0 642 10676
 2)



Object number:
00032372
Title: Plate 51 Ophisure
Leopoldo de Aguirre



Object number:
00032373
Title: Plate 52 Murene prat
Leopoldo de Aguirre



Object number:
00032374
Title: Plate 87 Marine
Leopoldo de Aguirre



long museau; Anguille marbrée [long snout and marbled eels]
Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of



- bernon; murene pintade
Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command



invertebrates
Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command

Baudin's original mission in Australian and South Pacific waters. In command of the 'corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published by the National Library of Australia in 1996. (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres

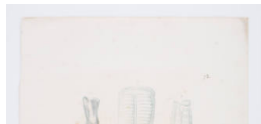
PACIFIC WATERS. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published by the National Library of Australia in 1996. (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majesté, l'Empereur et Roi, sur les

PACIFIC WATERS. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published by the National Library of Australia in 1996. (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majesté, l'Empereur et Roi, sur les

Australes: Exécuté par
Ordre de sa Majeste, l'
Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)

Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)

Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)



Object number:
00032375
Title: Plate 73 Marine
Invertebrates



Object number:
00032380
Title: Plate 88 Tubipore
various species details



Object number:
00032381
Title: Plate 66 Marine
Invertebrates



invertebrates

Date: c 1820

Primary Maker: Jean Coutant

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another

exploring expedition to complete the objectives of Baudin's original mission in Australian and South



musique, avec ses details coral

Date: c 1820

Primary Maker: Jean Coutant

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South



invertebrates

Date: c 1820

Primary Maker: Jean Coutant

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command

Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published by the National Library of Australia in 1996. (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majesté, l'

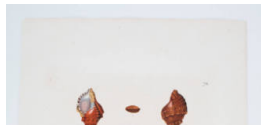
Australian and South Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majesté, l'

Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majesté, l'Empereur et Roi, sur les

Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)

Ordre de Sa Majeste, l'
Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)

Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)



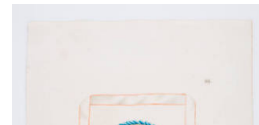
Object number:
00032382

Title: Plate 72 Marine
Invertebrates (Mollusca)



Object number:
00032383

Title: Plate 78 Agave
and other vegetation in the hills



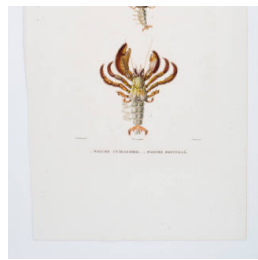
Object number:
00032376

Title: Plate 86 Marine
Invertebrates

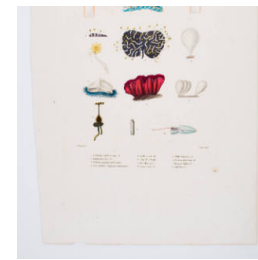


invertebrates (molluscs)
Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Sydney- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another

exploring expedition to complete the objectives of Baudin's original mission in Australian and South



cuirassier pagure pointille
Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command



invertebrates
Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command

Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majeste, l'

Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majeste, l'Empereur et Roi, sur les

Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majeste, l'Empereur et Roi, sur les

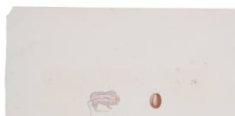
Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)

Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)

Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, Pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)



Object number:
00032377
Title: Plate 85 Marine
Invertebrates



Object number:
00032378
Title: Plate 74 Marine
Invertebrates



Object number:
00032379
Title: Plate 75 Marine
Invertebrates



invertebrates

Date: c 1820

Primary Maker: Jean Coutant

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and was eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another

exploring expedition to complete the objectives of Baudin's original mission in Australian and South



invertebrates

Date: c 1820

Primary Maker: Jean Coutant

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another



invertebrates

Date: c 1820

Primary Maker: Jean Coutant

Medium: Ink on paper

Name: Engraving

History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another

Pacific waters. In command of the 'corvettes' L'URANIE and LA PHYSICIENNE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 2003 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par

command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. The expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable because of the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majeste, l'Empereur et Roi, sur les

Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majeste, l'Empereur et Roi, sur les

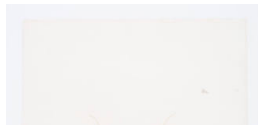
Ordre de sa Majesté, l'Empereur et Roi, sur les Corvettes le Geographe, le Naturaliste et la Goelette le Casuarina, Pendant les Annees 1800, 1801, 1802, 1803 et 1804, vols 1-2 (Paris, 1807-16) L. Freycinet, Voyage Autour du Monde, Entrepris par Ordre du Roi ... Exécuté sur les Corvettes de S. M. l'Uranie et la Physicienne Pendant les Annees 1817, 1818, 1819 et 1820: Historique, vols 1-2 (Paris, 1825) Marc Serge Rivière - A Woman of Courage (National Library of Australia, ISBN 0 642 10676 2)

Empereur et Roi, sur les Corvettes le Geographe, le Naturaliste et la Goelette le Casuarina, Pendant les Annees 1800, 1801, 1802, 1803 et 1804, vols 1-2 (Paris, 1807-16) L. Freycinet, Voyage Autour du Monde, Entrepris par Ordre du Roi ... Exécuté sur les Corvettes de S. M. l'Uranie et la Physicienne Pendant les Annees 1817, 1818, 1819 et 1820: Historique, vols 1-2 (Paris, 1825) Marc Serge Rivière - A Woman of Courage (National Library of Australia, ISBN 0 642 10676 2)

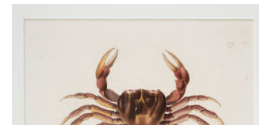
Empereur et Roi, sur les Corvettes le Geographe, le Naturaliste et la Goelette le Casuarina, Pendant les Annees 1800, 1801, 1802, 1803 et 1804, vols 1-2 (Paris, 1807-16) L. Freycinet, Voyage Autour du Monde, Entrepris par Ordre du Roi ... Exécuté sur les Corvettes de S. M. l'Uranie et la Physicienne Pendant les Annees 1817, 1818, 1819 et 1820: Historique, vols 1-2 (Paris, 1825) Marc Serge Rivière - A Woman of Courage (National Library of Australia, ISBN 0 642 10676 2)



Object number:
00032384
Title: Plate 79 Pagure
villand Pagure



Object number:
00032385
Title: Plate 80 Pagure larron
Date: 1838



Object number:
00032386
Title: Plate 77 Thelphusa
chayana, arandi, acumata



viennard Pagure
sanguinolent Pagure
mouchete
Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of



Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command of the corvette URANIE, de



cnaperon arrondi ocypodee bombe
Date: c 1820
Primary Maker: Jean Coutant
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxillary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South

Baudin's original mission in Australian and South Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Marc Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes

of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Marc Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majesté, l'Empereur et Roi, sur les Corvettes la

Australian and South Pacific waters. In command of the corvette URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 1996 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Découvertes aux Terres Australes: Exécuté par Ordre de sa Majesté, l'

- -
aux Terres Australes:
Exécuté par Ordre de sa
Majeste, l'Empereur et Roi,
sur les Corvettes le
Geographe, le Naturaliste
et la Goelette le Casuarina,
Pendant les Annees 1800,
1801, 1802, 1803 et 1804,
vols 1-2 (Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
Pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825) Marc Serge Rivière -
A Woman of Courage
(National Library of
Australia, ISBN 0 642
10676 2)

sur les Corvettes le
Geographe, le Naturaliste
et la Goelette le Casuarina,
pendant les Annees 1800,
1801, 1802, 1803 et 1804,
vols 1-2 (Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825)

Ordre de sa Majeste, l'
Empereur et Roi, sur les
Corvettes le Geographe, le
Naturaliste et la Goelette le
Casuarina, pendant les
Annees 1800, 1801, 1802,
1803 et 1804, vols 1-2
(Paris, 1807-16) L.
Freycinet, Voyage Autour
du Monde, Entrepris par
Ordre du Roi ... Exécuté sur
les Corvettes de S. M.
l'Uranie et la Physicienne
pendant les Annees 1817,
1818, 1819 et 1820:
Historique, vols 1-2 (Paris,
1825)



Object number:
00031491

Title: Iles Palaos. Carolinois
Date: c. 1925



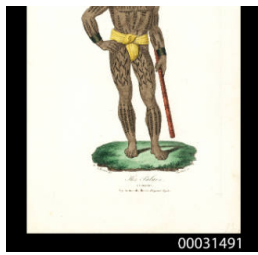
Object number:
00031493

Title: Ile Guam. Mariannais
Date: c. 1925



Object number:
00037878

Title: Pirogues Carolines
Date: 1920-1925



Date: c 1833
Primary Maker: Albert Étienne de Montémont
Medium: Coloured engraving on paper
Name: Engraving
History: This plate, No. 14, is from 'Bibliothèque universelle des voyages, effectués par mer ou par terre dans les diverses parties du monde, depuis les premières découvertes jusqu'a nos jours' by Albert Étienne de Montémont, published by Armand-Aubrée, Paris 1833. Volumes 1 - 21 are subtitled 'Voyages Autour de Monde'. This plate illustrates the account of de Freycinet's voyages in the Pacific. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition as the expedition's hydrographer /cartographer. As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and was eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson. De Freycinet was tasked to carry out independent surveys of parts of the southern and western

Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron,



Date: c 1833
Primary Maker: Albert Étienne de Montémont
Medium: Coloured engraving on paper
Name: Engraving
History: This plate, No. 15, is from 'Bibliothèque universelle des voyages, effectués par mer ou par terre dans les diverses parties du monde, depuis les premières découvertes jusqu'a nos jours' by Albert Étienne de Montémont, published by Armand-Aubrée, Paris 1833. Volumes 1 - 21 are subtitled 'Voyages Autour de Monde'. This plate illustrates the account of Louis de Freycinet's voyages in the Pacific. Louis de Freycinet was a French naval officer who had participated as the chief cartographer /hydrographer in the Baudin expedition. As one of the crew of LE NATURALISTE, he was held in high regard by Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels -the CASUARINA, a 20 ton schooner purchased in Port Jackson- in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. De Freycinet subsequently collaborated with the naturalist Peron, who had been on board LE



Date: 1820-1825
Primary Maker: August Berard
Medium: Ink on paper
Name: Engraving
History: August Berard was a midshipman on the URANIE during the voyage. This engraving based on Berard's work, appeared as plate 50 in 'Voyage Autour du Monde sur les Corvettes de L'Uranie' - Atlas historique (Paris, 1825) and was engraved by Jean Gabriel Coutant. The French expedition vessel URANIE was commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the

who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete the objectives of Baudin's original mission in Australian and South Pacific waters. In command of the 'corvettes' L'URANIE and LA PHYSICIENNE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. His expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. De Freycinet's voyage in the URANIE was especially remarkable for the fact that Rose de Freycinet, his wife, accompanied him during the entire voyage. She had joined the expedition clandestinely,

who had been on board LE GEOGRAPHE, on the analysis and presentation of the findings from the Baudin expedition; two volumes and several charts were published between 1807 and 1816. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and offered command of another exploring expedition to complete Baudin's original mission in Australian and South Pacific waters. In command of the corvette L'URANIE, de Freycinet sailed from Toulon in September 1817 and subsequently spent three years at sea. The expedition explored and charted Shark Bay in Western Australia as well as many islands in the East Indies and Pacific Ocean, including the Moluccan, the Caroline and Mariana islands. The expedition finally put in at Port Jackson in November 1819 before returning home via Cape Horn. The URANIE was wrecked in the Falkland Islands in February 1820. As a result, de Freycinat was forced to purchase a replacement ship, which he named LA PHYSICIENNE. De Freycinet's voyage in the URANIE was especially remarkable because of the fact that Rose de Freycinet, his wife, accompanied him during

account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would

having come on board disguised as the teenaged son of one of de Freycinet's officers. A journal kept by Rose de Freycinet survived the shipwreck and was published in the 1930s; an English translation was published in 2003 by the National Library of Australia (A Woman of Courage, translated by Professor Serge Rivière) Bibliography: F. Péron and L. Freycinet, Voyage de Decouvertes aux Terres Australes: Exécuté par Ordre de sa Majeste, l'Empereur et Roi, sur les Corvettes le Geographe, le Naturaliste et la Goelette le Casuarina, Pendant les Annees 1800, 1801, 1802, 1803 et 1804, vols 1-2 (Paris, 1807-16) L. Freycinet, Voyage Autour du Monde, Entrepris par Ordre du Roi ... Exécuté sur les Corvettes de S. M. l'Uranie et la Physicienne Pendant les Annees 1817, 1818, 1819 et 1820: Historique, vols 1-2 (Paris, 1825) Marc Serge Rivière - A Woman of Courage (National Library of Australia, ISBN 0 642 10676 2)

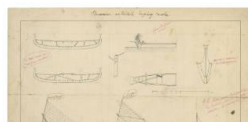
accompanied him during the entire voyage. She had joined the expedition clandestinely, having come on board disguised as the son of one of de Freycinet's officers. Mrs de Freycinet's journal survived the shipwreck and was published. Bibliography: F. Péron and L. Freycinet, Voyage de Decouvertes aux Terres Australes: Exécuté par Ordre de sa Majeste, l'Empereur et Roi, sur les Corvettes le Geographe, le Naturaliste et la Goelette le Casuarina, Pendant les Annees 1800, 1801, 1802, 1803 et 1804, vols 1-2 (Paris, 1807-16) L. de Freycinet, Voyage Autour du Monde, Entrepris par Ordre du Roi ... Exécuté sur les Corvettes de S. M. l'Uranie et la Physicienne Pendant les Annees 1817, 1818, 1819 et 1820: Historique, vols 1-2 (Paris, 1825)

or inability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE and Adrien Aimé

URANIE, and ADRIEN ARME Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de Freycinet's official account of the voyage. Arago had previously published a group of his own drawings in his Narrative of a Voyage Round the World (London, 1823). In his book Arago recounts a voyage made in April 1819 by him with the URANIE's apothecary Gaudichard and midshipman Berard in 'flying proas' of the Caroline Islands to Rota and Tinian [Letter LXXXIV]. He was so impressed by the experience that he wrote: "Who could imagine that in such frail boats, sometimes only three or four feet wide, and forty long, the planks of which are joined with a little lime and a gum obtained from the breadfruit tree, these daring men, unassisted by the compass, and guided only by the stars and their own experience, would venture to undertake voyages of more than six hundred leagues, and rarely fall victims to their confidence?" [pp 266-267]



Object number:
00037879
Title: Pirogues Carolines
Date: 1817-1820



Object number:
00037880
Title: Elevations et details
des Pirogues Carolines



Object number:
00037881
Title: Croquis de l' aiguade
de Mexico



Date: 1817-1820

Primary Maker: August Berard

Medium: Ink on paper

Name: Ink wash

History: August Berard was a midshipman on the URANIE during the voyage. This original ink wash is titled 'Pirogues Carolines' and signed 'Berard'. The French expedition vessel URANIE was commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the

strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given



des Pirogues Carolines

Date: 1820-1825

Medium: Pen, Ink on paper

Name: Engraving

History: The French expedition vessel URANIE was commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts



de wagiou

Date: 1820-1825

Primary Maker: Marie-Joseph Alphonse Pellion

Medium: Ink on paper

Name: Engraving

History: Alphonse Pellion was a midshipman aboard the French expedition vessel URANIE, commanded by Captain Louis de Freycinet. Pellion assisted the official artists Arago and Taunay during the three year voyage. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new

command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which,

expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that certain de

command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After several months the expedition was rescued by an American whaleship MERCURY which de Freycinet later purchased and named the PHYSICIENNE. The expedition finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring

besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de

expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de Freycinet's official account of the voyage. Arago had previously published a group of his own drawings in his Narrative of a Voyage Round the World (London, 1823). In his book Arago recounts a voyage

not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in

Freycinet's official account of the voyage. Arago had previously published a group of his own drawings in his Narrative of a Voyage Round the World (London, 1823). In his book Arago recounts a voyage made in April 1819 by him with the URANIE's apothecary Gaudichard and midshipman Berard in 'flying proas' of the Caroline Islands to Rota and Tinian [Letter LXXXIV]. He was so impressed by the experience that he wrote: "Who could imagine that in such frail boats, sometimes only three or four feet wide, and forty long, the planks of which are joined with a little lime and a gum obtained from the breadfruit tree, these daring men, unassisted by the compass, and guided only by the stars and their own experience, would venture to undertake voyages of more than six hundred leagues, and rarely fall victims to their confidence?" [pp 266-267]

Arago recounts a voyage made in April 1819 by him with the URANIE's apothecary Gaudichard and midshipman Berard in 'flying proas' of the Caroline Islands to Rota and Tinian [Letter LXXXIV]. He was so impressed by the experience that he wrote: "Who could imagine that in such frail boats, sometimes only three or four feet wide, and forty long, the planks of which are joined with a little lime and a gum obtained from the breadfruit tree, these daring men, unassisted by the compass, and guided only by the stars and their own experience, would venture to undertake voyages of more than six hundred leagues, and rarely fall victims to their confidence?" [pp 266-267]

Taunay, were published in Louis de Freycinet's official account of the voyage - 'Voyage Autour du Monde : fait par ordre du Roi sur les corvettes de S.M. l'Uranie et la Physicienne, pendant les annes 1817, 1818, 1819 et 1820 : Atlas Historique, Paris, 1825'.



Object number:
00037889

Title: Dolphins study
associated with the voyage



Object number:
00037877

Title: Pirogues de Guibi
devant Bissau



Object number:
00037882

Title: Croquis de l' aigade
de Mexico (Sketch of



associated with the voyage of the URANIE

Date: 1817 -1820

Primary Maker: A Prevost

Medium: Pen and ink wash on paper

Name: Painting

History: The French expedition vessel URANIE was commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given

command of a new expedition. De Freycinet sailed from Toulon in September 1817 in



devant Pissang

Date: 1820-1825

Primary Maker: Jacques

Etienne Victor Arago

Medium: Ink on paper

Name: Engraving

History: Jacques Etienne Victor Arago was the official artist aboard the French expedition vessel URANIE, commanded by Captain Louis de Freycinet. The picture refers to an event which took place in December 1818 near Pisang Island (north-west New Guinea) and which is described in the journal of Rose de Freycinet. She writes: "Just as unfrequented dark streets in large towns favour bandits, so too the numerous straits of these seas are infested with pirates, who usually join forces to attack merchant ships. They put out to sea in long and narrow boats similar to canoes with outriggers, and use small paddles which require a different kind of handling to our oars, in that the paddles do not rest on the side of the canoe. The other day, about 15 of those boats, called corocores, appeared at nightfall heading towards us. Louis [de Freycinet] thought it wise to go on the defensive in case of an attack, but the pirates no doubt were deterred by the strength of the corvette and went on their way". "A few days after that



de wagiou (Sketch of watering party)

Date: 1817 - 1820

Primary Maker: Marie-Joseph Alphonse Pellion

Medium: Pencil on paper

Name: Drawing

History: Alphonse Pellion was a midshipman aboard the French expedition vessel URANIE, commanded by Captain Louis de Freycinet. Pellion assisted the official artists Arago and Taunay during the three year voyage. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given

command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage

few days after that insignificant event, we again encountered several armed corocores, but these belonged to the chief of the island of Gebe". (A Woman of Courage - The journal of Rose de Freycinet on her voyage around the world 1817 - 1820, National Library of Australia, 1996, p.63-64) Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in

vaisseau and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After several months the expedition was rescued by an American whaleship MERCURY which de Freycinet later purchased and named the PHYSICIENNE. The expedition finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would

of occasionally offering 'agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de Freycinet's official account of the voyage. Arago had previously published a group of his own drawings

September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After several months the expedition was rescued by an American whaleship MERCURY which de Freycinet later purchased and named the PHYSICIENNE. The expedition finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which

or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé

in his Narrative of a Voyage Round the World (London, 1823).

different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J. Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de

URANIE, and ADRIEN AIMÉ Taunay, were published in Louis de Freycinet's official account of the voyage - 'Voyage Autour du Monde : fait par ordre du Roi sur les corvettes de S.M. l'Uranie et la Physicienne, pendant les années 1817, 1818, 1819 et 1820 : Atlas Historique, Paris, 1825'.

accompanied Louis de Freycinet's official account of the voyage. Arago had previously published a group of his own drawings in his Narrative of a Voyage Round the World (London, 1823).



Object number:
00037883

Title: Pirogue de Rawak
Date: 1818



Object number:
00037890

Title: Dolphins study
associated with the voyage

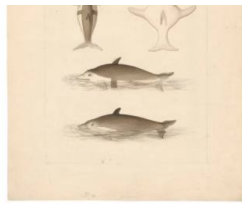


Object number:
00037887

Title: Bateau pilote de
Diala



Date: 1818
Primary Maker: Adrien Aime Taunay
Medium: Ink on paper
Name: Drawing
History: Adrien Aime Taunay (1803 - 1828) was a French painter and draftsman. The son of history and genre painter Nicolas-Antoine Taunay (1755-1830), Adrien Taunay was the 16 year-old junior draftsman aboard the French expedition vessel URANIE, commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de



associated with the voyage of the URANIE
Date: 1817 - 1820
Primary Maker: A Prevost
Medium: Pen and ink wash on paper
Name: Painting
History: The French expedition vessel URANIE was commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE



Dielle
Date: 1817-1820
Primary Maker: Marie-Joseph Alphonse Pellion
Medium: Watercolour and ink
Name: Drawing
History: Alphonse Pellion was a midshipman aboard the French expedition vessel URANIE, commanded by Captain Louis de Freycinet. Pellion assisted the official artists Arago and Taunay during the three year voyage. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given

Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring

command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering

vaisseau and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After several months the expedition was rescued by an American whaleship MERCURY which de Freycinet later purchased and named the PHYSICIENNE. The expedition finally reached Le Havre in November 1820. During the expedition's visit to Sydney in 1819, Pellion made a number of trips, including a visit across the Blue Mountains to Bathurst in late November, early December 1819. Many of Pellion's drawings were later published in the official account - 'Voyage autour du monde : fait par ordre du roi sur les corvettes de S.M. l'Uranie et la Physicienne, pendant les années 1817, 1818, 1819 et 1820 : Atlas historique, Paris, 1825'.

away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Taunay's drawings and works by Jacques Etienne Victor Arago, J.Alphonse Pellion and August Berard were published in Louis de Freycinet's official account

of occasionally offering agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de Freycinet's official account of the voyage. Arago had previously published a group of his own drawings in his Narrative of a

of the voyage - 'Voyage Autour du Monde : fait par ordre du Roi sur les corvettes de S.M. l'Uranie et la Physicienne, pendant les annes 1817, 1818, 1819 et 1820 : Atlas Historique, Paris, 1825'. After completion of this voyage, Adrien Taunay returned to Rio de Janeiro in 1820, and devoted himself to the study of arts and languages. There he joined an expedition led by Georg Heinrich von Langsdorf which explored the interior of Brazil between 1825 and 1829 navigating the rivers of the states of São Paulo, Mato Grosso do Sul, Mato Grosso and Pará. Taunay drowned in January 1828 while attempting to cross the Guaporé River.

in his narrative of a Voyage Round the World (London, 1823).



Object number:
V00037877

Title: Group of works
relative to the Francisco de



Object number:
00037884

Title: Pencil sketch of
houses built on stilts



Object number:
00037885

Title: Vue de la Baie the
Peninsula de Manilla



relating to de Freycinet's 1817-1820 Voyage of the Uranie
Date: 1820-1825
Primary Maker: August Berard
Medium: Paper, ink, watercolour or pencil
Name: Group of works
History: Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent



nouses built on stilts
Date: 1818
Medium: Graphite on paper
Name: Drawing
History: The French expedition vessel URANIE was commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts



Kawak prise de mouillage
Date: 1818
Medium: Ink on paper
Name: Drawing
History: The French expedition vessel URANIE was commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts

three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After several months the expedition was rescued by an American whaleship MERCURY which de Freycinet later purchased and named the PHYSICIENNE. The expedition finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meterology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would

expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meterology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that certain de

expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meterology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that certain de

furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and 'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de Freycinet's official account of the voyage. Arago had

expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de Freycinet's official account of the voyage. Arago had previously published a group of his own drawings in his Narrative of a Voyage Round the World (London, 1823). In his account Arago described

expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de Freycinet's official account of the voyage. Arago had previously published a group of his own drawings in his Narrative of a Voyage Round the World (London, 1823). In his account Arago described

previously published a group of his own drawings in his Narrative of a Voyage Round the World (London, 1823).

account Arago described the houses onshore at Rawak in the bay where the URANIE anchored. "The three houses at the bottom of the harbour, as well as all those of Boni and Waigooe, are built on piles. These houses are rudely constructed, though with much more art than those of Diely, Coupang, or even Ombay. In general they have but one room. The roof is of timber-work, and covered with palm leaves; the timbers being bound together with the fibres of the cocoa, and most commonly pinned with much patience and dexterity". [Letter LXXII' p. 229] The URANIE's canvas observatory was set up close by the houses on the beach. This sketch was made from it.

account Arago described the houses onshore at Rawak in the bay where the URANIE anchored. "The three houses at the bottom of the harbour, as well as all those of Boni and Waigooe, are built on piles. These houses are rudely constructed, though with much more art than those of Diely, Coupang, or even Ombay. In general they have but one room. The roof is of timber-work, and covered with palm leaves; the timbers being bound together with the fibres of the cocoa, and most commonly pinned with much patience and dexterity". [Letter LXXII' p. 229] The URANIE's canvas observatory was set up close by the houses on the beach.



Object number:
00037886

Title: Iles de Papous -
"village de l'empire du"



Object number:
00037888

Title: A study of a kora
"a kora belonging to the King"



Object number:
00037899

Title: Nouvelle Hollande:
"Pays des chiens marins"



mouillage de l'uranie sur l'île Rawak

Date: 1818

Medium: Pen and ink wash

Name: Ink wash

History: The French expedition vessel URANIE was commanded by Captain Louis de Freycinet. Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet

sailed from Toulon in September 1817 in command of the URANIE and subsequently spent



kora belonging to the King of Guebe, under sail before Pisang

Date: 1818

Medium: Pen, ink and watercolour on paper

Name: Painting

History: Jacques Etienne Victor Arago was the official artist aboard the French expedition vessel URANIE, commanded by Captain Louis de Freycinet. The picture refers to an event which took place in December 1818 near Pisang Island (north-west New Guinea) and which is described in the journal of Rose de Freycinet. She writes: "Just as unfrequented dark streets in large towns favour bandits, so too the numerous straits of these seas are infested with pirates, who usually join forces to attack merchant ships. They put out to sea in long and narrow boats similar to canoes with outriggers, and use small paddles which require a different kind of handling to our oars, in that the paddles do not rest on the side of the canoe. The other day, about 15 of those boats, called corocores, appeared at nightfall heading towards us. Louis [de Freycinet] thought it wise to go on the defensive in case of an attack, but the pirates no doubt were deterred by the strength of the corvette and went on their way". "A



Baie des chiens-marins, presqu'île Peron: entrevue avec les sauvages

Date: 1825

Primary Maker: Jacques Etienne Victor Arago

Medium: Engraving on paper

Name: Engraving

History: In 1817 Louis de Freycinet was put in charge of an expedition to the Pacific aboard the vessel URANIE. He and his contingent were charged with the not so small task of the investigation of the shape of the earth, terrestrial magnetism, meteorology, astronomy and studies in the natural sciences. In all, around 500 areas of research were to be looked at. This was de Freycinet's second voyage to the southern hemisphere, his first had been in 1800 as part of the Baudin expedition. After Baudin's death and their return to France, de Freycinet had been put involved in the publishing of the plans, maps and narrative of the journey. When the URANIE, the only vessel in the expedition, left France in 1817, aboard was not only de Freycinet's wife Rose, but also the artist Jacques Arago. Arago kept both detailed visual records of the journey and people the URANIE encountered along the way, but also a written narrative that would form the basis of his later work

three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After a few months, de Freycinet bought another ship which he renamed the PHYSICIENNE, and finally reached Le Havre in November 1820. The principal object of Louis de Freycinet's expedition was scientific: he was charged to investigate 'the figure of the earth', 'elements of terrestrial magnetism' and 'questions of meteorology', and his officers were also expected to make valuable additions to the existing tables of latitude and longitude, and to collect specimens for museums. Jacques Arago, the government draughtsman attached to the expedition, was charged with 'a faithful representation of all such specimens as their weight or liability to break would not allow them to bring away; and that he should take accurate views of the different coasts, which, besides the useful information they would furnish to navigators, would have the advantage of occasionally offering agreeable landscapes' and

and went on their way. A few days after that insignificant event, we again encountered several armed corocores, but these belonged to the chief of the island of Gebe". (A Woman of Courage - The journal of Rose de Freycinet on her voyage around the world 1817 - 1820, National Library of Australia, 1996, p.63-64) Louis de Freycinet was a French naval officer who had participated in the Baudin expedition (1800 - 1804). As one of the crew of LE NATURALISTE, he was held in high regard by Captain Baudin and eventually entrusted with the command of one of the expedition's auxiliary vessels - the CASUARINA, a 20 ton schooner purchased in Port Jackson - in which de Freycinet was tasked to carry out independent surveys of parts of the southern and western Australian coast during 1803. As a result of Baudin's death in 1803, the task of writing the expedition report fell to scientist Francois Peron. When Peron died in 1810, Louis de Freycinet completed the voyage account and charts. On the strength of this work, de Freycinet was promoted to the rank of "Capitaine de vaisseau" and given command of a new expedition. De Freycinet sailed from Toulon in

the basis of his later work 'Voyage autour du monde' [Trip around the world]. The URANIE sailed into Shark Bay in Western Australia in September 1818. De Freycinet and the crew spent a number of days examining the local flora and fauna and managed to investigate nearby waterways. It was here that Arago recorded the crew's encounter with the Malgana people who lived in the area. This image shows the Malgana dancing after what Arago says was an untrusting introduction. The Malgana had 'watched us as dangerous enemies, and were continually pointing to the ship, exclaiming "ayerkade, ayerkade" [sic] ("go away, go away")'. According to the narratives, a crew member began playing the castanets which seemed to have reduced the tension and the Malgana people began to dance.

'finally, it was to be expected that captain de Freycinet and his companions would add new particulars to the history of savage nations.' (Report to the Academy of Sciences, 1821). Louis de Freycinet had intended to sail to the Cape of Good Hope from France, via Tenerife, but winds drove him west to Brazil. He sighted the coast on 4 December 1817 and entered the harbour of Rio de Janeiro two days later, staying until the end of January 1818. Freycinet and his wife visited the French painter Nicolas Antoine Taunay, who had come to Brazil in 1816 as part of the French artistic mission invited by the king to found an academy of fine arts in Rio de Janeiro. Taunay's fifteen year old son and pupil Adrien Aimé, joined the URANIE at Rio as second draughtsman to the voyage. A selection of Arago's drawings as well as works by J.Alphonse Pellion and August Berard midshipmen on the URANIE, and Adrien Aimé Taunay, were published in 1825 in the Atlas Historique which accompanied Louis de Freycinet's official account of the voyage. Arago had previously published a group of his own drawings in his Narrative of a Voyage Round the World

sailed from London in September 1817 in command of the URANIE and subsequently spent three years at sea. His expedition explored parts of South America and Australia as well as many islands in the East Indies and Pacific Ocean. In 1819 the URANIE left Sydney to sail home via Cape Horn but was subsequently wrecked in the Falkland Islands in February 1820. After several months the expedition was rescued by an American whaleship MERCURY which de Freycinet later purchased and named the PHYSICIENNE. The expedition finally reached Le Havre in November 1820.

(London, 1823). In his account Arago described the the bay at Rawak where the URANIE anchored. "On coming in, the prospect is magnificent. The road is a regular circus. Superb cocoa trees skirt the shore where the houses are situated: the high and woody mountains of Waigooe exhibit in front their varied tints; while nearer at hand very extensive breakers cover the landscape with a humid atmosphere. The scene is well worthy of the pencil of an able painter. We had scarcely arrived when we began to barter with the savages. Some of the inhabitants of Waigooe came to offer us fish, enormous lizards, some poultry, and birds of paradise stuffed with wonderful skill. We gave them handkerchiefs, knives, mirrors, glass beads, and a few hatchjets, of which they were very desirous." [Letter LXXII, p. 230]

Object number:
00038265
Title: Kelp water carrier
Date: 2004



Object number:
00031473
Title: Kelp water carrier
Date: 1999



Object number:
00037544
Title: Memoires du
Capitaine Baron sur son

Date: c 2004

Primary Maker: Lola Greeno

Medium: Bull kelp, tea tree sticks, twine made from red hot poker leaves

Name: Water carrier

History: The contemporary Palawa (Tasmanian Aboriginal people) had their beginnings in the early 19th century when European sealers in particular stole Aboriginal women from both the Tasmanian and Australian mainland and settled on the north-east Tasmanian islands in Bass Strait. The communities grew and the skills of sealing and then muttonbirding became the mainstay. By the mid-19th century a community of 50 was centred on the Furneaux Group. The lifestyle was built on both Indigenous and European ways - hunting kangaroos and other animals, growing crops and using a mixture of many languages. Kelp water carriers, such as the ones made by Lola Greeno, were traditionally used to collect and store fresh water. It became a custom of Palawa women over many generations. 18th century French explorers, such as Labillardière (a naturalist on the d'Entrecasteaux expedition of the region during 1791-

1794), wrote about the Palawa kelp water carrier. Labillardière named the species of kelp 'Fucus



Date: 1998

Primary Maker: Lola Greeno

Medium: Bull kelp, tea tree sticks, twine made from red hot poker leaves

Name: Water carrier

History: The contemporary Palawa (Tasmanian Aboriginal people) had their beginnings in the early 19th century when European sealers in particular stole Aboriginal women from both the Tasmanian and Australian mainland and settled on the north-east Tasmanian islands in Bass Strait. The communities grew and the skills of sealing and then muttonbirding became the mainstay. By the mid-19th century a community of 50 was centred on the Furneaux Group. The lifestyle was built on both Indigenous and European ways - hunting kangaroos and other animals, growing crops and using a mixture of many languages. Kelp water carriers, such as the ones made by Lola Greeno, were traditionally used to collect and store fresh water. It became a custom of Palawa women over many generations. 18th century French explorers, such as Labillardière (a naturalist on the d'Entrecasteaux expedition of the region during 1791-1794), wrote about the Palawa kelp water carrier. Labillardière named the species of kelp 'Fucus setaberrimus' in recognition



Capitaine Peron sur ses voyages. Volume I

Date: 1824

Primary Maker: Captain Pierre F Peron

Medium: Paper, ink, cardboard

Name: Book

History: Not to be confused with Francois Peron who accompanied Baudin on his voyage to Australia in 1800. Captain Pierre Francois Peron was a French mariner who travelled widely and suffered numerous mishaps in his seafaring life. The direst of these was being marooned for an estimated 40 months on New Amsterdam Island or St Pauls Island. He and three others had been left to collect sealskins but the ship never returned to pick them up due to the death of its captain. Although ships stopped at the island, it was not until many months later that Peron was rescued by the passing English ship CERES. He then travelled to Tasmania and Sydney, leaving the approximately 2500 accumulated seal skins behind. Whilst in Sydney Peron found that the store of seal skins he left behind had been collected by the American trading ship OTTER. He joined his ship and became friendly with its captain, Ebenezer Dorr ("Dawes"). Peron travelled extensively to Canada, California

potatorum' in recognition of its use as a practical container. 'Potare' means 'to drink' in Latin. Charles-Alexandre Lesueur, part of the 1802 Baudin expedition, made detailed observational studies in the form of drawings of such containers in the early 19th century. Due to the devastation of Tasmanian Aboriginal culture and people during the 1800s and 1900s, many lives, languages and cultural practices (such as the art of kelp water container making) were lost. Until recently, illustrations made by European explorers were often the only historical record left of this practice. Artists like Lola Greeno are reviving the cultural practice of making these kelp water carriers for current and future generations of Palawa people.

potatorum in recognition of its use as a practical container. 'Potare' means 'to drink' in Latin. Charles-Alexandre Lesueur, part of the 1802 Baudin expedition, made detailed observational studies in the form of drawings of such containers in the early 19th century. Due to the devastation of Tasmanian Aboriginal culture and people during the 1800s and 1900s, many lives, languages and cultural practices (such as the art of kelp water container making) were lost. Until recently, illustrations made by European explorers were often the only historical record left of this practice. Artists like Lola Greeno are reviving the cultural practice of making these kelp water carriers for current and future generations of Palawa people.

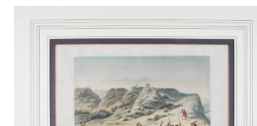
to Canada, California, Hawaii, Sumatra and China. He finally made his way back to France, 19 years after his departure.



Object number:
00037545
Title: Memoires du
Capitaine Boven sur son



Object number:
00027898
Title: L'Oceanie en
cartes



Object number:
00003616
Title: Nouvelle Hollande:
Pays des chiens marins

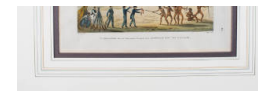


Capitaine Peron sur ses voyages. Volume II
Date: 1824
Primary Maker: Captain Pierre F Peron
Medium: Paper, ink, cardboard
Name: Book
History: Not to be confused with Francois Peron who accompanied Baudin on his voyage to Australia in 1800. Captain Pierre Francois Peron was a French mariner who travelled widely and suffered numerous mishaps in his seafaring life. The direst of these was being marooned for an estimated 40 months on New Amsterdam Island or St Pauls Island. He and three others had been left to collect sealskins but the ship never returned to pick them up due to the death of its captain. Although ships stopped at the island, it was not until many months later that Peron was rescued by the passing English ship CERES. He then travelled to Tasmania and Sydney, leaving the approximately 2500 accumulated seal skins behind. Whilst in Sydney Peron found that the store of seal skins he left behind had been collected by the American trading ship OTTER. He

joined his ship and became friendly with its captain, Ebenezer Dorr ("Dawes"). Peron travelled extensively



estampes
Date: 1832
Primary Maker: Edouard Verreaux
Medium: Ink on paper, marbled boards, leather
Name: Book
History: Edouard and Jules Verreaux were French naturalists, who had journeyed to the Cape of Good Hope. There, the introduction informs us they came in touch with many travellers to and from exotic parts of the world. They also formed a large collection of 'curios', which were sent to Paris and exhibited, such as a 'ornythyricus' from New Holland. The frontis piece declares that the book is for the education and amusement of the young. In fact it is a quite detailed compendium of the current knowledge of the East Indies, the Pacific and Australasia, drawing upon a wide range of French, and other sources. Primarily, it's a picture book, with over a 100 illustrations after artist /travellers such as Webber, Hodges, Raffles, Baudin and Dumont D'Urville. Notable are the depictions of tattooed islanders at Nuka Hiva, including Cabri, a famous French beachcomber. Based on an account by Lesson, a scientist with Dumont D'Urville, the descriptions of New Holland are old-fashioned for the 1830's

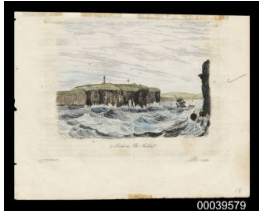


Baie des chiens-marins, presqu' ile Peron: entrevue avec les sauvages
Date: 1825
Primary Maker: Jacques Etienne Victor Arago
Medium: Ink on paper
Name: Engraving
History: Louis de Freycinet left France in 1817 for an expedition to the Pacific with the purpose to "circumnavigate the globe and conduct research into the shape of the earth, meteorology and terrestrial magnetism". His ship was the URANIE and Jacques Arago was one of the artists aboard. It was Freycinet's second voyage south after having completed an earlier expedition with Nicolas Baudin in 1801 as a cartographer/surveyor. Freycinet was highly skilled and became the first European to publish a full outline map of Australia, known as the 'Freycinet Map', in 1811. His expedition in 1817 took in Australia again and this time Freycinet moored off Shark Bay in Western Australia on September 12th 1818. Rose Freycinet, Louis' wife who had secretly accompanied him on the voyage, talks of an encounter ashore with the local Indigenous population: "21 September ... The natives, no doubt frightened off by the number of people coming ashore, had retreated on

to Canada, California, Hawaii, Sumatra and China. He finally made his way back to France, 19 years after his departure.

fashioned for the 1830s, making little reference to the prosperity of English settlement, and much of the desolate nature of the continent, and its bizarre animals. There are references to the shipwrecks of Flinders, and Pandora, and trepang gathering in the north.

ashore, had retreated on the day we first saw them. The previous day, after much hesitation, they had come up to the men in the first camp and had exchanged their weapons for tin, glass necklaces and so on." Jacques Arago, the illustrator of this image in the Australian National Maritime Museum, has recorded an encounter similar to that in Rose's memoir, possibly the same one.



Object number:
00039579

Title: Entrée du Port Jackson

Date: 1850

Primary Maker: Louis Auguste de Sainson

Medium: Paper

Name: Engraving

History: Voyages

Pittoresque Autour de Monde comprised a general resume of the voyages of the discoveries of Magellan, Tasman, Dampier, Anson, Byron, Wallis, Carteret, Bougainville, Cook, Laperouse, G. Bligh, Vancouver, D'Entrecasteaux, Wilson, Baudin, Flinders, Krusenstern, Porter, Kotzebue, Freycinet, Bellinghausen, Basil Hall, Duperrey, Paulding, Paulding, Beechey, Dumont d'Urville, Lutke, Dillon, Laplace, B.Morrel, etc., published in Paris circa 1834-1835, under the direction of d'Urville.



Object number:
00056234

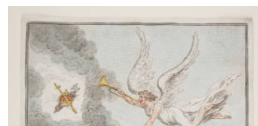
Title: Globe Artificiel et Mécanique a l'Usage du Petit Geographe

Date: 1833

Medium: Card, string

Name: Globe

History: A teaching globe by French educator Augustin Legrand, dating to approximately 1830. The accompanying folding booklet contains a good description of the workings of 'Le Globe artificiel', including an overview of the basic components of geography. These fragile globes were a popular educational toy of the period. The mapping of the globe is surprisingly accurate, with the various zones and also the ecliptic marked. Off the coast of New Zealand is marked the antipode of Paris, and the map of 'Nouvelle Hollande' is scattered with the older Dutch place names, but also 'Botany Bay' and the unusual 'T. de Grant' for the area that was initially called in French the Terre Napoleon after the territorial claims made in the wake of the 1800-03 Baudin voyage.



Object number:
00054725

Title: Buonaparte leaving France



Egypt

Date: 1800

Primary Maker: James Gillray

Medium: Paper and ink

Name: Caricature

History: One of a collection of 17 hand-coloured etchings caricaturing events in the career of Napoleon Bonaparte dating to the early nineteenth century. The collection includes works by artists James Gillray, Thomas Rowlandson and Isaac Cruikshank. Many of the works are annotated with comments which throw light on the social and political responses to Napoleon current in Britain during the Napoleonic wars. The British succeeded on three occasions in intercepting documents from Napoleon's army in Egypt, and these were published in three parts under the title *Copies of Original Letters from the Army of General Bonaparte in Egypt between 1798 and 1800*. This caricature relates to the capture of the third group of letters in 1800, which contained Bonaparte's instructions to the commander of the French forces General Jean-Baptiste Kleber on his departure and official dispatches from Kleber and others that covered the period from 23 August to 17 September 1799. Kleber wrote: "... Bonaparte quitted this country for

quitted this country for France ... without saying a word of his intention to any person whatever. He had appointed me to meet him at Rosetta on the subsequent day!" General Dugua wrote to Barras: "I confess to you ... that I could never have believed General Bonaparte would have abandoned us in the condition in which we were; without money, without powder, without ball ... more than a third of the army destroyed by the plague, the dysentery, by ophthalmia, and by the war; that which remains almost naked, and the enemy but eight days march from us!" The publication of the letters caused a great sensation. The caricatures provide an international context to the administration of New South Wales covering the governorships of King, Bligh and Macquarie during which period Tasmania was settled as a direct response to the Baudin expedition's interest in southern Australia and the island of Mauritius in the Indian Ocean was captured by Britain. These events form part of the great narrative of French activity in the Indo-Pacific which ultimately resulted in the French colonisation of New Caledonia, Tahiti and much of the Polynesian archipelago. As with political cartoons of our

political cartoons of our own era the caricatures targeted a popular audience and combine a mix of irreverence, jingoistic bombast, pride and humour in commenting on events shaping the world at the beginning of the nineteenth century – a period when the nascent colony of New South Wales remained relatively isolated, exposed and wary of French interest in Australia and the Pacific islands.



Object number:
00056235

Title: Globe Artificiel et
Mécanique à l'Usage du
Petit Géographe

Date: 1833

Medium: Card

Name: Portfolio

History: A teaching globe and accompanying information by French educator Augustin Legrand, dating to approximately 1830. The accompanying folding booklet contains a good description of the workings of 'Le Globe artificiel', including an overview of the basic components of geography. These fragile globes were a popular educational toy of the period. The mapping of the globe is surprisingly accurate, with the various zones and also the ecliptic marked. Off the coast of New Zealand is marked the antipode of Paris, and the map of 'Nouvelle Hollande' is scattered with the older Dutch place names, but also 'Botany Bay' and the unusual 'T. de Grant' for the area that was initially called in French the Terre Napoleon after the territorial claims made in the wake of the 1800-03 Baudin voyage.



Object number:
00040482

Title: Carte de L'Australie,
partie Sud-Ouest de
L'Océanie

Date: 1834

Medium: Ink on paper

Name: Map

History: The map was made by A. Brue [1786-1832] Geographer to the (French) King in 1826 and revised in 1834 by Charles Picquet (Brue's successor). The map is based on Brue's 1820 map of the Pacific ('Carte de L'Océanie') but by 1826 it included many new place names. A footnote credits the various sources used, including surveys by De Freycinet, Flinders, Krusenstern, Oxley (for the inset of Sydney), D'Entrecasteaux, Peron (Baudin) and others.



Object number:
00048283

Title: Map of the settled
districts of South Australia



DISTRICTS OF SOUTH AUSTRALIA,
1856

Date: 1856

Medium: Ink on paper

Name: Map

History: The first recorded European survey of part of the south coast of Australia was made in 1627 by Francois Thijssen and Pieter Nuyts in the Dutch ship GULDEN ZEEPARD (GOLDEN LEOPARD). This voyage produced a map which remained unaltered until James Grant's voyage in the LADY NELSON in 1800 provided new information. In 1802 Matthew Flinders in HMS INVESTIGATOR charted the south coast in great detail - finding the French explorer Nicolas Baudin at Encounter Bay undertaking the same work from the east, and by 1803 the coast of southern Australia was well defined. Following the discovery of Bass Strait and associated descriptions of rich seal colonies on the Bass Strait islands, parties of sealers soon began following the seals further west along the coast. From 1803 Kangaroo Island became a base for colonial sealing and whaling operations by merchants from Van Diemen's Land and New South Wales and shore-based sealing remained important until about 1840 when the whale fishery collapsed. The colony of South Australia was

South Australia was created by the South Australian Colonization Act passed by the Parliament of Great Britain in 1834, followed in February 1836 by the proclamation of the colony's boundaries. From its inception the colony was planned as a colony for free settlers and heavily influenced by the theoretical ideas of 'systematic colonisation' promoted by Edward Gibbon Wakefield. It was controlled by three organisations: The Colonial Office which provided government administration; a Board of Commissioners in London which controlled emigration and land sales until 1842; and the South Australian Company which represented particular London commercial interests. In December 1836 the site of the colony's capital was selected by Surveyor-General Colonel William Light on the Torrens River and named after Queen Adelaide. The first emigrants arrived a week later on the TAM O'SHANTER followed by the first governor, Captain John Hindmarsh in the BUFFALO at the end of the month. By 1850 the colony had expanded beyond the centre of Adelaide to the Adelaide Plains, Southern Vales, Barossa Valley, McLaren Vale and to Burr

McLaren Vale and to Burra where rich deposits of copper had been discovered in 1845. By 1855 pastoral leases extended into the Flinders Ranges and on the Eyre and Yorke peninsulas. Although the Victorian gold rush initially resulted in an exodus of settlers from South Australia to Victoria, South Australian farmers and merchants benefitted by supplying the needs of the diggers. The colony was also supported by the activities of the Board of Commissioners which applied funds from the sale of land to finance an active emigration program. In 1855, 12,000 migrants (including 5,500 Irish orphan and pauper girls) were sent out. German migrants also made up a large proportion of the migrants to South Australia in the 1850s. (Information adapted from the Atlas of South Australia)