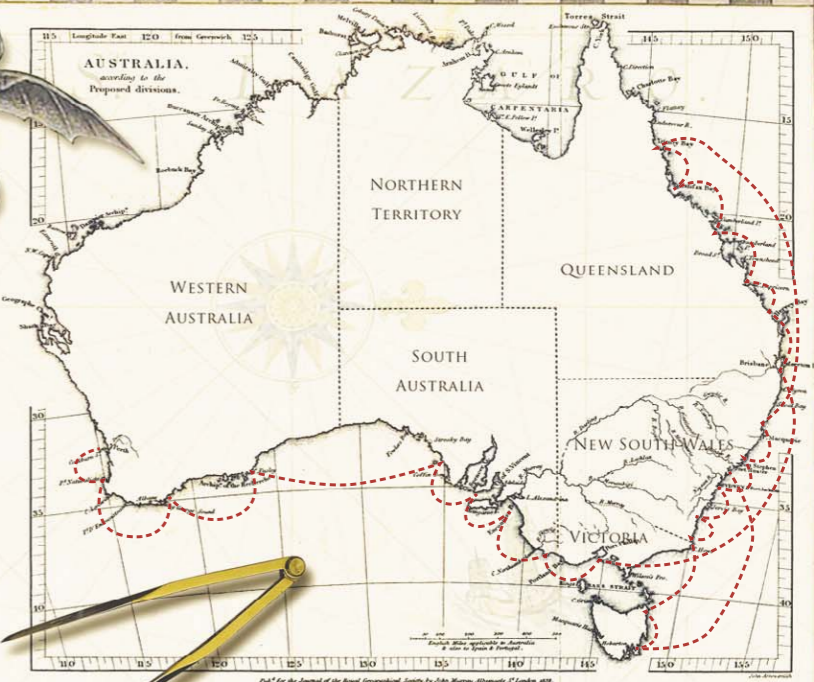


1606-2006

# Duyfken Voyage



## PORTS OF CALL

*Duyfken* was farewelled on her voyage by the Prime Ministers of Australia and the Netherlands from Fremantle on 6 April. The ship has then travelled east, calling in at major ports, and will complete it's journey in Sydney on 10 December.

LOCATION	ARRIVAL	DEPARTURE	LOCATION	ARRIVAL	DEPARTURE
Fremantle	08 April 06	06 April 06	Port Macquarie	13 Oct 06	18 Oct 06
Bunbury	18 April 06	14 April 06	Newcastle	20 Oct 06	25 Oct 06
Albany	18 April 06	24 April 06	Wollongong	28 Oct 06	02 Nov 06
Esperance	27 April 06	01 May 06	Ulladulla	03 Nov 06	09 Nov 06
Pt Lincoln	10 May 06	16 May 06	Eden	11 Nov 06	19 Nov 06
Adelaide	18 May 06	29 May 06	<b>Hobart</b>	<b>25 Nov 06</b>	<b>01 Dec 06</b>
Victor Harbour	30 May 06	05 June 06	<b>Port Arthur</b>	<b>01 Dec 06</b>	<b>03 Dec 06</b>
Port Fairy	09 June 06	13 June 06	Sydney	11 Dec 06	30 Jan 07
Geelong	16 June 06	20 June 06			
Melbourne	21 June 06	06 July 06			
Brisbane/Redcliffe	21 July 06	02 Aug 06			
Bundaberg	05 Aug 06	10 Aug 06			
Gladstone	11 Aug 06	15 Aug 06			
Mackay	18 Aug 06	23 Aug 06			
Townsville	25 Aug 06	30 Aug 06			
Cairns	01 Sept 06	08 Sept 06			
Coffs Harbour	06 Oct 06	12 Oct 06			

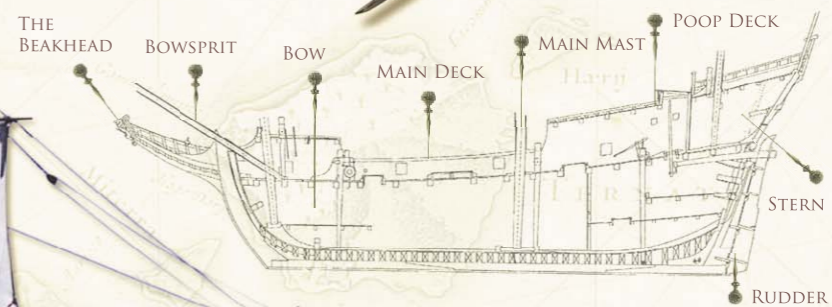
## ORIGINAL VOYAGE

The log of the *Duyfken* and Captain Willem Janszoon's journal is lost, although his voyage can be reconstructed from his chart and information recorded by others. Janszoon and his crew made landfall in the vicinity of Pennefather River. They sailed and charted 350km of the coastline along the east coast of the Gulf of Carpentaria to Cape Keerweer (Dutch for "turnagain"). Turning back because

supplies were running dangerously low, they retraced their route north, landing this time at a river mouth which was later named the Batavia River. Janszoon and some of his crew took a longboat up the estuary in search of food. Finding little to eat, they decided to leave. We know a little of what Janszoon found from the names he gave to places he found. He called Albatross Bay, where the town of Weipa now stands, Vliegende Bay meaning Fly Bay because of the flies and mosquitoes.



COMPASS



## WHAT WAS LIFE LIKE ONBOARD?

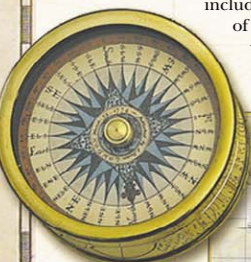
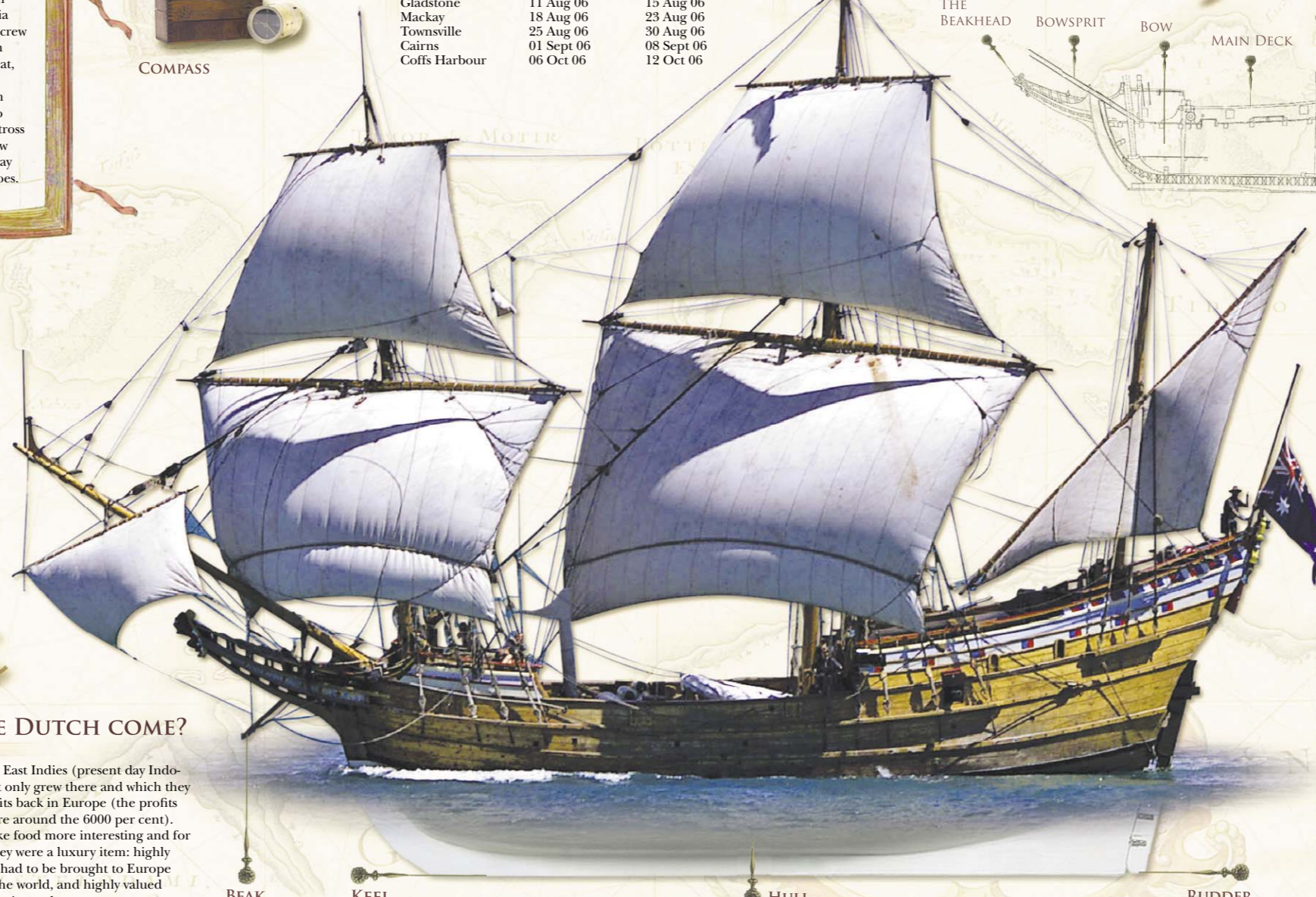
Most of *Duyfken's* crew slept on deck. They were not allowed to sleep below as that was reserved for the precious spices, which were valued more highly than gold. The captain and the ship's officer would have shared a small cabin, which would have been stuffy and damp. Meals included fowl, salted and smoked meats, rice and oats, biscuits or dried bread, beans and dried peas, and limited supplies of lard, oil, vinegar and mustard. There may have occasionally been fresh fish, although fishing in the open, deep ocean was often not successful. Rations were tightly controlled and the crew punished for wasting or refusing food and drink. Crew were allowed to bring their own barrel of beer and the ship's beer was served to everyone. When beer ran out there was wine and brandy. Alcohol was served every day for fluids, as the water, which was stored in wooden barrels, became putrid after only a short time at sea. In addition to being on watch, daily activities would have included trimming of sails, maintenance of the rigging, pumping the bilge and washing the decks.

## WHY DID THE DUTCH COME?

The Dutch sailed to the East Indies (present day Indonesia) to buy spices that only grew there and which they could sell for huge profits back in Europe (the profits on the early voyages were around the 6000 per cent). Spices were used to make food more interesting and for medicinal purposes. They were a luxury item: highly expensive because they had to be brought to Europe from the other side of the world, and highly valued because they were expensive and rare.

## BRINGING DUYFKEN TO LIFE

The magnificent *Duyfken* was meticulously crafted over three years by the *Duyfken* 1606 Replica Foundation in the grounds of the Western Australian Maritime Museum, Fremantle. With only three original sketches as their guide, the modern-day shipwrights and apprentices skillfully brought her to life using ancient construction techniques as practised by the Dutch, who were the most successful shipbuilders and sailors in Europe. The lower hull of *Duyfken* was built plank-first, just as the original ship would have been in the late 16th century. The planks, of northern European oak and imported from Latvia, were pre-bent to shape over an open fire. *Duyfken's* decks and masts are pine. Ancient shipwrights did not use plans drawn on paper or parchment. The only plans were in the master-shipwright's head, and the ships themselves were built by eye.



ORIGINAL MAP



Septentrio

Oriens