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Sheet IV East Coast of Australia New South Wales Port Jackson to Port Stephens Surveyed By Com. Freidr. W. Sidney R.N. . . 1866.

Stock#: 38874
Map Maker: British Admiralty

Date: 1868 (1881)
Place: London
Color: Uncolored
Condition: VG
Size: 25 x 39 inches

Price: SOLD



Description:

Highly detailed working sea chart of the area between Port Stephens in the north and Port Jackson in the south, first published by the British Admiralty in 1868, with major revisions up to 1881.

The finely detailed chart reflects the revisions of the Admiralty over a number of years and also includes 5 coastal profile views. There are also several pencil annotations on the chart, likely the work of an early consulting engineer in the employ of Sir John Coode.

The chart was previously owned by Sir John Coode, founding member of the engineering firm of Coode Matthews, Fitzmaurice & Wilson of 9 Victoria Street in London. In the late 19th and early 20th Century, Coode Matthews was the engineering firm which had charge of the harbor at Dover, along with the harbors at Colombo and Singapore and were consulting engineers to the Colonial Crown Agents for a number of other British Colonial harbors, including major projects throughout Australia.

The map provides a remarkably detailed and up to date charting of the coastline from Sydney and Port

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Jackson northward to Port Stephens.

Port Stephens was named by Captain James Cook when he passed it on May 11, 1770. The port is named for Sir Philip Stephens, who was then Secretary to the British Admiralty. Stephens was a personal friend of Cook and had recommended him for command of the voyage. It seems Cook's initial choice had actually been Point Keppel and Keppel Bay but instead he used Keppel Bay later.

The first ship to enter the port was the Salamander, a ship of the Third Fleet that later gave the suburb of Salamander Bay its name, in 1791. In that same year escaped convicts, then known as 'bolters', discovered coal in the area. In 1795 the crew of the HMS Providence discovered a group of escaped convicts living with the Worimi people. Port Stephens became a popular haven for escaped convicts and in 1820 a garrison of soldiers was established at what is now known as Soldiers Point.

In 1920 there was a push for Port Stephens to be the capital city of a new state in a proposal originating from the country newspaper, The Daily Observer. The proposal was the idea of the Observer's editor, Victor Charles Thompson, in response to continuing rural Australian antipathy at the Sydney-centralized funding and governance that many rural newspapers claimed had neglected to aid rural Australian towns.

Sir John Coode (1816-1892) has been described as the most distinguished harbor engineer of the nineteenth century. He was in charge of the Portland Harbor works in 1856-72. The most famous colonial works for which he was responsible are the harbors of Table Bay and Colombo. In 1849, he was elected a member of the Institute of Civil Engineers and was president from May 1889 to May 1891. He was knighted in 1872 and appointed K.C.M.G. in 1886. He served on the International Commission of the Suez Canal in 1884-92. He was also an active member of the Royal Colonial Institute and chairman of the Colonial and Continental Church Society.

Coode first visited Australia in 1878, when he was brought out by the Melbourne Harbor Trust to report on works for improving the port. Coode recommended improvement of the existing channel in preference to the direct canal advocated by many local authorities. His recommendations form the foundation for the modern port of Melbourne. Coode was then retained by the Australian government to report on other harbors. His earliest work resulted in recommendations and improvements of Portland Harbor, Geelong, Warrnambool and Port Fairy. In South Australia, Coode reported on navigation of the Murray River mouth.

In 1885, Coode revisited Australia and examined harbors and river mouths from Fremantle round the southern and eastern coasts to the Gulf of Carpentaria. He reported from London in 1887-88 to the New South Wales government on the Clarence River, where he recommended the building of two moles or piers to act as breakwaters and training banks and the removal of the rocky reef across the entrance to provide

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a fixed navigable entrance and reduce damage from floods and tides. At Richmond River, he recommended breakwaters and training banks to neutralize the shifting character of the river entrance. These two reports were put into effect and helped to develop the trade of rich agricultural hinterlands. At Lake Macquarie, to give better access to the collieries, Coode recommended improvement of the channel connecting the lake to the sea. In his Macleay River report he recommended two breakwaters and training banks to regulate the river entrance.

In 1887 Coode made two reports for the Queensland government; both were carried out. At Mackay, he recommended extensive training banks and the dredging of a continuous deepwater channel from the entrance of the Pioneer River up to the town. For the port of Townsville, he proposed breakwaters and dredging operations. In the same year Coode made two reports for Western Australia. He chose a site for Fremantle Harbour and reported on harbour works but the plan was rejected. At Geraldton, he recommended a jetty with railways and warehouses to increase accommodation for loading and discharging ships. In South Australia, after personal inspection, he recommended an outer harbor for Port Adelaide.

Detailed Condition:
Minor soiling. Small chip in margin at lower right, not affecting printed image, and several minor tears.