Rame Head - misnamed and misplaced

Rupert Gerritsen's article on James Cook's Point Danger in *Placenames Australia*, June 2013, illustrates how place names bestowed by the most famous of explorers can become misplaced on the map. Cook has suffered a similar misfortune on the coast of Victoria with Ram Head. As a result, Little Rame Head, 15km south west of Mallacoota on the eastern coast of Victoria, is one of those important places in Australian which go completely unrecognised.

On 19 April 1770 Lt James Cook's *Endeavour* became the first European vessel to reach the eastern coast of mainland Australia. His journal records:

> At Noon… a remarkable Point bore N 20° East distant 4 leagues. This point rises to a round hillick, very much like the *Ram head* going into Plymouth Sound on which account I called it by the same name. Lat^d 37°39', Longitude 210°22'W [1]

England's Rame Head is on the western shore of Plymouth Sound and Cook would have seen it on his starboard side as he left Plymouth on 26 August 1768 at the beginning of his First Voyage. Cook, in his journal and on his chart, spelled it 'Ram', but today the English Rame Head is spelled 'Rame' and pronounced to rhyme with 'same'.

It seems most likely that the name *Ram* or *Rame Head*

derives from its shape, the point of land rising to a round hillock resembling a ram's head. The word 'head' is ambiguous, meaning both 'headland' and 'head of a ram'. Chris Richards[2] cites the *Oxford English Dictionary* which gives 'rame' and 'ramme' as alternative earlier spellings for 'ram'. John Wallis, in 'The Cornish Register' of 1838, writes that the coat of arms of a Lord of the Manor of Rame contained 'a scalp of a ram's head', 'in allusion to the name'.

Rame Head, Cornwall (UK). Photo: Trevor Lipscombe

Near England's Rame Head lies the parish and village of Rame, and the area has borne this name (and spelling) since before the Domesday Book. While the spelling of Rame for the village is consistent over time, the headland has been referred to as *Ram Head* (or *Ramshead*) and later as *Rame Head*. J. Triphook's 1795 'Journal of a Tour round the Southern Coasts of England', written a

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From the Editor

As promised, we continue with a focus on James Cook in this issue: in our lead article, Trevor Lipscombe examines the awkward issue of Rame Head. Point Danger is not yet forgotten—Les Ball has given more thought to it (page 6), stimulated by Rupert Gerritsen's article in our previous issue.

Joshua Nash's work on Norfolk Island toponymy finds a place in this issue again—this time, on the toponymic influence of the Melanesian Mission. Joshua specialises in the placenames of island locations, and we hope to print his analysis of Phillip Island in a forthcoming issue.

We'd like to express our gratitude to all our supporting members, including our institutional sponsors, many of whom have recently renewed their financial support for ANPS. All our research is carried out by volunteers, and we have no other source of funding to maintain the work. Our particular thanks go again to the Geographical Names Board of NSW, which supports the printing and posting of this quarterly newsletter.

Finally, a reminder that the ANPS website now makes it easier for you to communicate with us (for such purposes as research enquiries, changes of address, and subscription renewals). Our 'Contact Us' page at *www.anps.org.au/contact.html* is a good place to start!

David Blair
editor@anps.org.au

ANPS Workshop

We will be holding our annual workshop in Canberra this year, to coincide with the Annual Conference of CGNA and the Annual General Meeting of Placenames Australia. This is Canberra's centenary year, and there's a lot happening in the ACT; we're playing our small part!

Our workshop focus, of course, is the placenames of Canberra. The program includes papers from Bill Hirst (Surveyor-General) and from Peter Phillips, Harold Koch and David Headon.

The workshop will be held on the morning of Wednesday 4th September, and we anticipate that we'll start shortly after 9 a.m. Location is:

Ground Floor Function Room
Dame Pattie Menzies House
Challis Street
Dickson, ACT

Everybody is welcome to attend. An email to our Director would be helpful for catering purposes:
director@anps.org.au

Annual General Meeting

The 2013 AGM of Placenames Australia (Inc) will be held in Canberra on the afternoon of 4th September, commencing at 2 p.m. The location is Dame Pattie Menzies House, Challis Street, Dickson, and all supporting members are cordially invited to attend.

We invite nominations for positions on the Management Committee: we are seeking to fill the positions of President, Vice-President, Secretary, Treasurer and up to five other members. It would be helpful if nominations were emailed to the President (*pa@anps.org.au*) before the meeting.

Norfolk Island placenames

The Melanesian Mission was founded by the Anglican Church of New Zealand to evangelise the peoples of Island Melanesia. It was based at Norfolk Island from 1867 to 1920. The half-century of its stay left a varied legacy of names both in the grounds of the Mission and in other parts of the Island.
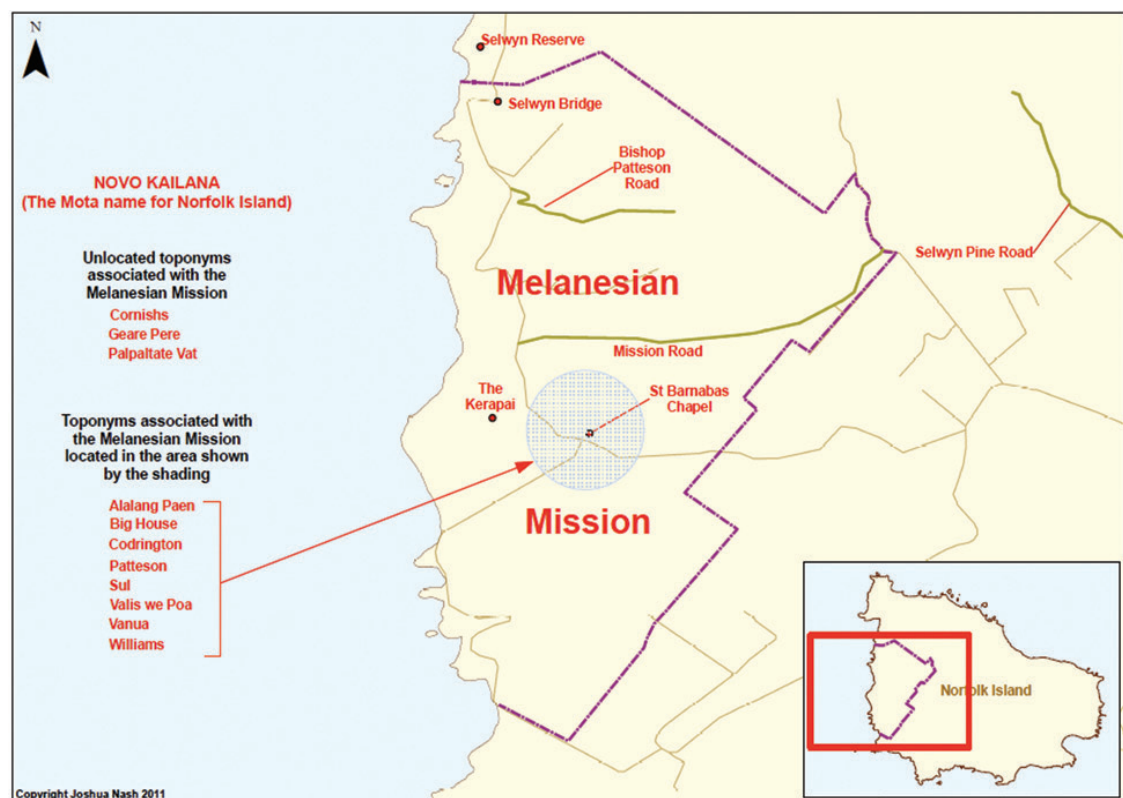
The aim of the Mission was 'to educate a small number of Melanesians away from their homeland and thus build a nucleus of indigenous clergy who would spread Christianity in their own islands'. The Anglican Bishop of New Zealand, George Augustus Selwyn, was ambitious for the Mission's work in Christianising the southwest Pacific. Students came from various language groups in what are now the Solomon Islands and Vanuatu. In 1856, following a grant of land to descendants of the *Bounty* mutineers, some two hundred men and women of mixed British and Polynesian ancestry had moved from Pitcairn Island to Norfolk Island, to live in the former convict settlement at Kingston, five kilometres from the site subsequently occupied by the Mission. The acquisition of land by the Mission caused some resentment among the Pitcairners, but John Coleridge Patteson, the Mission's first Bishop, felt that it created an opportunity for the Mission to improve the Pitcairners' condition as well as educating the Melanesians.

The Mission grounds—known as 'Out ar Mission', 'Out Mission' or 'The Mission'—were an attractive setting for the Bishop's house and a home for the staff

and scholars, to which other boarding houses were subsequently added.

Up to two hundred Melanesians were educated at the boarding school at any one time. The Supplement to the *Church Gazette* of the Melanesian Mission of March 1875 lists the origins of the 173 students present on the Mission at that date. No fewer than 18 different locations and hence distinct languages were named. Students had come from New Hebrides, the Banks Islands and the Solomons—islands which the missionaries described as being 'separated by speech and distance' from each other. At any one time, Mission residents spoke up to 27 different languages. The Pitcairners at Kingston spoke Norf'k, which combined features of English, Tahitian and St Kitts Creole. Though the missionaries on the Mission were opposed to the use of Pidgin English, varieties of Pidgin were also current on Norfolk Island.

The Mission established an official lingua franca as a means of communication, and it was used for the conduct of church services. Mota, the language of a small island in the Banks Group, was chosen because a significant number of the first scholars came from

few years after Cook, refers to it as *Ramhead*. Fortesque Hitchins' 'History of Cornwall: Vol 2' of 1824 refers to *Rame* parish and village, but 'Rame-head or Ram-head'.[3]

It seems that the 'Ram' spelling was particularly favoured by sailors in Cook's time.

Victoria's Rame Head appeared on Australian maps as *Ram Head*,[4] until in 1971 the Government of Victoria gazetted it as *Rame Head* to match its English namesake. However this renaming has been contentious. Richards[5] records that at the beginning of the millennium locals were pronouncing it 'Ram' rather than 'Rame'.

There seems little doubt that the correct name for Victoria's Rame Head is *Ram Head*. This was the name Cook gave it in his journal and on his chart, and it was the name in general use by sailors of Cook's time when referring to its English counterpart. Cook did not mis-spell it.

However there are further twists to this story. The Rame Head that the Government of Victoria gazetted in 1971 is not Cook's Ram Head. Two hundred years after Cook, in 1970 Captain Brett Hilder[6], a very experienced Pacific navigator, using Cook's original navigational data, plotted *Endeavour*'s movements and Cook's observations

on the 19 April 1770 onto a modern chart.

Firstly, Hilder showed that Point Hicks, which is usually regarded as the first feature that Cook named in Australia, was in fact a cloudbank. This is a serious allegation to make against Cook, but the data is irrefutable. Hilder shows conclusively that Cook's Point Hicks was about 40km WSW of its present position, a point well out to sea in Bass Strait and about 22km from the nearest shore. Cook showed Point Hicks on his chart on the coast of Victoria, but unsurprisingly, later navigators were unable to find it, and perhaps realised his error. It does not appear on Flinders' 1814 chart[7], and John Lort Stokes in 1843 is said to have named the supposed point of landfall as Cape Everard. In 1970, to celebrate Cook's Bicentenary, the Government of Victoria unhelpfully renamed Cape Everard as *Point Hicks*. All we can say is that today's Point Hicks is near to the place where Cook made his first landfall.

What has all this to do with Ram Head? Since Cook's Point Hicks does not exist as a physical feature, Ram Head assumes a new importance as the first place Cook named on the Australian coast. Hilder's work also reveals the correct location of Ram Head (see map below[8]). By another remarkable topographical coincidence, just

Endeavour's movements near Point Hicks 1770
(based on Capt Brett Hilder 1970)
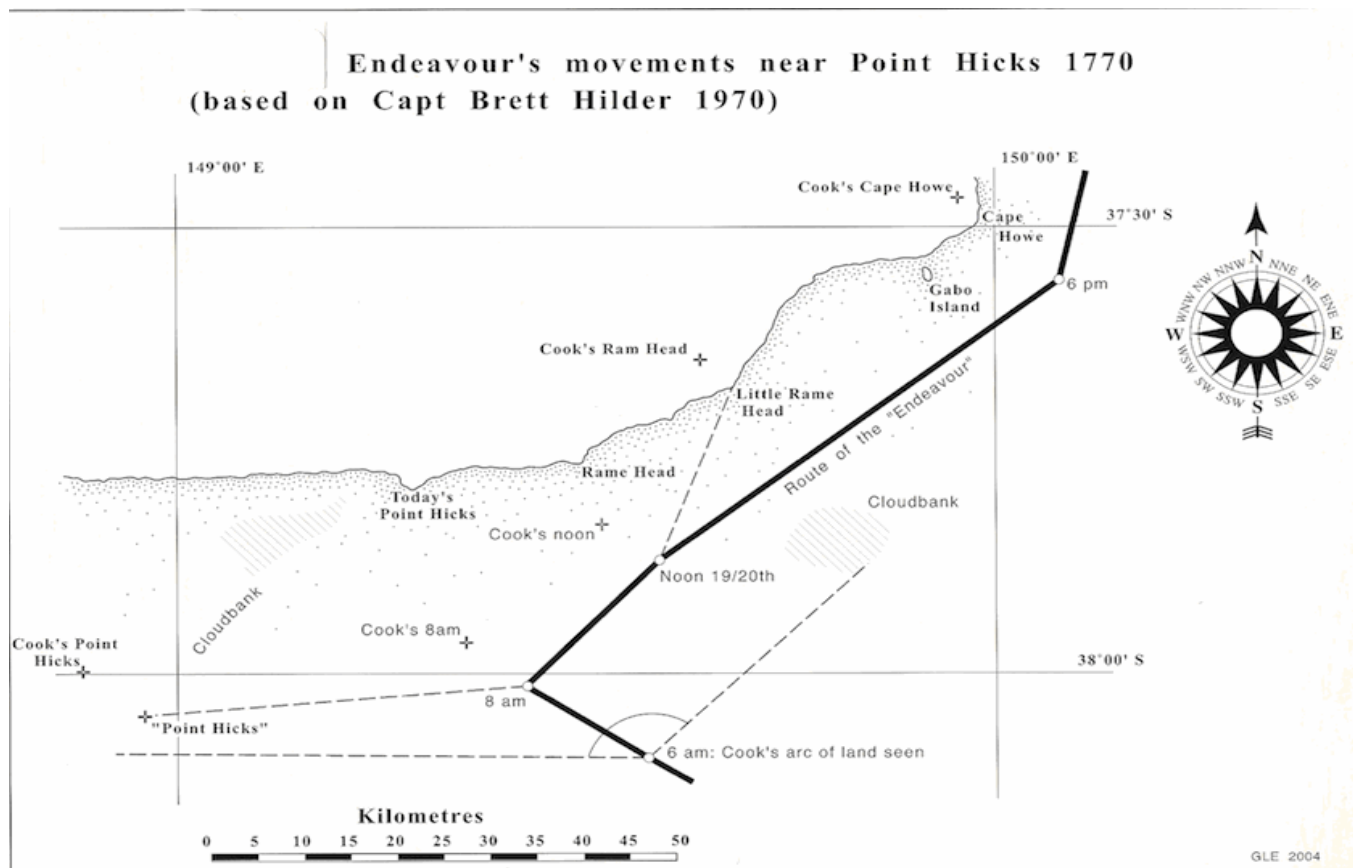
...misnamed and misplaced

20km west of today's Little Rame Head (the Ram Head that Cook named) lies a similar point rising to a round hillock. Today this point bears the name *Rame Head* and is situated at the mouth of Wingan Inlet. In 1797 George Bass, on his epic whaleboat voyage to Western Port, camped beneath this feature and not unsurprisingly assumed from its distinctive shape that it was Cook's Ram Head. Bass's error was perpetuated on Flinders' chart and continues today.

It is not clear how Little Rame Head got its name, but it seems likely that it was because it resembled, on a smaller scale, the nearby Rame Head. Rame Head rises to 110m and Little Rame Head to 56m.

James Cook's Ram Head is misplaced and misnamed on today's maps. Today's Little Rame Head is what Cook saw and named as *Ram Head*. It remains a forgotten part of Australia's maritime history and heritage, and deserves to be better known. Ram Head is significant as the first feature on Australia's coast to be named by Cook. By a remarkable topographical coincidence it neatly links Cook's place of departure from England with his place of arrival in Australia. Ram Head has further significance as the first place in Australia to be named after a place in Britain. It was also the first feature named by Europeans on the mainland coast of Australia between the eastern end of the Great Australian Bight and Cape York, the north easterly tip of Australia, a huge length of coastline which at the time of Cook's arrival still remained unexplored by Europeans.

Cook's Ram Head is not only largely unacknowledged, it is also largely unvisited. On a clear day it can be seen to the east from the top of today's Rame Head at the mouth of Wingan Inlet in Croajingolong National Park, itself quite a remote spot.

Trevor Lipscombe

Endnotes

[1] Beaglehole, J.C. (ed.) *Journals of Captain James Cook on his Voyages of Discovery. Volume 1: The Voyage of the Endeavour 1768-1771.* Cambridge: Hakluyt Society, 1968.

[2] Richards, C., 'Ram/e Head – from Cook to Cornwall to Konowee'. *Placenames Australia,* June (2002), 3.

[3] See www.ramehistorygroup.org.uk/documents for the above early references to Ram Head.

[4] See for example Arrowsmith, J. 'Map of Eastern Portion of Australia'. *The London Atlas of Universal Geography.* London: Arrowsmith, 1842.

[5] Richards, op.cit., 2.

[6] Hilder, B. 'Point Hicks: Land or illusion of land?' *Victorian Historical Magazine*, 41, 2 (1970), 285-297. See also Hilder, B. 'Navigation in the 1770s: The Navigation of Captain Cook'. *Navigation*, 3, 2 (1969) 166-178.

[7] Flinders, M. *A Voyage to Terra Australis.* London: G. &W. Nicol, 1814. Flinders' chart of this area is reproduced on page 234 of Lipscombe, 2005, (see below). See also Flinders' 1800 chart of Bass Strait on page 58.

[8] Lipscombe, T.J., 2005, *On Austral Shores – a modern traveller's guide to the European exploration of the coasts of Victoria and New South Wales*, Sydney: Envirobook, 2005, p.50. See pages 49-53 for a fuller discussion of the whereabouts of Cook's Point Hicks and Ram Head. See also Lipscombe, T.J., 2011, 'Rame Head – a Remarkably Overlooked Point'. *Cook's Log* 1, 4 (2011), 18-19.

Toponymic honesty?

Bland, Dull and Boring

We are indebted to the ABC for drawing our attention to a recent initiative of the Tourism Committee for the Bland Shire, NSW. The Committee is investigating sister city relationships with Dull in Scotland and Boring in the United States.

Local councillors hope to put the Shire's fame as a dreary destination to good use by associating it with other negatively named towns. Apart from making people aware of the Bland Shire, they also hope that it will 'make people aware that there are unusual names around the world'.

A worthy objective indeed. How could we at ANPS restrain ourselves from supporting such an exciting initiative!

Point Danger

As a Spatial Information Officer with some many years of experience, I regularly read *Placenames Australia* and was intrigued by the article by Rupert Gerritsen, 'A Dangerous Point: Fingal Head and Point Danger', in the June 2013 issue. The suggestion and the evidence presented that Fingal Head was the headland that Captain Cook named as Point Danger really challenged my beliefs. How is it that Captain Cook, a man renowned for his navigation and cartographic skills, got it so wrong?

Firstly, I thought I'd check the information that Cook had entered into his journal starting with the reference point of Mount Warning having a stated latitude of 28^0 22'. Using this reference and calculating from a 1:100 000 topographic map, the latitude of Fingal Head would be approximately 28^0 10' and the latitude of Point Danger approximately 28^0 08'. These latitude readings are uniformly -00 02' from that shown on current mapping. Again using the same map to calculate bearings from the two headlands to Mount Waring resulted in an angle of about 240^0 from Fingal Head and about 231^0 from Point Danger. When the variation in magnetic declination is taken into consideration, in Captain Cook's time the angle from Point Danger to Mount Warning would be closer to due southwest than the angle from Fingal Head. These measurements reflect those that Cook had described in his journal.

The second point that caught my attention was the author's 'Because the resolution on Cook's chart is not high, it is not absolutely clear…' This drew my attention to the small section of Cook's chart that was shown in the article. It surprised me that the coastline was very rough when, in this area of northern New South Wales and southern Queensland, the coastline is long sweeping curves between prominent rocky headlands, as can be seen in the Google Earth image. I questioned why the coastline was charted that way. The statement in the same paragraph 'In passing within four nautical miles [7.4 km]…' gave me a possible solution. Captain Cook only mapped what he could see. At 7.4 km out to sea the low lying land (sand dunes mashes and swamps) would not be clearly visible and it is the base of the background hills that have been mapped as the coastline. It would be an interesting exercise to take a larger section of Cook's chart with named prominent features (e.g. Cape Byron to Cape Moreton) and overlay this on a modern topographic map to check the position of Point Danger and to investigate what features have been charted as the coastline.

Following this argument that the low lying land was not visible and therefore not shown on Cook's chart, a closer inspection of the topography around Point Danger may reveal that Cook's chart actually has a high resolution somewhere between 10 to 20 feet above sea level. Point Danger is a rocky headland with a very low lying stretch of sand separating it from a N/S ridge starting in the north at Kirra Point and finishing in the south at Terranora Inlet. The spit on the east side of the Tweed River between Fingal Head and Point Danger was nowhere near as wide as it is today and the land on the west side of the river was low lying and flooded at high tides, as can be seen on William Johns' 1831 plans. In Cook's time all this low lying land would have been lightly vegetated or just bare sand. If this wasn't visible to him, all that he saw, documented and charted was an island (current Point Danger) lying about 800m off a headland (ridge starting at Kirra Point). Fingal Head and Cook Island are possibly depicted on his chart by the two rock/reef crosses to the south of the point and the charted coastline being the higher land to the west of the Tweed River.

Reading the full content of Cook's *Journal* for this section of coastline and having a larger section of his charts to make comparisons with the actual coastline and topography, as we know it, would be helpful in clarifying the position of the Point Danger referred to by Captain Cook.

Les Ball

Rangeville, Qld.

[Editor: Thank you to Les Ball for this thoughtful response. In fairness to the original author, we should point out that Rupert Gerritsen did not claim that Cook 'got it wrong': the mis-identification of Point Danger as the headland to the south comes from the Johns chart of 1831.]

Lake Eyre dual naming completed

In October 1860 Governor MacDonnell of South Australia named Lake Eyre in honour of Edward John Eyre, the first European to see it. The feature, however, was later found to be separated by a channel which in fact formed two lakes from what had been thought to be one. Although common usage continued to refer simply to *Lake Eyre*, at some later stage the lakes were officially renamed as *Lake Eyre (North)* and *Lake Eyre (South)*.

The Arabana People petitioned the Surveyor-General to reinstate their traditional name for the lake as a dual name with Lake Eyre, and advised that their traditional name for the feature is *Kati Thanda*, a term which represents the 'spreading out of the skin of a kangaroo'. Furthermore, they advised the Surveyor-General that the name relates to the whole feature (in effect, corresponding to the colloquial toponym *Lake Eyre*).

The dual naming was finally approved by the Surveyor-General on 23 December 2012, and gazetted on 3 January 2013 as:

Lake Eyre (North) / Kati Thanda *and* Lake Eyre (South) / Kati Thanda.

On 25 May 2013, our CGNA colleagues Bill Watt and Maria Vassallo from the Geographical Names Unit attended the celebrations for the naming held by the Arabana People at Lake Eyre (South) / Kati Thanda.

Lake Eyre (photo: Kim Worth)

Signpost mismatches I

In our previous issue our Director, Dr Jan Tent, issued a challenge: how many incongruous messages are encapsulated by our Australian road signs. He set the ball rolling by providing a photo of a double-barrel direction sign to *Prospect St* and *Cemetry* [sic], from Tarcutta in NSW. He has since upped the ante himself by sending us documentary evidence of *Brillliant Orange* and a snowy *Sunny Corner* from the Bathurst region. Can we do better? See page 9 for more...

Norfolk Island placenames...

Mota. The major languages in contact during the Mission's presence on Norfolk Island were Mota, Pidgin English, Norf'k and English. English must have been the medium for many public and private dealings between the Pitcairners and the Mission population. Mission clergy or inmates would have had little reason to learn Norf'k, while Norf'k speakers would have had even less need to learn Pidgin English or Mota.

Some English placenames on the island commemorate key personalities associated with the Mission. Bishop Selwyn is remembered in the botanic name 'Selwyn Pine', and he (or possibly his son, who lived on the Mission between 1873 and 1891), is remembered in Selwyn Pine Road, Selwyn Pine Reserve, and Selwyn Bridge. Within the Mission the Patteson Memorial Chapel of St Barnabas was named in honour of Bishop Patteson, who was proclaimed a martyr when he was killed in the Solomons in 1871.

Further Mission placenames were ascertained from fieldwork and various written sources, notably the diaries of Julia Farr, a missionary from South Australia who worked on the Mission in the 1890s. She seems to have been a conscientious diarist: the Norfolk Island Museum holds copies of 13 volumes of her diaries. The English names, with one possible exception recorded by Julia Farr, are the descriptive or eponymous names of boarding houses on the Mission and the chapel built in memory of Bishop Patteson:

Big House a boarding house

Bishop's Court reputedly the residence of the Bishop of Melanesia

Codrington named after the resident missionary-linguist, Robert Henry Codrington

Cornish's named after Harry 'Cornish Quintal, either a house name or a place: recorded by Julia Farr as a place where she would walk.

Patteson a boarding house named after Bishop Patteson

St Barnabas Chapel the memorial to Bishop Patteson

Williams probably named after one of the clergymen at the Mission.

Norfolk Island itself was reportedly known as 'Novo Kailana', which at first glance might appear to be a sentimental reminder of faraway Polynesia, compounding a Latinate (?Portuguese) *novo* with *kailana*, meaning 'sky' or 'sea' in Hawaiian. More likely, 'Novo Kailana' is a phonotactic adaptation in Mota of 'Norfolk Island':

1 Norfolk Island—>Nofok Ailan [cluster simplification]

2 Nofok Ailan—>Nofo Kailan [resyllabification]

3 Nofo Kailan—>Novo Kailana [consonant-vowel syllable adjustment]

The Mission's placenames, on the other hand, are in Mota, except for one which is in Tahitian:

Valis we Poa big grass

Alalang Paen under the pines

Geare Pere valley of Rocks

Kerapai big tree (or valley)

Palpaltate Vat horseshoe creek

Sul place where people (children) lived

Vanua land (or living area)

Elsewhere, on Two Chimneys Road, a house called 'Fenua Matai' presents a Tahitian phrase meaning 'good land' and memorialises Pitcairn. The house name 'Porpaynui' (see illustration, next page), combines the West Indian word *porpay*, which is used in Norf'k, with the Polynesian word *nui*, and may be translated as 'the place of many wild cherry guavas'.

In 1920 the Melanesian Mission station on Norfolk Island was disbanded and most of the buildings were shipped to Siota in the Solomon Islands. Some Mission houses were demolished and others that remained were still lived in.

In the light of findings, the influence of Melanesian Mission place names seems modest, though the examples given show how Mission materials, history and names have been woven into the cultural fabric of Norfolk Island. Yet what has been presented may provide impetus for scholars interested in linguistic history to assess the role of Christian missions in place-naming elsewhere in the Pacific.

Joshua Nash

...the Melanesian Mission's influence

This article draws upon Joshua Nash's 2012 article 'Melanesian Mission Place Names on Norfolk Island' , Journal of Pacific History 47, 4 (2012), 475-489. Full references are given in that article. Selected references are given below.

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Hoare, Merval. *Norfolk Island: a revised and enlarged history 1774-1998*. Rockhampton, Qld.: Central Queensland University Press, 1999.

Mühlhäusler, Peter. 'The College of St Barnabas on Norfolk Island and its languages: an early example of missionary language planning.' *Language & Communication*, 30 (2010), 225-39.

Supplement to the Church Gazette of the Melanesian Mission. March 1875.

Signpost mismatches II

Three of our operatives were quick off the mark with photos of signs that make you look twice. Our thanks to Steve Billingham in Hobart, Chris Woods in Katoomba and Peter Phillips in Canberra for their good work!

Entry to Cape Bridgewater (Vic.) cemetery (Chris Woods)

A cul-de-sac in O'Connor, ACT - so, in fact, no way! (Peter Phillips)

An unofficial sign from Tassie that's not really French at all! (Steve Billingham)

Of cars and places...

We have a degree of sympathy with companies that have to find new names for their new products. Car manufacturers, with their many models and frequent rebranding, are probably under more pressure than most. And the pressure is intensified when you want to select a name which has positive associations, which can be easily spelt and pronounced, and which hasn't already been registered by a competing company.

General Motors Holden and Toyota solved the problem for two new vehicles by using an identical approach—they chose Australian placenames for their hardtop coupe and people mover respectively.

In 1968, Holden introduced its sporty Monaro, based on the famous Kingswood sedan. The choice of *Monaro* as its name (after the plateau in southern NSW and northern Victoria) emphasised the car's Australianness—perhaps in contrast to the American Chevrolet Camaro and Ford Mustang.

In 1984, Toyota began to sell for the first time in Australia a people mover that had previously been known as the MasterAce in Japan and as the Space Cruiser in Europe. As Holden had done previously, the company chose an Australian placename for its local sales: *Tarago* is a village north-east of Canberra, and almost due south of Goulburn NSW.

The Tarago name is still used by Toyota for its highly-successful people mover, more than 25 years later. The Holden Monaro, however, ceased production in 1977, and despite a brief revival in 2001 with exports to the US and UK (under the marques of Pontiac and Vauxhall) the Monaro brand is no more.

The two vehicles had more in common than each being christened with an Australian placename. In each case, the company (whether intentionally or otherwise) altered the pronunciation of the name. The Monaro plateau is pronounced /muh-'**nair**-roh/, whereas the

the Monaro and Tarago

vehicle was from the beginning advertised as the /muh-'**nah**-roh/. And the Toyota Tarago rejoices as the /tuh-'**rah**-goh/ in contrast to the village's /'**ta**-ruh-goh/.

For those who prefer the International Phonetic Alphabet (and because the above respelling is not quite up to capturing pronunciation with any certainty), the table below reveals the changes.

	Placename	Vehicle
Monaro	məˈnɛərou	məˈnarou
Tarago	ˈtærəgou	təˈrago

The change in pronunciation of *Tarago* is not totally unexpected and the fault should not perhaps be laid at the company's door. Stress on the first syllable is usually indicated by a double consonant following, as in *tarragon* and *harridan,* and it seems possible that those who see the spelling of the village's name would naturally say /tuh-'**rah**-goh/ whether or not they were aware of Toyota's vehicle.

There is one further oddity about Tarago village. About six kilometres away is the neighbouring village of Lake Bathurst. But according to local historian Julie Arbalis, the current names are the reverse of the originals. When a new section of the Goulburn-Queanbeyan-Cooma railway line was completed in 1884, a map of the new line was commissioned; unfortunately the two village names were reversed on the map. Rather than reprint all the maps, the authorities decided it was easier to rename the two villages!

David Blair

Narrabeen, NSW

One of Sydney's celebrated northern beaches is Narrabeen, backed by an extensive lagoon and often crowded with beachgoers and holidaymakers. Not many of them, we imagine, stop to wonder where the name comes from. To tell you the truth, we're not sure ourselves.

There are several competing explanations, ranging from the romantic to the prosaic. Our attention has been drawn to a rather breathless pamphlet of 1885 which assures us that the 'local chief Yowal' had a daughter named Narrabeen, whose name was given to the lake. An expedition in 1801 to retrieve a couple of escaped convicts recorded the name as *Narrobine*, with the comment that it was just a placename, with no further meaning. The surveyor James Meehan, a usually trustworthy source, recorded the lagoon in 1814 as being called *Narabang Narabang*, meaning 'many swans'. And then there were those phlegmatic locals who reckoned that every such name was really misspelled English, and who attributed this one to the noxious narrow beans that were the downfall of early travelers.

Uncertainty is so unsatisfying, isn't it! If it helps, we've taken a vote in the office and we'll plump for James Meehan's *Narabang Narabang*. Just don't ask us to put any money on it!

Placenames Puzzle Number 47

Monetary Units I:

The clues reveal names of monetary units (former or current, colloquial or official)that hide out in Australian toponyms. The 'what' clues identify the monetary units; the 'where' clues indicate where they can be found, e.g. What*: This Melanesian monetary unit sounds more enthusiastic than most;* Where*: In a location just north of Peterbourough (SA) … Pe*kina*. Note: many currencies like to hide themselves within toponymys!*

1. *What*: The Japanese have a yearning for these.
   Where: In a suburb of Sydney some 30 km west of the CBD.
2. *What*: This monetary unit of an Asian country looks and sounds a little like Spanish 'John'.
   Where: In one of a trio of small lakes south of the Glenelg Highway, west of Streatham (Vic.).
3. *What*: A former European monetary unit that is an anagram for the synonym of 'fibber'.
   Where: A location just south of the Coorong (SA).
4. *What*: Was once a contender for the name of our own monetary unit pre-decimalisation, but the Argentinians liked it more.
   Where: At a Sydney suburb west of Hoxton Park.
5. *What*: This Ethiopian monetary unit sounds a little like a brewed alcoholic drink.
   Where: In a group of rock outcrops in the East Alligator region of Kakadu National Park, famous for its Aboriginal rock art, about 40 km from Jabiru.
6. *What*: This is the monetary unit you'd use to pay for a meal in the Balkans and many Arabic countries.
   Where: In a location just west of Surfers Paradise.
7. *What*: This monetary unit has a Vietnamese ring to it.
   Where: In a location on the Brand Highway about 50 km south of Geraldton (WA).
8. *What*: This monetary unit is equal to a shot of liqueur, in Armenia.
   Where: You can get a nice nip of this well-known sweet Scotch whisky liqueur in a WA bay.
9. *What*: The monetary unit referred to in *The Number 1 Ladies Detective Agency* is an anagram of the cathedral where Diana and Charles were married.
   Where: In the far west of Queensland—the nearest township is Boulia, 160 km to the east.
10. *What*: To be honest, the monetary unit of Switzerland and many African countries.
    Where: In the WA national park bounded by Shark Bay.

Jan Tent

1. Yennora 2. Lake Yuangmania 3. Keilira 4. Austral 5. Ubirr 6. Molendinar 7. Dongara 8. Drambuie Bay 9. Pulatera Hills 10. Francois Peron NP

Become a Supporting Member!

We realise that not everyone who wishes to support the Australian National Placenames Survey can do so by carrying out toponymic research and supplying information for our database. There IS another way — become a supporting member of Placenames Australia! In doing so, you'll help the Survey and its volunteer researchers by providing infrastructure support. In return, you'll have the assurance that you'll be helping ensure the continued existence of this prestige national project, and we'll guarantee to keep you in touch by posting you a printed copy of this quarterly newsletter.

The Survey has no funding of its own — it relies on the generosity of its supporters, both corporate and individual. We will try to maintain our current mailing list, as long as we can; in the long term, priority will be given to Supporting Members of the association, to our volunteer research friends, to public libraries, history societies and media organisations.

Please consider carefully this invitation. If you wish to become a Member, write a cheque to Placenames Australia Inc. or arrange a bank transfer, and post this page to the Treasurer at the address below.

To ensure your continued receipt of the Newsletter, even if you are unable to support ANPS by becoming a Member, please take the time to tick the appropriate box below and return this form to us.

Alternatively, use our website to contact us: www.anps.org.au/contact.html

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○ I am unable to become a member at this time, but I would like to receive newsletters
  ○ by post OR ○ by email

○ Please remove me from the newsletter mailing list

○ Please note my change of address (new address above)

Payment Details

○ Cheques made out to Placenames Australia Inc ABN 39 652 752 594

○ Direct transfer to Westpac Banking Corporation BSB 032-089, Account 275989

Please forward this form and payment to:

Placenames Australia
PO Box 5160
SOUTH TURRAMURRA NSW 2074
Fax 02 9850 9199 • Email director@anps.org.au

We say thank you to...

our corporate sponsor, the Geographical Names Board of NSW — and to the Acting Secretary of the Board, Kevin Richards. This year's newsletters could not have been published without the support of the GNB.

Contributions

Contributions for Placenames Australia are welcome. Please send all contributions to the Editor, David Blair, by email: <editor@anps.org.au>
Supporting photographs or other illustrations are greatly appreciated.

Closing dates for submissions are:

March Issue: 15 January   September Issue: 15 July
June Issue: 15 April   December Issue: 15 October

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