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GRATIS TO MEMBERS

THE NUMISMATIC ASSOCIATION OF VICTORIA

FOUNDED 1946

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1973

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THE NUMISMATIC ASSOCIATION OF VICTORIA

*(Incorporating the Numismatic Society of Victoria, founded 1914
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THE FINANCIAL YEAR OF THE ASSOCIATION COMMENCES ON 1st JANUARY, 1981.

The Secretary may be contacted by telephone on 859-1868 (evenings only)

Editor: John Sharples, B.A., FRNS.



MERRY CHRISTMAS and A HAPPY 1981

The Star of Bethlehem has become one of the great symbols of Christmas. In the story of the Nativity given in Mathews Gospel, the Star was seen in the East by the Magi and led them to Bethlehem.

Although ancient coins show that stellar objects played an important part in signifying divinity and royalty, numismatic scholars have so far failed to find corroborative evidence for Matthews account. The coin featured here (from Sealy's October Bulletin) shows the Eastern awareness of the night sky. You may recall last years December Issue of the Australian Numismatist featured the Roman Coin of Augustus which showed the comet that marked the epiphany of Julius Caesar.

REPORTS OF MEETINGS

The 576th Meeting was held in the Theatrette of the Science Museum on Friday the 15th August, 1980.

The President, Len Henderson, opened the meeting and welcomed the 40 or more members and 4 visitors.

Minutes of the Previous Meeting were Read and Confirmed.

Nominations were received from:—

Juan VASQUEZ (formerly of Chile) Richmond

Richard KENNEDY (Junior)

GENERAL BUSINESS

1. The Association is contemplating a weekend trip to Bendigo in either October or November if enough members are interested. Further details will be given next meeting.

2. Lots of coins, medals, banknotes, etc. are still being received for the Giant Tender Sale in October. We have 230 Lots in hand now.

3. The Library is being better used now but John Chapman would like to say that books should be bought for members interests.

4. John Farrington-Davis mentioned latest books available at local shops. New work out on Prince Blucher, a man who is not known enough for the part he played in the Napoleonic Wars.

5. Tom Pistrucci asked about recent developments in the \$200 gold coin. This was answered by Tom May who regularly calls in at Canberra.

6. The President spoke about his recent investigations into the firm of Mason and Cully. The partners had contemplated issuing wooden tokens, rather like the leather tokens made for E. F. Dease in Tasmania.

7. Anniversaries that fall due this month include the dropping of the Atomic Bombs on Hiroshima and Nagasaki and the end of World War II.

8. Copies of the Constitution have been available and were distributed at the last meeting and at this.

Correspondence received from the Tasmanian Numismatic Society (Journal).

The Syllabus for the evening was given by Ray Jewell who spoke on "The Kookaburra Patterns Revisited". Mr. Jewell had thought he had spoken on this subject only about three years ago but on checking through his diaries had found it was twelve years! With seven copies of these patterns coming up for sale in a local auction (P. J. Downie) he had thought it worthwhile to refresh our memory behind

the pieces. Not enough research is done on local issues. The patterns were made in nickel because of a rise in the price of bronze and because of the lighter weight. They were modelled on the square coins of Ceylon and were supposed to weigh 60 grains for the penny and 30 grains for the halfpenny. The Melbourne Mint had only four presses capable of striking nickel coins and the Deputy Master (Le Souef) approached the Melbourne firm of Stokes to ask them to prepare designs. The first designs were not suitable and two other artists were called in. These were Richardson and MacKenna.

Charles Douglas Richardson was a member of the Heidelberg School of Artists and a president of the Victorian Artists Society. Bertram MacKenna was another Australian but he came to fame as a sculptor in England. The Stokes design used English lettering (George) while the other men used Latin (Georgivs). There are twelve basic types described in the catalogues although the Science Museum has two coins that are not described elsewhere. Copper trials are known as are pieces struck in lead and silver. The Melbourne Mint presented sets to various people and sold sets to Museums for only 10. All the dies were destroyed in 1968. The patterns came to nothing because of a fall in the price of copper and a change in Government.

The Door Prize was won by Frank Heard.

Supper and a Tender Sale followed.

MINUTES OF THE 577TH MEETING held on Tuesday, 2nd September, 1980. The Meeting was opened by the President, Len Henderson, who welcomed the 26 members and 4 visitors.

Minutes of the Previous Meeting were Read and Confirmed.

BUSINESS ARISING OUT OF THE MINUTES

1. The weekend trip to Bendigo was discussed. This has been tentatively booked for the second weekend in October. Over 25 people have expressed interest in the trip. The Council had considered hiring a bus but this will depend on the number going. We could get a 47 seater bus for \$450 - this would add \$15 per head to the cost of the trip but would have the advantage of keeping members together and no driving strains.

Nomination was received from:—

Donald L. CHILDS Mount Waverley

GENERAL BUSINESS

1. Members were reminded of the points to be discussed at the Special General Meeting next Meeting.

2. Members were reminded to give thought to the formation of the Council for

next year. Nominations will be called for in December.

3. Hans Ferdinand, just returned from six months in Europe, was presented with his miniature trophy to commemorate his winning of the "Max Stern Award" for the talk he gave on "Ancient Methods of Coining".

4. Harold Scanlon has been sick again but is now home from Hospital.

5. It was announced that because our Tuesday Meeting in November will clash with Cup Day that the meeting will not be held until WEDNESDAY the 12th.

SYLLABUS

This was given by Terry Pepperell who spoke on "The Visits of the U.S. Fleets in 1908 and 1925". Mr. Pepperell commenced by giving a resume of the political feelings in America which led to the fleet leaving the Atlantic region and coming into the Pacific as the major part of its World Tour. The intention was to show the American Flag and to display the strength of America's armaments. Rumours were rife that the Japanese were about to invade the United States. Reports came through from the U.S. Ambassador in Germany that 50,000 Japanese troops were already in Mexico ready to storm across the border; they were in disguise but had been recognised because they were still wearing correct Army buttons! A dentist in Detroit assured the President that coloured prostitutes were going to destroy the Fleet by entering the ships and mixing gunpowder with the coal! Much of the literature of the time was filled with comments about white supremacy. Theodore Roosevelt had a Navy where the youngest Admiral was 62 at a time when in the British Navy the average age of an Admiral was only 46 and a few were as young as 42. The U.S. Navy had had no fighting experience since the Spanish War. The Fleet was welcomed everywhere it went and the fears of kanaka/Japanese/coloured aggression was shown to be groundless. Many countries felt slighted if the Fleet did not call on them and when only half the Fleet went to Japan it was announced that the other half had been lost in a typhoon!

The U.S. Navy spent an exhausting time in Australia and took part in parades, marched, contests and entertainments. Souvenirs of all kinds appeared and one interesting part of Terry's talk was the vast amount of subsidiary literature that complemented his display of medals, badges and pins. Postcards, cigarette cards and magazine illustrations all enhanced his collection and helped bring his talk to life.

MINUTES OF THE SPECIAL GENERAL MEETING called for Friday, 19th of September, 1980. 47 members and friends in attendance.

The President, Len Henderson, opened the Meeting and reminded the members that the Council are elected to their positions to carry out the wishes of the members. We cannot commit the members to joining any other body (except as an Affiliate) without the permission or the knowledge of the members. The Council cannot

commit the Association to any debts, liabilities, expenses or obligations other than in the normal running of the Association.

The Council has received suggestions that we seek membership with the Victorian Council of Numismatic Societies. When that body was being formed fifteen years ago, we sent along delegates to represent us but their Constitution was unacceptable to us in its final draft. We did not join. Two and a half years ago I was told that their Constitution was being re-drafted and was promised a copy. I have not been presented with one until tonight. The Council have not had a chance to peruse it. Peter Wall, Jeff Turnbull and others have submitted the Motion "That this Association joins the Victorian Council of Numismatic Societies".

As we have not had a chance to study the new Constitution I seek your views on should we negotiate with that body? Some members have said we should first see the new Constitution and this is quite reasonable.

Peter Wall, Jeff Turnbull, spoke in favour of joining the VCNS. They spoke about one of our Aims being an Annual Exhibition and as this is done by the members societies of the VCNS we could participate. Each Society takes it in turn to be Host of an Exhibition.

Mrs. Turvey spoke about difficulties as some of our members are already members of Societies in the VCNS (she is one herself) and those people would find themselves in the position of arranging exhibitions twice as frequently. She reminded members that it is not just a matter of joining but of actively participating. We would have to build up our collections (at greater expense) in order to show something new each year. Miss Harwood spoke as "Devil's Advocate" and asked about finance of the VCNS Mrs. Farrington-Davis asked for clarification on the number of societies involved, fees and provision of election of the governing body.

An explanation was given by the President with extra comments by Ollie Lloyd. The VCNS consists of four societies. We are not the only one not in it. ANZ Bank and some smaller societies have never joined. Fees are \$1.00 a year and the Host Society for the year sponsors and finances the Exhibition. All societies involved are properly constituted societies but there is no minimum membership.

John Chapman said, "If we dont like being members we can always leave". Ian Young said we should remember, "What can we contribute to numismatics". Terry Pepperell reminded members that the VCNS has no ill-feeling towards us for staying out of it and that that body had called on our members to act as judges at the Exhibitions. He had formerly been President of the VCNS because of his membership of the Society (Box Hill). He felt sure the VCNS would welcome the NAV.

The vote for joining was:—

FOR	25	
AGAINST	2	(Many Abstained).

Your Council will now negotiate with the VCNS.

The second item on the Agenda was to consider how many meetings should be held each month, and when and where. This matter is in the hands of the Council as it comes under our By-Laws, but we seek your views. In order to do our job properly we want to know what members want. Any change of night, or nights, and any change in venue would depend upon availability of rooms and nights. Bear in mind we have to have a home for our Library - this is made available to us here.

General discussion by John Farrington-Davis, Betty Turvey, Frank Heard were in favour of maintaining two meetings per month. "The Friday is the official meeting night and the Tuesday is the subsidiary night," said Frank Heard. "Shift workers should be catered for as we have many," said both Tom May and John Farrington-Davis. Some can come only to the Tuesday meeting but many attend both. Betty Turvey, for the Council, had done a three months survey on attendance. The President spoke about the expense of running the Association. Members fees pay only for the Journal. Rent comes from the money we make on the Tender Sales. We will have to increase Annual Subscriptions next year. John Chapman felt we were over-committed and should concentrate on one good lecture per month. Peter Kennedy agreed about difficulty in filling the Syllabus with 23 meetings per year.

On a show of hands it was agreed to maintain the status quo with 21 for two meetings, as at present, and 8 against. Many abstained.

This concluded the Special General Meeting.

NOMINATIONS FOR N.A.V. COUNCIL FOR 1981

PRESIDENT	HANS PRANGE
VICE PRESIDENTS (2 to be Elected)	Mrs. BETTY TURVEY
.....	JOHN O'RILEY
TREASURER	HANS PRANGE
SECRETARY (This is not an elected position but is a Council appointment)	
.....	Mrs GILLIAN M. F-DAVIS
COUNCILLORS (7 to be Elected)	JOHN CHAPMAN
.....	TERRY PEPPERELL
.....	JEFF TURNBULL
.....	JOHN BISBEY
.....	JOHN TARRANT
.....	TOM PISTRUCCI
.....	
ARCHIVIST (A Council appointment)	LEN HENDERSON
EDITOR (A Council appointment)	JOHN SHARPLES

COMMODORE ANSON AND THE LIMA COINAGE

Jeffrey Turnbull, NAV 799

The declaration of war with Spain by Britain in October, 1739 led to the expedition which was to establish the reputation of Commodore George Anson and lead him towards a distinguished naval career, culminating in his holding a number of important positions, including First Lord of the Admiralty. His expedition, besides its remarkable tales of adventure, many of which cannot be told here, brought considerable damage to the declining status of the Crown of Spain, and enriched the coffers of England greatly. It is a vast tale of determination, courage and bravery, and from it, we have as reminders of the voyage which eventually led him to circumnavigate the world, the gold and silver pieces of George II with the distinctive mark, 'Lima' the numismatic details of which we will explore later.

To commence with, George Anson, the great-grandson of an eminent barrister to James I probably owed his early promotions in the naval service to his family connections, leading to his appointment to the 'Centurion', a ship of sixty guns, in December, 1737. Anson was an unassuming man, said to be slow to decide but quick to execute a task, modest, reserved and rather awkward and ill at ease with matters of ceremony, but clearly a man of strong character. The Commodore, on duty at Barbados at the time of the outbreak of war with Spain, was obviously the ideal choice for the task which the Admiralty was preparing for him at this time. On 28th June, Anson received His Majesty's instructions and these outlined the King's desire:

'Whereas we have thought proper to declare war against The King of Spain, for several injuries and indignities offered to our Crown and people.....we have thought fit to direct that you, taking under your command our ships, should proceed with them.....

When you shall arrive on the Spanish coast of the South Sea, you are to use your best endeavours to annoy and distress the Spaniards, either at sea or at land, to the utmost of your powers, by taking, sinking, burning, or otherwise destroying all their ships and vessels that you shall meet with, and particularly their boats, and all embarkations whatsoever, that they may not be able to send any intelligence by sea along the coast of your being in those parts.'

Further to this, the possibility of capturing the Manilla Galleon, the rich treasure ship which sailed the Pacific trade route annually between the coast of Central America and the Phillipines, was considered. The master plan as originally designed called for a twin force of equal numbers each, which would inflict as much damage as possible on the Spanish possessions in South and Central America, and eventually rendezvous at Manilla. This scheme supported by First Sea Lord, Sir Charles Wager, was an ambitious one, but if successful, would be a vast blow to the Crown of Spain.

Immediately, Anson's squadron was assembled at Spithead and the fitting out was commenced. From the first, events did not proceed well for Anson due to delays in recruiting and the necessary complement of 300 seamen. To his dismay, he was given only 170 men, of whom, 32 were from the hospital and sick quarters, and only 98 marines. To his further disgust, he learnt that the deficit was to be made up by 500 invalids to be collected from Chelsea Hospital Outpatients of whom, when rumour of the expedition spread, all but 259 suddenly found the strength to walk from the hospital, regardless of the pension they were given due to their former military service. This desertion left, according to Richard Walter, Chaplain of the 'Centurion',

'....such as were literally invalids, most of them being sixty years of age, and some of them upwards of seventy. the most decrepit and miserable objects that could be collected out of the whole body.'

Perhaps some reason may be found for this incredible situation. As the main thrust against the Spaniards was to be on the Atlantic coast, particularly in the Caribbean, the best land forces were to be engaged there and Anson's charge was to 'annoy and distress the Spanish at sea, no great land forces were considered necessary for his force. This consideration aside, the inclusion of these invalids would obviously handicap the Commodore, a humble man who would not really be able to do anything to improve their situation. It is a significant fact that not one of them survived the voyage. Further to this encumbrance, was the Admiralty's concern over the logic of carrying some £15,000 of merchandise to be used for trade which forestalled the squadron from sailing until late in the year. Several times the fleet, now temporarily enlarged by the inclusion of other ships, tried to make sail down the English Channel but were turned back, until on 18th September, 1740, they finally made the open sea with a fair wind, and a drastically under manned force of invalids and raw, young recruits, (sent to replace the deserters), most of whom had never been to sea before. The end result of the delay was to ensure that the squadron would round the treacherous Cape Horn at the height of the Southern Winter.

The squadron at this point consisted of: the 'Centurion' of sixty guns, the 'Gloucester' and 'Severn' of fifty guns, the 'Pearl' forty guns, the 'Wager' twenty guns, the 'Tryal', a sloop of eight guns and two victuallers the 'Industry' and 'Anna', pinks (so called because of the shape of their sterns). The commissioning of this fleet was not a secret to the Spanish, as evidence captured by the English proved that they were quite aware of Anson's objectives and a Spanish Fleet was assembled under Don Jose Pizarro to directly counter Anson.

The Commodore's squadron came to an anchor at Madeira Harbour, off the coast of West Africa, on 25th October, and it was here that they learned that Pizarro had put to sea and was intent on rounding Cape Horn before Anson, a task which eventually led to his destruction. His fleet had been sighted off Madeira, and in fact was moored on the opposite side of the island to Anson's, although neither Commanders realised

this. On taking leave of Madeira and sailing south-westward, the Captain of the 'Industry', being only on charter to the Commodore and free to retire from the squadron when he desired, signalled to be unloaded and dismissed. This was done and he sailed for Barbados, only to be captured by the Spanish soon after. Sunday, 21st December saw the Atlantic run over, and the fleet anchored safely at St. Catherines, a Portuguese settled island off the coast of Brazil, north of the River Plate. The squadron, being in need of much refreshment, took advantage of the convenience offered by the island known for its friendly assistance to those nations at peace with Portugal. They made the best of their stay there since there were many on board all ships who were suffering the effects of food, described as:

'..... the greatest part miserably bad, and scarce fit to be eaten.'

Furthermore, provisions were to be laid aboard for the run around Cape Horn. As the stay at St. Catherines was to be as short as possible, it was a great disappointment to all to find, on examination that the main mast of the 'Tryal' was sprung; this being a crack which occurred transversely across the mast. Further to this, her other masts were in such disrepair, that refitting was necessary. Whilst this was being done, a Portuguese brigantine arrived in the harbour and Anson, believing her to be Spanish, sent his barge to determine if this was so. His action which had been entirely civil, angered the Governor, Don Jose Sylva da Paz into an uncontrollable tirade, calling it a violation of the peace. However, Don Jose, known to be heavily involved in smuggling operations with the Spanish, obviously had reason for the outburst, since the English officers might discover his operations if they contacted the brigantine. He had also treacherously sent a despatch detailing the strength of Anson's force to Pizarro in Buenos Aires, another fact he did not wish Anson to uncover. Notwithstanding this, Anson was delayed another four weeks while refitting was done.

With crews, whose health had not greatly improved, they sailed. Anson signalled for his Captains and issued his orders on the dangers to be encountered and their projected rendezvous at the island of del Socorro in the South Sea. They proceeded into the southern latitudes to be met by a violent storm and then fog, separating the ships from one and other. After four hours, the 'Pearl' was nowhere in sight and the 'Tryal' had lost her main mast, making it necessary for the 'Gloucester' to take her in tow. It was later learned that the 'Pearl' had fallen in with Pizarro's squadron, in its run south. Her Captain, noticing that the main ship flew a pennant which was an exact copy of Anson's, believed himself in the company of the English squadron. After lowering his boat to go aboard the flagship and pay his respects to the Commodore, he observed that the pennant was not slung in Anson's usual fashion. It was only then that he realised that he was heading for the 'Asia', Pizarro's flagship and immediately returned to the 'Pearl', hoisted all sails and escaped without a single shot being fired.

Anson's fleet anchored at St. Julien on 17th February, 1741 for repairs to the *Tryal* and it is at this point that it is convenient to make a brief account of the destruction of Pizarro's squadron. Four days after the English fleet sailed from St. Catherine's, Pizarro weighed anchor at the River Plate and after reaching Cape Horn, (it was during this run that the 'Pearl' fell in with him) lost sight of his other three ships. He was driven back to the River Plate by furious storms and by October, was ready to make a second attempt with the 'Asia', his only remaining ship only to be driven back again. His ships suffered much the same hazards as the English, but added to this, were starvation and mutiny. So short of food was the squadron that rats were sold at the price of four dollars each. A conspiracy among the marines was discovered in time but could not save the venture and Pizarro, with one ship and 100 men out of his force of five ships and 3000 men, returned to Spain in 1746.

After weighing anchor at St. Julien, ten days after arrival, Anson's ships kept close together in case of meeting the Spanish. The weather was now fine and clear and allowed the Captains some socialising with the Commodore in his ship. On 4th March, they passed the entrance to the Straits of Magellan and saw the snow-capped mountains of Tierra del Feugo and were immediately driven eastward by a violent storm, which signalled the beginnings of a trial, feared by the most experienced mariners - the rounding of Cape Horn.

The account of the trials of the squadron in this task is a monumental declaration of survival which began with the disappearance of the 'Severn' and the 'Pearl', both of which were not sighted again, even after a wide search. The furiousness of the storm which they now met with was evidenced in the damage to the fleet, and added to this was the outbreak of the dreaded scurvy. The 'Centurion' had been damaged aloft, splitting sails, snapping masts and yards and sheering the brittle, frozen rigging. Walter wrote:

'..... as the waves did not subside, the ship by labouring in this lofty sea, was now grown so loose in her upper works, that she let in water in every seam, so that every part within board was constantly exposed to the sea-water, and scarcely many of the officers ever lay in dry beds. Indeed it was very rare, that ever two nights passed without many of them being driven from their beds, by a deluge of water that came in upon them.'

On deck, men were tossed about, many breaking bones and receiving other injuries. Scurvy, that fearful disease often accompanying long sea voyages, made its appearance in all its destructiveness, and in the month of April, 1741, aboard the 'Centurion', 43 men died, and above two hundred as the disease ravaged the crews before the first landfall. Anson, on 8th May, arrived at del Socorro, suspecting that all but his depleted crew had been lost. There he waited for two weeks as conditions aboard steadily worsened. Not sighting any of his squadron, he elected to proceed to the second pre-arranged rendezvous, the island of Juan Fernandez, where they anchored on 9th June, after 148 days at sea, with a complement not sufficiently large enough to work the ship. Shortly afterwards they were joined by the 'Glouc-

ester', the 'Anna' and 'Tryal' and learned that the 'Wager' had suffered shipwreck and mutiny.

The whole of the proceedings at Juan Fernandez need not be recounted here, except to indicate that recovery of the crews was slow, but complete. All told, the ships which now anchored at the island, had a combined total of 335 men and boys, of the 961 men who set sail from England. At this time, the 'Anna' was considered unseaworthy and broken up. This island was once home to a Scot, Alexander Selkirk, upon whom, Defoe based his Robinson Crusoe. Selkirk was shipwrecked for four years, and while on shore, Anson's hunting parties came across wild goats bearing tags placed in their ears by Selkirk some thirty two years before. He was rescued in 1709 by English privateer, William Dampier.

It was on the 12th September, that the 'Centurion' put to sea after a sail was seen in the distance. In due time, the 'Centurion' had her, a Spanish merchantman, the 'Carmelo', bound for Valparaiso with £ 17, 786 of Spanish dollars on board. However, of more importance to Anson was the information gained concerning Pizarro's squadron.

Anson in the 'Centurion' with his prize weighed anchor from Juan Fernandez on 19th September to try to join the 'Tryal' at Valparaiso. The next day, sails were sighted and the 'Centurion', ready for combat found her to be the 'Tryal', with a prize she herself had captured a few days before while sailing from Callao to Valparaiso. But now, with the 'Tryal' being in such disrepair, it was decided to transfer her crew and cargo to her capture, now renamed, 'Tryal's Prize' and scuttle the 'Tryal'; this being on 4th October.

After a third capture, the squadron now consisted of the 'Centurion' and her three prizes, with English crews as prisoners. It was on the occasion of the third capture that we obtain a glimpse of Anson's humanity in his treatment of his prisoners, particularly three women who were on board and who, on capture became alarmed and agitated when contemplating their fate at the hands of the 'English dogs'. They hid themselves and when found, were assured by the Commodore that they would not be harmed in any way, in fact would be allowed to retain their cabins and would not be molested whatsoever. At this:

'.... they continued easy and cheerful the whole time they were with us.'

Arriving off the Spanish town of Paita on 13th November, Anson calculated that an attack on the town occasioned little risk from the defending fort. A small landing party led by Lieutenant Brett embarked in the eight-oared barge. The seamen, having their first taste of shore action made the best of it and their noise, as they ran through the quiet, sleepy town, caused the startled residents to believe that they were being attacked by a force of at least three hundred. The Governor and his townsfolk beat a hasty retreat to a hill behind the town, as Brett and his men found,

sorted and transported the booty back to the waiting ships. It totalled upwards of £ 30,000 besides jewells, rings, bracelets and silver plate. Before leaving, Anson released the prisoners as he had promised. However, they would not depart until they had been permitted to return thanks to the Commodore in person, a further testimony to his kindness.

On 16th November, they weighed anchor, but not before setting fire to the town. The following morning, a disagreement between those who went ashore and those who stayed aboard ship, broke out. Anson was called upon to settle it, which he did by demanding that all the plunder be produced and re-divided to all, according to rank. As well, he gave his entire share to those who had been engaged in the attack on Paita, and was divided, to the satisfaction of most.

A short time after leaving, the 'Gloucester' was sighted with a prize in tow, but only about £ 12,000 of double doubloons and dollars. The force now consisted of eight ships, (although three prizes were scuttled later). They made the trade winds and cruised off Acapulco where they lay in wait for the Manilla Galleon, which they believed to be in port, but were disappointed not to contact her. In this region they cruised until about May 6th, 1742 at which time they left the coast of the Americas, disheartened that their prize did not fall into their hands. During the long run across the vast Pacific, the state of the 'Gloucester' began to cause some concern, having lost her mainmast and she was finally sunk after the transfer of her crew and stores. Scurvy again began to take its toll of those who remained, until they sighted a group of three islands to the eastward, these being the Marian Islands. They landed at Tinian on 26th August, with a combined crew of 71 men and boys, and one ship. The island was extremely pleasant and the sick made a speedy recovery, allowing attention to be given to the troublesome leak in the 'Centurion's' stem.

However, in this Pacific paradise, the whole venture, in Anson's eyes nearly came to an end. During a storm, the 'Centurion', with only a few hands aboard, broke loose and drifted to sea, leaving only a small Spanish bark, captured near the island, on shore. Those who remained, firmly believed the ship to be lost at sea, so much so that Anson set them to the task of lengthening the tiny bark. Nineteen days later to the joy of all concerned, their ship again regained a safe anchorage. Anson, for the first time appeared to lose self control and joined his crew at the beach in a wild frenzy of excitement at seeing their ship again.

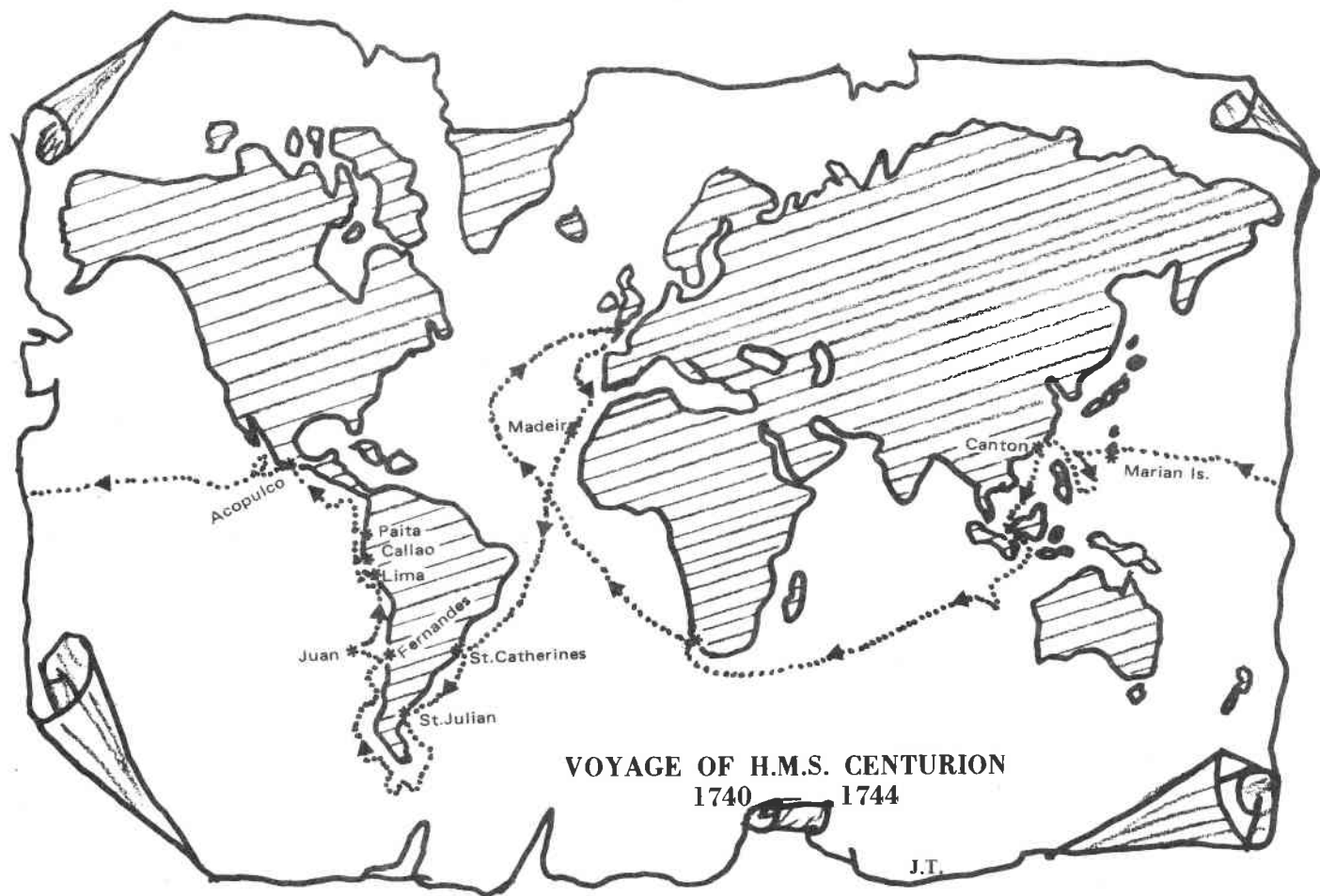
After bidding farewell to the island of Tinian, they set course for Macao, an island at the entrance to the river of Canton, held by the Portuguese, but only under the tolerance of the Chinese. It is impossible to recount the many experiences for Anson which took place with the inscrutable Chinese. It will suffice to deal with the difficulties of protocol involved in gaining permission from the Viceroy at Canton to take aboard provisions. Before doing so, he had to deal with the Hoppo, or Chinese Customs Officer who prohibited Anson, even to land. Only after the Commodore tactfully, but firmly pointed out the destruction which could be caused should he,

(Anson) choose to arm his ship's guns, was the permit advanced. The task of getting the ship hove down to examine her bottom was undertaken, and the troublesome leak eliminated. The Chinese, as anxious to be rid of the English as they were to see the last of them and their tricks, urged his speedy departure. Anson replied promptly, to save their breath, at which they took offence and immediately stopped any further supplies. Here they stayed only until plans were reviewed. Intelligence now convinced him that this year, in all probability, there would be two Manilla Galleons instead of one. Could he still capture the long sought after prize? He weighed anchor from the Canton River and by 31st May, arrived off Cape Esperitu Santo. It was to be a month before the lookout saw, at sunrise one morning, a sail which Anson assumed to be the Galleon. Men, formally impatient and tense, sprung to action with great excitement. Heading straight for her, the 'Centurion' fired a gun ahead of her, but surprisingly, she did not return the fire. She was the 'Nuestra Senora Cabadonga', a seemingly larger ship than the 'Centurion'. When within easy gunshot of the enemy, Anson began the fight in earnest, firing grape-shot into the Spaniard's rigging and sweeping the deck with continuous fire. As it was, Anson's tactics in manning his guns in such a way as to distribute what few hands he had left, confused the enemy. He had not the men to fire broadsides so he kept the gangs rotating, thus making use of all guns. This, the Spaniards could not counter for it was their habit of falling face down on the deck when they believed a broadside was forthcoming. Finally, the galleon struck her colours, but not until the two ships had come close enough for Anson to view the confusion on the 'Cabadonga's' deck. She had 67 killed in action while the 'Centurion's' losses were *two*. Little time was lost in transferring the treasure which yielded 1,313,843 pieces of eight, 35,680 ounces of pure silver and other valuables. The final installment in this episode was to return to Macao to transact the sale of the galleon for which they received 6000 dollars, a sum greatly short of her true worth, but one the Commodore had to accept as he had to sail again at the first opportunity.

The run home via Cape of Good Hope was rather uneventful and he had anchored at Spithead once more on 15th June, 1744, where the treasure was conveyed amidst great celebrations to the Tower for safe keeping. There ended a voyage of three years and nine months, which saw more than 1,300 Englishmen die from disease and only four by enemy action.

What was the cost to Spain of this Voyage? Beside the more than one million pieces of eight and the vast quantity of raw silver captured in the Manilla Galleon, an estimated £600,000 of damage was inflicted on Spanish holdings, not taking into account the fitting out of Pizarro's squadron.

This leads us finally to consideration of the numismatic aspects of the voyage. Coin was struck in the gold denominations of Five, One and a Half Guinea, (both gold 8 escudos and silver 8 reales being captured) and the silver Crown, Half-Crown,





George II, Lima Crown, 1746 — Obverse & Reverse

Shilling and Sixpence, all dated 1745 and 1746 and having the word 'Lima' below the bust. Some genuine doubts have been cast concerning the origin of the metal from which these coins were struck, some scholars maintaining that it did not come from Anson's voyage, but from the proceeds of a raid by two English privateers in July, 1745. An order from the master of the mint, produced in 1966 stated:

'Application having been made by the Bank that the word Lima may be placed under the head of the King upon the silver which was taken by the Duke and Prince Frederick Privateers and shall be sent to be coined. — These are to authorise and direct you to putt upon the Dyes to be prepared by you for the coining of the said silver, the Word Lima under His Majesty's head for which this shall be your Sufficient Warrent.

Mint Office, 11th December, 1745.

W. Chetwynd.†6

However, if this were so, why should there be such a vast number of coins with the 'Lima' mark in the possession of the descendants of Philip Saumarez, Third Lieutenant of the 'Centurion', and initially collected by him personally? Would he wish to collect so many reminders of an event with which he was not connected? It seems likely that the silver may have been drawn from both sources, for both expeditions would have captured a large number of 'Lima' mintmark coins.

In conclusion, whether we choose to believe that the coins came from the raids and captures by Anson, or not, is entirely based upon speculation, for no documentary evidence has yet been discovered to discredit him from having a part in the 'Lima' coinage of George II.

†) PEMBERTON in Seaby, 702, April, 1977, P44.

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