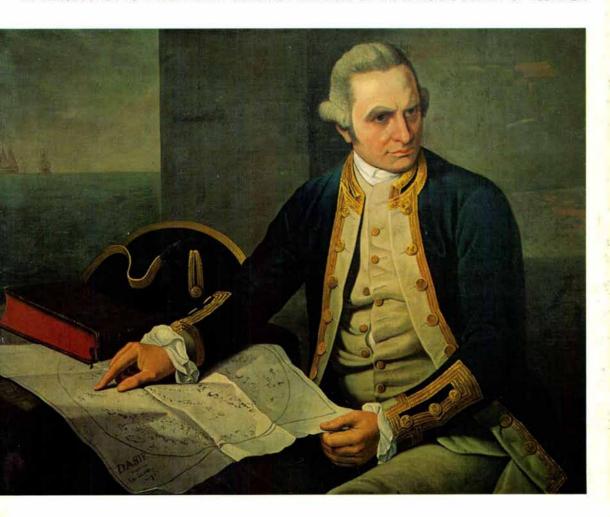
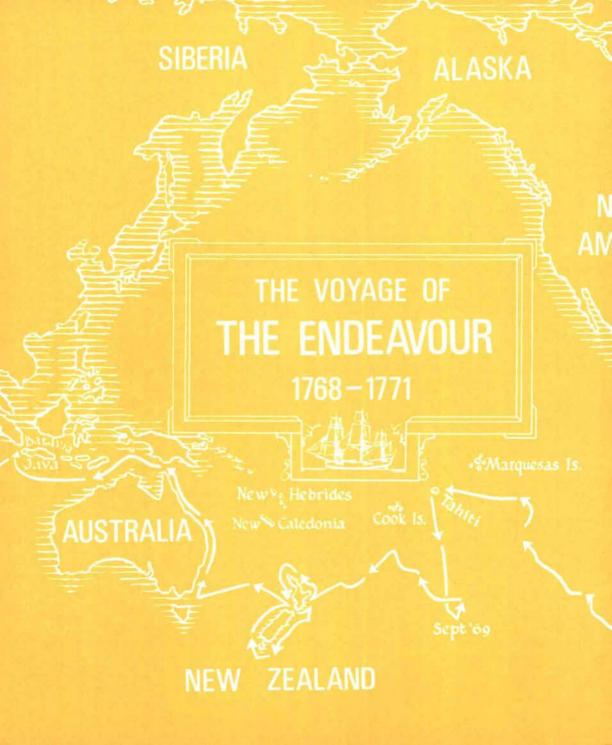
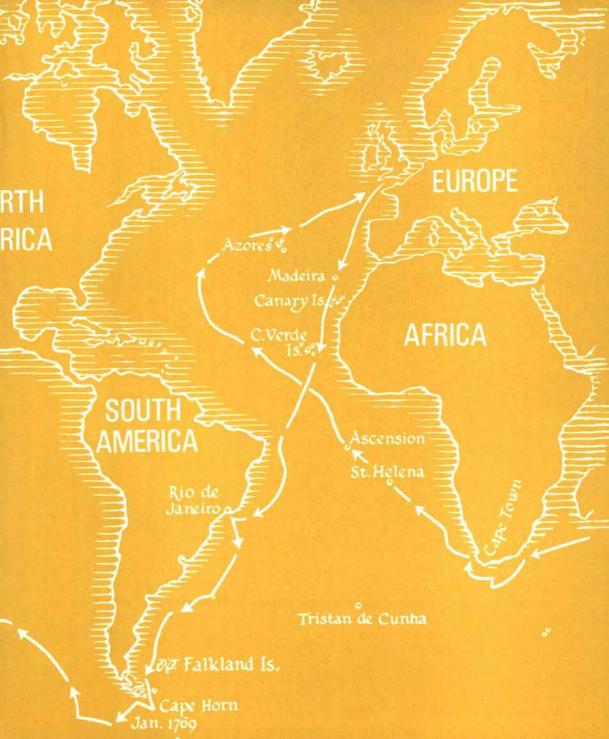
# JAMES COOK

HIS EARLY LIFE AND THE ENDEAVOUR VOYAGE

AN INTRODUCTION TO A BICENTENARY EXHIBITION ARRANGED BY THE NATIONAL LIBRARY OF AUSTRALIA







## JAMES COOK

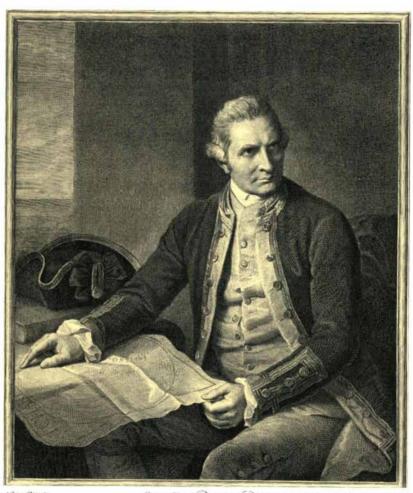
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This introduction to the Library's bicentenary exhibition on Captain James Cook has been prepared on behalf of the National Library Council to honour the occasion of the unveiling, in the Library, by Her Majesty The Queen, of a model of the *Endeavour*, the gift to Australia from the Government and People of Great Britain and Northern Ireland.

The National Library's Cook collection, some of which is exhibited in association with this model, contains many unique items and others of great rarity. It has been assembled over a long period, with the generous support of donors, friends and scholars, as part of the Library's comprehensive collecting policy relating to Australia and the Pacific. Under this policy the Library has acquired not only printed works, but also maps, microforms, prints and original paintings, moving picture films, photographs, sound recordings, and important manuscripts. Outstanding amongst these are Cook's autograph Endeavour journal, from which many extracts are here reproduced; his letter books, including the secret instructions; James Burney's journal of the second voyage, recently acquired as part of the Ferguson Collection; and a specially bound reproduction of the manuscript journal of the second voyage, the last mentioned being one of several gifts graciously made to the Library by Her Majesty The Queen. All of these documents may be seen in the commemorative exhibition.

The text which follows gives a brief account of Cook's early life and an outline sketch of the *Endeavour* voyage. We hope that it will interest Australian and overseas visitors both as a souvenir of the exhibition and as an introduction to it.

Material in the exhibition has been chosen by the Library's specialist in Australian studies, Pauline Fanning, the compiler of this booklet. Arthur Robinson has designed both the exhibition and the booklet.

A. GRENFELL PRICE Chairman of the Council

National Library of Australia

H. L. WHITE National Librarian April 1970 Say first, what Pow'r inspir'd his dauntless breast
With scorn of danger, and inglorious rest,
To quit imperial London's gorgeous plains,
Where, rob'd in thousand tints, bright Pleasure reigns;
In cups of summer-ice, her nectar pours,
And twines, 'mid wint'ry snows, her roseate bow'rs?
Where Beauty moves with undulating grace,
Calls the sweet blush to wanton o'er her face,
On each fond Youth her soft artillery tries,
Aims her light smile, and rolls her frolic eyes?

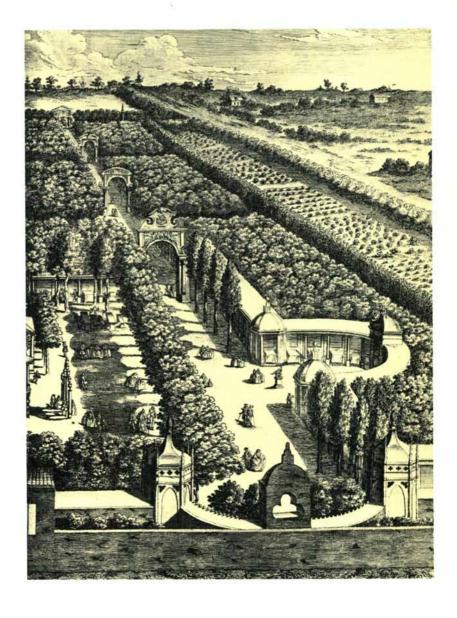
Anna Seward. Elegy on Captain Cook.

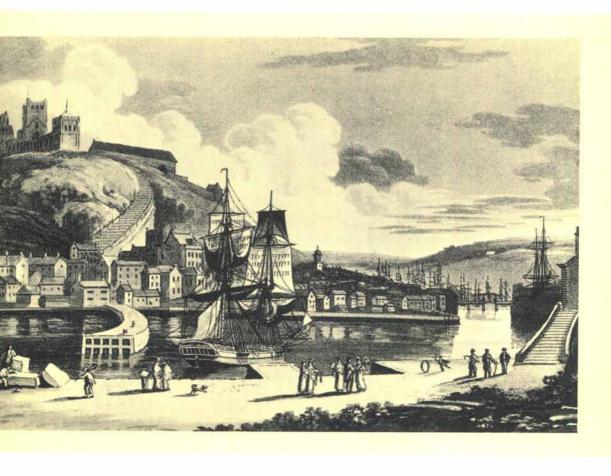
After its first publication in 1780 Anna Seward's Elegy on Captain Cook appeared in a number of editions, sometimes in association with her Monody on the death of Major André. Walter Scott, to whom Anna Seward bequeathed the copyright in her literary work, commented that her elegiac commemorations of André and Cook, being suited to the form and pressure of the time, were received with great favour by the public.

Life in eighteenth century England was, for some, diverting, elegant and intellectually stimulating. Literature flourished and the industrial arts underwent great changes. The Augustan age gave way to the Georgian leaving the towns enriched with buildings proportioned with classical perfection, gracious and simple houses, fine country seats surrounded by great gardens and parks. Side by side with artistic and intellectual achievements, however, there existed a parochial kind of life, the environment in which many landed gentry and men and women of lesser social standing lived. James Cook, for instance, as a boy and young man, lived apart from the elegant world, and from the age of 18 until he returned from the *Endeavour* voyage was almost continually at sea, having by his own claim, 'gone through all the Stations belonging to a Seaman, from a prentice boy in the Coal Trade to a Commander in the Navy . . . a man Zealously employed in the Service of his Country'.

He had little opportunity and probably no inclination to enjoy the elaborate amusements of either town or country life. James King, who accompanied Cook on his third voyage, in describing his character said that 'its most distinguishing feature was, that unremitting perseverance in the pursuit of his object, which was not only superior to the opposition of dangers, and the pressure of hardships, but even exempt from the want of ordinary relaxation'. If Cook felt any sense of deprivation, through spending so much of his life at sea, he rarely revealed it. However, on the day on which he safely brought the Endeavour through Providential Channel in the Barrier Reef, he permitted himself a comment on his dangerous situation: 'such are the Vicissitudes attending this kind of service and must always attend an unknown Navigation: Was it not for the pleasure which naturly results to a Man from being the first discoverer, even was it nothing more than sands and Shoals, this service would be insuportable especialy in far distant parts, like this, short of Provisions and almost every other necessary.'







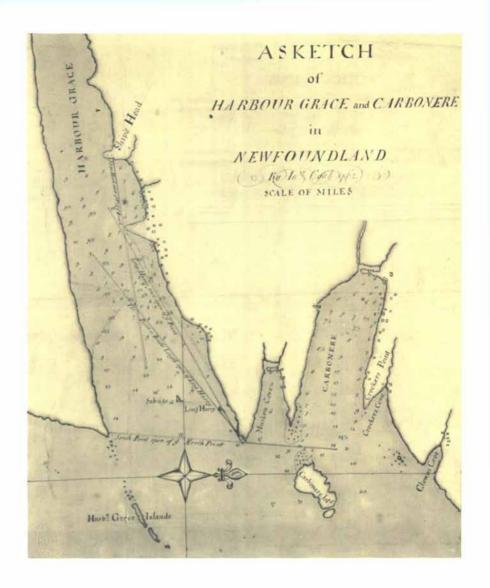
The ancient Yorkshire town of Whitby was James Cook's home port for the period of his service with John Walker, and in its shipyards the *Endeavour* and the vessels of the second and third voyages were built.

The son of a country bred Scot, Cook was born at Marton-in-Cleve-land, Yorkshire, in 1728. He attended school at the neighbouring village of Great Ayton until he was thirteen and later found employment with a village storekeeper in Staithes. In 1746 he was apprenticed to Mr John Walker of Whitby, the owner of a fleet of small vessels employed in the coal trade. He went to sea immediately and for most of the next nine years was in Walker's service. During the worst of the winter months when the ships were laid up and refitted he lived with Walker, using any free time to study mathematics and the principles of navigation. Thus did Cook embark on a career in which he formed the 'Ambition not only to go farther than any one had done before, but as far as it was possible for man to go'. For his achievements in this career he was judged by his contemporaries and by posterity as the greatest navigator of his time.

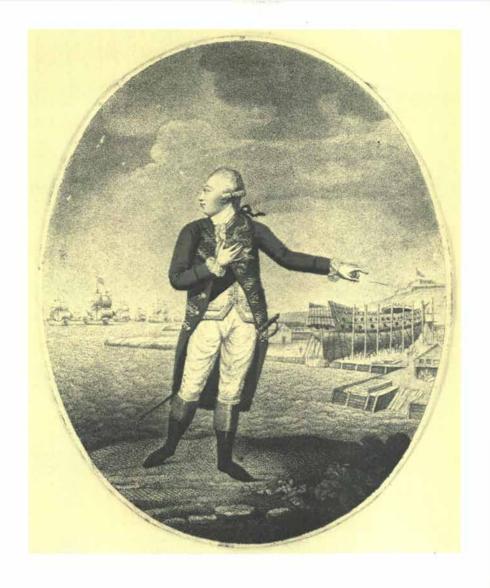
Cook was a tall man and though good looking was, according to David Samwell, surgeon in the *Discovery*, 'plain both in address and appearance. His head was small, his hair, which was a dark brown, he wore tied behind. His face was full of expression, his nose exceedingly well-shaped, his eyes, which were small and of a brown cast, were quick and piercing: his eyebrows prominent, which gave his countenance altogether an air of austerity. . . . It may not be amiss to observe, that the plate engraved by Sherwin, after a painting by Dance, is a most excellent likeness of Captain Cook; and more to be valued, as it is the only one I have seen that bears any resemblance to him.'

## Service in the Royal Navy

For nine years from 1746 Cook served either in colliers sailing between Newcastle and London or in ships in the Baltic trade. In June of 1755 he volunteered for the Royal Navy, joining the sixty-gun ship Eagle, then engaged on a blockade of France, though at the time there had been no formal declaration of war. In 1757 he was transferred to the Pembroke which was to become part of Boscawen's squadron for the attack on French Canada. Cook's service in North American waters was devoted largely to sounding and charting the St Lawrence and the areas around Newfoundland. His faithful surveys of the difficult channel known as the Traverse were an important factor in the success of the assault on Quebec.



Cook's sketch of Harbour Grace and Carbonere is probably the earliest of his charts of Newfoundland. Made in the autumn of 1762 it is an excellent example of the meticulous and painstaking work of which Cook was capable. The hydrographic skill and assurance he acquired in Newfoundland over the next five years enabled him to make the rapid running surveys of the coasts of New Zealand and New South Wales with a remarkable degree of accuracy.



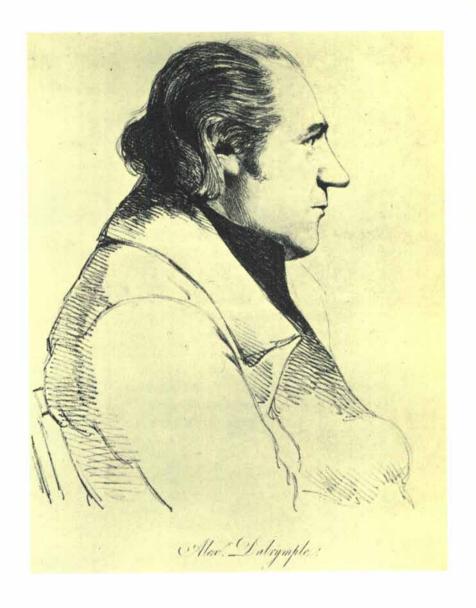
King George III, patron of the Royal Society, ensured financial backing for several of its ventures, including the observations of the transit of Venus in 1761 and 1769. Cook, Banks and Solander were all received by him on their return from the *Endeavour* voyage.

Appointed master of the Northumberland in 1759 Cook spent most of the next three years perfecting his charts of the St Lawrence River and in preparing others for the coasts of Nova Scotia and Newfoundland. He later had the satisfaction of having his charts published, separately in the first instance, and then collated in the North American pilot of 1775. Commodore Lord Colville, commander-in-chief of the North American station, in commending Cook's work and ability to the Admiralty, described him as 'well qualified for the work he has performed and for greater undertakings of the same kind'.

At the end of 1762 Cook was in England for a few months during which time he married Elizabeth Batts. In the spring of the following year he was again posted to North American waters and, apart from occasional spells of home leave, remained there engaged on the survey of Newfoundland for the next five years.

## The Endeavour voyage

Edmund Halley, who was appointed astronomer royal in 1721, had predicted that the planet Venus would pass between the sun and the earth in 1761 and again in 1769. The observation of this phenomenon was important to scientists in their attempts to measure the earth's distance from the sun. Because little success had been achieved in observing the transit in 1761, elaborate plans were made for the next occasion. The Royal Society of London hoped to make arrangements for observations to be made in the south seas. King George III responded to the Society's memorial for material assistance by directing early in 1768 that the Admiralty provide a suitable Royal Navy vessel for the proposed expedition to the Pacific. On 1 April the Royal Society was informed that a vessel had been obtained. She was a Whitby collier, the Earl of Pembroke, and was to be re-named the Endeavour. In contemporary official correspondence the vessel was often referred to as a bark. This term was then used to apply generally to small ships and particularly to those carrying three masts without a mizzen topsail. The Endeavour was a typical east coast collier, broadsterned, straight-stemmed and with no ornamental figurehead. She had adequate space for stowing the provisions and stores needed for a long voyage. As the ship was purchased before the command of the expedition was announced, it is not known whether Cook played any part in her selection. From his early experience in North Sea colliers, he knew



## ALEXANDER DALRYMPLE.

'I have no thoughts of making this voyage as a passenger nor in any other capacity than having the total management of the Ship intended to be Sent.'

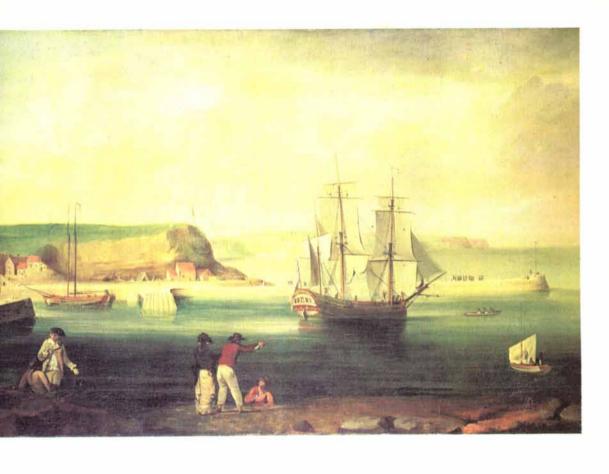
well their capabilities and after his return from the first Pacific voyage, recommended their use in future explorations.

It was generally supposed that the Royal Society's choice of observer to the expedition would fall on Alexander Dalyrmple, later to become hydrographer to the Admiralty, and also that he would command the expedition. The Admiralty, however, declined to place a King's ship under the command of one who was not a serving officer in the Royal Navy. Lieutenant James Cook's appointment as commander was made on 25 May 1768. As Dalrymple declined to join the expedition if he were not to command it, Cook was appointed to act as observer for the Royal Society, along with Charles Green, assistant to the astronomer royal.

Cook was directed to use the utmost dispatch in preparing the Endeavour for sea. She was refitted and provisioned at the Navy Yard at Deptford. Officers and crew were appointed and Cook was instructed to receive on board the Royal Society's second observer, Charles Green, together with Joseph Banks, Fellow of the Royal Society, and his suite. Amongst those whom Banks had chosen to accompany him were the Swedish naturalists, Daniel Carl Solander and Herman Diedrich Sporing, and artists Sydney Parkinson and Alexander Buchan. The great cabin of the ship became the workshop of Banks and his retinue.

The Endeavour left Plymouth on 25 August 1768. After calling at Madeira for stores Cook sailed past Tenerife and thence towards the coast of Brazil, reaching an anchorage at Rio de Janeiro on 13 November. Here Cook planned 'to procure Water and other refreshments.' He succeeded in taking on stores but the naturalists, who wished to reside in the town during their stay and to botanize were not allowed this liberty. The Viceroy regarded the expedition with disfavour, suspected it of smuggling and, according to Cook, 'did not believe a word about our being bound to the Southward to Observe the transit of Venus but look'd upon it only as an invented story to cover some other design we must be upon'. Cook protested, in a series of memorials, at the treatment given a King's ship and the affront offered to him as a naval officer. Banks added his protests, being greatly vexed at not being permitted to move freely about on shore.

From Rio de Janeiro Cook sailed along the South American coast to the Straits of Le Maire. He anchored off the coast of Tierra del Fuego for several days during which time a shore party gathered wood



The  $Earl\ of\ Pembroke$  renamed Endeavour outward bound from Whitby Harbour. Attributed to Thomas Luny.

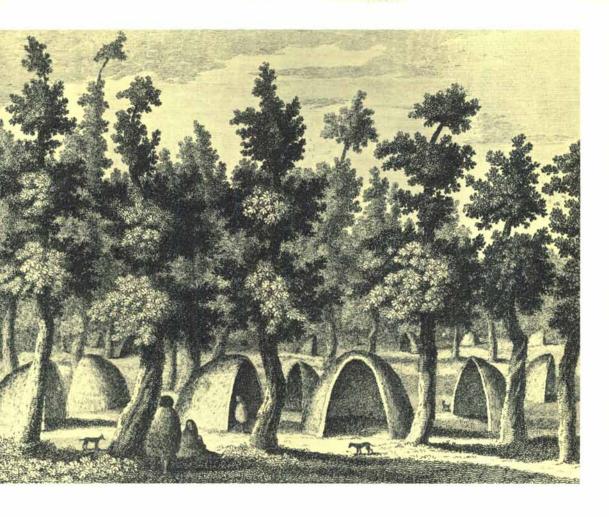


Joseph Banks. Engraved by J. R. Smith after Benjamin West. 16

Secret additional instructions directing Cook to search for a southern continent.



VIEW UP THE VALLEY WHICH GOES FROM MATAVAI BAY. William Ellis, 1777. 'Between the foot of the ridges and the sea is a border of low land surrounding the whole Island, except in a few places where the ridges rise directly from the Sea, this low land is of various breadths but no where exceeds a mile and a half, the soil is rich and fertile being for the most part well stocked with fruit trees and small plantations and well water'd by a number of small rivulets of excellent water which come from the adjacent hills.'



VILLAGE IN TIERRA DEL FUEGO. Alexander Buchan.

'Their Hutts are made like a behive and open on one side where they have their fire, they are made of small Sticks and cover'd with branches of trees, long grass &ca in such a manner that they are neither proff against wind, Hail, rain, or snow, a sufficient proff that these People must be a very hardy race'.

and water, and Banks and Solander made an excursion into the hinterland. From Tierra del Fuego Cook proceeded to 60° south latitude. While off the Horn he set the studding sails and by 13 February 1769 he had rounded it 'without ever being brought once under our close reefe'd Topsails since we left strait la Maire a circumstance that per-haps never happen'd before to any Ship in those seas so much dreaded for hard gales of wind insomuch that the doubling of Cape Horn is thought by some to be a mighty thing'.

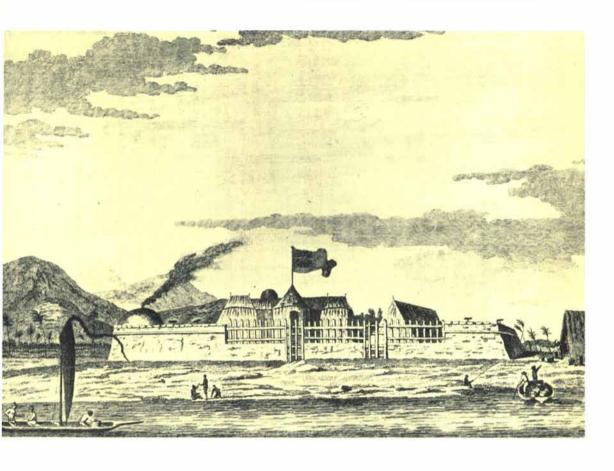
As Cook sailed towards Tahiti the weather became milder and, in Banks' words ' began to feel soft and comfortable like the spring in England'. Islands were sighted and named and others identified from the descriptions given by Samuel Wallis who had been in the Pacific during the previous year. Osnaburg, one of Wallis' discoveries, was seen by Cook at first as 'a high round Island and appears not to be above a League in circuit, and . . . looks like a high crown'd Hatt, but when it bears north the Top is more like the roof of a House'.

#### Tahiti

On 11 April, Tahiti, the place selected by the Royal Society for observing the transit of Venus, came into view, and two days later Cook found an anchorage there in Matavai Bay. Tahiti had been visited previously by Samuel Wallis and Louis-Antoine de Bougainville; both found it a veritable paradise, an island of enchantment, of lush green valleys, noble peaks, clear streams and gleaming beaches; its people were amiable and its climate mild. In addition to its natural beauty and attractions, it was, for practical reasons, of obvious importance to voyages of discovery, being in a geographically advantageous position for Pacific explorers who came into the ocean around Cape Horn. Further it afforded good harbours and supplies of fresh food. Thus it was established as a regular and welcome calling place for seamen. For distant Europeans, Tahiti, given by Bougainville the name 'nouvelle Cythere', became a symbol of an idyllic and romantic south seas island, and the Tahitian the embodiment of the noble savage.

## New Zealand

Cook's first concerns were the establishment of good relations with the native people, and the selection of a suitable site for carrying out the observation to be made on 3 June. When this, the primary purpose of the voyage had been carried out, Cook visited other islands in the



#### VENUS FORT, TAHITI.

'The Fort being . . . finished and made as Tenable as the Time, Nature and situation of the ground, and materials we had to work upon would admit of. The North and south parts consisted of a Bank of earth 4½ feet high on the inside, and a Ditch without, 10 feet broad and 6 feet deep: on the west side faceing the Bay a Bank of earth 4 feet high and Pallisades upon that, but no ditch the works being at highwater mark: on the East side upon the Bank of the River was place'd a double row of casks: and as this was the weakest side the 2 four pounders were planted there, and the whole was defended besides these 2 guns with 6 Swivels and generally about 45 Men with small arms including the officers and gentlemen who resided aShore. I now thought my self perfectly secure from any thing these people could attempt.'



BREAD FRUIT. Artist unknown.

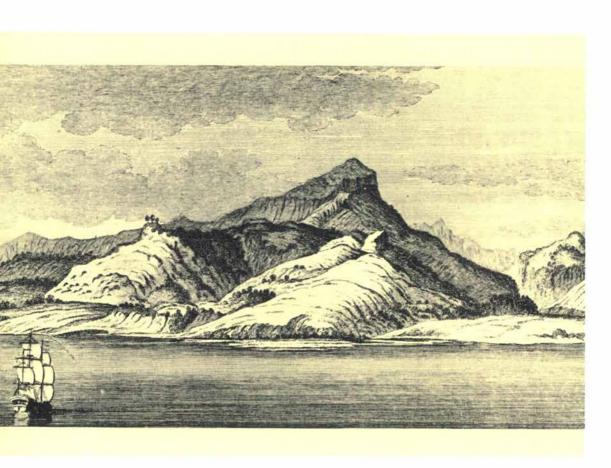
These Islands are . . . well clothed with Various sorts of fruit trees which nature hath planted here for the use of the happy natives. These people may be said to be exempted from the curse of our fore fathers, scarce can it be said that they earn thier bread with the sweat of thier brows, benevolent nature hath not only provided them with necessarys but many of the luxuries of life; Loaves of Bread, or at least what serves as a most excellent substitute growes here in a manner spontaneously upon trees . . .'

James Cook. Letter to John Walker, 13 September 1771.
From the original in the Dixson Library, Sydney.

Society group, and from thence proceeded, in accordance with his secret additional instructions, to search for the continent that was believed to lie in the South Pacific. Having reached 40° south latitude without finding any large land mass, he turned the ship to the west in order to fall in with New Zealand, whose western coast had been discovered by Tasman more than a century before. In the course of circumnavigating New Zealand Cook not only established that there were two large islands whose coastlines he accurately charted, but also wrote a most detailed and careful account of the country, its resources and its native inhabitants. He judged the plains and valleys of the North Island to be rich and fertile, and likely to be hospitable to European plants. He believed that 'was this Country settled by an Industrus people they would very soon be supply'd not only with the necessarys but many of the luxuries of life'. Cook returned to New Zealand on each of his later voyages, making his base at Oueen Charlotte Sound, the safe harbour in Cook Strait where, on the first voyage, he formally took possession of the South Island in the name of the British Crown.

## The voyage home

By March, 1770 Cook had resolved to leave New Zealand 'and to bend my thoughts towards returning home by such a rout as might conduce most to the advantage of the service I am upon'. He would have preferred to return by way of Cape Horn as this route would have provided further opportunity to prove the existence or otherwise of a southern continent. However, this course would necessarily have taken the ship into high latitudes. Cook judged that the ship's condition was not sound enough for such an undertaking and for the same reason decided against proceeding directly by way of the Cape of Good Hope especially as he could not expect to make any new discovery on that course. It was decided to return by way of the East Indies and then to proceed to the Cape of Good Hope. Cook resolved 'upon leaving this coast to steer to the westward untill we fall in with the East Coast of New-Holland and than to follow the deriction of that Coast to the northward or what other direction it may take untill we arrive at its northern extremity and if this should be found impractical than to endeavour to fall in with the lands or Islands discover'd by Quiros'.



'a very high Mountain and made very much like the Peak of Tenerieff . . . I have named it *Mount Egmont* in honour of the Earl of Egmont.'

Thursday 19 In the PM had fresh y ales alson and cloudy Iqually Deather with a large of a therty too and sounded buthan no ground with 130 for them of line at 5 det the Topsails thep his and at 6 100 land catinding from NE & Wift at the deflance of so 6 Lengue Rowing 80 fathom Da for a fine sandy bottom De continued Standing to the Deftward, until 8 office at Dhuch time de got topigt yand a (rop made all vail and bore aver along shores & for the Eaftermoft land in had in sight, berg at this timo in the Latitude of 37.58 8: and Long: of 210-39 Deft. The Southermost Point ofland we had in sight which bore from us a /w I judged to lay on the Latitude of 38: 05! and in the Longitude of 218.07 . from the mericion of grundich. Thave hamee It Paint Hicker, buseful wit Hick was the first take Deferend this land -

## The Australian coast sighted

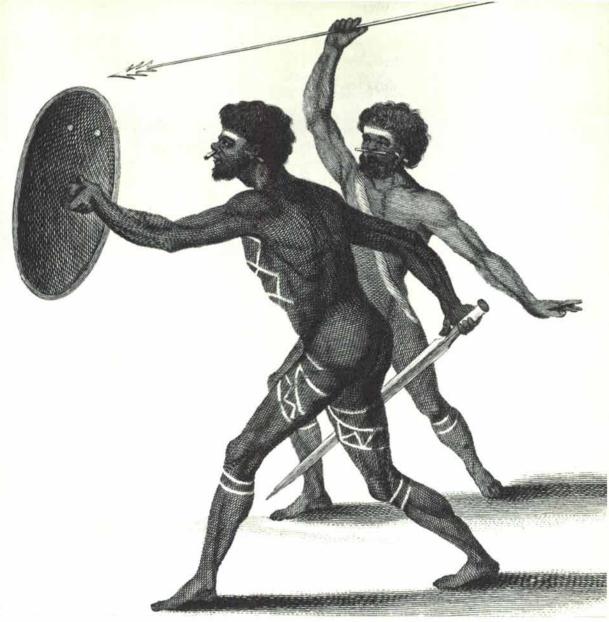
In less than three weeks the *Endeavour* had crossed the Tasman and in the early light of 20 April land was seen 'extending from NE to West at the distance of 5 or 6 Leagues having 80 fathom water a fine sandy bottom'. Later in the morning Cook named the southernmost point of land then in view after Lieutenant Zachary Hicks who had been the first to sight the coastline. At noon the next day, when he was just north of the present-day town of Merimbula, Cook recorded 'the weather being clear gave us an oppertunity to View the Country which had a very agreeable and promising Aspect the land is of a moderate height diversified with hills, ridges, planes and Vallies with some few small lawns, but for the most part the whole was cover'd with wood, the hills and ridges rise with a gentle slope they are not high neither are there many off them'. The *Endeavour* continued northward, watch being kept for a suitable landing place.

## Landing at Botany Bay

The first attempt to land was made between the places now known as Bulli and Bellambi Point on the south coast of New South Wales, but the great surf beating upon the beach made a successful landing impossible. The following morning Cook discovered 'a Bay which appeared to be tollerably well sheltered from all winds'. In the afternoon, 29 April, a party including Cook, Banks, Solander and Tupia, a Tahitian chief who accompanied Cook on the return voyage to England, set foot on Australian soil for the first time, on the shores of Botany Bay. The name first given to the bay was Sting-Rays Harbour, later altered to Botanist Bay and then to Botany Bay so that the final version of the text of Cook's journal relating to the naming reads 'the great quantity of New Plants &ca Mr Banks & Dr Solander collected in this place occasioned my giving it the name of *Botany Bay*'.

## The aborigines

A little over a week was spent there making observations of the nearby countryside and its flora and fauna. Cook's hopes of establishing friendly relations with the aborigines were not fulfilled as the latter generally retreated at the approach of any of the ship's company. At the end of his stay there Cook recorded that 'The Natives do not appear



'The natives often reconnoitred us, but we could not prevail on them to come near us or to be social; for, as soon as we advanced, they fled as nimbly as deer, excepting at one time, when they seemed determined to face us: then they came armed with spears, having their breasts painted white; but, as soon as they saw our boat go off from the ship, they retreated.'

Sydney Parkinson.

to be numberous neither do they seem to live in large bodies but dispers'd in small parties along by the water side, those I saw were about as tall as Europeans of a very dark brown colour, but not black nor had they wooly frizled hair, but black and lank much like ours'. He was to see rather more of them during his stay at Endeavour River and listed a vocabulary of the few words learnt there, in his general description of the aborigines, written after he had left the eastern coast. He concluded this account by observing 'From what I have said of the Natives of New-Holland they may appear to some to be the most wretched people upon Earth; but in reality they are far more happier than we Europeans; being wholy unacquainted not only with the superfluous but the necessary Conveniences so much sought after in Europe, they are happy in not knowing the use of them. They live in a Tranquillity which is not disturb'd by the Inequality of Condition: The Earth and sea of their own accord furnishes them with all things necessary for life; they covet not Magnificent Houses, Houshold-stuff &ca, they live in a warm and fine Climate and enjoy a very wholsome Air, so that they have very little need of Clothing and this they seem to be fully sencible of for many to whome we gave Cloth &ca to, left it carlessly upon the Sea beach and in the woods as a thing they had no manner of use for. In short they seem'd to set no Value upon any thing we gave them, nor would they ever part with any thing of their own for any one article we could offer them, this in my opinion argues that they think themselves provided with all the necessarys of Life and that they have no superfluities.'

## Charting the Australian coast

On 7 May Cook left Botany Bay 'Having seen every thing this place afforded we at day light in the Morning weigh'd with a light breeze at NW and put to sea and the wind soon after coming to the Southward we steer'd along shore NNE and at Noon we were by observation in the Latitude of 33°50′ S about 2 or 3 miles from the land and abreast of a Bay or Harbour wherein there appeard to be safe anchorage which I call'd *Port Jackson*'.

He proceeded northwards, charting the coast, naming prominent physical features, sometimes in honour of well known Englishmen of his time, leaving on the map names such as Port Stephens, Cape Hawke, Keppel Bay and Cumberland Isles. Sometimes he chose terms to fit appearance or conditions, such as Point Upright, Glass Houses, Sandy Cape, Bustard Bay, Break Sea Spit, and sometimes, as in the case of Cape Tribulation, Thirsty Sound, Weary Bay, Providential Channel, and Cape Flattery his naming reflects mood and feeling towards the circumstances of the day. From time to time he landed to examine the country and replenish the ship's supply of water.

#### Endeavour Reef

Cook kept close to the mainland and after passing Cape Capricorn became entangled with the islands and shoals off the Queensland coast so that he was constantly obliged to send a boat ahead, seeking a safe channel. In spite of this care in taking soundings, when the ship was in the vicinity of what is now known as Endeavour Reef, on the clear moonlight night of 11 June, she ran aground. Cook described the near disaster in detail:

fathom when all at once we fell into 12, 10 and 8 fathom at this time I had every body at their stations to put about and come too and anchor but in this I was not so fortunate for meeting again with deep water I thought there could be no danger in stand\* on – before 10 oClock we had 20 and 21 fathom and continued in that depth untill a few Minutes before o11 when we had 17 and before the Man at the lead could heave another cast the Ship Struck and stuck fast. Emmidiatly upon this we took in all our sails hoisted out the boats and sounded round the Ship and found that we had got upon the SE edge of a reef of Coral rocks having in some places round the Ship 3 and 4 fathom water and in other places not quite as many feet, and about a Ships length from us on our starboard side (the ship laying with her head to the NE) were 8, 10 and 12 fathom.'

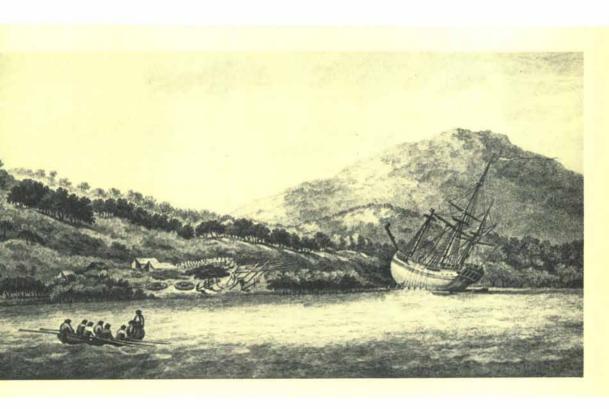
The following night, the ship was floated free and the pumps were able to control the leak that had appeared as soon as the ship had grounded. It was further decreased the next day by fothering, an operation by which a sail spread with scraps of loose rope fibres, wool and animal dung is lowered under the ship. If successful, as it was on this occasion, this practice results in the various scraps being drawn into any hole by suction, thereby plugging it. 'This fortunate circumstance', wrote Cook, 'gave new life to every one on board. It is much easier to conceive then to discribe the satisfaction felt by every body on this

occation, but a few minutes before our utmost wishes were to get hold of some place upon the Main or an Island to run the Ship ashore where out of her Materials we might build a vessel to carry us to the East Indies, no sooner were we made sensible that the outward application to the Ships bottom had taken effect than the feild of every mans hopes inlarged so that we now thought of nothing but rainging along shore in search of a harbour where we could repair the damages we had susstaind. In justice to the Ships Company I must say that no men ever behaved better than they have done on this occasion animated by the beheavour of every gentleman on board, every man seem'd to have a just sence of the danger we were in and exerted himself to the very utmost.' Later, when the ship was beached at Endeavour River, it was found that a piece of coral embedded in her timbers had helped to stem the leak.

In order to lighten the ship the crew threw overboard the guns, iron and stone ballast, casks, hoops, staves, oil jars and decayed stores. Marker buoys were fixed to the guns, as it was intended, if the *Endeavour* escaped from this awful predicament, to heave them up. It proved impracticable to do this and, in spite of many searches, it was not until January 1969 that the guns were again located and extracted from beneath the coral.

## Repairing the ship

Once the *Endeavour* had been refloated and the leak temporarily stopped, Cook sought a harbour suitable for beaching the ship. Several days later he found an appropriate place which he named Endeavour River, the site of present-day Cooktown. The ship was repaired in a little over two weeks and by 21 July Cook was 'ready to put to sea the first oppertunity'. Strong gales prevented him from sailing until more than two weeks later. The six weeks spent at Endeavour River had enabled the scientists to make detailed observations of the flora and fauna as well as of the native inhabitants, whom they again found to be exceedingly shy. It was here that the expedition saw a kangaroo for the first time: 'an animal something less then a grey hound, it was of a Mouse Colour very slender made and swift of foot'. The creature seen on this occasion was possibly a young Grey Kangaroo. Later a kangaroo, probably an Eastern Wallaroo, was shot and Cook was able to give a more detailed description. He noted that:



## BEACHING AT ENDEAVOUR RIVER, JUNE 1770.

'At 1 PM the Ship floated and we warped her into the harbour and moor'd her along side of a Steep beach on the south side. Got the anchors Cables and All the Hawsers a shore. In the AM made a stage from the Ship to the shore — errected two tents one for the Sick and the other for the Stores and Provisions — landed all the empty casks and part of the Provisions — and sent a boat to haul the sene who return'd without success.'

The head neck and shoulders of this Animal was very small in proportion to the other parts – the tail was nearly as long as the body, thick next the rump and tapering towards the end – the fore legs were 8 Inch long and the hind 22, its progression is by hoping or jumping 7 or 8 feet at each hop upon its hind legs only for in this it makes no use of the fore, which seem to be only design'd for scratching in the ground &ca, the Skin is cover'd with a short hairy fur of a dark Mouse or Grey Colour. Excepting the head and ears which I thought was something like a Hare's, it bears no sort of resemblance to any European Animal I ever saw, it is said to bear much resemblance to the Gerbua excepting in size the Gerbua being no larger than a common rat.'

From the time of leaving Endeavour River Cook was anxious to find a passage through the shoals leading to the deeper water beyond. So that he might get a wide view of the sea-coast he landed at Point Lookout and also on Lizard Island where he climbed the highest hill. From that point he could see several breaks in the reef and resolved to seek a passage through one of them. This he succeeded in doing on 14 August, and 'had no sooner got without the breakers than we had no ground with 150 fathom of line and found a well growen Sea rowling in from the SE certain signs that nither land nor shoals were in our neighbourhood in that direction which made us quite easy at being free'd from fears of Shoals &ca - after having been intangled among them more or less ever since the 26th of May, in which time we have saild 360 Leagues without ever having a Man out of the cheans heaving the Lead when the Ship was under way, a circumstance that I dare say never happen'd to any ship before and yet here it was absolutely necessary. It was with great regret I was obliged to quit this coast unexplored to its northern extremity which I thing we were not far off, for I firmly believe that it doth not join to New Guinea, however this I hope yet to clear up being resolved to get in with the land again as soon as I can do it with safety and the reasons I have before assigned will I presume be thought sufficient for my haveing left it at this time.'

He remained out of sight of land for only two days, for on the morning of 16 August he 'steer'd West in order to make the land being fearfull of over shooting the Passage supposing there to be one between this land and New Guinea'.

In coming near to the reef again, they found themselves in a perilous

situation in which 'All the dangers we had escaped were little in comparison of being thrown upon this Reef where the Ship must be dashed to peices in a Moment, a Reef such as is here spoke of is scarcely known in Europe, it is a wall of Coral Rock rising all most perpendicular out of the unfathomable Ocean always over flown at high-water generally 7 or 8 feet and dry in places at low-water, the large waves of the vast Ocean meeting with so sudden a resistance make a most terrible surf breaking mountains high especially as in our case when the general trade wind blowes directly upon it.'

### Torres Strait

Fortunately, a small opening was seen in the reef and after sending Lieutenant Hicks to examine it Cook 'immidiately resolved to try to secure the Ship in it, narrow and dangerous as it was it seem'd to be the only means we had of saving her as well as our selves. a light breeze soon after sprung up at ENE which with the help of our boats and a flood tide we soon enter'd the opening and was hurried through in a short time by a rappid tide like a Mill race which kept us from driving againest either side.' He was soon able to anchor 'in 19 fathom a Corally & Shelly bottom happy once more to incounter those shoals which but two days ago our utmost wishes were crowned by geting clear of'. He now resolved to keep close to the mainland so that he might 'determine whether or no New Guinea joins to or makes a part of this land; this doubtfull point I had from my first coming upon the Coast determined if possible to clear up.'

Four days later Cook rounded the northernmost point of the coast and the following day landed on what he named Possession Island. 'Having satisfied my self of the great Probability of a Passage thro' which I intend going with the Ship and therefore may land no more upon this Eastern Coast of *New Holland* and on the Western side I can make no new discovery the honour of which belongs to the Dutch Navigators but the Eastern Coast from the Latitude of 38° South down to this place I am confident was never seen or visited by any European before us and Notwithstand I had in the Name of His Majesty taken possession of several places upon this coast I now once more hoisted English Coulers and in the Name of His Majesty King George the Third took possession of the whole Eastern Coast from the above Latitude down to this place by the name of New South Wales, together with all

the Bays, Harbours Rivers and Islands situate upon the said coast, after which we fired three Volleys of small Arms which were Answerd by the like number from the Ship.'

Cook made one more landing in Australian waters - at Booby Island. From there, having no further doubt that an open sea lay to the westward, and feeling that the 'dangers and fatigues of the Voyage was drawing near to an end' he steered north so as to fall in with New Guinea where he landed once at what is now Teluk Cook. Accompanied by Banks and Solander he had no sooner stepped on the beach than he observed that the place was inhabited and before long some sixty natives appeared from the thick wood which grew close to the water's edge. Believing that they could not search the country with any degree of safety, the party returned to the ship and, as Banks wrote in his journal 'made sail and steerd away from this land to the No small satisfaction of I beleive thre fourths of our company, the sick became well and the melancholy lookd gay. The greatest part of them were now pretty far gone with the longing for home which the Physicians have gone so far as to esteem a disease under the name of Nostalgia; indeed I can find hardly any body in the ship clear of its effects but the Capt<sup>n</sup> D<sup>r</sup> Solander and myself, indeed we three have pretty constant employment for our minds which I beleive to be the best if not the only remedy for it.'

## Passage to Batavia

The Endeavour sailed to the south of Timor, calling at the Island of Savu, where after protracted negotiations Cook was able to trade so that his stores might be replenished sufficiently to carry the ship to Batavia. When the Endeavour reached Java she anchored near some Dutch ships lying off Anger Point. Banks recorded that their Captains proffered 'some European news, as that the government in England were in the utmost disorder, the people crying up and down the streets Down with King George, King Wilkes for ever; that the Americans had refus'd to pay taxes of any kind in consequence of which was a large force being sent there both of sea and land forces; that the party of Polanders who had been forc'd into the late election by the Russians interfereing had askd assistance of the Grand Signior, who had granted it, in consequence of which the Russians had sent 20 Sail of the line and a large army by land to beseige Constantinople &c &c &c &c.'

On 11 October the Endeavour reached Batavia where she remained nearly three months refitting for the last stage of the voyage. From here Cook sent to the Admiralty, by a Dutch ship, a copy of his journal and of his charts of the South Pacific, New Zealand and the eastern coast of Australia. Once the ship's overhaul was completed and the necessary stores had been taken on the ship's company was anxious to leave. According to Banks 'there was not I beleive a man in the ship but gave his utmost aid to getting up the Anchor, so compleatly tird was every one of the unwholesome air of this place'. Seven men died there and many more succumbed to dysentery on the voyage to the Cape of Good Hope. These melancholy circumstances were in sad contrast with the Endeavour's remarkable record for the greater part of the voyage. Up to the time when the ship reached Batavia, only five members of her crew had been lost, four of whom met their death through accident. The fifth, Forby Sutherland, had died of tuberculosis at Botany Bay. By giving careful attention to a varied diet and insistence on the use of fresh food whenever possible, Cook successfully combated scurvy on all three of his voyages. His achievement in this field was recognized by the award of the Royal Society's Copley Medal.

## At Cape Town

When Cook reached Cape Town he found that his losses from sickness, by comparison with other ships then in port, were small. He noted in his journal on 20 March 1771:

We find that Ships which have been little more than Twelve Months from England have suffer'd as much or more by Sickness than we have done who have been out near three times along, yet their sufferings will hardly if atall be mentioned or known in England when on the other hand those of the Endeavour, because the Voyage is uncommon, will very probable be mentioned in every News paper, and what is not unlikely, with many additional hardships we never experienced for such are the disposission of men in general in these Voyages that they are seldom content with the hardships and dangers which will naturaly occur but they must add others which hardly ever had existence but in their imaginations by magnifying the most trifling accidents and Circumstances to the greatest hardships, and unsurmoutable dangers without the imidiate interposion of Providence as if the whole Merit of the Voyage consisted in the dangers and hardships they underwent, or

that real ones did not happen often enough to give the mind sufficient anxiety; thus posteriety are taught to look upon these Voyages as hazardous to the highest degree.'

He stayed in Cape Town four weeks, finding it a place where the inhabitants 'are in general well bred and extremely civile and polite to all strangers, indeed it is their Intrest so to do for the whole Town may be consider'd as one great Inn fited up for the reception of all comers and goers—Upon the whole there is perhaps not a place in the known World that can equal this in affording refreshments of all kinds to Shipping.'

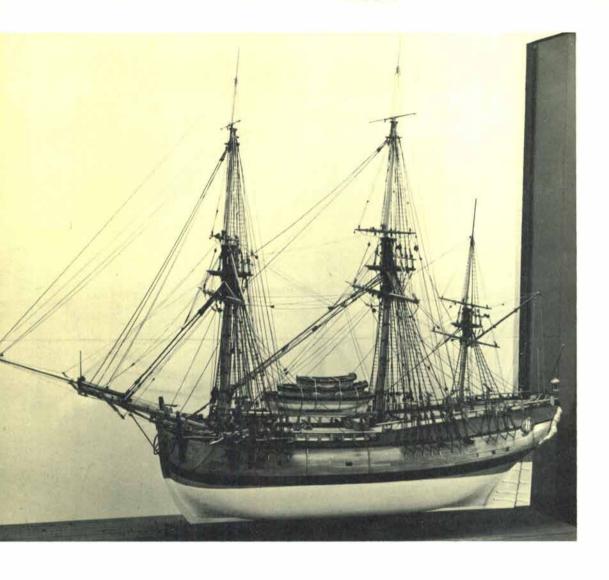
Cook reached St Helena, the last port of call, on 1 May 1771. He left there three days later in company with His Majesty's Ship *Portland* and twelve sail of Indiamen.

## Return to England

As they neared England, Cook spoke with several ships and from one, a brig from Liverpool, learned that no accounts of the *Endeavour* had been received in England and that wagers were held that she was lost. Three days later Land's End was sighted and on 12 July 1771 the *Endeavour* anchored in the Downs. Cook landed the next day and went immediately to London to lay before the Lords Commissioners of the Admiralty 'a full accot. of the proceedings of the whole Voyage'. Some weeks later he was presented to King George III to whom he gave a copy of his journal. On the same occasion he received his commander's commission.

During the *Endeavour's* three year voyage, Cook not only carried out the primary purpose of the expedition—the observation of the transit of Venus, but also advanced scientific knowledge of the treatment of scurvy, charted with accuracy the coastline of New Zealand and the eastern coast of Australia, and proved that a strait lay between Australia and New Guinea. Further, he had sailed over a sufficient area in the South Pacific to throw serious doubt upon the existence of a great southern continent.

Since the appearance in 1771 of the first and anonymously published account of the *Endeavour* voyage, the interest in Cook's achievements and writings has been such that the journals of all three voyages have been issued in a multitude of editions and translations.



Scale model of the *Endeavour*, gift to Australia from the Government and People of Great Britain and Northern Ireland, to commemorate the bicentenary of Cook's discovery of the eastern coast of Australia.

These illustrations have been reproduced from paintings, manuscripts and prints held in the collections of the National Library.

Cook. A contemporary copy of Nathaniel Dance's 1776 painting
now in the National Maritime Museum
Captain James Cook. Engraved by J. K. Sherwin after Nathaniel
Dance [London] 1779
*Rotunda in Ranelagh Gardens
*Vauxhall Gardens
Whitby. From A history of Whitby. George Young. Whitby, 1817
A sketch of Harbour Grace and Carbonere. James Cook 10
George The Third
Alex <sup>r</sup> · Dalrymple. Engraved by William Daniell after George Dance.
London, 1809
The Earl of Pembroke renamed Endeavour outward bound from
Whitby Harbour. Attributed to Thomas Luny
Mr. Banks. Engraved by J. R. Smith after Benjamin West. [London]
1773
Secret additional instructions, 30 July, 1768
*From A survey of the cities of London and Westminster. John Stow. Sixth edition. London, 1754.

View up the Valley, which goes from Matavai Bay; with the River, in the Island, Otaheite, South Sea. William Ellis. 1777. Rex Nan	
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†From A journal of a voyage to the south seas. Sydney Parkinson. London, 1784.

## DATING OF EVENTS AND JOURNAL ENTRIES

Dating in Cook's autograph journal is according to ship time by which the twenty-four hour day begins at noon, twelve hours ahead of civil time. In this present publication the dates have been computed according to civil time. Similarly, dates for the period from the 6 October 1769 to 9 October 1770 have been adjusted to allow for the Endeavour passing the 180th meridian of longitude at the beginning of this period. Cook himself did not make this adjustment until he reached Batavia. In all the extracts quoted from the journal, Cook's spelling and forms of abbreviation have been retained.

### ACKNOWLEDGEMENTS

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