Cook's Log

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I am writing this on 11 September, and around the world people are remembering where they were three years ago when they heard about the terrible events taking place in New York and Washington. Three years later and the significance of that day now stands out like a milestone. Somehow the passage of time enables us to reassess events, place things in perspective, appreciate the significant, and ignore the less important.

And so it is with Captain Cook. The passage of over 200 years is resulting in his achievements attracting more and more attention. Here we are at virtually a nadir of Cook celebrations, the anniversary of his birth is not for another 24 years, whilst that of his death is 25 years away. The nearest significant date will be the 250th anniversary of the start of his first voyage and that is not until 2018, and yet, despite the lack of any commemorative milestones, interest in Cook continues unabated.

The international conference at the National Maritime Museum, Greenwich, London, “The Art of Exploration”, attracted a full house and drew heavily on those artists who had accompanied Cook. Elsewhere, in auction houses around the world, sales of Cook-related material continue to set new records. Meanwhile publishers continue to feed our appetites with new publications. Not that long ago, books about Captain Cook followed the same traditional pattern, repeating the same facts in the same sequence and often with the same illustrations. In recent years there has been a refreshing change in authors’ approaches to Cook, and their books have brought new insights to the familiar story. I look forward to reading the latest offering that is published this autumn “The Captain Cook Encyclopaedia” edited by CCS member John Robson.

This growing interest in Cook is also reflected in the membership of our Captain Cook Society. Next year will hope to see our membership exceed 500 for the first time.

To members old and new, young and old, may I take this opportunity to thank you for your continued support, and a special thanks to those members who have put pen to paper and written the various articles inside this issue of *Cook’s Log*. Have you a story to tell? If so, I am sure that Ian Boreham, our editor would love to hear from you. Please drop him a line.

Clifford E. Thornton

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**The CCS in the UK**

Members are reminded that the next regional meeting of the Captain Cook Society will be held at Marton, near Middlesbrough from Saturday 30th to Sunday 31st October, 2004, a few days after Cook’s 276th birthday. If you cannot attend everything we hope you can make part of it.

Details of the programme are included in this issue as a supplement. Members are requested to complete and send to me the enclosed form **by 20th October**.

We are pleased to announce that this meeting has been chosen to launch the book “Captain Cook: Explorations and Reassessments”, due to be published by Boydell Press. The book contains most of the papers from the conference “Captain Cook: Explorations and Reassessments” held at the University of Teesside, Middlesbrough 11-14th September 2002, and attended by several CCS members [see *Cook’s Log*, page 2007, vol. 25, no. 4 (2002)]. The book has been edited by Glyn Williams, who gave the keynote address at the conference. The thirteen essays in this book, including one by Williams, reflect the continuing debate about Cook’s reputation.

The Captain Cook Birthplace Museum temporary exhibition at the time of the meeting is called “Painted Ship, Painted Ocean”. It is about Samuel Taylor Coleridge and his famous poem “The Rime of the Ancient Mariner”. Coleridge was a pupil of William Wales, who went with Cook on the Second Voyage.

Alwyn Peel
There are many illustrations on stamps of ships relating to Captain Cook’s voyages. Try to answer the following questions for each picture above:
1. Which country issued this stamp? Give the year of issue, and the face value.
2. Which ship is named, on the stamp or in the catalogues?
3. Is this information correct? - If not give the correct vessel and any details.
Although answers to the first two questions should be fairly uniform the response to the last could be controversial, different opinions have already appeared in *Cook’s Log*.

All of the stamps have appeared in past issues of *Cook’s Log*. This quiz is the third of four parts, all featuring 20 different stamps.

Your answers can be posted to “Ship Stamps Quiz” c/o the Editor, or they can be e-mailed to Quiz@CaptainCookSociety.com They must arrive by 15th November 2004.

The quiz can also be found on our web site at: http://www.CaptainCookSociety.com/quiz.htm

The answers to all four parts will be revealed at the end of the series.

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**George Vancouver Statue in King’s Lynn**

George Vancouver was born in New Conduit Street, Kings Lynn, Norfolk on 22nd June in 1757. He joined the Navy in 1771 and sailed with Captain Cook as a midshipman on the Second and Third Voyages. In 1791 he led an expedition to map the northwest coast of America and to continue the search for a Northwest Passage.

A statue of him as a boy was erected in his home town on 24th October 2000. It was unveiled by the Duke of Edinburgh, and stands at the Customs House. These photos were taken in 2003 when I paid a visit.

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Ian Boreham

Cook As A Commander  
As His Naval Contemporaries Saw Him

There are three major viewpoints from which Cook as a commander or governor of men has been seen. First, there were those of his naval contemporaries, both on the lowerdeck, in the gunroom, and on the quarterdeck. Secondly, there were the supernumeraries who went on the voyages. Thirdly, a wide range of historians has presented multifarious opinions as to Cook’s capacity as a commander/governor of men.

This article covers the first viewpoints.

A Lowerdeck View - John Marra

The Journal of the Resolution’s Voyage in 1772, 1773, 1774 and 1775, attributed to John Marra, has inter-alia, this to say:

Amidst the hardships of such a navigation, there is nothing so alarming as that the crew continued in perfect health, scarce a man being ill as to be incapable of duty. Nothing can redound more to the honour of the Commander, than his paying particular attention to the preservation of health among his crew. By observing the strictest discipline from the highest to the lowest, his commands were duly observed and punctually executed. When the service was hard, he tempered the severity of it by frequently relieving those employed in the performance, and having all hands at command, he was never under the necessity of continuing the labour of any set of men beyond what their strength and their spirits could bear. Another necessary precaution was that when the weather was fine, and the breeze steady, he never suffered any of his men to be idle but constantly employed the armourers, the carpenters, the caulkers, the sailmakers, rope-makers, the other tradesmen on board, as well as the foremastmen and professes navigators in doing something each in his own way, which though not immediately wanted, he knew there would be a call for before the voyage was completed. Having by this means no time for gaming, quarrelling, or rioting among them, he kept them in action and punished drunkenness with the utmost severity: and thus by persevering in a steady line of conduct he preserved their health, and was enabled by that precaution to keep the sea till reduced to a very scant portion of water; and still despairing of finding any new land and fully satisfying himself of the non-existence of any continent in the quarter which he had traversed, he found it necessary to direct his course to Charlotte Sound.¹

Besides giving a very informative account of shipboard life, if these are indeed, the words of Gunner’s Mate John Marra, they are the very generous tribute of one of the most-punished men of the second voyage.²

A Lowerdeck View - John Dodsworth

The following correspondence gives another lowerdeck view of the esteem in which Cook was held:

Captain Cook to Secretary Stevens
Sheerness, 3 May [should be June], 1772.

Sir,

Several applications hath been made to me by John Dodsworth of his Majesty’s ship Barfleur, to go out in the Resolution, sloop, under my command, previous to receiving the inclosed. As he is known to some of my officers to be a good man, and the great desire he seems to have to go the voyage, induceth me to pray that you will move my Lords Commissioners of the Admiralty to grant his request.

I am &c.,

[signed] Jam³ Cook.

[Enclosure]

John Dodsworth to Captain Cook
His Majestie’s ship Barfleur,
Spithead.

Honour’d Sr,

I have made bold to trouble your honour once more, hoping your honour will be so good as to make interest for to get me along with you. I wrote to Edward Turrell [Terrell] before, but not having an answer, I have given all expectation over till hearing from him this present instant, and he desires me to apply to your honour again, which news gives me a great satisfaction, and hopes to gain my point, so far as to have the pleasure to sail with your honour; but not hearing for so long time had given all hopes over, and I endeavour’d very hard to get out in the Prudent to the East Indies, but could not have that liberty, and had since been made a quartermaster; but if they was to make me ten times better it would not be so agreeable to me as to proceed with your honour which if your honour will be so good as for to get that grant from the Board [of Admiralty], for without that I am very certain that I shall not have the liberty to leave this ship on any consideration. So s’r, your honour’s compliance in this will always oblige me to think myself in duty bound to pray for your honour’s health and welfare, and all belonging thetioro. But pray s’r, if this not granted, be so good as not to mention it farther, or other ways possible I may gain displeasure.

So s’r, I subscribe myself, s’r, your most humble servant to command.

[signed] John Dodsworth.³

Dodsworth did not manage to sail with Cook on the second voyage. The captain of the Barfleur most
probably blocked the non-release of the aspiring quartermaster, knowing when he had a good sailor on his ship. What the letters illustrate, however, is how naval captains in the eighteenth century built up, or attempted to build up, a “following”. Edward Terrell - a “follower” of Cook - had sailed with Cook on the *Endeavour* and was to sail again on the *Resolution*, after Cook had requested his transfer from the *Barfleur*. Terrell’s part in inducing his old shipmate to write to Cook is patently obvious. Cook, on the other hand, was keen to get the services of a seaman to whom he had been recommended by some of his officers. Petitions by seamen to sail with captains of their choice, was an everyday occurrence in the eighteenth century Royal Navy. Furthermore, when captains changed ships, “they hoped to be able to take with them their followers, or as many as possible”. When Cook transferred from the *Grenville* to the *Endeavour*, nearly all the crew went with him. The men who sailed with Cook to New Zealand more than once, and especially his companions on all three voyages, are others who were Cook’s “followers”—“securing one’s old followers was not only a means to an efficient and contented crew, but also a main support of an officer’s credit.”

*A Lowerdeck View - William Watman*

Another endorsement of Cook from the lowerdeck, was the action of A.B. William Watman who went with Cook on the third voyage, giving up a safe retirement in Greenwich Hospital in order to do so. If “actions speak louder than words”, then William Watman’s actions spoke very loudly in Cook’s favour as a commander of men.

*A Lowerdeck View - Heinrich Zimmermann*

A further lowerdeck view of Cook is obtained from Heinrich (Henry) Zimmermann. He regarded Cook as one of the greatest men of his time and described him thus:

> Captain Cook was a tall, handsome, strong, but somewhat spare man. His hair was dark brown, his expression somewhat stern, and his shoulders bent. He began life as a common sailor but worked his way up until he became one of the most famous navigators. He was exceedingly strict, and so hasty tempered that the least contradiction on the part of an officer or sailor made him very angry. He was inexorable regarding the ship’s regulations and the punishments connected with them so much so, indeed, that if, when we were amongst the natives, anything was stolen from us by them the man on watch at the time was severely punished for his neglect.

> Probably no sea-officer has ever had such an extensive command over the officers serving under him as Captain Cook. No officer ever presumed to contradict him. When at table with his officers he frequently sat without saying a word. He was, in fact, very reserved. In small matters the common sailors were more severely disciplined than the officers, but at times he was exceedingly affable to the crew.

On occasions he made very fine speeches, and I remember how, when we went to Nihau for the first time, he warned us in a most kindly way not to infect the innocent islanders with a certain disease from which we ourselves suffered.

He never mentioned religion, and would have no priests on his ships; and, although he seldom celebrated the Sabbath, he was a just and upright man in all his dealings. He never swore, not even when in a rage.

He was scrupulously clean, and the example which he set in this direction had to be followed by every man on board. It was a regulation that every member of the crew should put on clean clothes every Sunday.

Moderation was one of his chief virtues. Throughout the entire voyage no one ever saw him drunk. It was never permitted to the sailors to save up their brandy for several days and then get drunk, and if it happened at any time that a man was too drunk to carry out his duties he was severely punished.

However, Zimmermann served, not on the *Resolution*, but on the *Discovery* on the third voyage, where he was a coxswain, according to the *Discovery*’s muster roll. “He was not, therefore, in a position to know at first hand many things. He had no information except the distorted gossip of the forecastle”, declared F.W. Howay. Beaglehole is even more severe, “he neither knew much nor recollected accurately. He is however, valuable for his lower-deck impressions of the character of Cook.” In another context Zimmermann claims, “In times of the greatest danger his [Cook’s] chief concern was to keep calmness and order on the ship. In this he was so successful that for the most part all eyes were fixed on him.”

*A Gunroom View - James Maria Matra*

This last opinion is somewhat at variance with that contained in *The Anonymous Journal - A Journal of a Voyage Round the World in His Majesty’s Ship Endeavour* - attributed to James Maria Matra (or Magra).

Matra accused Cook of indecisiveness and loss of control in treacherous waters in Cook Strait, New Zealand:

> the captain who was about to give orders of a different kind became irresolute; and during the dispute with the officer of the watch which this contrariety of opinion occasioned we were carried so near the rocks that our preservation appeared almost impossible.
Nevertheless, the ship was not wrecked\textsuperscript{14} and the circumnavigation of the South Island was subsequently successfully completed. Matra was a midshipman of Italian-American extraction, who ran foul of Cook over the incident when Cook’s clerk, Richard Orton, had his clothes, and part of his ears cut off as part of a drunken binge emanating from the gunroom. Cook dismissed Matra from the quarterdeck, declaring him to be, “one of those gentlemen frequently found on board Kings Ships that can very well be spared, or to speak more planer good for nothing.”\textsuperscript{15} Cook’s suspicions that Matra was the perpetrator, or possibly ringleader in Orton’s disfigurement, proved unfounded and he was later reinstated to his “station” of midshipman.\textsuperscript{16} Antonio Giordano, an Italian-Australian, republished The Anonymous Journal in Adelaide in 1975. In his introduction to the book he alleges that, “Matra did not like Cook who apparently had not been very fair to him.” Giordano suggests that perhaps Cook disliked Matra’s foreign name and background.\textsuperscript{17} Matra gives a much less condemnatory account of the purloining of kumara (potatoes) by some sailors from a Maori garden, than Cook gives.\textsuperscript{18} There are too, Matra’s much later (1790) allegations of a planned mutiny at Tahiti: “I was a ringleader among a few who had prepared for remaining.”\textsuperscript{19} If Matra and Beaglehole’s “Anon 71” were one and the same person, then he emerges in the record as the most discordant critic of Cook from among his shipmates. Beaglehole, if we can judge from his rather condemnatory remarks about “Anon 71”, did not like him; he was too much the censurer of his (Beaglehole’s) hero.\textsuperscript{20}

\textbf{A Surgeon’s View - David Samwell}

Surgeon’s mates occupied a social and hierarchical position on eighteenth century naval vessels somewhere between the lowerdeck and the quarterdeck. They administered to both, and were, in a special sense, something of a conduit between the two. David Samwell, surgeon’s second mate on the Resolution during the third voyage until August 1778, when he was discharged into the Discovery as surgeon, admired Cook, “barely this side of idolatry”.\textsuperscript{21} In his journal at the time of Cook’s death he lamented:

\begin{quote}
To have come away at such a time as this & forsaken the body of Capt\textsuperscript{7} Cook cannot be thought on without feeling the keenest anguish and Indignation; the Men it must be said were most sincerely affected on this Occasion & had they been left to themselves would most certainly have brought him off, when they came along side they cried out with Tears in their Eyes that they had lost their Father!\textsuperscript{22}
\end{quote}

Two years after Cook’s death, Samwell declared, “His great Qualities I admired beyond any thing I can express - I gloried in him - and my heart bleeds to this day whenever I think of his Fate.”\textsuperscript{23} Later still, in a work that eulogizes Cook in extravagant terms he includes:

\begin{quote}
these qualities rendered him the animating spirit of the expedition: in every situation, he stood unrivalled and alone; on him all eyes turned;\textsuperscript{24} he was our leading-star which at its setting, left us involved in darkness and despair... In temper he was somewhat hasty, but of a disposition most friendly, benevolent and humane... He was beloved by his people who looked up to him as to a father, and obeyed his commands with alacrity.\textsuperscript{25}
\end{quote}

Sir Maurice Holmes has rated David Samwell’s account of Cook’s death as, “the frankest and most reliable of all contemporary accounts”; and Zimmermann’s and Samwell’s appraisals as, “the best early appreciations of Cook.”\textsuperscript{26}

\textbf{A Gunroom View - Henry Roberts}

Other appreciations of Cook at the time of his death, include that of Master’s Mate Henry Roberts of the Resolution:

\begin{quote}
[We] returned on board not being able to get the body of our lost Commander, whose death occasioned, concern, & sorrow, in every countenance; such an able Navigator, equalled by few and excelled by none, justly stilled father of his people from his great good care and attention, honored, & beloved by those who knew, or ever heard of him.\textsuperscript{27}
\end{quote}

\textbf{A Gunroom View - George Gilbert}

Midshipman George Gilbert portrayed conditions on board the Resolution at the same time as:

\begin{quote}
When on the return of the boats informing us of the Captains death; a general silence ensued throughout the ship, for the Space of near half an hour;—it appearing to us somewhat like a dream that we cou’d not reconcile our selves to for some time. Greif was visible in evry Countenance; Some expressing it by tears; and others by a kind of gloomy dejection; more easy to be conceived than described: for as all our hopes centred on him; our loss became irreparable and the Sense of it was so deeply Impressed upon our minds as not to be forgot.\textsuperscript{28}
\end{quote}

\textbf{A Gunroom View - John Trevenen}

Midshipman John Trevenen supplies the picture of “Cook the despot”. He tells how, on one occasion in Nootka Sound (in present-day British Columbia), he was one of several midshipmen who were required to row Cook around the sound, “not less than 30 miles during the day”. They enjoyed such excursions for a variety of reasons, “altho’ the labour of them was very great”. In addition:

\begin{quote}
Capt. Cooke also on these occasions, would sometimes relax from his almost constant severity of...\textsuperscript{29}
\end{quote}
disposition, & condescend now and then to converse familiarly with us. But it was only for a time, as soon as we entered the ship, he became again the despot. 39

Of doubtful poetic value, Trevenen’s poem, gives an authentic gunroom view of Cook as seen by one of his midshipmen:

O genius superior, in forming whom, nature
Had an eye to the moulding a great navigator,
And towards thy mids thou wert not very nice,
Declaring thou’dst have ’no more cats than catch mice,
‘Not here do you come to see fashions, or folly, but
‘To hold on the nippers, and row in a jolly-boat’;
And though still wouldst thou send me when by the wind
steering,
To haul out the weather mizen topsail reef earing,
Yet now I’ll remember thy wholesome severity,
Or remember ’twas meant to give me dexterity.
No! rather I’ll think on that happiest season,
When turned into thy boat’s crew without rhyme or reason,
But proud of that office, we went a marooning,
And pulling ‘gainst tide, or before wind spooning,
Sometimes we were shooting and sometimes surveying,
With pleasure still watching, with pleasure obeying,
Till pleased with our efforts, thy features relax,
And thou giv’st us thy game to take home on our backs.
O day of hard labour. O day of good living,
When TOOTE* was seized with the humour of giving-
When he clothed in good nature his look of authority,
And shook from his eyebrows their stern superiority. 30

*Pacific Islanders’ name for Cook

Trevenen also draws back the curtain to show that “different man” 31 of the third voyage, who danced the quarterdeck in outbursts of rage at the shortcomings of different members of his crew, in a “heiva”. As Trevenen explains:

Heiva the name of the dances of the Southern Islanders, which bore so great a resemblance to the violent motions and stampings on the Deck of Cap’ Cooke in the paroxysms of passion, into which he often threw himself upon the slightest occasion that they were universally known by the same name, & it was a common saying among both officers & people “The old boy has been tipping a heiva to such or such a one.” 32

But Trevenen too, like other members of the crew of the Resolution was utterly deflated by the loss of his captain at Kealakekua Bay:
The fact was, that I, (as well as most others) had been so used to look up to him as our good genius, our safe conduct, & as a kind of superior being that I could not suffer myself, I did not dare, to think he could fall by the hands of the Indians over whose minds and bodies also, he had been accustomed to rule with uncontrouled sway. 33

Trevenen’s Cook takes on something of the nature of the “rogue”, or “tyrant”, or “taut hand” captain as depicted by Masefield. There are hints too, of the “Leviathan or kind of Sea-God whom the poor tars worship as the Indians do the Devil”, as characterized by “the scurrilous Ward” or Ned Ward, author of, The Wooden World Dissected in the Character of a Ship of War, a satirical pamphlet originally published in 1707. 34

A Gunroom View - John Elliott

Earlier comments from midshipmen on Cook as a commander, include those of John Elliott - Resolution, second voyage - who described Cook as, “An Exelent Seaman and Officer - Sober - Brave, Humane”. He described how: it was thought it would be quite a feather in a young man’s Cap to go with Capt’ Cook, and it requir’d much Intrest to get out with him; My Uncle therefore determin’d to send me out with him in the Resolution. 35

Elliott’s uncle took the boy to Sir Hugh Palliser to secure his patronage. Palliser in turn, passed the boy on to his nephew, Robert Palliser Cooper, who just happened to be the first lieutenant of the Resolution. Cooper introduced young Elliott to Cook who promised to look after him and did. Elliott continues: In the Early part of the Voyage, Capt’ Cook made all us young gentlemen, do their duty aloft the same as the Sailors, learning to hand, and reef the sails, and Steer the Ship, E[x]ercise Small arms thereby making us good Sailors as well as good Officers. 36

After the second voyage, Elliott was appointed to an East India Company ship, prior to which, his preliminary examination before the directors of the Company, “consisted in their saying that they suppos’d I had been with Cook, that having been a pupil of his, I must be a good sailor.” 37 Beaglehole adds, “The training the young gentlemen got on Cook’s ships was highly regarded in important circles.” 38

A Quarterdeck View - James Burney

James Burney took part in the second voyage through the influence of his father, Dr Charles Burney, a prominent figure in London’s musical circles, who was a friend of Lord Sandwich. The young Burney was given a berth on the Resolution as an A.B. with promise of promotion as soon as a vacancy occurred, he having previously passed his examination for lieutenant. Cook found him “very deserving”, and when the first lieutenant of the Adventure had to be invalided home from Capetown, Burney was promoted to second lieutenant of that ship. 39 His sister Fanny, was later to describe Cook as, “the most moderate, humane, and gentle circumnavigator that ever went out upon discoveries”, 40 an opinion that her brother had some input in forming, no doubt. Burney must have
enjoyed his service under Cook and Furneaux. After the second voyage, while serving as first lieutenant on the frigate *Cerebus* on the American station, he heard that Cook was fitting out for a third voyage. He applied to the Admiralty for permission to return to England and serve again under Cook. Dr Burney again used his influence with the Earl of Sandwich, to England and serve again under Cook. Dr Burney heard that Cook was fitting out for a third voyage.

He applied to the Admiralty for permission to return on the frigate *Cerebus* on the American station, he heard that Cook was fitting out for a third voyage. He applied to the Admiralty for permission to return to England and serve again under Cook. Dr Burney again used his influence with the Earl of Sandwich, who sent an order to the commander-in-chief of the American station to send Burney home. The order having been complied with, James Burney was then appointed first lieutenant of the *Discovery* under Captain Clerke.  

A Quarterdeck View - James King  

James King, second lieutenant of the *Resolution* under Cook in 1776; first lieutenant after the death of Cook when Clerke succeeded to the captaincy in February 1779; in command of the *Discovery* from August 1779 till the end of the third voyage; described Cook as, “a dear and honoured friend”. In his last tribute to him he declared:

> The qualities of his mind were of the same hardy, vigorous kind with those of his body. His understanding was strong and perspicacious. His judgment in whatever related to the services he was engaged in, quick and sure. His designs were bold and manly; and both in the conception and in the mode of execution bore evident marks of a great original genius. His courage was cool and determined, and accompanied by an admirable presence of mind in the moment of danger. His manners were plain and unaffected. His temper might perhaps have been justly blamed as subject to hasting and passion, had not these been disarmed by a disposition the most benevolent and humane.

Attesting to Cook’s drive and determination, King maintained:

> No incidental temptation could detain him for a moment: even those intervals of recreation, which sometimes unavoidably occurred, and were looked for by us with a longing that persons who have experienced the fatigues, will readily excuse, were submitted to by him with a certain impatience, whenever they could not be employed in making further provision for the more effectual prosecution of his designs.

This opinion is backed by Trevenen, who adds:

> This indefatigability was a leading feature of his Character. If he failed in, or could no longer pursue, his first great object, he immediately began to consider how he might be more useful in prosecuting some inferior one. procrastination and irresolution he was a stranger to. Action was life to him & repose a sort of death.

A Quarterdeck View - Charles Clerke  

Charles Clerke may be justly described as one of the most-committed of Cook’s “followers”

> of the *Bellona* in 1761 when the mast was shot away, he being the only survivor from those who fell overboard as a result. He sailed around the world with Byron in the *Dolphin*—June 1764 to May 1766. He joined the *Endeavour* as a master’s mate in 1768 and when the first lieutenant, Zachary Hicks died on 26 May 1771, Cook appointed Clerke third lieutenant, “he being a young Man extremely well qualified for that station.” The Admiralty later confirmed the appointment, commissioning him on 31 July 1771. In November of that year, Clerke was appointed second lieutenant of *H.M.S. Drake* which ship, had its name changed to *H.M.S. Resolution*. Committed to sail again with Cook on the second voyage, Clerke turned down an offer from Banks to sail with him on a trip to Iceland:

> Resolution at Sheerness  

Sir  

I yesterday receiv’d your favour and indeed am very sorry, I’m not to have the honour of attending you the other bout boat: Am exceedingly oblig’d to you, my good Sir, for your kind concern on my account; but have stood too far on this tack to think of putting about with any kind of credit...  

Yr Highly Oblig’d & Humble Servant  

[signed] Chas Clerke.

After serving faithfully and well on the *Resolution* as second lieutenant during the second voyage, he was appointed captain of the *Discovery* for the third voyage, a position he held until that fateful 14 February 1779, when he assumed command of the *Resolution* and the whole expedition; only to succumb on the following 22 August to the consumption that had been plaguing him all the voyage. Beaglehole’s opinion that Clerke, “had the highest admiration for Cook, amounting indeed to devotion”, is irrefutable.

An Admiral’s View - Sir Hugh Palliser  

Which brings the story to Palliser’s panegyric. In 1777 Sir Hugh bought a very large house, “The Vache”, in Chalfont St. Giles, Buckinghamshire. In the grounds, to the north across a field, facing the front door, he erected a plinth surmounted by a globe, which in turn was surrounded by a castellated wall. On all four sides of the plinth is an inscription which begins:

> TO THE MEMORY OF  

> CAPTAIN JAMES COOK  

The ablest and most renowned Navigator this or any country hath produced.

The whole text, which might perhaps, be described
as Palliser’s “Ode to Cook”, is remarkable as being a paean from a senior officer (vice-admiral), to a junior officer (captain). There can be few, if any, other such hymns of praise, from a senior officer to a junior officer in British military or naval history. From the “Ode”, Palliser’s description of Cook as a naval captain reads:

He possessed in an eminent degree, all the Qualifications requisite for his profession 
And his great undertakings; together with the 
Amiable and worthy qualifications of the best of men, 
Cool and deliberate in judging—sagacious 
In determining—active in executing—steady, 
Persevering, and enterprising—vigilance and 
Unremitting caution, unsubdued by labour, 
Difficulties, or disappointments, marked his Character. He was fertile in expedients, 
Never wanting in presence of mind, always 
Self-possessed, and commanding the full use 
Of a sound understanding. 
Mild, just, but exact in discipline, he 
Was a father to his people, who were 
Attached to him from affection, and 
Obedient from confidence. 
He explored the southern hemisphere to 
A much higher latitude than had ever 
 Been reached before, and with fewer accidents 
Than frequently befall those who navigate 
The coast of this island. 
By his benevolent and unabating attentions 
To the welfare of his ship’s company, he 
Discovered and introduced a system 
For the preservation of the health of seamen 
On long voyages, which has proved 
Wonderfully efficacious; for in his second 
Voyage round the world, which continued 
Upwards of three years, he lost only 
One man by distemper out of one hundred and 
Eighteen, of which his ships’ company consisted.

The inscription ends:

“Virtutis uberrimum alimentum est honos” 
VAL MAXIMUS, lib.2. Cap.6.

Which translates as, “Honour is a most productive nourishment for virtue”. It is a quotation from the Roman, Valerius Maximus, Book II, Chapter 6, in which, while discussing the Athenian statesman Herakles, and the desire of Athenian citizens to crown both him and other prominent statesmen with a crown of olive leaves, he makes the point quoted.

In A Voyage to the Pacific Ocean, the official account of the third voyage, published, “by order of the Lord Commissioners of the Admiralty”, there is another eulogy on Cook. It is contained in the “Introduction”, the wording of which, is identical in many parts, to Palliser’s “Ode”, including the title and the quotation from Valerius Maximus. It omits some of the statements on Palliser’s plinth, but includes another paragraph which reads:

The death of this eminent and valuable man was a loss to mankind in general; and particularly to be deplored by every nation that respects useful accomplishments, that honours science, and loves the benevolent and amiable affections of the heart. It is still more to be deplored by this country, which may justly boast of having produced a man hitherto unequalled for nautical talents; and that sorrow is further aggravated by the reflection, that his country was deprived of this ornament by the enmity of a people, from whom indeed, it might have been dreaded, but from whom it was not deserved. For, actuated always by the most attentive care and tender compassion for the savages in general, this excellent man was ever assiduously endeavouring, by kind treatment, to dissipate their fears, and court their friendship; overlooking their thefts and treacheries, and frequently interposing, at the hazard of his life, to protect them from the sudden resentment of his own injured people.

Palliser erected his Cook memorial in 1781. That himself, wrote the words of the text, is nowhere explicitly stated. Who actually composed the words on the plinth remains an open question. A Voyage to the Pacific Ocean was published four years later. The tribute to Cook therein, may be taken as the Admiralty’s testimonial to Cook. It contains much of the text of the Palliser plinth. Anthony Murray-Oliver has attributed the authorship of the “Introduction” to A Voyage to the Pacific Ocean, to The Hon. John Forbes, Admiral of the Fleet, but this is a doubtful ascription. The “Introduction” was more likely to have been the compilation of an Admiralty clerk, from material supplied by Palliser; if not a revised version of the 1781 text, by Palliser himself. Whatever the authorship, the Palliser/Admiralty laudations of Cook may be seen as having a share, in beginning that conscious and deliberate heroizing process, that Bernard Smith has so vividly described.

Allan Arlidge

Notes
6. See previous article, “An Analysis of Cook’s

7. Rodger, op. cit., p. 121.


12. Zimmermann’s Account, p. 42.


14. Journals I, pp. 247–48. Cook’s account records the incident from a different angle and makes no mention of any dispute with the officer of the watch.

15. ibid., p. 323.

16. ibid., p. 347, n.5.


20. For Beaglehole’s many references to Matra [Magra] and “Anon 71”, see Journals I, Index.

21. The phrase is Beaglehole’s, Journals III, p. lxxiv.


27. See Journals III, p. 551, n.1.

28. ibid.

29. ibid., p. 303, n.2.


33. Cited in ibid., p. 558 n, 1.


37. ibid.

38. ibid.


43. ibid., p. 49.

44. ibid.


49. For a description, see *The Vache and its Owners*, n.d., a booklet commissioned by The Vache Club, Chalfont St. Giles, Buckinghamshire, England, containing a short history of The Vache by Monica Harcourt-Smith. The Vache has been used as a staff college by the British National Coal Board since 1955.

50. See *The Geographic Journal*, vol. 72, no.1, 1929, pp. 100–122 for photographs of the globe and plinth and a note thereon. ‘The text on the plinth was first printed in full by Commander J.A. Rupert-Jones in the *Hydrographic Annual*, 1913.’ The Alexander Turnbull Library, also has good black and white photographs of the globe and plinth. See also, *Cook’s Log*, vol. 7, no. 4 (1984), p. 293 and vol. 26, no.4 (2003), pp. 12-13.

51. If indeed, the words are his.


53. Translation and explanation kindly supplied by Professor C.W. Dearden, Professor of Classics, Victoria University of Wellington, New Zealand.

54. See the title page of *A Voyage to the Pacific Ocean, undertaken by command of His Majesty..."
The Vache, Chalfont St. Giles

Isn’t it funny how little is written about some historical figures but then, for no apparent reason, there is a flurry of interest and they are brought back into the public consciousness? Rather like buses, that you wait for hours and then two turn up, there will soon be another book on Captain James King, Cook’s second lieutenant on the Third Voyage, to complement the recent part biography by John Bolton King.

Coming from James King’s home town of Clitheroe and having attended his old school, Clitheroe Royal Grammar School, I have been running a project to bring him back to the attention of the town. With a following wind, I am expecting to have a heritage plaque placed on the site of his birth in time for the 220th anniversary of his death, in November.

My own biography of the man who should be considered the town’s most famous son, is due out at about the same time, and looks at his life both before and after the last Cook voyage. There is plenty of interest there, with the sinking of a ship from under him, the capture of French vessels and fighting alongside Captain Horatio Nelson in the West Indies. I will also be correcting some of the errors that have crept into other writings about James.

None of the buildings associated with the King family in Clitheroe still exist, though his Mother’s house at Hungrill, Bolton-by-Bowland, and the church where his parents were married can still be seen. On his father’s side, the King family home at Skellands was significantly altered in Victorian times.

James’s father, the Rev. James King, officiated at the medieval church of St Mary Magdalene in Clitheroe, but this was rebuilt in the mid 1800’s, at which time a plaque to Captain King’s memory disappeared.

The family home, in Market Place, Clitheroe, was demolished in 1920, and a branch of Yorkshire Bank now stands there. After the Kings left the town, their house became a pub, and when the path alongside was widened into a proper thoroughfare it was named King Lane in their honour.

Clitheroe Royal Grammar School was founded in 1554, and, when James is purported to have been a pupil, was situated in the churchyard. The school also moved in the mid 1800s to a more prominent site in the town. A memorial to James was placed in the school library (then the assembly hall) in 1938.

When the Kings lived in Clitheroe it was a market town of just 700 souls and, whilst the industrial revolution came late to the town, by 1850 it was home to around 3,000 and now stands at 13,000. Although some of the basic framework of the old town is still there, including the ruin of the small Norman castle that dominates it, it is hardly surprising that things have changed substantially since James King’s birth in 1750.

As a final note, I worked for Yorkshire Bank in 1972, when it purchased the property standing on the site of James’s home. I had to enter the empty building each Monday morning until it was converted for our use, find my way into the cellars with a torch, and wind up the clockwork mechanism of the central heating timer (there were tenants on the first floor who, most inconsiderately, insisted on being kept warm).
Although it was damp and pitch black, it had a benign feeling down there. I wonder if that was from the aura of the Kings, or bonhomie from the later pub!

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Steve Ragnall

Discovery and Exploration
A Response to a Response

I am sure that our Editor is very pleased to be receiving extra copy as a result of a piece by me [see *Cook’s Log*, page 17, vol. 27, no. 2 (2004)]. I will try briefly to reply to the charges made by Craig Moore [see *Cook’s Log*, page 15, vol. 27, no. 3 (2004)].

First, undermining Cook’s status. I feel that the status of a man of so much interest and debate 225 years after his death cannot possibly be said to have been undermined by anyone. Secondly, vilifying his achievements. How can acknowledging Cook’s navigational and cartographical skills, etc., be vilification?

As for assassinating his character. As Cook’s character cannot be known to anyone living therefore no one could reliably comment upon any aspect of it. At a fund raising event for sailors I was attacked for being interested in Cook because according to my ex-R.N. fellow diner Cook was a great exponent of flogging. Now, that I would call character assassination. Respecting anyone alive or dead does not rule out questioning or reassessing their lives, as many authors have found to their financial reward.

I am an amateur interested in Cook for around thirty years and having been born a Yorkshire Wardam as proud of Cook’s roots as anyone. I get out and meet people, most of them are not scholars and many read only what is in the press, such as the sensationalised review of Anne Salmond’s recent book¹, and can assure Craig that many have the Cook story wrong. However, getting things wrong is, I suppose, preferable to people not taking an interest at all.

Sorry you took my practical experience of life as cynicism. I could believe that the clay and wattle birthplace of James Cook was built by his father being similar in style to many seen in Scotland, if it were suggested, but have real difficulty in believing that a hindman, no matter how good and highly thought of, would have had the means to build such a sturdy residence as the one removed from Great Ayton to Melbourne.

Whether or not the disputed house returns to North Yorkshire, at present in my opinion, to which I believe I am entitled, it will need more than that to revitalise the Cook tourist industry which seems to be in a recession, if the lack of interest in the *Endeavour* replica and the exhibition of Cook voyage artefacts recently are anything to go by.

I never intended to cast any blame at all on Cook for the wrongdoings of others. It is all in the reader’s interpretation, which in this case took the opposite meaning to that intended. It was, of course, Sir Joseph Banks who put forward suggestions for uses of the newly claimed continent and who consequently was referred to as the Father of Australia.

With regards to the misspelling of Vespucci. If I spot errors in printed work I try to give the author the benefit of the doubt, as even with spell checks errors do get through. I look forward to reading an article about Amerigo Vespucci, whom I did not attack at all, when Craig sends one in.

Using denouncing to describe a statement re preventing scurvy, which is not entirely discounted by others, seems rather extravagant and even my detractor must have had, as I did myself, a basic education on which to build. I expressed no criticism of the Postgate school which James Cook benefited from due to sponsorship.

I really can’t spend any more time on this reply, as I have to go and open another can of worms.

Brenda Paulding

An Australian Lottery

I occasionally dabble in an Australian Lottery, and was surprised and delighted to find Captain Cook’s portrait appearing on the entry form. He is described as both “Great Explorer” and, amazingly, as “Discoverer of Australia”.

Marjorie Simpson

Some More Cancels - A Comment

There are two comments I should like to make about the cancels from Peter Andersen [see Cooks Log, page 35, vol. 27, no. 2 (2004)].

Captain Cook’s Visit - Cape Newenham AFS 1778-1978. This is not a postmark but a hand applied ink cachet used with Air Force Postal Service postmark (Cape Newenham AFS APO 98745). RAAF, Point Cook, Vic 3027. This postmark has nothing to do with James Cook, who did not sail past the region. See explanation on the right.

In his book “First Years at Port Phillip”, R. D. Boys says the geographical feature did not receive a name until 1836-1837. “On December 11th, 1837, the H.M.S. ‘RATTLESNAKE’ sailed for Sydney from Port Phillip. During the stay of that ship Captain William Hobson, Lieut. Thomas M.C. Symons, Lieut. Hastings R. Henry, and Peter Frederick Shortland, Mate, surveyed Port Phillip Bay. Among the names given, were Point Cooke (after John M. Cooke, mate), Point Wilson (after John Wilson, Midshipman), Point Henry (after the Lieutenant), Point Richards (after Lieut. Charles Richards of the ‘RATTLESNAKE’), Shortland’s Bluff (after the mate).”

Daryl Kibble

Banks and Cook Feature at Eton College

Recently my husband, Norman, and I were guests of George Fussey, the curator of the museum at Eton College.

We were very fortunate to be shown the interesting old buildings including the beautiful chapel and to see a room used as a classroom by many famous old Etonians of the past. Among them were Sir Joseph Banks, Lord Sandwich the Duke of Wellington and members of the Gladstone family. While having lunch in the refectory we listened to a visiting choir.

Earlier we spent some time studying the numerous exhibits in the museum’s collection. Several old boys were notable in different scientific fields. The most celebrated was Sir Joseph Banks who helped finance the first of Cook’s world voyages and travelled on Endeavour with his team of botanists and artists, collecting and recording a huge number of species new to Europeans. Others who contributed to knowledge of botany were Captain the Hon. Constantine J. Phipps, Thomas J. Woodward FLS and Sir Thomas Frankland. Items related to these notable men are displayed in the
museum amid cases containing species of birds, animals, butterflies, molluscs, etc.

There is something of interest for everyone whatever their preferences may be. Details of the opening times were given in *Cook’s Log*, page 44, vol. 27, no. 3 (2004), and George Fussey will be very pleased to see fellow members of the society.

Brenda Paulding

**Probably Unique - Not Really**

A recent auction in Australia of several hundred philatelic items included one described as “Tuvalu. 1979 (SG 123ab) Captain Cook set, imperf Proof sheetlet containing three setenant strips with gutter. Probably unique.”

The estimated value was $300 - $400, and the item was sold for $225.

It looked just like the souvenir sheetlet given away free with the British journal *Stamp Magazine* in March 1979. The original stamps had been issued by Tuvalu on 17th February.

Harry Ward

**Drake’s Secret Voyage in the Pacific Northwest**

Samual Bawlf claimed in an article in the *Vancouver Sun* in August, 2000 that Sir Francis Drake visited the Pacific North West in 1579, and explored as far north as Vancouver Island.¹

An article in the journal *Mariner’s Mirror*² discusses part of Drake’s voyage and compares the description of the coast by Francis Fletcher, Drake’s chaplain, with that of James Cook in 1778 and George Vancouver in 1792. What Fletcher (in June) and Cook (in March) describe as snow, Vancouver (in April) considers to be white sand. The conclusion drawn is “all three are describing the same stretch of Oregon coastline” north of Cape Blanco.

Ian Boreham

The exploits and legacy of Captain Cook are being brought to the attention of the next generation of students via the power of the Internet and a new digital project called *Empire Online*.

The project was inspired by an increasing number of academics around the world who are running courses that focus on the rise and fall of European Imperialism during the last 600 years.

Adam Matthew Publications, based in Marlborough, UK, developed *Empire Online* in association with a number of major Libraries, including the British Library, the Bodleian Library, Oxford, The National Archives (formerly known as the Public Record Office), Kew, The Victoria & Albert Museum, State Records, New South Wales and the Church Missionary Society Archive. On completion in 2007, the result will be a digital archive comprising over 60,000 images of manuscript and rare printed material relating to Empire Studies, divided in five thematic sections, each with three interactive essays by leading scholars.

A number of manuscripts relating to Cook’s voyages have been included in the first section, entitled Cultural Contacts, and were published in 2003. The documents were primarily sourced from the British Library, originally filmed on black and white microfilm and then digitally scanned to provide a facsimile of the original manuscript that users can zoom in to, rotate, save and print.

The manuscripts concerned are:

- **Charts, Plans and Drawings by Captain Cook on board Endeavour 1768-1770** British Library Add Mss 7085
- **Log-Book of the Endeavour, by Captain Cook, 1768-1771** British Library Add Mss 8959
- **John Webber’s Drawings on Captain Cook’s Third Voyage, 1777-1779** British Library Add Mss 15513-4
- **Drawings by William Hodges on Captain Cook’s Second Voyage, 1772-1774** British Library Add Mss 15743
- **A Collection of drawings made in the countries visited by Captain Cook on his three voyages of discovery. Also prints published in Hawkesworth’s voyages of Byron, Wallis and Cook, 1768-1780** British Library Add Mss 23920-1
- **Log-Book of the Endeavour, February-September 1770**. A supplementary draft to Add Mss 8959 British Library Add Mss 27885
- **Journal of Captain Cook’s second voyage of exploration 1772-1775** British Library Add Mss 27888
- **Journal of Captain Cook’s third voyage by John Law on board Discovery providing details of events on Hawaii at the time of the death of Captain Cook, 16 January - 1 May 1779** British Library Add Mss 37327
In addition to these manuscripts there are a number of others that relate to exploration prior to Cook’s voyages and those that followed him including:

- **Journal of William Dampier in the South Seas, 1681-1691** British Library MSS Sloane 3236
- **Illustrations from Abel Jansen Tasman’s journal** of a voyage from Batavia to the East Indies, for the discovery of the unknown South land, 1642-1643 British Library Add Mss 8946
- **Woide’s Translation of Abel Jansen Tasman’s journal (1642-1643)** of a voyage from Batavia, in the East Indies, for the discovery of the unknown South land, 1776. British Library Add Mss 8947
- **Journal of Archibald Menzies, surgeon and botanist on board Discovery** under Captain George Vancouver, 1790-1794. Menzies provides a detailed account of the peoples of Tahiti, New Zealand, Hawaii, Sandwich Islands and Nootka Sound in North America. He relates heavily to natural historical observations and the impact of western culture and trade on peoples previously visited by Captain Cook British Library Add Mss 32641.
- **Journal of James Colnett’s voyage in the Rattler**, for whaling and discovery round Cape Horn into the Pacific Oceans, 1793-1794 British Library Add Mss 30369

Access to *Empire Online* is restricted to subscribing institutions and participating libraries, but those universities that have subscribed gain unlimited access across their entire campus and means that course work and teaching can be carried out wherever there is an available computer.

A further benefit to the modern student of such digital collections is the ability to be directed to particular pages or documents using a powerful search engine. Finding particular information in 60,000 images is not a straightforward task unless the user is supported by a functional indexing system. With the right software it is possible to provide “full text” searching that enables every word of every document to be searchable, but this is a facility that works best with relatively modern printed material that can be easily deciphered electronically. This is not a practical option with large volumes of manuscript material as found in *Empire Online*, so instead of full text searching, the indexing provides the key names, places and topics included in each document with hypertext links that takes the user directly to the relevant images. This bespoke indexing process means that modern place names and topics can be applied to the indexing that were not included in the original documents. For example, the modern term for the Hindu practice of widows throwing themselves on their husband’s funeral pyre is “sati”, but Western contemporary accounts used the term “suttee”. Also, if a student were looking for images relating to “Islam”, they would find that the contemporary term often used was “Mohammedanism”.

Electronic searching Captain Cook’s journals and related material can have similar pitfalls. A politically correct undergraduate searching for “Native Americans or Inuit in Alaska”, “indigenous peoples of Tahiti” or “Aborigines in Australia” may be surprised to find no results if the full text search method was used in isolation. The language that Cook and his contemporaries used included “Indians”, “Natives”, “Oonalashka”, “Otaheite”, “King Georges Island” and “New Holland”. The indexing in *Empire Online* is designed to include both the modern terms most commonly used by students and, where appropriate, the original usage as well.

It is regrettable that such a resource is not freely available on the Internet. *Empire Online* is a privately funded project and the high costs involved in developing such a resource dictates that access has to be restricted. However, its development does mean that original material from the voyages of Captain Cook along with many others is now available for thousands of students throughout the world to interact with and study.

Glyn Porritt
Online Project Editor
Adam Matthew Publications
William Hodges and The Art of Exploration

This international conference held at the National Maritime Museum (NMM), Greenwich 14 to 16 July 2004 served as an introduction to the exhibition there, “William Hodges 1744-1794: The Art of Exploration” which will close 21 November [see Cook’s Log, page 11, vol. 27, no. 2 (2004)].

Six Captain Cook Society members attended; Cliff Thornton, our President, Ian Boreham, our Editor, Ken Sheahan, President of CCS-Australia, John Fox from Victoria, BC, Sophie Forgan from Yorkshire, Jeremy Coote from Oxfordshire and me, from Essex. Ian’s wife Sue also attended. There were delegates from Australia, China, Ireland, Netherlands, New Zealand, Nigeria, USA and Wales.

On Wednesday evening the opening address, The Caird Medal Lecture, was given by Sir David Attenborough, who led us through three centuries of the illustration of global voyages beginning with the fantastic and improbable creatures depicted by artists who had never seen the creatures described to them by seasoned mariners. Even when a member of a ship’s company sketched from life scenes of land or sea they were not truthfully reproduced for publication. The engraver or lithographer tending to interpret his depiction according to his own limited knowledge of European animals, trees, clothing, boats and figures. Frequently the European classical style was used most inappropriately to introduce the viewing public to the exotica of the South Seas. Hodges was employed by the Admiralty as the artist aboard the Resolution on Cook’s Second Voyage of discovery in the South Pacific 1772-5. His paintings of Tahiti and New Zealand landscapes, then unknown and as yet unsullied, revealed a truly unspoilt paradise. Sir David considers that Hodges has been overlooked as a major eighteenth century English artist, primarily because his work on the Resolution never had much of a public showing. As an employee of the Admiralty, Hodges’ works were considered their possessions and for 200 years many of his paintings hung in the Morning Room in Admiralty House away from the public gaze.

During the next two days sixteen speakers delivered papers of varied interest and import. Six of these told of land exploration in Africa and USA and of Hodges’ work for Warren Hastings in India.

Sarah Monks, NMM, enlightened us on the alleged significance of the placing of the horizon line on Sixteenth century canvases. Peter Brunt compared two of Hodges’ New Zealand paintings, both based on the European classic style. He also told us of J.R. Foster’s theories on the anthropology of the various peoples he encountered in Tahiti, North and South Islands of New Zealand, Easter Island and Tierra del Fuego.

Geoffrey Quilley, NMM, delivered an excellent paper on “The Pencil in the First Person”. He said, “The pen moves across the paper as the ship moves across the sea”. Plotting the course, charting the coastline and geographical hazards are obvious uses for the seafarer’s pen. Hodges was the first artist appointed to an exploratory expedition. His was a remarkable role being given intellectual standing with the astronomers and naturalists. He also carried arms. Looking at a non-European world he gave an eyewitness record and could state,
“I saw, I heard, I was there” when depicting scenery beyond description. His drawings were pared down to create the maximum navigational information and to convey total climatic detail (e.g. clouds) as well as geographical detail.

A completely new topography was introduced. Coastal profiles enhanced data gathering. These were all done in pen and wash. Hodges also included anthropological information: islanders, clothing, food, homes, boats and occupations. There are no journals or written words by Hodges but he did teach the junior officers to draw, with at least one quite remarkable result. When Cook’s chart was published Hodges decorated the cover with a depiction of Labour (a Maori) and Science (a Tahitian) supporting the globe. J.R. Forster chose the Latin inscription, which translates as “Half the World will bear your [George III] name”.

Our next speaker, Pieter van der Merwe, NMM, changed his published topic of “The Legacy of John Webber”. He told us that only weeks earlier, during the preparation of the present exhibition of Hodge’s work, his painting of “Pickersgill Harbour, Dusky Bay”, NZ, 1773 was X-rayed and revealed an earlier oil painting of decayed icebergs in the Southern Ocean. This must have been the earliest oil painting of the Antarctic.

One of those to whom Hodges gave some instruction in painting was the younger Forster, George, who accompanied his father as natural history draughtsman. It is Forster’s only gouache painting of the same icebergs that survived intact. It is also an unprecedented portrayal of ice-blink (a white reflection in the sky of the ice below). As ice-blink is seen in the Indian Ocean only in January the gouache can be dated to the time of Cook’s first traverse of the Antarctic Circle in January 1773. Hodge’s painting of the Cape of Good Hope immediately precedes his painted-over ice-island scene, which also helps to date it. An X-ray photograph of this exciting new discovery is displayed in the exhibition alongside the Pickersgill Harbour painting and Forster’s gouache.

David Mabberley of Royal Botanical Garden, Sydney spoke of Frederick Bauer’s Australian Plant drawings 1801-3. When Matthew Flinders set off in the Investigator to circumnavigate and map Australia, Joseph Banks appointed Ferdinand Bauer to be the botanical artist. Mungo Park had been Bank’s first choice. Born in 1760, Bauer was the son of artists in Liechtenstein. At 41 he was the oldest member of the ship’s company, as well as the only foreigner on board.

Bauer was a pioneer in the study of pollen. His botanical drawings were admired by Goethe and he was described as the Leonardo of natural history illustrators. During the voyage he produced 350 sketches of plants and 100 of animals, two of which, the South Australian bandicoot and the King Island wombat, are now extinct. Bauer spent some time on Norfolk Island where he made pencil sketches of the island as well as botanical drawings of the unique flora, some of which are now extinct. He was picked up by the Investigator to return to London where he died in 1826.

Bauer’s remarkable method of illustration was to draw the specimen in pencil and to indicate the colour by writing in numerals relating to his own colour code index. The code showed 1000 different shades. There were 200 shades of green and similar numbers of shades of brown and yellow. His eye for colour must have been exquisite. Using Bauer’s field drawings and his colour charts a computer has reconstructed some of the extinct flora in full colour, as Bauer would have completed them himself.

Leonard Bell of Auckland University spoke of the second voyage of the Beagle (1831-6) under Captain Robert Fitzroy in a talk called “Not Quite Darwin’s Artist: the travel art of Augustus Earle”.

Earle joined the Beagle at Plymouth there meeting the other supernumeraries, Charles Darwin and three young Tierra del Fuegians whom Fitzroy had brought to England in December 1830. They had lived for some months at Walthamstow and were feted, meeting King William IV and Queen Adelaide. After several abortive attempts the Beagle finally sailed from Plymouth on 27 December 1831. Earle was to be paid £200 per annum to record the sights and adventures of the ship. Beaufort, the naval hydrographer, described Earle and the 22 year old Darwin as “just the people we need”. Darwin could not draw and his published works contain no visual images.

Darwin was a poor sailor and Earle’s health deteriorated so much that he had to leave the Beagle at Montevideo to Fitzroy’s disappointment. However, Fitzroy met Conrad Martens “engaging him to embark with me as my draughtsman”. Martens left the Beagle in Sydney in January 1836. Darwin lived ashore at Rio with Augustus Earle and midshipman King while the Beagle returned north to survey the coast of South America. “You cannot imagine anything more calmly and delightfully than these weeks have passed by”. Earle drew Corcovado mountain, the site of this
idyll. While Darwin collected, Earle painted scenery and drew some of the specimens.

On the voyage Earle depicted aspects of shipboard life. “A Bible Reading on Board Ship” shows a woman sitting among the Redcoats. His drawing of “Crossing the Line” was published in Fitzroy’s account of the voyage. His scene drawings include “Santa Cruz de Teneriffe” (a water colour) which is mirrored in Darwin’s narrative. No one landed there because the ship was quarantined, 7 January 1832; “Porto Praya, Cape Verde Islands”; “San Salvador, Bahia, overlooking the Bay of All Saints” (Argentina), “Mole, Palace and Cathedral, Rio de Janeiro”; and “Mole and Customs House in Montevideo”.

Jordan Goodman from UMIST spoke on “The Naval Officer as artist: Owen Stanley and the voyage of HMS Rattlesnake”. In his allocated time we were shown 32 “informational images”, mostly pen and wash, drawn by Stanley, 19 year old assistant surgeon, Edward Brooker and 28 year old Oswald Brierley. Those by Stanley and Brierley are held by the Mitchell Library, Sydney and Brooker’s by the UK Hydrographic Office, Taunton. Brooker’s specific commission was to depict coastal profiles.

HMS Rattlesnake, 24 years old, was brought out of retirement by Beaufort and commissioned in 1846 to survey the Great Barrier Reef and Torres Strait. She sailed from Plymouth the same year and her first stop was Madeira. Several of the depictions were of familiar subjects: Crossing the Line, Mt Corcovado, Rio, and Capetown. The odd one out was that of a ball in Sydney! In August 1847 Stanley surveyed Twofold Bay, a whaling port south of Sydney, and drew the jetty at East Boyd. In May 1848 the Rattlesnake escorted HMS Tam O’Shanter, which carried the explorer Edward Kennedy to Rockingham Bay in Queensland. Kennedy was later killed by aborigines. His aboriginal companion, Jacky-Jacky survived to tell the tale.

The tenth speaker was David Bindman of UCL whose talk was the last one about Cook and Hodges aboard the Resolution. It was called “A Philosopher’s Eye; The Forsters and Human Variety”. The naturalist appointed to the Resolution was Johann Reinhold Forster, a Prussian of Scottish descent, who brought his 21 year old son, George, as his natural history draughtsman. They lent a European dimension to the expedition. At Capetown they met the Swedish botanist Anders Sparman, a pupil of Linnaeus, who joined the ship at the Forsters’ expense.

The naturalists’ interests encompassed humans as well as the study of flora and fauna. Linnaeus had classified humans according to their continent, temperament and skin colour: white, red, yellow and black. There was also a climatic theory, e.g. Tahitians were contented because they lived in pleasant climes. Light skinned peoples were more beautiful and therefore more civilised. The dark skinned were more primitive. By the 1770’s, through the philosophies of Cant and Blumenbuch, the taxonomy of humans was increasingly defined by race.

Both of the Forsters admired Hodge’s work and they, with Sparman, were often present when Hodges sketched portraits from life. Hodges’ choices of subjects seem to have been guided by the Naturalists, if not actually dictated by them. Hodges tried to sketch each of the five formal portraiture: a very expressive countenance, inner moral character revealed in the face, natural savagery, et al. Hodges chose “ideal” faces and “distinctive characteristic” faces that were far from ideal. In the hands of the engravers these latter portraits tended to be beautified.

Hodges portrait of Omai is a case in point. It is far from beautiful - the hair is dishevelled, the attitude awkward. The likeness is taken ¾ face; the eyes gaze intensely (craftily?) at the viewer. The 1777 engraving by James Caldwell and the celebrated full-length portrait by Reynolds reveal the practice advocated by the Academy, of the distant gaze and the dignified air of command of a Roman republican portrait bust!

On Friday afternoon several CCS members drove to nearby Woolwich to the Ships Plans Department of the NMM to inspect the plans of Cook’s naval ships, which had been brought there specially for us from the store building in which they are normally kept.

We all took the opportunity to visit the Hodges exhibition at the NMM several times. The NMM hope to reinstate Hodges’ neglected reputation.

Altogether the Conference proved a very pleasant, fruitful and enlightening three days. As usual the NMM’s excellent hospitality sustained us with appropriately timed tea and coffee and appetising sandwich lunches. A very worthwhile experience.

Adrienne Reynolds
Lincolnshire Exhibition: A Voyage of Discovery

The home county of Sir Joseph Banks was offered a rare treat this year when North Lincolnshire Museum in Scunthorpe acquired on loan from the Natural History Museum in London, some of the botanical drawings from James Cook’s First Voyage to the Pacific.

The museum was celebrating the Royal Horticultural Society’s “Year of the Garden”, and their new Courtyard Garden within the museum was opened on 29th May.

For their 2004 Summer Exhibition the theme A Voyage of Discovery was chosen and they were delighted to procure 22 watercolour paintings and some botanical specimens brought back to England on the voyage (thought to have been pressed and mounted by Joseph Banks) and four images of botanical drawings printed by the copper plate process.

The watercolours had never been on public display before. Fifteen of them had been completed, signed and dated by Sydney Parkinson before his death during the voyage in January 1771, aged 26. The others were completed after the voyage by the botanical artists Frederick Polydore Nodder (four), John Frederick Miller (two) and Thomas Burgis (one).

The four copper images showed stages of printing one of the botanical finds. Many prints were made from the detailed field sketches of Sydney Parkinson. From each sketch a watercolour was produced by F.P. Nodder. A copper printing plate was later hand-engraved, mostly by Gerald Sibelius. Joseph Banks had intended publishing these in colour in his Botanical Observations and Results of the Voyage but he abandoned the project. However, they were later published by Alecto Historical Editions in conjunction with the Natural History Museum in the 1980s as Banks’ Florilegium [see Cook’s Log, page 1886, vol. 24, no. 4 (2001)].

Also on display were artefacts loaned from the museums of Whitby, Hull and Lincoln. I was very interested to see a display of some medieval items found by Joseph Banks in Lincolnshire for, as well as his interests in botany, he also had a keen interest in archaeology.

There were copies of the Journals and Plant Lists from the voyage, a model of HM Bark Endeavour, several navigation instruments and a special “hands on” children’s table.

The Endeavour cabins of Joseph Banks and Sydney Parkinson were re-created within the museum. The signs above the doors were labelled “Mr Banks” and “S Parkinson”. A peep into the
latter’s room revealed a figure of the famous illustrator that was not unlike his portrait.

South of Scunthorpe at Lincoln, the Council’s “Lawn” complex houses the Joseph Banks Conservatory, a tropical house displaying impressive growing examples of some of the plants discovered during the voyage [see Cook’s Log, page 816, vol. 15, no. 1 (1992)]. At the nearby majestic Lincoln Cathedral can be seen the Banks Memorial unveiled in 2000 [see Cook’s Log, page 1761, vol. 23, no. 3 (2000)]. At the city’s Usher Art Gallery there is the famous Benjamin West portrait of Joseph Banks [see Cook’s Log, page 864, vol. 15, no. 2 (1992)].

North of Scunthorpe is Barton on Humber, which was home to John Harrison, inventor of the marine chronometer, replicas of which were tested on Cook’s Second and Third Voyages.

Mr Steve Thompson of the museum at Scunthorpe told me that they were expecting the Discovery Exhibition which runs from 26th June to 10th October 2004 to attract a further 1000 visitors to their displays this year. Unfortunately the Captain Cook Society learned of the Exhibition just as the July issue of Cook’s Log was going to press and so was unable to publicise it within the journal.

My thanks to Steve Thompson and North Lincolnshire Museum, Scunthorpe for their time, information, and access to the Museum’s store of photographs of the exhibition. Also thanks are due to the Natural History Museum, London for copyright permission to use the photographs. A list of the exhibits is below.

Wendy Wales

### BOTANICAL DRAWINGS

<table>
<thead>
<tr>
<th>Cat. No</th>
<th>Plant Name</th>
<th>Place Collected</th>
<th>Illustration History</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 4/174</td>
<td>Myrmecodia beccarii</td>
<td>Botany Bay, Australia</td>
<td>Finished signed ‘John Frederick Miller’ Undated</td>
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<tr>
<td>A 7/324</td>
<td>Banksia ericifolia</td>
<td>Botany Bay, Australia</td>
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<tr>
<td>A 7/344</td>
<td>Petalostigma banksii</td>
<td>Botany Bay, Australia</td>
<td>Finished signed ‘Frederick Polydore Nodder’ 1781</td>
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<tr>
<td>B21</td>
<td>Lantana mista</td>
<td>Rio de Janeiro, Brazil</td>
<td>Finished signed ‘S Parkinson’ 1769</td>
</tr>
<tr>
<td>B24</td>
<td>Bougainvillea spectabilis</td>
<td>Rio de Janeiro, Brazil</td>
<td>Finished signed ‘S Parkinson’ 1768</td>
</tr>
<tr>
<td>B27</td>
<td>Cattleya forbesii</td>
<td>Rio de Janeiro, Brazil</td>
<td>Finished signed ‘S Parkinson’ 1768</td>
</tr>
<tr>
<td>B28</td>
<td>Alstroemeria Pullchella</td>
<td>Rio de Janeiro, Brazil</td>
<td>Finished signed ‘S Parkinson’ 1768</td>
</tr>
<tr>
<td>B32</td>
<td>Tillandsia geminiflora</td>
<td>Rio de Janeiro, Brazil</td>
<td>Finished signed ‘S Parkinson’ 1769</td>
</tr>
<tr>
<td>J53</td>
<td>Polygonum orientale</td>
<td>Batavia, Java</td>
<td>Finished signed ‘Thomas Burgis’ 1776</td>
</tr>
<tr>
<td>M10</td>
<td>Diospyros lotus</td>
<td>Madeira</td>
<td>Finished signed ‘S Parkinson’ 1768</td>
</tr>
<tr>
<td>NZ2/103</td>
<td>Senecio quadridentatus</td>
<td>New Zealand</td>
<td>Finished signed ‘Frederick Polydore Nodder’ Undated</td>
</tr>
<tr>
<td>NZ 3/136</td>
<td>Hebe Salicifolia</td>
<td>New Zealand</td>
<td>Finished signed ‘S Parkinson’ 1770</td>
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<tr>
<td>NZ 3/163</td>
<td>Euphorbia glauca</td>
<td>New Zealand</td>
<td>Finished signed ‘Frederick Polydore Nodder’ 1783</td>
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<tr>
<td>NZ4/176</td>
<td>Phormium tenax</td>
<td>New Zealand</td>
<td>Finished signed ‘Frederick Polydore Nodder’ 1783</td>
</tr>
<tr>
<td>S1 1/9</td>
<td>Abelsmoschus moschatus</td>
<td>Otaheite, Society Islands</td>
<td>Finished signed ‘S Parkinson’ 1769</td>
</tr>
<tr>
<td>S1 2/37</td>
<td>Arctopus incisa (breadfruit)</td>
<td>Otaheite, Society Islands</td>
<td>Finished signed ‘S Parkinson’ 1769</td>
</tr>
<tr>
<td>TF6</td>
<td>Berberis buxifolia</td>
<td>Tierra del Fuego, S America</td>
<td>Finished signed ‘S Parkinson’ 1769</td>
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<tr>
<td>TF16</td>
<td>Acaena pumila</td>
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<td>Escallonia serrata</td>
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<td>Gunnera magellanica</td>
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<td>TF59</td>
<td>Myosotis albiflora</td>
<td>Tierra del Fuego, S America</td>
<td>Finished signed ‘S Parkinson’ 1769</td>
</tr>
</tbody>
</table>

### SPECIMENS

| NZ 2/108 | Senecio quadridentatus | (Brought back to England from New Zealand and possibly pressed and mounted by Banks himself) |
| NZ 3/163 | Euphorbia glauca | |

### PRINTING PROCESS (4 images plus copper plate)

| NZ 1/40 | Clineanthus puniceus | New Zealand |
Here are some more items from my collection of *Endeavour* photos [see *Cook’s Log*, page 49, vol. 27, no. 2 (2004)]. They were taken in July 2003, off Flamborough Head, on the Yorkshire coast, as she was sailing north towards Scarborough and Whitby. I struggle sometimes to take photos on *Endeavour* because there’s too much to fit into the camera. I tend to take it out, shoot off a whole roll of film, and then put it away. Other people would call this snapping. The photos below almost join up to give a panorama of the view looking forward from as far astern as I could get. We’re actually sailing at over seven knots, a day before we were becalmed. The two men on the wheel are father and son. Norman, the dad, was blinded during service in the Navy.

Richard Baker
The photos on this page are of *Endeavour* at Whitby the same month. Some beautiful ones of her sailing into the sunset by my friend Alf Outhwaite really need colour to do them justice.
Elections

The current term of office of the four officers of the CCS ends this year. All of them are willing to be re-elected. Please send your nominations for any of these posts for the next two years by 15th November to the President:

Cliff Thornton, 51 Glebe Road, Wickford, Essex SS11 8ET, UK

Deaths

I regret to announce the deaths of Mrs. D. Minchin (639) and Mr. J. Knaggs (916).

Changes of Address

596 Ian C. Lock, Oak Lodge, Provost Road, Manby, Louth, Lincolnshire LN11 8TT, UK
629 Mrs Zoe Thursby, 4 Hollycroft, Ashford Hill, Thatcham RG19 8BU, UK
684 Miss Ruth B. Russell-Jones, Cascade Flat, 13 High Street, Lampeter, Ceredigion SA48 7BG, UK
739 Robin Jenner, Flat 35, Hucclecote Mews, Hucclecote Road, Hucclecote, Gloucester GL1 2EZ, UK
829 Jacqui Shone, 14 Paumui St, St. Heliers, Auckland, New Zealand
848 Patrick Welsh, 4345 NW Neskow in Ave., Portland, OR 97229, USA
910 Geoff Mooney, 12 Little Willanchor Road, Cromer, NSW 2099, Australia
914 John Bewick, 4136 Kalayne Lane, Williamsville, NY 14221-5143, USA
918 Mrs Janet Blair, 14 Gurnells Road, Seer Gree, Bucks, HP9 2XJ, UK
997 Ms Mary Cook, 7835 Park Street, Lenexa, Kansas 66216-3075, USA
1034 Capt Robert E. McCabe USN (Ret), 70 Grand Street, Canton, MA 02021, USA

New Members

1066 David Wells, 25 Awoonga Street, Marsden, Queensland 4132, Australia
1067 George Epsly, 12 Silverdale Way, South Shields, Tyne & Wear NE34 9HB, UK
1068 Ms Mary Saecker, 2706 Kendall Ave., Madison, WI 5370, USA
1069 Prof. Irmtaut Koop, Neubruecker Str 29, D - 13465 Berlin, Germany
1070 Miss Rhian Hampson-Jones, 51 Bolton Rd., Windsor SL4 3JX, UK
1071 Michael Allworth, Apt 1816, 170 Lees Ave., Ottawa K1S 5G5, Canada
1072 Captian Glen Cook, 3742 S. Twinbrook St., Salt Lake City, UT 84109-3714, USA
1073 Charles Henry Rowe, 12 Whitby House, Boundary Road, St. John’s Wood, London. NW8 0SA, UK
1074 F. A. Galloway, Cap Negret 6, 03590 Altea, Alicante, Spain
1075 Mrs Catherine Blackwell, P.O. Box 148, Mount Evelyn, Victoria 3796, Australia
1076 Keith Lamport, 33 Cope Street, Lane Cove, NSW 2066, Australia
1077 Revd David Sox, 20 The Vineyard, Richmond-upon-Thames, Surrey TW10 6AN, UK
1078 Raymond Birn, Dept. of History, University of Oregon, Eugene OR 97403, USA
1079 J. Holland, 19 The Oval, Wallasey, Wirral CH45 6UX, UK
1080 John Quill, 15058 Milford St., San Leandro, CA 94579, USA
1081 Tom Brown, 16 Bradley Gardens, Ealing, London W13 8AF, UK
1082 John Bolton King, 44 Weymouth Park, Hope Cove, Kingsbridge, Devon TQ7 3HD, UK
1083 Allen T. Davis, 207 Main St., South Dennis, MA 02660, USA
1084 Anne Erdmann, 1913 Rugby Rd., Champaign, IL 61821, USA
1085 Bill Deacon, PO Box 203, Strathpine, Queensland 4500, Australia
1086 Captian Trevor Haworth, 3 Lower Wycombe Road, Neutral Bay, NSW 2069, Australia
1087 Rocco Dotschkai, Niedertiefenbacher Weg 11a, 65594 Dehr, Germany
1088 Martin de la Rocque, 340 El Rancho Dr., La Habra, CA 90631, USA
1089 Bill and Jan Byford, PO Box 17, 11 Dixon Way, Taihape, New Zealand
1090 Ron Whitworth, Greenscoe House, Greenscoe, Askam-in-Furness, Cumbria LA16 7HE,
1091 Richard J. Porter, 37 Millstone Rd., Waterford, CT 06358-3116, USA
1092 Michael R. Wisda, 2111 Welch St APT B316, Houston, TX 77019, USA
Cook Books – Part 76

**Australian Navigators**

by Robert Tilley. Published by Kangaroo Press, Australia, 2002. ISBN 0 7318 1118 6

I purchased this book largely as a result of my surprise at encountering a lone copy in a bookshop in Basildon, Essex, UK a town not known for its interest in matters maritime or antipodean! But I was glad that I made the purchase as the book’s 244 pages have added greatly to my knowledge and interpretation of Cook, his contemporary explorers, and their successors.

The author’s interest in antique books and maps prompted this work, although it is interesting to note that the first name in his Acknowledgements is that of Geoffrey Ingleton, the Australian maritime historian and illustrator who died in 1998. The book is packed with sufficient information to enable the reader to place the voyages of Cook et al into political context on a global scale. On many occasions I found that the book provided me with answers to questions that had never entered my head!

Tilley highlights Cook’s role in unknowingly establishing a dynasty of successful British navigators, and he undertakes an interesting analysis of those many variables that may determine whether or not an expedition will lead to success or failure.

The book goes on to chart the chronological exploration of the Australian coast in the late 18th and early 19th centuries; a saga of voyages, encounters and wrecks that reflect the same spirit of adventure that drove Cook across the Pacific. The book ends with the race between Flinders and Baudin to publish the first map of the complete coastline – which was won by the French in 1811. The author has thoughtfully included a glossary for non-maritime readers, and a useful list of books for further reading.

A jolly good read – if you can find a copy.

Cliff Thornton

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**Curiosities from the Endeavour: A forgotten collection - Pacific Artefacts Given by Joseph Banks to Christ Church, Oxford after the First Voyage**


One of the pictures I have always liked is the portrait of Joseph Banks Benjamin West, painted when Banks would have been about 34. It is the frontispiece to this catalogue, and there is a close-up of Banks from it on the front cover. The catalogue was published to accompany the exhibition of the artefacts at the museum from 6 March to 31 October 2004 (though the catalogue incorrectly says to 30 November).

Jeremy Coote is curator at the Pitt Rivers Museum, University of Oxford, and so well placed to write about the collection. Amazingly, the museum didn’t know they had the collection until 2002! [See *Cook’s Log*, page 4, vol. 27, no. 2 (2004).] This collection is particularly important, as there is only one other documented first-voyage collection, held at the University Museum of Archaeology and Anthropology in Cambridge. It was given by the Earl of Sandwich to Trinity College in 1771. The book starts by explaining a brief history of the Pitt Rivers Museum, and the background to their collection (and its importance). Research into the collection is ongoing, so a full account and history of it will be some time in coming. Coote then goes on to discuss Joseph Banks, the Voyage and the Christ church connection, and what is known so far of the collection. The rest of the book is given over to describing the collection itself. The exhibition is presented in four main sections: ‘Polynesian Dress’, ‘Maori Belts’, ‘Maori Hand Weapons’, ‘Tools and Instruments of the Society Islands’, and ‘Maritime Polynesia’. This is reflected in the book. The biggest attraction for me is the fact that it is so well illustrated. Often I find with catalogues of exhibitions they are just a written list. With Coote’s descriptions and the magnificently produced photos, the fact that I have not been to see the exhibition does not seem to matter so much.
I found this book well written and easy to read. Although a catalogue will never make up for not seeing an exhibition first hand, I feel this goes someway of giving me the impression of what is on display.

I look forward to hearing more about Coote’s research.

For those unable to attend the exhibition, copies of the catalogue are available for £6.00 (including postage and packing within the UK; £6.50 to Europe; £7.50 to the rest of the world) from the Captain Cook Memorial Museum, Grape Lane, Whitby YO22 4BA, UK.

Ruth Boreham

Cookstown Murals For Sale

Recently some murals were offered for sale through the Internet auction web site eBay.

According to the description on eBay, the murals were painted by Percy Trezise in 1960 for the West Coast Hotel in Cooktown to commemorate the voyage of Captain James Cook and his entry into Endeavour River. The murals were the talking point for almost two decades for thousands of local drinkers and visitors alike. Oxide colours were painted onto already glazed tiles then fired at 800 degrees Celsius in Percy’s kiln in his studio in Cairns. The glaze melted allowing the colour to be absorbed into the tiles.

There were 7 murals offered with a reserve price of AU$200,000. There were no takers by the close of the auction on 23rd July 2004.

Percy Trezise is an acclaimed painter and rock art historian. He has also written 24 children’s books on Aboriginal rock art.

Does any member know any more about these murals and why they are for sale?
The Wills of Captain Cook’s Crew: David Samwell

“In the Name of God Amen, I David Samwell, Surgeon of the Royal Navy, being of Sound mind, memory and understanding make this my last Will and Testament as follows –

I give and bequeath to Mrs Anne Davies of Fetter Lane in the Parish of St. Dunstan’s in the City of London, thirty Pounds a year out of the Rents of my two tenements and Lands called Talwrn [now called what?] in the Parish of Nerquis [now called Nercwys] and County of Flint, and Hafod [now called what?] in the Parish of Llanarman [now called Llanarmon-yn-ial] in Yale and Co. Denbigh, to be paid half yearly to herself for Order During her Life.

Also one half of the Goods, and Money I may die possessed of or be entitled to, all the Rent and property above, this I give and bequeath to Mrs Margarett Mitchell my Sister and her Heirs,

Save that I bequeath to Mrs Anne Davies of Pwllgwyn near Caerwys in Flintshire and her Sister Mrs Elizabeth Davies of the same place, Ten Guineas each

And the same sum to Hugh Samwell of Ipswich, Watchmaker,

And all my Welsh Books and Manuscripts to Mr Roger Jones of Taiw [now called what?] near Mold, Flintshire,

Also ten Guineas to Thomas Edwards of Nant, Denbigh to be paid within twelve months after my decease out of the Money due to me in the 3 P/Cents Consolidated Stock or what may be due to me from Government as Witness my Hand and Seal David Samwell.

Signed, Sealed, Published and Declared by the said David Samwell as and for his last Will and Testament in the presence of us who have hereunto set our Names as Witnesses hereto in the Presence of the said Testator and of each other John Thomas Lewis Lloyd No.11 Addle Street, London, Thomas Williams, Bolton Le Moors, Lancashire.

On the Seventh day of December in the year of Our Lord One thousand Seven hundred and Ninety Eight Administration with the Will annexed of all and singular the Goods, Chattels and Credits of David Samwell, Late of Fetter lane in the Parish of Saint Dunstan in the West, London, and Surgeon in His Majesty’s Navy deceased was granted to Anne Davies Spinster and Margaret Mitchell Widow the Residuary Legatees therein named, having been first Sworn duly to Administer (No Executor).”

Transcribed from a copy of the Will at the Family Records Centre, London. Microfilm Reference Prob. 11 / 1316

Commentary
1. This seems to be a “home made” will as it contains several important omissions; Samwell does not appoint an Executor, and his will bears no date indicating when it was drawn up.
2. Samwell died aged 47, and is described as a Surgeon of the Royal Navy. He was still acting in that capacity some months before his death, as from March to September 1798 he was surgeon to the British prisoners of war at Versailles.
3. Samwell’s bequest of his “Welsh books and manuscripts” supports Beaglehole’s statement that the surgeon was “A prominent figure in the Welsh literary circle in London, he wrote much verse in English and Welsh…” A volume of Samwell’s writings from 1788-89 is held in the national Library of Wales.
4. In the absence of a named Executor, the Administration of the will was granted to the two women to whom he had left the majority of his estate, his sister Margaret Mitchell, and Anne Davies whose address is the same as Samwell’s and who may have been his housekeeper.

Cliff Thornton
I was interested to read the various items on the 2004 Transit in *Cook’s Log* especially Fred McKinnon’s excellent article [see page 25, vol. 27, no. 3 (2004)].

Like Cook I fell in love with the sea at 14. Over the years I have obtained my RYA Dinghy and Yachting qualifications by studying at night school, but fortunately not by candlelight in the attic! Whilst doing my Ocean Yachtmaster qualification I was fascinated by navigating by the stars, and was amazed when the instructor showed us Saturn’s rings through binoculars. I decided to study an Open University short course in Astronomy. You are not awarded a BA only a “milky way”. Mary, my wife, and I purchased a telescope at modest cost and spent time observing when conditions allowed.

I, therefore, became excited when I discovered there was to be a transit of Venus in 2004. This was the reason Cook went on his 1768 voyage and no one alive had witnessed one. We are members of the York Astronomical Society, and we attended a lecture on the Transit by David Sellers. I have his excellent book in my library. It provided me with the background and history of the previous transits. As I became aware of talks we duly marked the dates in our diary.

In March, 2004 we went to Hebden Bridge Astronomical Society and attended the best practical talk. It made me consider many points including, safety, location, weather and recording. I duly purchased a Baader Astrosolar Safety Film and made a cover for the telescope. I also purchased a Solarscope, which allows the image to be projected on a white background. Costs were modest and the results could be recorded by camera. Clouds are always a potential menace to observations. I considered where to observe. In the UK, or go abroad where cloud conditions may be less likely to be a problem? Today’s amateur astronomers have technology available that had not been dreamed of at the time of the last transit in 1882. Hydrogen-Alpha filters, webcams, laptops and the like. They all come at a cost, and I did not wish to spend lots of money. I decided my prime objective was to actually see it at a modest cost and record what I could with my existing equipment.

In May we trekked down to The National Maritime Museum, Greenwich, London for their workshop on the transit. A bit technical and specialist. Both Ian Borham and I agreed the three speakers were good, average and poor! The following Monday, Mary and I went to hear David Sellers again at Bradford. This time I got him to sign my book. A very interesting talk.

The 8th of June drew nearer. I listed all my possible venues and monitored the weather. In the end I decided to remain in the UK. I decided not to travel down to London to the Greenwich Observatory, as it was likely to be swamped with people. Instead I attended the meeting of the York Astronomical Society at Bolton Percy. At 4:30 am (BST, i.e. 03:30 GMT) the sky looked as clear as it was forecast. By the time we arrived at 5:45 it was clouding over and we watched on the Internet first contact from Trondheim, Norway. At 6:53 it started to rain. Breakfast was served at 7:20. I could not believe there was all this observing equipment around and we could see nothing. There were short breaks which gave opportunities to view, but it was not until 11:05 that it finally cleared and we had good views of the third and fourth contacts until it ended at 12:23:12 pm BST.

At least I could now say I had seen a Transit of Venus. I have borrowed some slides taken by a member to duplicate so I do have a permanent record. My attempts at doing a video failed as the lens could not focus on the sun due to the wrinkles in the safety film. I am humbled in the knowledge that two people saw the first transit in 1639. A few hundred saw the 1761 and 1769 transits. Tens of thousands saw the ones in 1874 and 1882. There must have been millions who saw the June 2004 one with the advantage of the World Wide Web.

I intend visiting Carr House, Much Hoole where Jeremiah Horrocks observed the first transit and to the museums where the paintings depicting these are on view. The next transit is due June 5/6 2012. I dream that I will be able to see this one in total and be able to record it in detail. It will mean a trip to the Pacific. I doubt I will be around for the one after that on 11 December 2117.

I would like to finish with the story of poor old Guillaume Jean Baptiste Le Gentil. He set off from France to observe the 1761 transit at Pondicherry in South Eastern India. By the time he arrived it had been captured by the British. He was able to
observe the transit under clear blue skies while sailing to Mauritius, but his observations from a pitching deck were useless. He decided to wait for the 1769 transit. He finally reached Pondicherry and built a substantial observatory. His efforts were wasted as the transit was clouded out in a violent storm. He returned to Paris eleven and a half years after leaving to find his house robbed, his estate plundered by relatives and his professorship given to someone else. His luck then changed. He married into money and lived happily for another 20 years.

Chris Neumann


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**Creating a Digital Florilegium of Cook’s Voyages**

Another stage in creating a “digital florilegium” [see *Cook’s Log*, page 5, vol. 27, no. 3 (2004)] has been completed. My thanks to all of the people who assisted me along the way up the east coast of Australia, particularly at Kurnell (Botany Bay), Town of 1770 (Bustard Bay), Cooktown (Endeavour River), Lizard Island and in Cape York (Possession Island).

The weather was extraordinarily dry, in some places the driest since records began, so it was not the easiest time to try and do botanical photography. I did manage to make more than 500 species records, which you can now see from the web site ([www.newendeavour.com](http://www.newendeavour.com)). Moreover I got fascinating ideas and material on the cultural impact side of the voyage and am most grateful to the numerous contributions from the people who gave their time to talk with me.

Please take a look and make any suggestions for improvements to the site. I would be pleased if you share the site with botanists who might want to look (and offer additions or corrections even at Family or Genus level) and with educators who may have views on how the site can be used for education purposes in your countries. I plan to develop some guidance notes for learning in the next months. There will be big developments on the site in next few weeks with improvements to the look and feel of the site and a new section coming on-line - a geographical interface that links to habitat information relating to the collecting / landing points.

I’m also planning to complete the next journey stage - a visit to Indonesia, particularly Savu and also Jakarta if time permits - in November this year in order to stay on schedule with Cook’s visit in 1770. I’m also working on a book. It is slow going, given other commitments, but I am making progress. It will link to the third phase of the website - the journal component of which was at the heart of the original articulation for the project.

Bob Bloomfield

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**A CCS Member Introduces Himself**

As a new member of the Captain Cook Society, I don’t want to flaunt my connection, but... how could one not be a member when every 2nd weekend I can stroll along the white sands of Cook’s Beach, on the NZ Coromandel coast, imagining the Maori canoes flooding out to the Endeavour as she lay at anchor in the blue waters just off the Purangi River estuary in Mercury Bay?

Amazingly, I came across the CCS purely by accident while surfing the Internet in February prior to a long planned visit to Whitby in May this year. Now, there are three of us members at Cook’s Beach – so the suggestion has already been made for a CCS meeting here sometime. So long as you don’t mind eating fresh fish, the sweet mud oysters that Cook described as the equivalent of a Colchester oyster, tuatua (a wonderful little shellfish we pick from the shore), mussels and delicious fat crabs washed down with crisp, cool Marlborough chardonnay or sauvignon blanc – which we do at sunset most weekend evenings looking across to the famous Maori pa on the headland which Cook rowed over a few times to
visit when he was here. One Sunday, I rowed my dinghy across the Purangi to the spot where he first raised the flag in NZ and you could smell the history and hear their footsteps. A few houses along our street, next to fellow member Rod McCallum’s place, is the actual spot – marked by a small memorial – where Cook landed to observe the Transit of Mercury.

My family and I have been coming here for 30 years almost. I’m now just 60 and semi retired, married, with 4 adult children and 2 grandchildren. Initially I was a journalist, before a career in the motor industry - with 25 years of Rotary thrown in.

The introduction to the CCS so far has been great. Cook’s Log is a triumph of interesting reading, and the editor and contributors should be congratulated. Now about that CCS meeting at Cook’s Beach - how does some time in the first quarter of 2006 sound?

John Steele

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### Cook’s Pocket Hammer (and other items) Sold

Described as a pocket hammer carried by Captain Cook, this item was sold by Christies in their sale of Exploration and Travel on 23rd September, 2004 [see Cook’s Log, page 42, vol. 27, no. 3 (2004)]. A steel hammer 7¾ ins long dated to late 17th or early 18th century. Alleged to have been presented by Cook to Sir George Jackson (1725-1822) and subsequently passed down through the Jackson family. It was exhibited at an exhibition of 100 “relics and articles of interest” 8-15 September 1928 held at Marton Hall, Stewart Park during the celebrations for Cook’s birth bicentenary.

Estimate: £20,000 - £30,000. Sold for: £71,700

In the same sale there was a set of Views in the South Seas by John Cleveley (1747–1786). These four watercolours are inscribed “August 1st 1851. This set of 8 Watercolour Drawings was left to Stafford Allen, and two others, by their relative Ann Hopkins Smith, of Olney, (S. Allen subsequently acquiring the other share). John Cleveley painted the series from original sketches made by James Cleveley his brother, who was carpenter on board Captain Cook’s vessel the Resolution”. John’s brother James Cleveley was carpenter on board the Resolution. A label on the fourth has the inscription “1851. This set of 4 Water Color Paintings was left to Willm. Allen by His relative Ann Hopkins Smith of Olney”.

Estimate: £100,000 - £150,000. Sold for: £318,850

Also sold were:

- A set of Captain Cook’s Voyages, comprising Hawkesworth’s First Voyage (first edition published 1773) in 4 vol., Cook’s Second Voyage (first edition published 1777) in 2 vol., Cook and King’s Third Voyage (second edition published 1785) in 3 volumes.
  Estimate: £4,000-£6,000. Sold for: £16,730
- Captain Cook’s First, Second and Third Voyages, by George William Anderson, in 80 parts bound in one volume. Published by Alexander Hogg, London 1784-1786.
  Estimate: £1,500 - £2,500. Sold for: £3,585
• The Death of Captain Cook, unframed engraving by Bartolozzi after John Webber. Published 1 January 1784. Estimate: £1,500 - £2,500. Sold for: £3,346

Two unsold items of interest to us were:
• Captain Cook’s Second Voyage by Anders Sparrman, published 1785 in 2 volumes. This is a copy of the first edition of the English translation of Sparrman’s book. Estimate: £1,000 - £1,500
• Portrait of Sir George Jackson (1725-1822) by Nathaniel Dance. Jackson was second secretary to the Admiralty from 1762 to 1782. Cook named Point Jackson, New Zealand, and Port Jackson, Australia in his honour. Estimate: £80,000 - £120,000

Cliff Thornton and Ian Boreham

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New and Recent Issues

Portugal - 6 June 2003
Four stamps were issued showing scenes of the Azores. The 43c value features Pico mountain with vineyards and grapes in the foreground. Cook wrote on “13th June 1775 we saw the isle of Pico, under which we spent the night.”

Portugal - 30 August 2003
Four stamps were issued for the Museums of Madeira. The 30c value shows a painting of “Bay of Funchal”, 1839, which probably looks much the same as it did when Cook visited on 12 September 1968 (First Voyage) and 29 July 1772 (Second Voyage).

Great Britain - 10 August 2004
A set of six stamps celebrates the Royal Society of Arts, which began life in 1754 as the Society for the encouragement of Arts, Manufactures and Commerce. The 40p value stamp depicts William Shipley, who was founded the society in Rawthmell’s coffee house in Covent Garden. William Hodges, artist on Cook’s Second Voyage, had gained some instruction in drawing whilst working as an errand boy in Shipley’s drawing school, before Hodges became a pupil of Richard Wilson and developed his landscape painting skills [see Cook’s Log, page 878, vol. 15, no. 4 (1992)].

My thanks to Alwyn Peel for some of the above information.

Ian Boreham

It’s All Happening in Whitby

On 12 June, 2004 my wife Mary and I were invited to attend a reception at the Captain Cook Memorial Museum in Grape Lane, Whitby to mark the arrival of Parry’s portrait of “Omai, Sir Joseph Banks and Dr Daniel Solander” [see Cook’s Log, page 11, vol. 26, no. 4 (2003)].

We often travel to Whitby to act as volunteer stewards in the Museum and we visited last weekend when the Historical Society were paying their annual visit, which all added to the period atmosphere.

There is a special exhibition in the attic “Forgotten Treasures from Cook’s First Voyage” [see Cook’s Log, page 4, vol. 27, no. 2 (2004)]. As I sat in the attic I observed the visitors as they climbed the steps to the display. They either looked out of the window or looked at the display showing how the attic looked in Cook’s time. Without exception they then all looked at every display case and all were very interested and took
time to look at the displays and read the details given.

I know this is a personal view but I found the display and information cards very interesting. All the items on display have been detailed, but I really enjoyed looking at the pen and wash drawings and then seeing the real items. In my view they are better on display to be enjoyed rather than locked away in a secure vault somewhere. Watching on Saturday confirmed my view that they gave much pleasure to all who viewed them. My favourite was seeing the cloaks especially the kahu-waero, which may be the one Banks is wearing in the portrait which was also on display. Living history.

The Museum closes at the end of October. Don’t miss it!

Chris Neumann

From My Collection

I shall be giving a display of part of my stamp collection to three Philatelic Societies in the north of England during the last three months of this year.

13 Oct. Barnsley Philatelic Society
   Captain Cook / Early Life and 1st Voyage

15 Oct. Marple Philatelic Society
   Captain Cook / 2nd and 3rd Voyages

19 Nov. Harrogate Philatelic Society
   Bligh and his mutinies

15 Dec. Wakefield Philatelic Society
   Captain Bligh

Contact me for details of times and locations.

Alwyn Peel

CCS Auction Number 16

This year’s auction will take place just before the formal CCS dinner to be held at the Marton Country Club and Hotel on Saturday, 30th October, 2004.

Viewing will take place from 6.00 pm with the auction commencing at 6.30 pm.

Members unable to attend can submit a postal bid using the form included in this issue, as long as it is received by Harry Ward, the auctioneer by 20th October.

Under The Hammer

At the time of writing, Bonhams, New Bond Street, London have two Cook related items in future auctions.

On 28 September, 2004 “The Enys Collection of Autograph Manuscripts” will include a letter signed by John Douglas, to “Dear Sir”, discussing the publication of the journals of Cook’s third voyage (“...Be so good as present my Respects to Lord Sandwich, who may inform Sir Joseph Banks that he may depend upon my writing on Slips of Paper, as he desires, what I conceive may be a proper Inscription on each of the Plates. I wish I had been more assisted by Capt King in doing this, than I have been; but, in his Absence, I shall have Recourse to Mr Webber himself...”).

On 23 November, 2004 “Fine Watches” will include “A highly important pocket watch by Larcum Kendall, dated 1776.” This is only the 7th watch known to exist made by him. Three of his watches are at the Royal Observatory, Greenwich, one is in the museum of The Worshipful Company of Clockmakers and two are in private collections. [See the article “The watch that time forgot”, Cook’s Log, page 1968, vol. 25, no. 3 (2002).]

Cliff Thornton and Ian Boreham
225 Years Ago

On 1st October, 1779 Captain John Gore in the Resolution and Captain James King in the Discovery were at Petropavlovs, in Avacha Bay on the Kamchatka Peninsula on the east coast of Russia. Thomas Edgar, Master on the Discovery, wrote “strong Gales & squally with heavy showers of rain. Struck Yards & topmasts & got the Top G. Masts down on Deck, Spritsail & topsail Yards fore & Aft.”

The next day David Samwell, surgeon on Discovery, wrote “Capt’n Gore having required the Officers of both Ships to give him their Opinions in writing of the Course we should take in our passage home, they delivered them in to day and it was found that they all agreed”. William Harvey, third lieutenant on the Resolution (and who had sailed with Cook on the First and Second Voyages), wrote in his letter “The Ship being in a crazy condition, altho just repair’d, as we wanted Canvas & Rigging [they should] make & settle the Latitudes & Longitudes of the Principal places of the Japan Isles, as we have not time to make a compleat Survey of them, from hence to China, w[h]ere we can get every thing that is necessary to carry us to the Cape of Good Hope, without touching at that unhealthy place Batavia”.

The next day “Being the Anniversary of the Empress’s Coronation”, wrote Samwell, “it was observed by the Russians as a high Festival, great Guns were fired at long intervals on board the [Russian] Sloop & on shore during most part of the Day & several Vollies of small Arms. At Noon the Resolution fired 20 Guns in Honour of the Day and C. G. made a present of Beef & Rum to the Officer and Sargeant to entertain their Company on shore.”

On 4th King “took the opportunity of a light breeze & the assistance of the boats to get the ship near where the Resolution was, & secured here with a Bower coasting anchor within a Cables length of the village & entrance of the harbour.” That evening, added Samwell, “The Gent. of both Ships were invited to dine on board the Resolution…the Priest… arrived with his Wife and Daughter. The Sargeant’s wife & all the Kamtschadale Women of the Town came on board and we had Russian, Kamtschadale & Kurilski dances performed… During this Time a Messenger arrived from Bolshertskoy with Presents of tea & sugar for the Commanders & officers of both Ships”. The next day Edgar “served the Last day’s Spirits to the Ships Company”. The next afternoon, noted Samwell, “There was a slight Eruption of the Volcano”.

On 7th King wrote “The Tents, sails & observatory being all dried, in the forenoon had them & the people on board”. Bayly transferred to the Resolution bringing with him the timepiece K3, and leaving the experienced King to make astronomical observations on the Discovery. According to Samwell “A Woman who from our first arrival fled from her friends & lived with the Drummer of the Discovery in the Tent, wants to accompany him to England.” James Holloway was the marine’s drummer. The next day King wrote, “The drummer had left the boat to go & see a Kamskadale woman he had connected himself with. He was invaled having been long lame in his knee… I had no Idea that the fellow would be such a fool as to willingly stay behind. People were sent in search of him & they found him with his lass in some hut in the woods.”

The same day, wrote Samwell, “The Resolution
having left some Seines on shore drying; the Morning was taken up in fetching these on board and by the Time we were ready to sail the Wind came round directly against us, so that we were obliged to continue here much against our Inclinations, as we begin to think it high time to be gone from here”. Edgar “served Spruce Beer to the Ship’s Company.” Gore wrote to King with their intended course; “You are therefore (in case of separation) to look for me five days in the place you last saw me, not joining me in that time, you are to make the best of your way to Macao in China, and in your way to look into all places where you think it probable I may touch.”

Farewell to Kamchatka

On 9th in the “afternoon a light Breeze springing up”, wrote Samwell, “we came to sail and by night got out of the Bay of Awatschka; we brought a dozen or 14 dogs with us in the 2 Ships and C. K. brought one of their Sledges away with him.”

According to William Ellis, Surgeon’s second mate on the Resolution, “Sunday the 10th (1779) was calm throughout the day. The next day we had a breeze from the N. W. which in the course of the twenty-four hours shifted to N.E. Our business now was to trace the coast, and our course varied as the land fell back or projected.” The next day “At noon the Lopatka, which is the southernmost extreme of this peninsula, bore about W. ¾ N. distant between three or four leagues… towards five and we saw Schumschu, the first of the Kurilskoy islands”. Shimushiru is the northernmost of the Kuril Islands. The next island to the south is Paramushiru. According to Samwell it was the 13th when they saw “Soomscht and Pooroomoseer, being at a great distance to the Eastward of them we could only observe that they both appeared t be high Islands”. They saw no more of the Kuril Islands “being too far to the Eastward of them.” George Gilbert, midshipman on the Discovery, commented, “accoring to the Rusions mannscrip charts, they are small and eighteen in number extending in a Chain SSW”.

On 15th “we altered our course”, wrote John Rickman, first lieutenant on the Resolution, “in search of some islands, which the Russians said were inhabited by people of a gigantic size, who were covered with hair; but who notwithstanding were very civil, and would supply us with cattle and hogs, with which their island abounded. These islands, however, we never found, though we continued searching for them”. The next day, noted Samwell, “the last of the fresh Beef was served to the People” and on the next day “Exercised our Men at the Great Guns & small Arms.”

On 19th “a storm came on”, wrote Rickman, “and we lost sight of the Discovery; but next day were in company, and resumed: our course, the gale continuing”. According to King after losing sight of the Resolution he “burnt false fires but not answered. At 4 the wind increased to a perfect storm, close reefed the topsails & handed the Fore topsail. At day break saw the Resolution upon our Lee Quarter… our last Goat fell over board.”

On 24th Ellis “passed much grass [in the sea], and saw a duck, a shag, and a land bird. These being certain indications of the proximity of land, we of course kept a good look out; besides we judged ourselves to be at no great distance from Japan.” Gilbert commented “From the incorrectness of most old maps, Japan is generally understood to be one large Island, when instead of that it is a cluster of several; but three of them only are extensive the others being very small. They lie close together and are including the whole, almost the size of Great Britain.”

Japan

It was on 26th “At six o’Clock [in the] Morning” that Samwell “saw the Coast of Japan bearing wbs”. King “found the coasts bold & high, with hills rising one above the other; somewhat suddenly so as not to form extensive valleys. Upon the tops of the lower hills we observed many clear patches & also groves of trees that seemed planted by art.” Samwell continued “The latter part of the forenoon we were becalmed at the distance of 6 or 7 Miles from the Shore, during which time we saw three or four Fires made on the Side of a Hill, probably as some Signal for us… We judge this part of the Coast to be the northern Extream of the great Island Niphon”. It was the island of Honshu. “Having light breezes”, wrote Gilbert, “we made but little progress along the coast which trends due South”.

The next day Rickman “saw a sail, seemingly very large making towards us from the shore. We cleared ship, and made the signal to the Discovery to do the same. She was a square rigged vessel with two masts, very short, and built much in the manner of the Chinese junks. We hoisted English colours. She looked at us, but made sail to the westward, and we continued our course.” The next day Samwell found “the Land was covered with a haze which hid it from our View. The Wind having come to the SE, at eight o’Clock at Night we tacked Ship and stood from the Land steering East. N.
Small Beer finished.”

On 29th “we stood in again for the Land & at daylight saw it a head of us, & soon discovered a Japanese Vessel under Sail standing along shore but a considerable distance from us.” Rickman added, “We again hoisted English colours, but she paid no attention to them, and we pursued our course.” Ellis wrote, “By the help of our glasses we could perceive those on board to be in much confusion; no doubt they were apprehensive of being taken.”

On 30th Samwell “Saw the Land from the Mast Head to the Westward of us, but whether it was the Coast or Islands we were at too great a distance from it to determine and continued so the whole Day” and the next day “being a considerable distance to the Eastward of Japan we did not see any Land to day.”

On 1st November “we stood WSW for the Land… and at four o’Clock we saw the Land from the Mast head bearing West… and saw four Japonese Vessels under Sail near the Shore. Night coming on we had but an undistinct View of the Coast; to the South it ends in a very craggy point of a moderate height, a little way to the Northward of which rises a very remarkable Mountain, pretty high and of the Shape of a Sugar Loaf, the top of it is flat like the Crater of a Volcano & from its appearance it is not improbable but this may be one”. It was Fujiyama.

According to Gilbert “The Current setting round this point much stronger than before, drove us so far to the eastward that we found it in vain to attempt to make the Land again and the winter advancing we stood to the southward for China; we continued to pass by great quantities of pumice stone for several days which must come from adjacent volcano.”

On 10th, wrote Rickman, it “blew a heavy gale from N.N.W.” The next day they “bore away again S. by W. but, the gale increasing towards night, hauled our wind to the northward.” And the next day “the gale continued, lay-to, with the ship’s heads to the westward. Shipped many heavy seas, and the rain fell in torrents.” On the 13th “the storm abated. Stood S.S.W. all day.”

**Sulphur Island - Iwo Jima**

The next day “At 11 A.M. the Discovery made the signal for land, which we answered. It then bore S.W. distant 7 or 8 leagues, and appeared like a burning mountain, from whence proceeded, as we supposed all the pumice we had seen. In the night saw volumes of flame proceeding from it, very awful.” Ellis “approached the bluff-rock, we found it had the appearance of having once been a volcano; and we were confirmed in this opinion upon viewing the W.S.W. side, where the mouth or caret was very conspicuous, and upon its sides were large masses of sulphur, and other combustible matter… we found a very strong smell of that mineral… finding it too dangerous to attempt landing, we at nine bore away to the westward. Captain Gore called it Sulphur Island.” It was Iwo Jima. They saw two islands nearby, “The 1s Island we made” wrote Samwell, “we called Peaked Island” - Kito Iwa. The last was “Saddle Island” - Minami Iwo.

On 16th Gore “got our Forge to work, making in bars such Iron as can be spared from the Ships use and for the purpose of trading for refreshments at the Bashee Islands where… I hope to make a refreshing stop.” The next day, wrote Samwell, “in the Morning the Resolution made the Signal for us to go six Miles on her Starboard quarter, in order that the Ships might have a wider prospect in looking out for land… in the Afternoon the Resolution made the Signal for us to come under her Stern on which we bore away and joined her”. The next day “in the Morning the Resolution made the Signal for us to keep four Miles on her Starboard quarter on which we hauled up more to the Westward, and having gained our Station kept on our Course”.

**Bashi Islands Missed**

The Bashi or Batan Islands lay in the Bashi Channel between Formosa, to the north, and the Philippines. On 22nd Samwell wrote “reckoning we had pretty near the Latitude of the Bashee Isles we altered our Course and stood due West with a fresh Breeze at NE and squally Weather with rain… by eight o’clock it came on to blow a fresh Gale of Wind. By the rolling of the Ship we lost a fine English Hog over board which was the only one we had left.” The next day “we reckon we cant be far from the Bashee Isles… but unfortunately at this time having a strong Gale of Wind and dark rainy W renders it unsafe to approach near them to look out for a Harbour; we therefore were obliged to keep on our Course towards Macao, steering WbN between them & the Island of Formosa”.

On 24th “Early this Morning there was a total Eclipse of the Moon which during the time of it’s Continuance rendered the Air as dark as pitch, but
on Account of the dark rainy W’ which he had Capt’n King could not make an observation of it as he had intended to have done.”

Between 9 & 10 o’Clock Wm Bloom one of our Seamen fell overboard out of the fore Chains, but the Ship not having much Way & he being a good Swimmer he luckily got hold of a rope which happened to be over the Ship’s side and was taken in without having received any hurt.” William Bloom was 20 when he joined; from Hampton, Derbyshire. According to King he was “stowing the Maintop’s stays”.

Ever Closer to China

According to Heinrich Zimmerman, a German seaman on the Discovery, “We then ran towards China. On the way Captain Gore searched for the sunken Treter Islands in order to determine if their position had been correctly laid down by the Spaniards. Between 12 and 1 o’clock at night we ran on them during a heavy storm, both ships being very nearly wrecked. With a great deal of trouble we got ourselves free again during the same night, and on the next day, when the storm had subsided, we returned to them. We found that these islands had been reported by the Spaniards 3 degrees of latitude out of position.” It was the Pratas Shoals.

On 29th Ellis "saw six Chinese fishing vessels". Samwell was “struck with their singular Appearance so unlike that of any European Vessels, they had their Trawls out for fish; on our mentioning Macao they pointed towards it, as we proceeded on we saw great Numbers of them all round us in like Manner… between 3 & four o’Clock we saw the Land which was the Lema Islands lying at the Mouth of the River Canton, by dusk we were within 5 or 6 Miles of the Shore when we hauled upon a Wind and stood off & on for the Night.”

The next day “The Captains, now in compliance with the orders of the Admiralty”, wrote Gilbert, “desired every Gentleman to deliver up to them their Journals, charts, drawings and remarks of all kinds relative to the Voyage and a diligent search was likewise made amongst the sailors. The intent of this was to prevent any person publishing an account of our discoveries, but such as their Lordships should appoint, and when they thought proper.”

On the Resolution, wrote Ellis, they “hoisted our ensign and pendant, and fired two guns, as a signal for a pilot: our soundings were seventeen fathoms, and there were many fishing vessels about, none of which took any notice of us. At one in the afternoon, a Chinese pilot came on board; and very soon after another arrived, and insisted upon conducting the ship, and without any ceremony began to order the sails to be trimmed. The first however would not give up the point, and a long altercation ensued, but at length they settled it, having agreed to divide the money which was to be paid and which amounted to twenty-five dollars.” On the Discovery, wrote King, “a pilot boat having been alongside the Resolution wanted to board us, but as it was our business to follow I saw no occasion we had for a pilot & let him pass us.” Gilbert added, we “came to an anchor in Macao Road, to our inexpressable joy and satisfaction; having had no intligence from Europe for a space of three years, it being now exactly that time since we left the Cape of Good Hope.”

Arrival at Macao

On 1st December, he continued, they “sailed into the Typa, which is a well sheltered Harbour but rather shoal, having only 2½ and 3 fathom water with an oozy bottom; it is large and formed by four small high Islands, lying at the entrance of the River of Canton, and is about 24 Leagues distant from that City.” The islands were Macarira, Tai Pa, Wung Kum and Colowan. He continued “We lay about four miles from Macoa, a small settlement belonging to the Portuges; the citadel and other fortifications are in their possession, but the Town is chiefly inhabited by the Chinese, who will not permit them to go out of the small peninsula it is situated upon”.

King was sent ashore by Gore “to acquaint the Governor of Macao who we were, and of the general service we had been upon, begging his assistance to procure the ships company’s refreshments, and to forward me in a Chinese or Portuguese boat to Canton”. He returned, wrote Rickman, “with the magazines and newspapers for 1776, 1777, 1778, being the latest they had received. He likewise brought a confirmation of the French war, and of the continuance of the American war; and that five sail of English ships were now at Vampo near Canton, in China.” According to Ellis “Every one now was anxious to be informed of the state of affairs in England, and late as it was when the pinnace returned from the shore, all hands got up to hear the news.”

The next day, continued Ellis, “we weighed and stood towards the town, and at eight anchored again… about two miles from the town, and saluted
the fort with thirteen guns, which returned an equal number. Being informed in the course of the day, by an English gentleman, that the Potugese rather wished us to be farther from the towen, we the following morning (Friday the 3d) at six got up our anchors, and made sail, and about noon dropped them again in the Typa, near the spot where the Centurion lay.”

**Difficulties in obtaining supplies**

On 3rd Gore wrote to the merchants at the English factory at Canton “Gentlemen, Having put in here… in order to refresh the Crews of the two Ships before they proceed to the Cape of Good Hope, and to get other supplies. To do which, I intended sending Captain King of the Discovery up to Canton to advise with you, what was the most expeditious way of proceeding, as I mean to sail in a fortnight whether I get these Supplies or no; but on Captain King’s going on shore to Macao, the English Gentlemen informed him, that he could not pass the Chinese Guards without a Chop or Permit; and, which, could not be procured here; therefore to avoid delays, I have enclosed a List of what Stores and Provisions we want, not doubting but you will, considering the nature of our Situation, get as many of the articles of Boatswains, Gunners, and Carpenter’s Stores out of the shipping, as possible; and also to procure the articles of Provisions; and to settle the payment of those things, you will take Bills on the proper Offices.”

The reply was written two days later: “We received your favor this morning and a Letter of Captain Kings forwarding your dispatch. We sincerely congratulate you on your safe arrival thus far on a Voyage, that, from the nature of it, must have been attended with much difficulty and great danger. We are sorry however to find, that Captain Cook and Captain Clerke are dead, which, though you do not mention, must of course be so. Be assured we will do every thing in our power to forward your dispatch. But we are in a situation without power; and in a country where delay and form take place of activity and effectual Service. We immediately applied to the Mandareens for leave to send down to Macao such stores, as upon enquiry, we might be able to procure, and to order a permit to be granted, allowing two persons to come up from Macao to Canton, and we hope to have an answer tomorrow; in the mean time, we shall make enquiry among our own Captains what Stores they can spare for your use. We shall be happy to see you, and Captain King, or any of the Gentlemen, at the Factory, if you find it convenient, and we hope a permission for it will soon be granted.”

According to Zimmerman “The Chinese allowed absolutely no fresh provisions to be brought to us; but three times daily another captain, a Portuguese who was Irish by birth, had three times as much delivered to him as he needed and bestowed the surplus on us.” Ellis added “All our hands were now very busily employed, some in watering, others in the holds, and the carpenters in putting the ships into a proper state of defence”

Rickman wrote, “Being now safely moored, the first thing that claimed the attention of the Commodore, was to provide as well as he could for the safety of the crews in their return home. The news of a French war… gave us much concern. Our ships were ill fitted for war; the decks fore and aft being finished flush had no covering for men or officers; it was therefore thought necessary to strengthen the stanchions and rails, and to raise a kind of parapet, musket-proof on both decks; and likewise to strengthen the cabbins as much as possible, in case of action.”

Gore wrote again to the merchants on 9th: “Yours of the 5th instant, I had the pleasure to receive yesterday morning, and return thanks for your congratulation and kind invitation. I would certainly wait upon you at Canton, but the time will not permit, my presence here being really necessary. The permit not being arrived, and Mr Ferguson having a Vessel now going for Wampo (to save time), I have thought necessary to dispatch Captain King in her, on his way to Canton, to whom I refer you, in every respect, the same as myself. I have sent a box with some Otter Skins, which the Chinese value, if any part of them will be acceptable to you, by way of present to any of your friends of the Mandareen race, they are at your service.”

**Captain King’s Trip to Canton**

The next day King wrote “a Merchant applied to the Capt Gore for assistance to work a snow of his up to Canton, as he had few hands & could get none here. Capt Gore judged this a good opportunity for sending me thither to expedite our affairs. He accordingly dispatched me in her, with my second Lieut Philips of the marines & 10 Seamen from both ships”. Molesworth Phillips was Second Lieutenant of Marines on the Resolution. William Lanyon, second lieutenant on the Discovery, was also in the party.

King continued, “We set out on the 11 Dec & did not get to Wampo till the 18th owing to fresh winds from the Northwd in the first & calms towards the
latter part of this passage… On the 19th we got to Canton & were politely received by the select Committee & Supercargoes.”

In the meantime the English merchants had written to Gore on 12th saying “We gave the Captains of the Company’s Ships a Copy of your List of Stores wanted, and we are sorry to find, the enclosed account of what they can spare, falls so short of the quantity you stand in need of. We applied to the Mandareens for a Chop to permit you and Captain King to come up to Canton, and were to have had it today; but, yesterday a letter arrived here from a Chinese Officer… to the Mandareens… informing them, that… a report is current at Macao, that the Kings Ships are lying in the Tyapa, in order to intercept the two Manila Vessels which are daily expected. This will cause some delay in procuring the Chop”. Gore replied on 19th “Both your dispatches I have received, the first you will find acknowledged by Captain King; who, I hope, is with you ere this… Captain King has directions to apply to you for some Money, to the amount of two thousand dollars; please to make the sum three thousand, and transmit it to me with all possible expedition… please to inform the Chinese, that the two English Ships they mention do certainly belong to the King of England, and that they are under my Command-have been on a long Voyage on his Majesty’s business, and being on their way to England, it became necessary to put into some place to refit; to get Stores and fresh provisions, at which time China being the nearest place, I thought proper to put in here that I am much displeased to find that the Chinese, from groundless suspicions have prevented my sailing from hence so soon as I really meant to do, unless you had applied to me to stay for the Company’s Ships; As to the Manila Ships, please, further to inform them, that I dare not meddle with them, there being no War between the Kings of England and Spain, that I know of”.

King “asked C Tasker of a country ship that was to sail on the 25th if he would take the men & stores on board. He very obligingly & readily consented… I received a letter from C Gore by a Capt Sparks of another country ship, wherein it was mentioned that he had offered his services… Upon this, every thing was got on board his Ship, and I was happy in the opportunity of doing my business without being obliged to pay an exorbitant price for boats or requiring any Chinese permits, or making any precedents to be quoted by them in future cases.”

Meanwhile on the ships, wrote Rickman, “The 25th being Christmass day, was kept, as is usual with English sailors, in jollity and mirth; and what added to the pleasure of the day there was not a man ill in either ship.”

King arrived back on the 29th when, according to Rickman, “there came into the harbour of Mocao a Spanish galeon from Manilla, said to have more than four millions of treasure on board; and before we left our station there came in another worth double that sum. According to Zimmermann “having heard of our presence they remained outside the harbor for four days; at length they entered the harbor under cover of night, lay to under protection of the guns of Macao and immediately unloaded their whole cargo of gold which, according to reports, consisted of about 7 millions of Spanish dollars.”

Rickman continued “The same evening a quarrel happened between a party of our sailors, on shore with leave, and some of the town’s people, in which several were dangerously wounded on both sides; and Mr. Burney, 1st Lieut. of the Resolution, had a dagger run through his left arm in endeavoring to put an end to the fray. For this insult the Governor sent to demand satisfaction; but upon examination the town’s people were found to be the aggressors.” Gilbert noted “We made an exchange with one of our India ships, of a bower anchor, for six four pound pieces of Cannon; which compleated the Resolution to sixteen Guns, and the Discovery to 10. We sold the remainder of our furs to much greater advantage than at Kamchatka, the Chinese being very eager to purchase them and gave us from 50 to 70 Dollars a skin; that is from £11.5s to £15.15s for what we bought with only a hatchet or a saw.”

On 30th the English Merchants wrote to Gore “We have received your Letter of the 28th instant,
mentioning the necessity you were under of drawing on us again. We have likewise received your Letter of advice and draft in favor of Sinqua for Dollars 873, 6° 6' 0", which we have accepted and paid. You will please to add the above sum to the Dollars 5023½ paid by us to Captain King at Canton which will make the whole with the Exchange, amount to £1519 0' 7", and for this you will be so good to send us a draft on Government, by the first convenient opportunity. Captain King left Canton late at night on the 26th and we hope is safely arrived at Macao. M' Lanyon and M' Phillips are on board the Favorite, Captain Parks, which Ship, we believe, will sail for Macao tomorrow."

James Burney, first lieutenant on the Resolution, wrote during their stay “On the arrival of the Resolution and Discovery to Macao Roads, we learnt that Great Britain was at War with France and with the North American States, which gave us some apprehension of being captured in our passage homeward, and in such event that we should lose our journals. Under this apprehension, I made a copy of my journal on China paper in so small a compass as to be easily conceivable, that if bereft of our other journals there might be one saved for the Admiralty”, 225 years ago.

William Peckover and the Bounty

I read with interest Barry Marriott’s piece on William Peckover [see Cook’s Log, page 15, vol. 27, no.2 (2004)]. Not only did Peckover circumnavigate the world three times with Cook, he served on Bligh’s ill-fated expedition to transplant breadfruit from Tahiti to the West Indies.

Peckover was 39 when he signed as gunner on HMS Bounty in 1787. He would, of course, have been known to Bligh from Cook’s third voyage, on which Bligh was master of the Resolution. He knew Tahiti, and was apparently fluent in the Otaheitan language. The very fact of four voyages to the Pacific speaks volumes for Peckover’s steadiness and reliability. He was clearly trusted by Bligh. When the Bounty put in at Adventure Bay, Van Diemen’s Land, on the outward voyage, Fletcher Christian and Peckover were put in charge of working parties sent ashore to fell timber and cask water. On arrival in Tahiti he was again entrusted with an important task: “I desired Mr. Peckover, the gunner, to undertake the management of our traffic with the natives” wrote Bligh. Bligh sought to prevent disputes between his crew and the islanders. Indeed all the crew’s personal trading was to be overseen by Peckover. Stockpiling of personal caches of food by individual crew members could prove prejudicial to discipline on board. Moreover, Bligh was keen to acquire hogs to be salted down and casked for the onward voyage to the West Indies. Sensible as these precautions seem, they contributed in some measure to the simmering discontent that culminated in the mutiny. In the immediate aftermath of the mutiny, Peckover disregarded the suggestion by the master of the Bounty, John Fryer, that they should refuse to board the longboat with Bligh. Cast adrift by the mutineers, the longboat first headed for the island of Tofua, some 30 miles to the North-East. Here they encountered a hostile reception, and were lucky to escape with their lives. It was Peckover who suggested to Bligh that the longboat should head for Timor, some 3,600 miles distant. Peckover would have visited Timor with Cook. There in the Dutch settlement Bligh and his men would find succour and passage to England. Family tradition has it that Peckover had managed to smuggle a pocket watch from the Bounty as an aid to navigation. Thus began one of the most astonishing and heroic voyages in history.

Peckover survived the ordeal and made it back to England, unlike the unfortunates who succumbed to the fevers of Batavia. In 1792 he was summoned to Portsmouth for the court-martial of those mutineers picked up in Tahiti in 1791 by HMS Pandora. At this time Peckover was serving as gunner on HMS Ocean at Woolwich. In 1794 his address was given as 13 Gun Alley, Wapping, London. Naval Records show that through the 1790s he served at various times on the following ships: Antelope, Sultan, Ocean, and Bedford. In 1801 he served on Gelykheid and Irresistible. Thereafter he fades from the scene. According to Dennis Bell, family tradition has it that Peckover never married. Where, when, how he died, and where he might be buried are unknown. And so the resourceful, ambitious young man described in Barry Marriott’s article slips into obscurity. Yet when the Bounty anchored in Matavai Bay in 1789, William Peckover had very possibly seen more of the Pacific than any other European.

John Trevett
I have been researching the portraits of Captain James Cook painted by John Webber. In the course of my research, I learned of the CCS and have enthusiastically become a member.

It is well established that Webber painted a full body portrait of Cook from life at the Cape of Good Hope in 1776. This portrait was subsequently owned by Mrs. Cook and thereafter was privately held at Marton Hall in Yorkshire until it was sold to the New Zealand government.

Webber also painted a head and shoulders portrait of Cook while at the Cape of Good Hope, and this was used by Bartolozzi to produce an engraving that Webber published in 1874. This portrait is now in the National Portrait Gallery in London.

The only signed and dated (1782) portrait of Captain Cook by John Webber was a full length view which was retained by Webber and sold by Christie’s in 1793 in Webber’s estate sale in Lot #88. The catalogue for that entry says “Captain Cook’s portrait and a small ditto.” The full-length portrait is now in the National Portrait Gallery of Australia.

The question I have been researching is whether the head and shoulders portrait of Captain Cook which had been acquired by the National Portrait Gallery in 1858 from a private dealer, G. H. Burn, 29 Bow Street, Covent Garden, London was the same portrait referred to in the estate sale as the “small ditto,” or whether Webber produced a second head and shoulders portrait which was in the estate sale and subsequently auctioned by Christie’s as Lot #114 on April 8, 1998 in its London Exploration and Travel sale. I now own this portrait.

I recently purchased a group of Cook memorabilia. It included an undated newspaper article that appears to be based on an item published in “The Times” of London on 4th November 1908. This article identifies the New Zealand portrait as still being at Marton Hall. This would date the article to pre-1960. The article may also be dated by a reference to the fact that “The National Portrait Gallery has also recently secured a portrait which is said to have been painted specially for the Newfoundland government is 1767.” I am not familiar which a portrait of this description, and have inquired of the National Portrait Gallery if their records indicate when they may have secured such a portrait. Which would also help to date the newspaper clipping.

The most intriguing issue posed by this article is the statement, “The sixth picture is in the Whitby Museum, and is the work of an unknown artist.” My query is whether any member has any information about the nature of this “sixth picture”? When was it in the possession of the Whitby Museum, where did it come from, where did it go, and what was its appearance? Conceivably this “sixth picture” may be Webber’s “small ditto” which he retained until his death. This portrait could not refer to the present copy of the National Portrait Gallery’s Cook now on display at the Cook Memorial Museum in Whitby because this copy was not made until 1984 and the newspaper article refers to pre-1960 conditions.

According to a letter from the Whitby Museum, the museum has three portraits of Cook:
1. Miniature portrait in oval frame reputed to be by Monier and given by Miss S. Corner in 1952.
2. Portrait by Nathaniel Dance
3. Portrait in oils painted by Thomas H. Redman of Whitby ca. 1868 after the portrait by Nathaniel Dance

Does anyone have any information about these portraits that would help me?

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During a recent visit to Sydney, I became aware of a number of events that occurred there during the 1870’s, all intended in various ways to mark the Centenary of the *Endeavour*’s voyage of discovery along the East Coast of Australia in 1770. Two statues of Cook were erected in Sydney in the 1870’s, the one erected in Hyde Park drawing a crowd of 100,000 people to the unveiling ceremony on 25th February 1879. The project had taken 10 years to complete, the Foundation Stone having been laid by the Duke of Edinburgh during his visit to Sydney in 1869.

Whilst the plans to erect this statue were being developed, a wealthy grazier and politician, Mr James White, had purchased in 1873 a stately home in the exclusive Sydney suburb of Bellevue Hill and one of his first acts on taking possession was to commission the leading Sydney manufacturer of stained glass, Cottier and Lyon to install a beautiful suite of nine windows dealing with the voyage of the *Endeavour*. Apparently James White was an admirer of James Cook, and he felt this would be a suitable way to add to Sydney’s celebration of the Centenary of Cook’s stay in Botany Bay.

John Lamb Lyon (1835-1916) and Daniel Cottier (1838-1891) had trained together in Glasgow and their Sydney firm opened in 1873 (a happy coincidence in dates with White’s purchase of Cranbrook). Cottier did not live permanently in Australia and the firm was run principally by Lyon. Lyon was a recognised portrait painter as well as a stained-glass artist and this is evident in the Cranbrook windows that give clear testimony to his dual talents as a portrait painter and a glazier.
All nine windows (each approximately 47 x 60cms) are mounted together and are located above a staircase in the foyer of the main building.

The windows portray various aspects of the *Endeavour*’s voyage along the East Coast of Australia.

Cook appears in several of the windows (1, 5, 6 and 9 – the latter possibly depicting him going ashore at Botany Bay?).

Window no. 8 shows Cook farewelling some other member of the *Endeavour* as he sets off in a row-boat, apparently on some mission of exploration (it is known that Banks and Solander in particular explored many parts of Botany Bay).

The *Endeavour* appears on two windows (2 and 3).

Window no. 4 shows something of the puzzled expression of two crew members on their first sighting of a Kangaroo, and No. 7 shows Banks and Solander in an animated discussion on one of the finer points of botanical observation.

The history of Cranbrook itself is interesting. The house had been built in 1859 by Robert Tooth (1821-1893), one of three brothers of the well-known Sydney Tooth’s Brewery family. Robert Tooth named the house “Cranbrook” in memory of the Tooth’s family ancestral home in Swifts Park, Kent, England.

In 1864 he had sold the house to the merchant Robert Towns (after whom the Queensland city of Townsville is named) and on his death in 1873, the property was purchased by James White, who remained there until his death in 1890; his wife continued to live there until her death in 1897.

Cranbrook was the home of New South Wales Governors from 1901-1917. With Federation in 1901, Government House, Sydney was used as the Sydney residence of Australian Governors General between 1901 and 1917.

Finally the property became Cranbrook School in 1918 and has remained ever since as a leading Sydney Independent School.

I am greatly indebted to Mrs Janet Howse, Cranbrook Archivist, for the extremely helpful assistance she gave me during my visit to Cranbrook and in subsequent correspondence.

Also I acknowledge with thanks the kind permission of the School to reproduce the images of the windows – these first appeared in the School magazine “The Cranbrookian” in June 1986.

Ken Sheahan
James Cook Windows at Cranbrook School, Sydney