

James Cook – From Yorkshire Farm Boy to World's Greatest Mariner



Section 1: England

Section 2: Eastern Canada

Section 3: Newfoundland

Section 4: 1st Pacific Voyage

Section 5: 2nd Pacific Voyage

Section 6: 3rd Pacific Voyage



James Cook was born in the farming village of Marton, Yorkshire in 1728



His father was a Scottish farm labourer, while his mother was from Yorkshire



The House in Marton, Yorkshire, where James Cook was born in 1728

At age 8 Cook's family moved to Great Ayton where he attended school



After 5 years of schooling, he began work with his father, who was promoted to farm manager



In 1745 at age 16, Cook set off for the nearby fishing village of Staithes



where he apprenticed as shop boy to a grocer and haberdasher



After 18 months, Cook moved to Whitby to become a merchant navy apprentice



His employers were Quakers who were prominent ship-owners in the coal trade



Their house is now the Captain Cook Memorial Museum



The quaint historic port in a pastoral setting



belies its connection to Dracula



A short walk from Captain Cook Memorial Museum



lies Dracula's 199 Steps



which lead to the ruins of 13th century Whitby Abbey



and nearby Anglican church of Saint Mary's



and its adjacent cemetery





The Parish of
St Mary the Virgin, Whitley
Flamington, our Churchyard
for the Burial & Reburial
of the Dead
Please DO NOT use
your cameras or mobile
phones for photography purposes
without permission

While in Whitby, Cook learned algebra, geometry, trigonometry, navigation and astronomy



After his 3-year apprenticeship was completed, he began working on trading ships (such as the two-masted square-rigged flat-bottom brigs) in the Baltic Sea



In 1755 at the age of 27, Cook departed Whitby to join the British Navy, which was re-arming for what was to become the Seven Years War



In June 1757, Cook formally passed his master's examinations, which qualified him to operate (e.g., supply and navigate) a ship of the King's fleet



By 1758 Cook was Master of the 60-gun HMS Pembroke, a position he held until becoming Master of the 70-gun flagship HMS Northumberland after the siege of Quebec in 1759



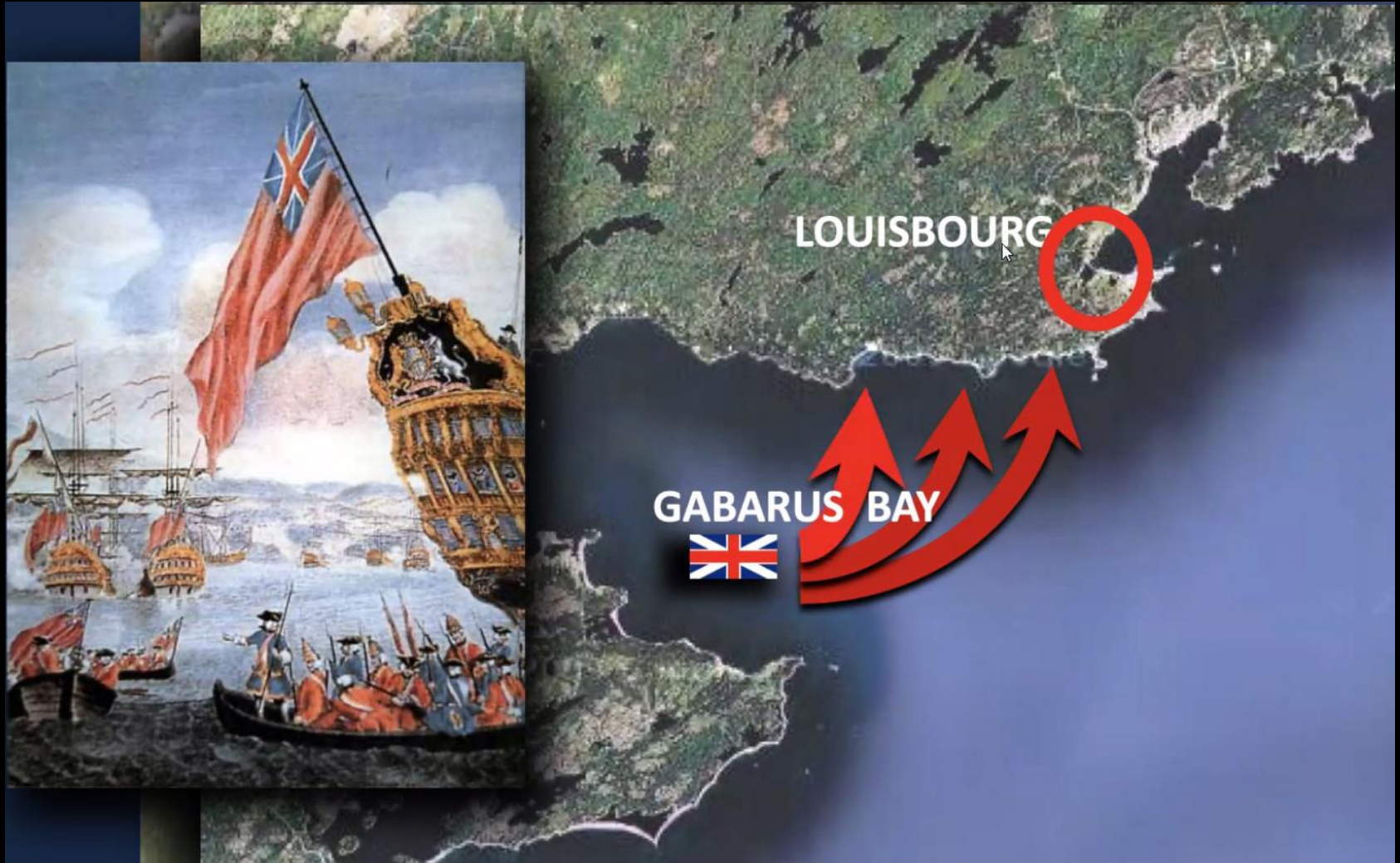
[European Colonies in North America prior to Seven Years War (French and Indian War)]



In 1758 Cook saw action in North America at the Siege of Louisbourg



where the English landed at Gabarus Bay to the west and attacked overland



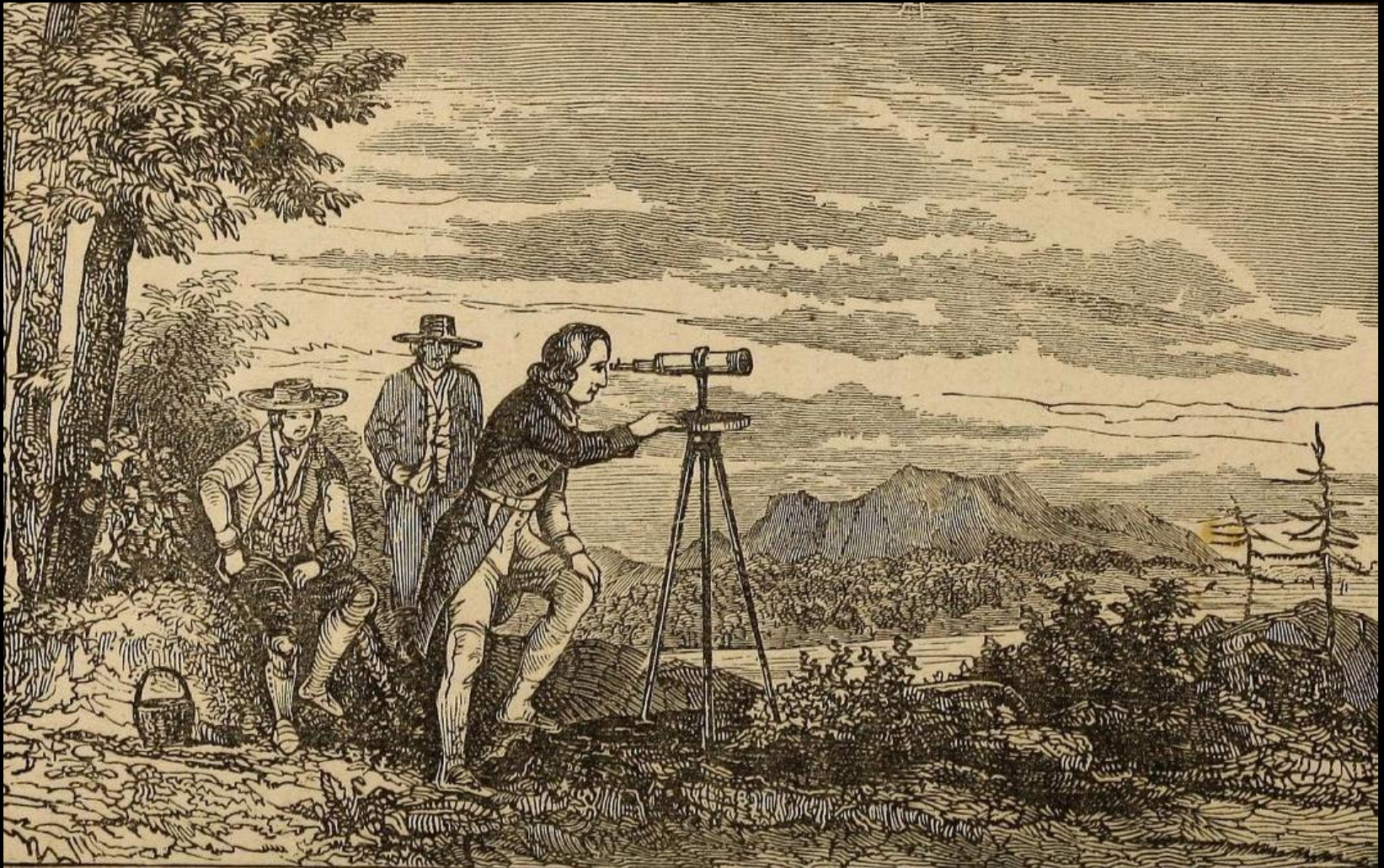
as well as by sea, eventually defeating the French at the gateway to Quebec



Following the English victory, Cook met Royal Navy Engineer Samuel Holland



who during the winter of 1759 taught Cook skills required for surveying and map-making, and together they prepared charts of the Gulf and River St. Lawrence



During Summer 1759, British forces led by Vice-Admiral Charles Saunders and Major General James Wolfe assembled a fleet of 141 ships and an army of 9,100 soldiers, marines and artillery

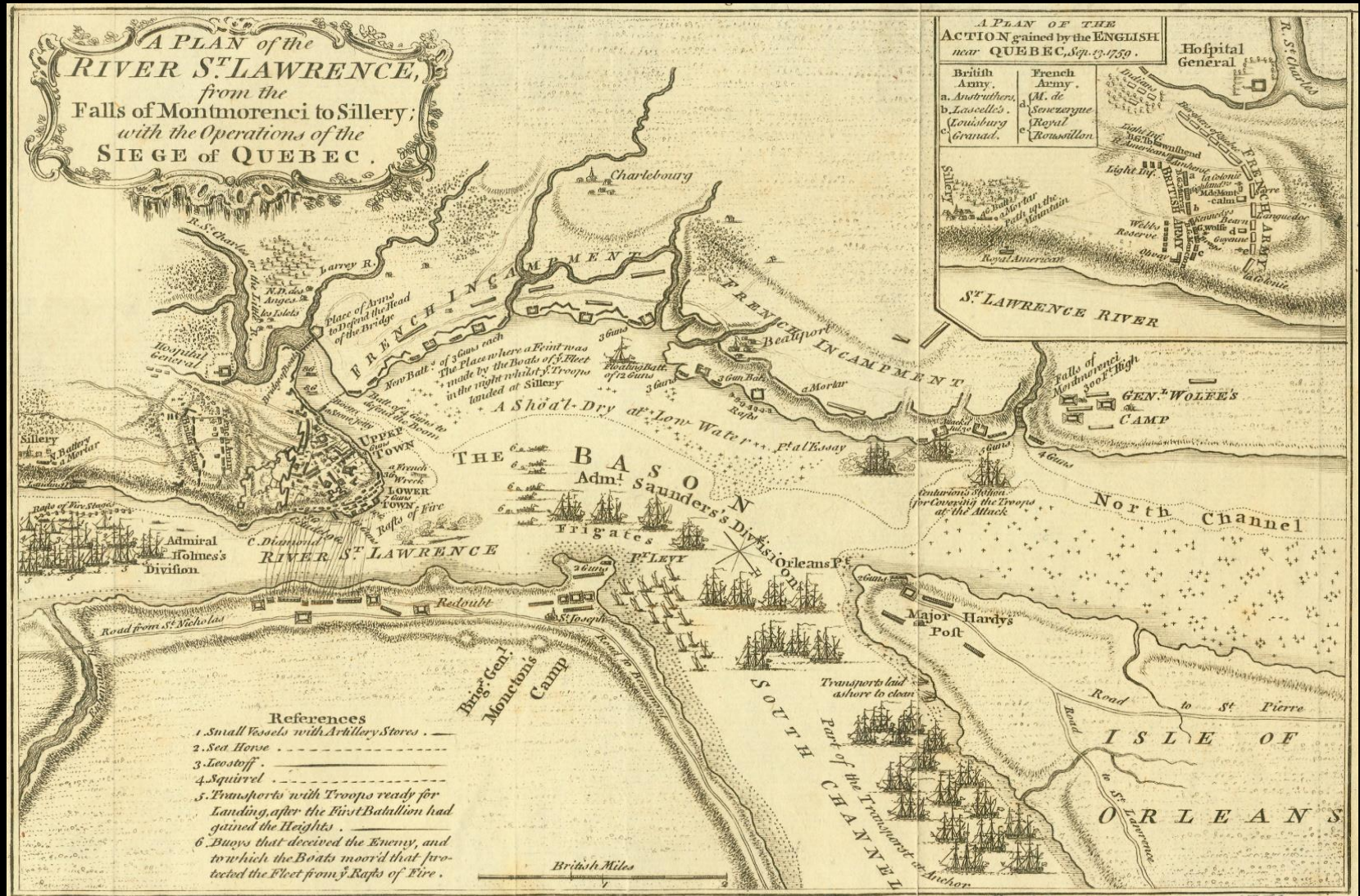


Major General James Wolfe



Vice-Admiral Charles Saunders

and advanced up the St. Lawrence River to Quebec



The biggest naval challenge was to guide the fleet of ships up river to Quebec

Onwards to Quebec

Navigating the Traverse



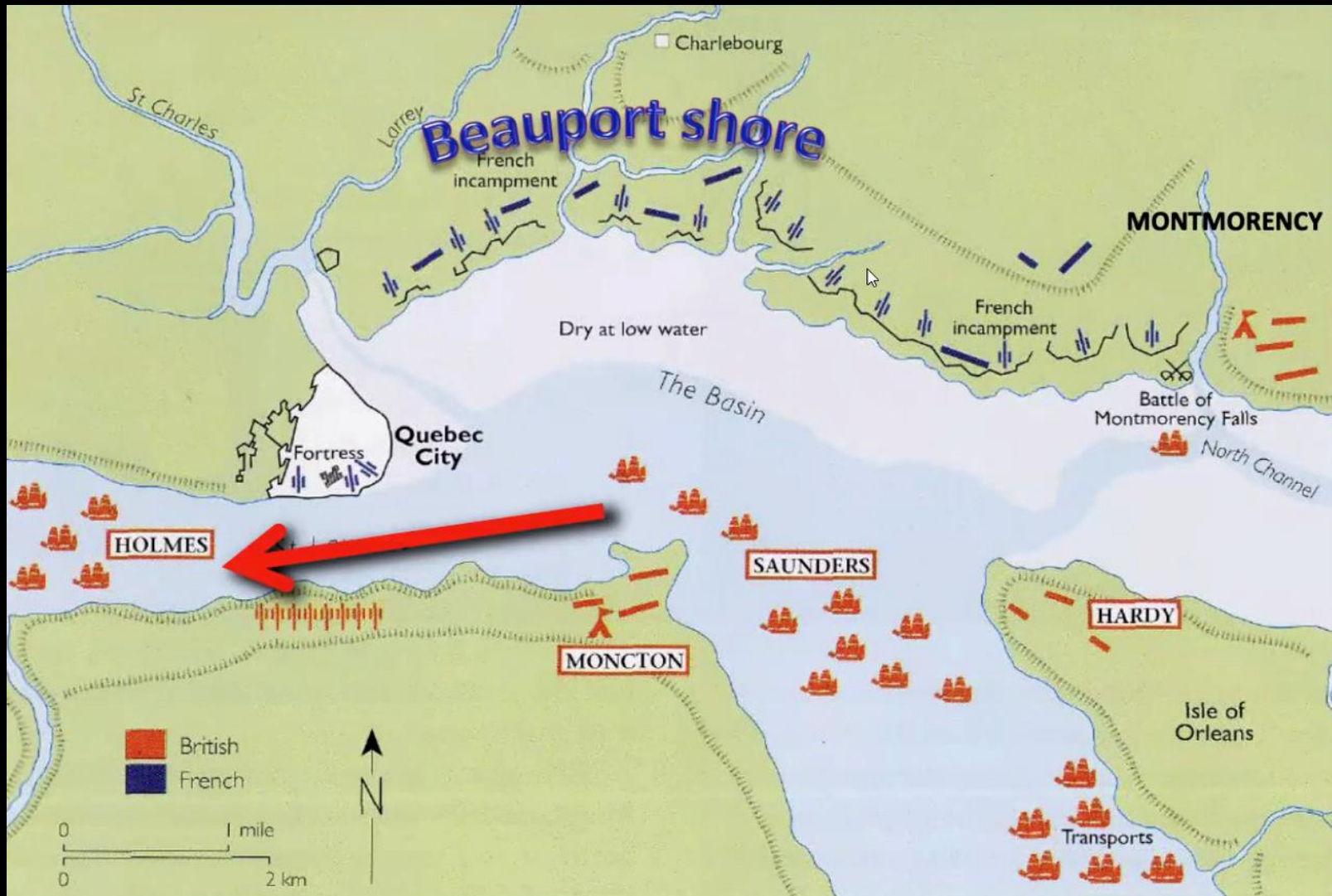
a task that was primarily accomplished by Cook

Onwards to Quebec

Navigating the Traverse



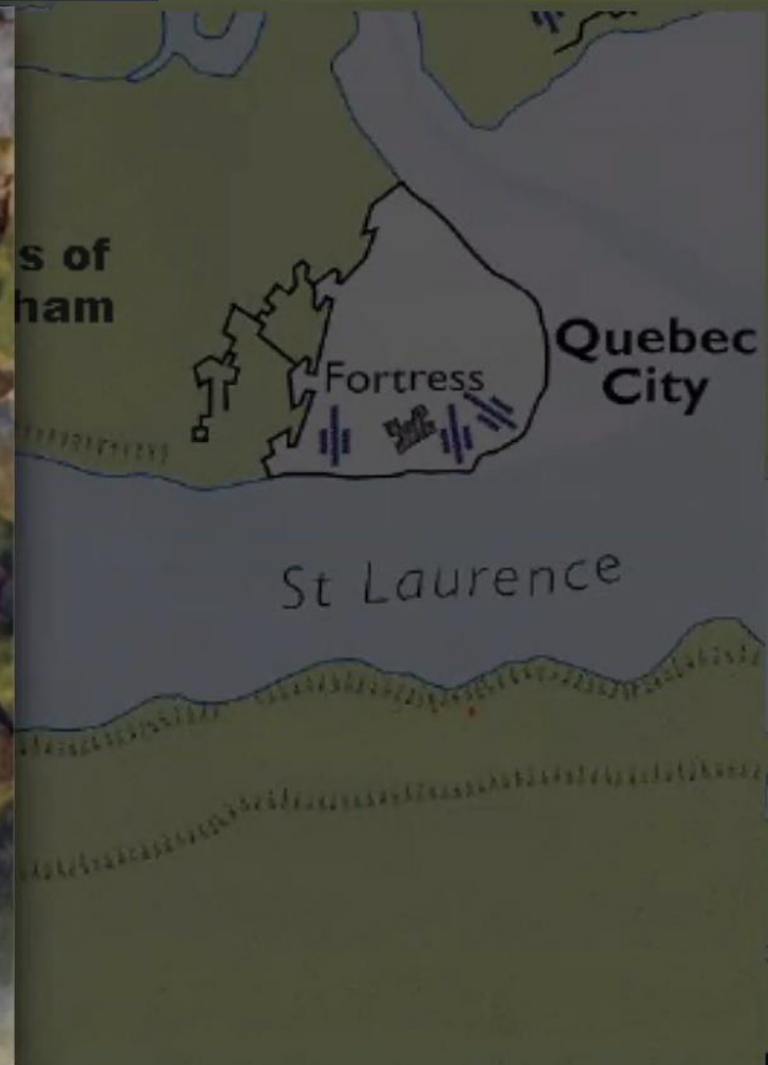
who also helped maneuver the fleet up river past the town's fortifications



and the French navy's fire ships



to a location near Anse au Foulon where troops were able to land
at night and scale a cliff to the Plains of Abraham above



A battle ensued on September 13 in which the British were victorious



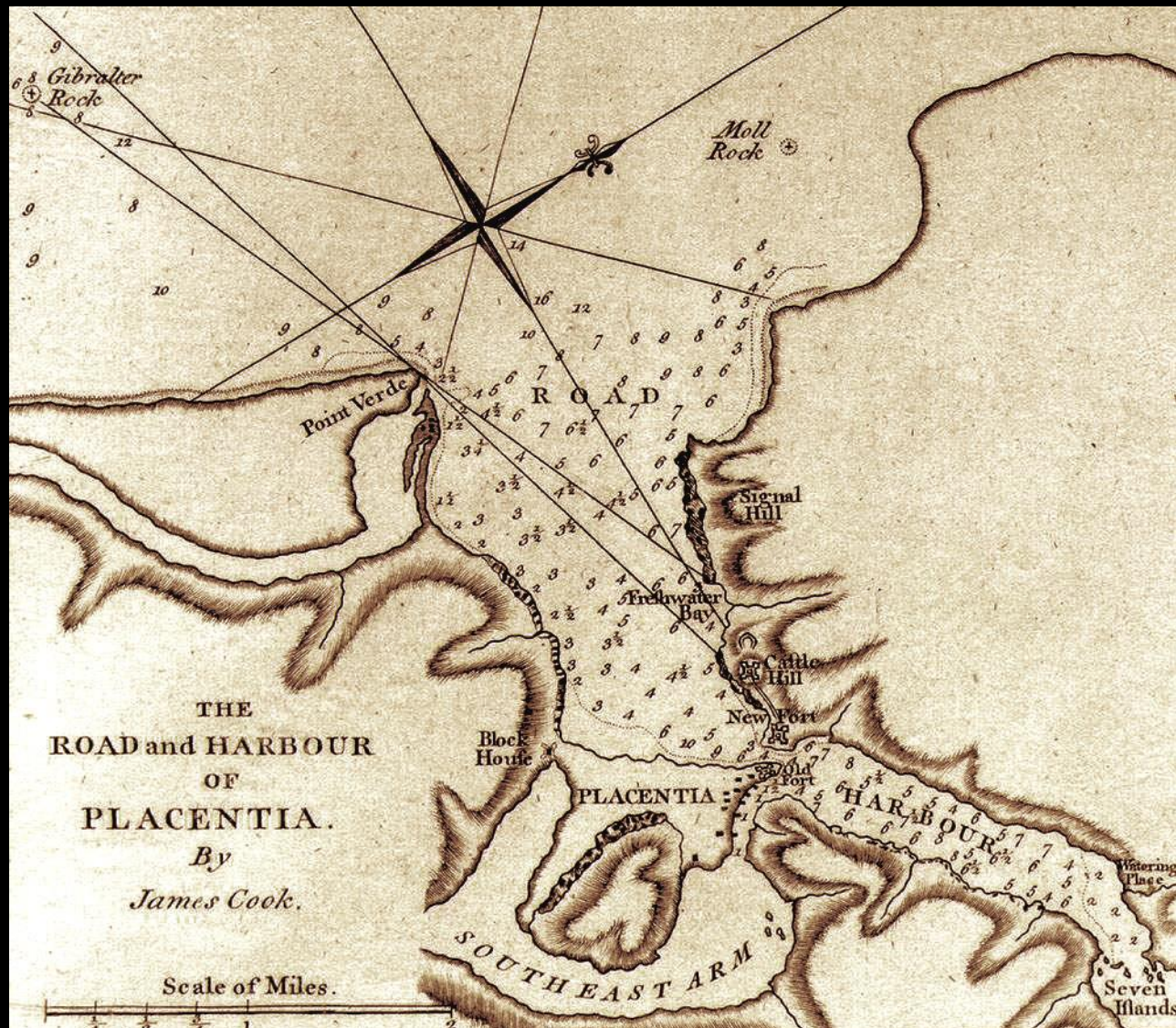
and both General Wolfe and French General Montcalm were mortally wounded



After Quebec, Cook returned to Halifax where he surveyed the town and harbour



until 1762 when he charted sections of Newfoundland's Avalon Peninsula



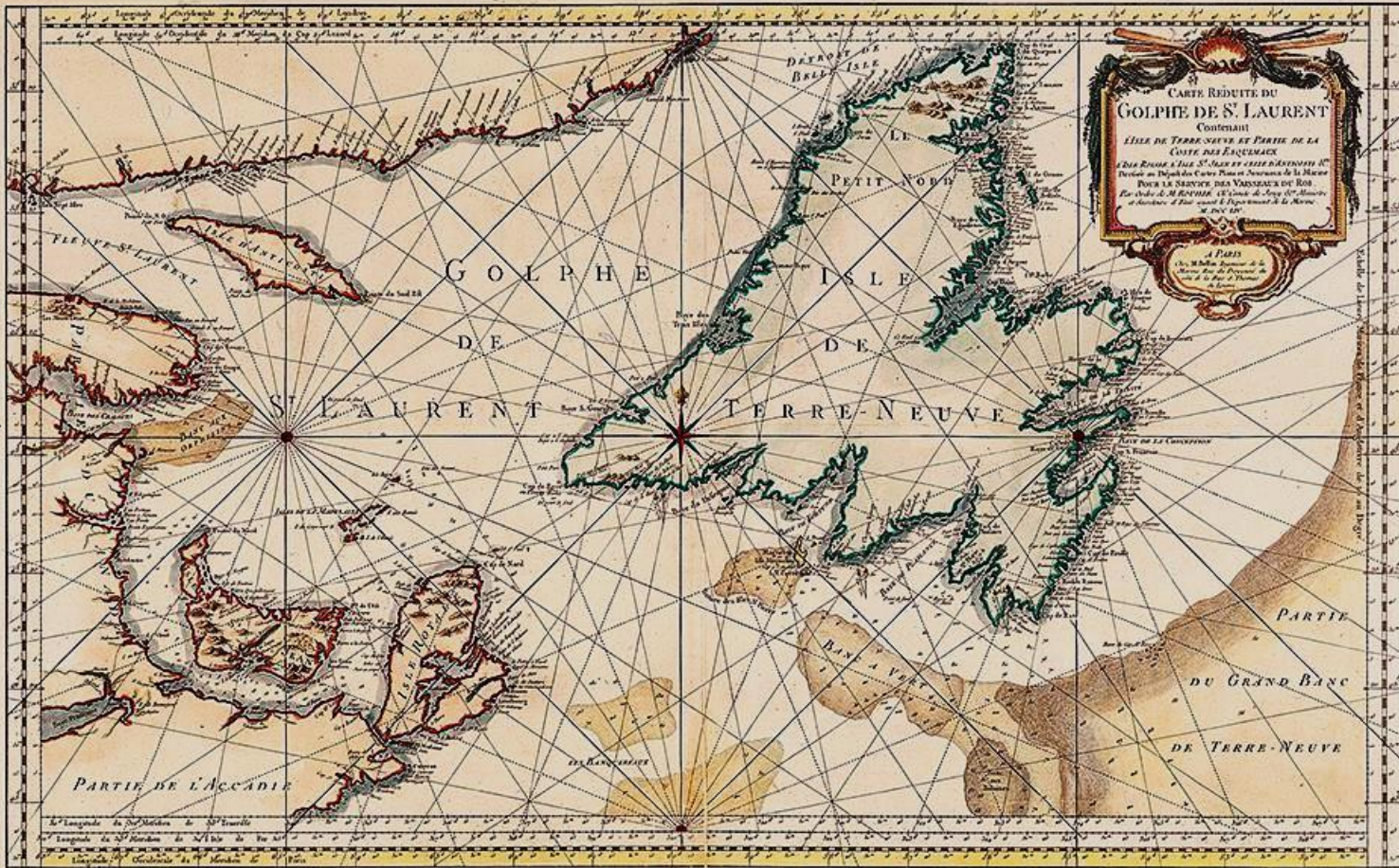
in preparation for the recapture of the port recently taken by the French



in the last battle of the Seven Years War in North America (aka French and Indian War)



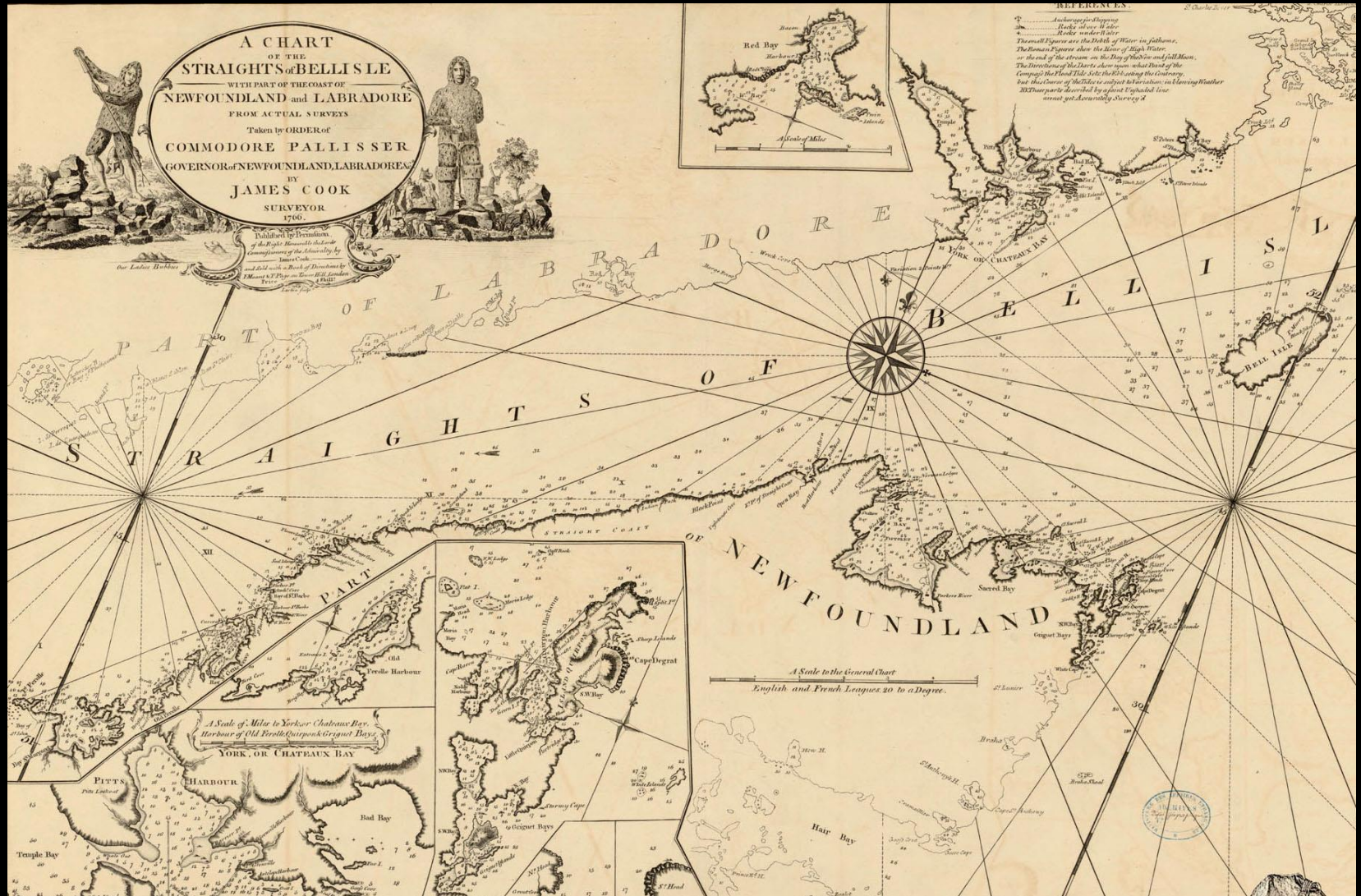
After the war, Cook was recruited to chart the island of Newfoundland



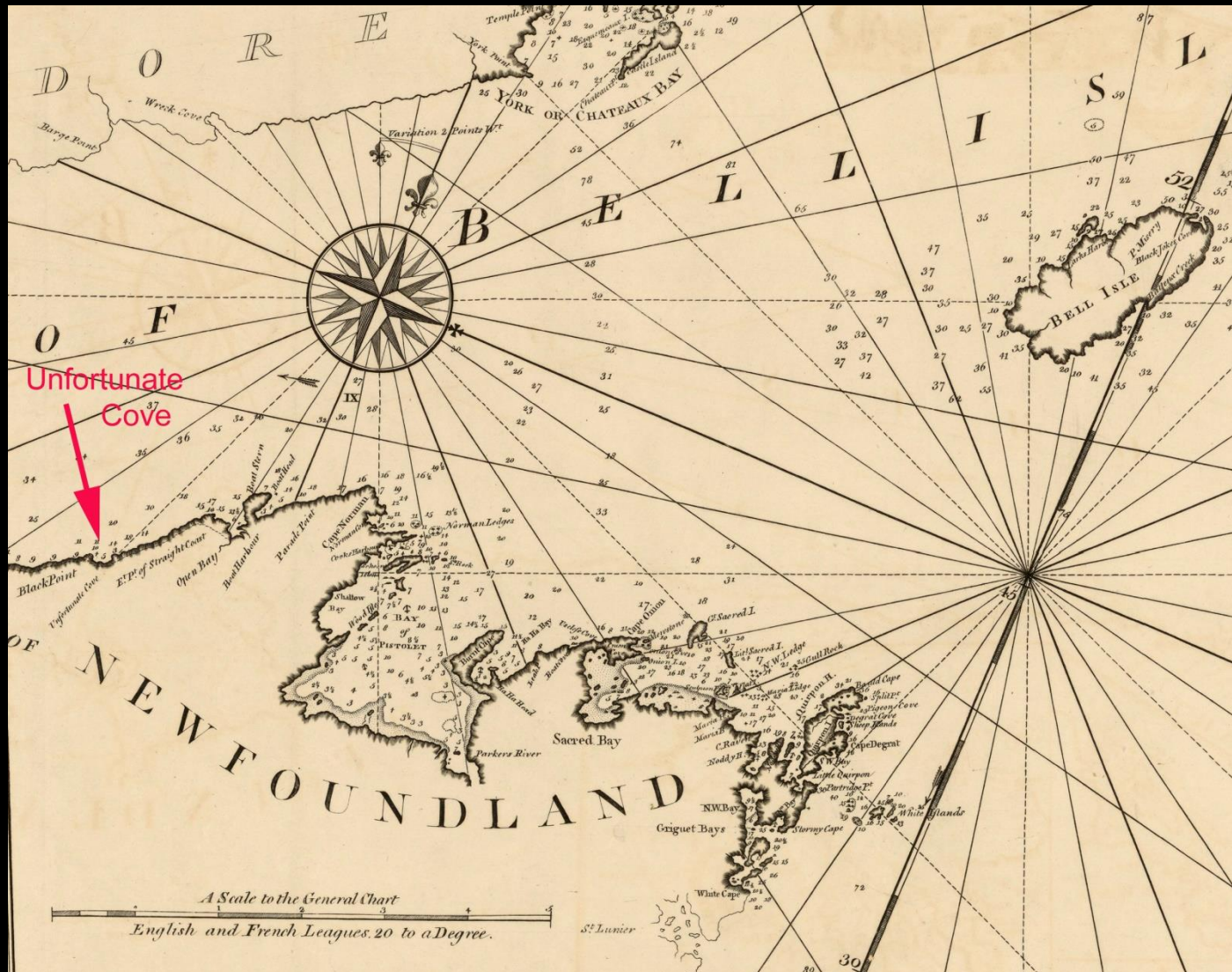
and was provided a two-masted schooner named Grenville (similar to below), which was modified with square sails to make the ship more maneuverable for surveying close to shore



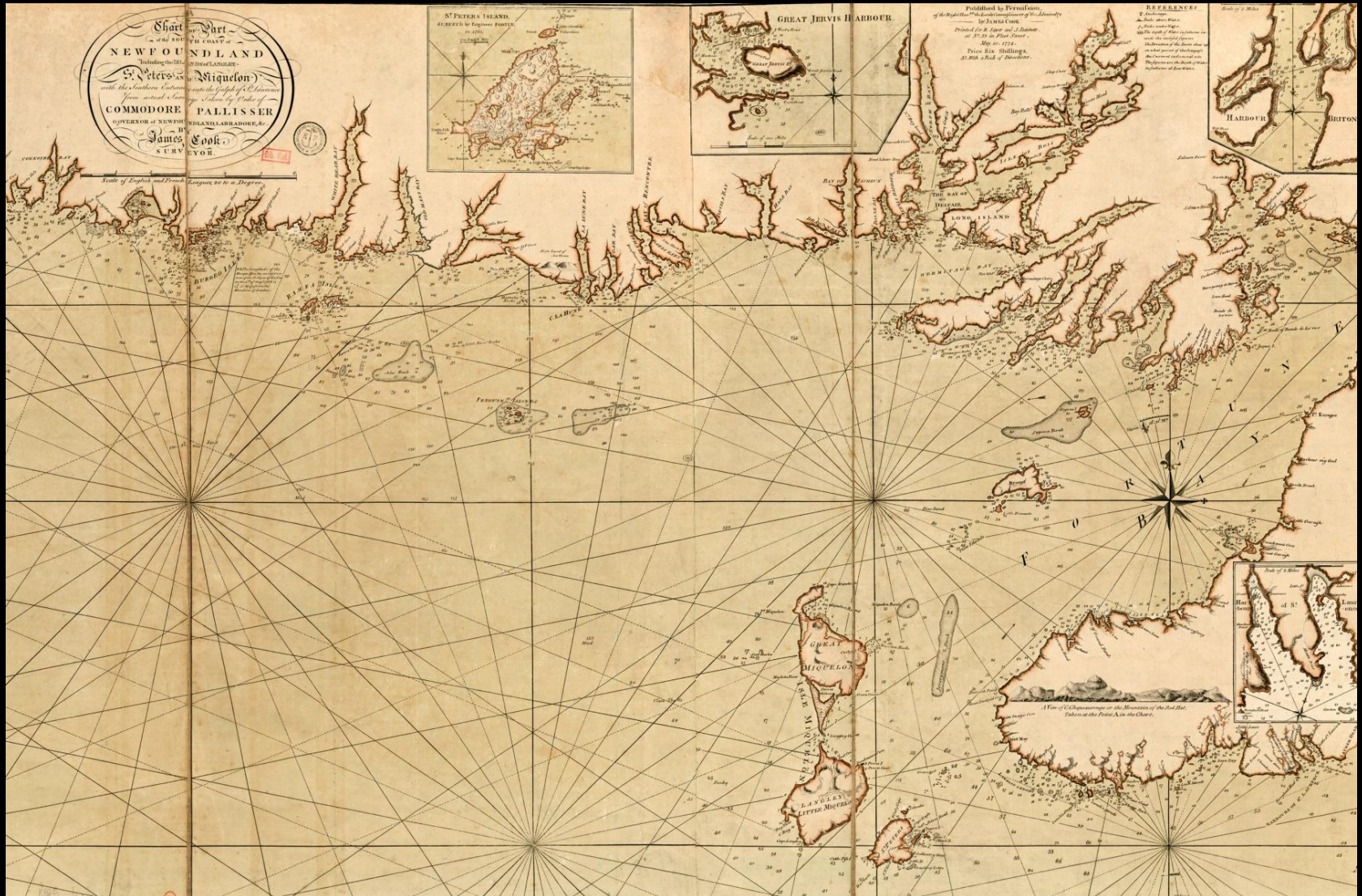
During 5 years in which he surveyed in summer and returned home to London to produce maps during winter, Cook produced charts for the north coast and Strait of Belle Isle (1763 to 1764)



where in 1764 at Unfortunate Cove, a powder horn exploded in his right hand and severely burned it. Fortunately a surgeon at a nearby French fishing outpost was able to save it



Cook also surveyed and charted the south coast (1765-66), where he observed and recorded a solar eclipse near Burgeo



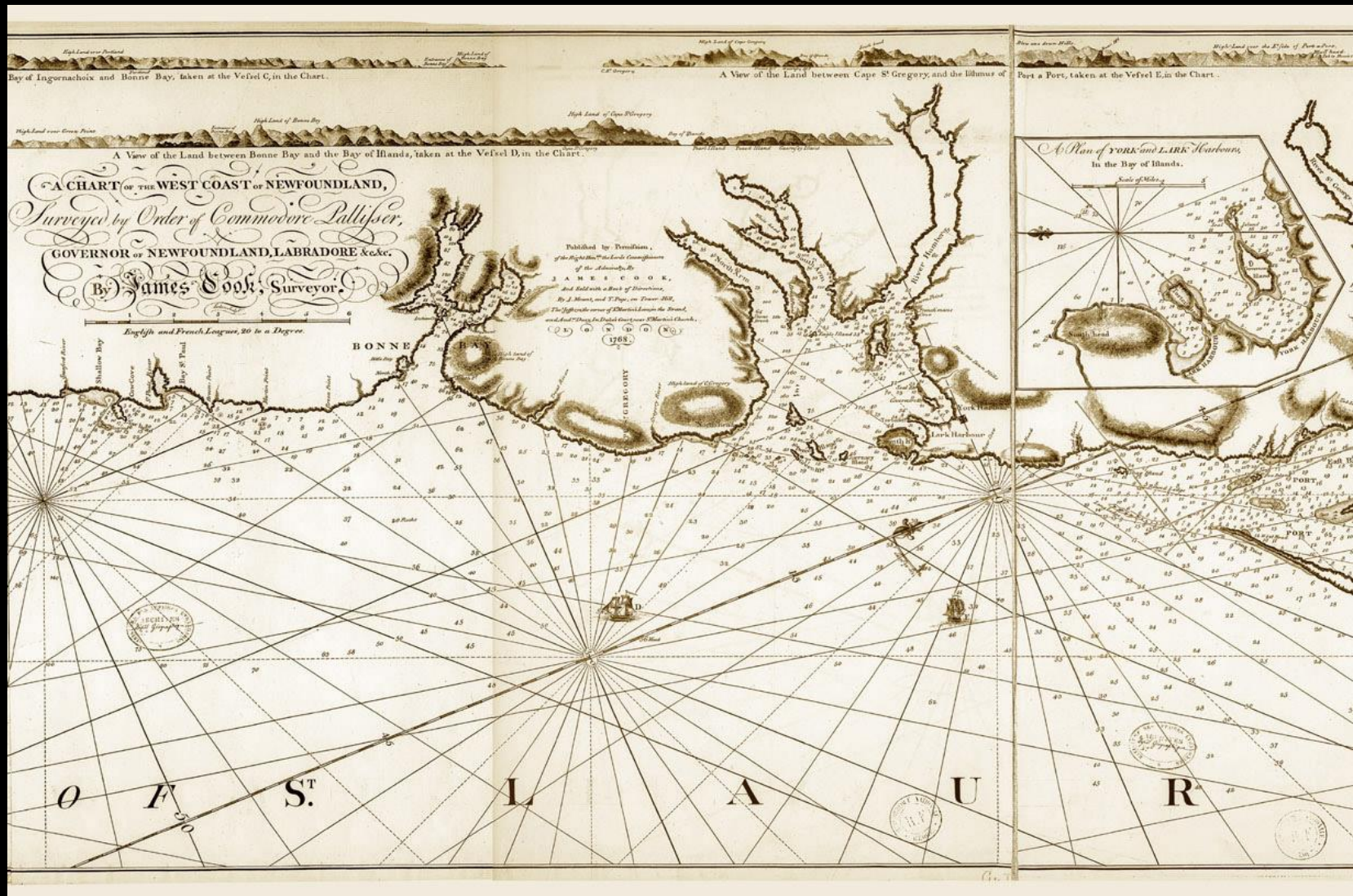
XXIV. *An Observation of an Eclipse of the Sun at the Island of New-found-land, August 5, 1766, by Mr. James Cook, with the Longitude of the Place of Observation deduced from it: Communicated by J. Bevis, M. D. F. R. S.*

Read April 30,
1767.

MR. Cook, a good mathematician, and very expert in his business, having been appointed by the Lords Commissioners of the Admiralty, to survey the sea coasts of New-found-land, Labradore, &c. took with him a very good apparatus of instruments, and among them a brass telescopic quadrant made by Mr. John Bird.

Being, August 5, 1766, at one of the Burgeo Islands near Cape Ray, latitude $47^{\circ} 36' 19''$, the south-west extremity of New-found-land, and having carefully rectified his quadrant, he waited for the eclipse of the sun; just a minute after the beginning of which, he observed the zenith distance of the sun's upper limb $31^{\circ} 57' 00''$; and, allowing for refraction and his semidiameter, the true zenith distance of the sun's centre $32^{\circ} 13' 30''$, from whence he concluded the eclipse to have begun at $0^h 4' 48''$ apparent time, and by a like process to have ended at $3^h 45' 26''$ apparent time.

and west coast (1768), which chart included several elevation views of the coastline from sea



High Land over Portland

Entrance of Bonne Bay

High Land of Bonne Bay

Entrance of Bonne Bay

High Land over Green Point

A View of the Land between Bonne Bay and the Bay of Islands, taken at the Vessel D, in the

A CHART OF THE WEST COAST OF NEWFOUNDLAND,
Surveyed by Order of Commodore Palliser,
GOVERNOR OF NEWFOUNDLAND, LABRADORE &c.&c.
By James Cook, Surveyor.

English and French Leagues, 20 to a Degree.

BONNE BAY

Sanford River

Shallow Bay

Cow Cove

St Pauls River

Bay St Paul

Green Point

Martin Point

Green Point

Little Bay

North Pt

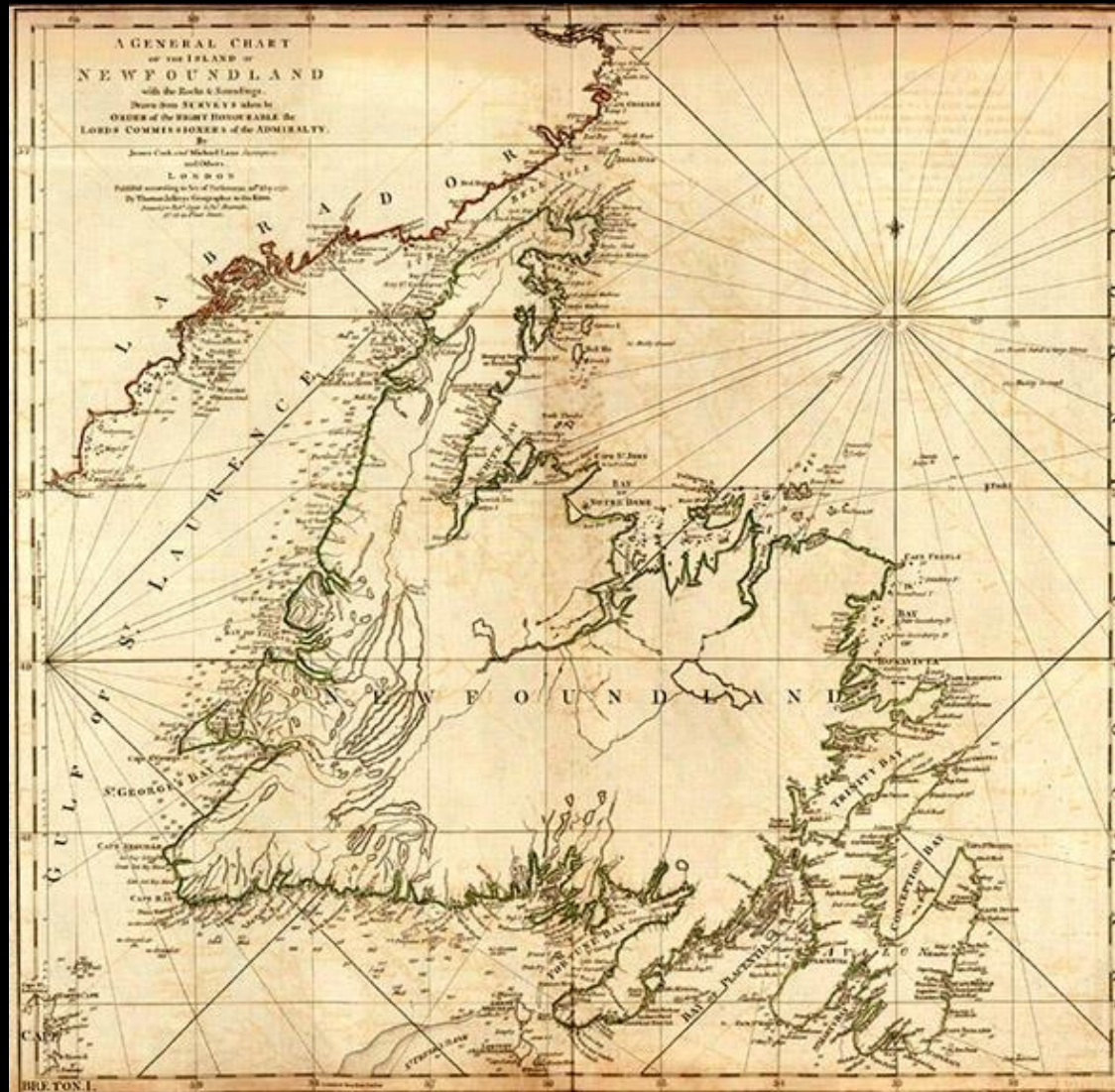
South Pt

High land of Bonne Bay

Cook's General Chart of the island was a significant improvement over previous maps



and represents the first scientific, large scale, hydrographic surveys
to use precise triangulation to establish land outlines



Cooks maps were utilized for over a century



and stand up well against Google's modern satellite imagery



As a result of his great success in Newfoundland, in the winter of 1768 while preparing his map of Western Newfoundland, Cook was promoted to Lieutenant and selected by the British Admiralty and Royal Society



THE
HISTORY
OF THE
Royal-Society
OF
LONDON,

For the Improving of
NATURAL KNOWLEDGE.

BY
T H O. S P R A T.

L O N D O N,

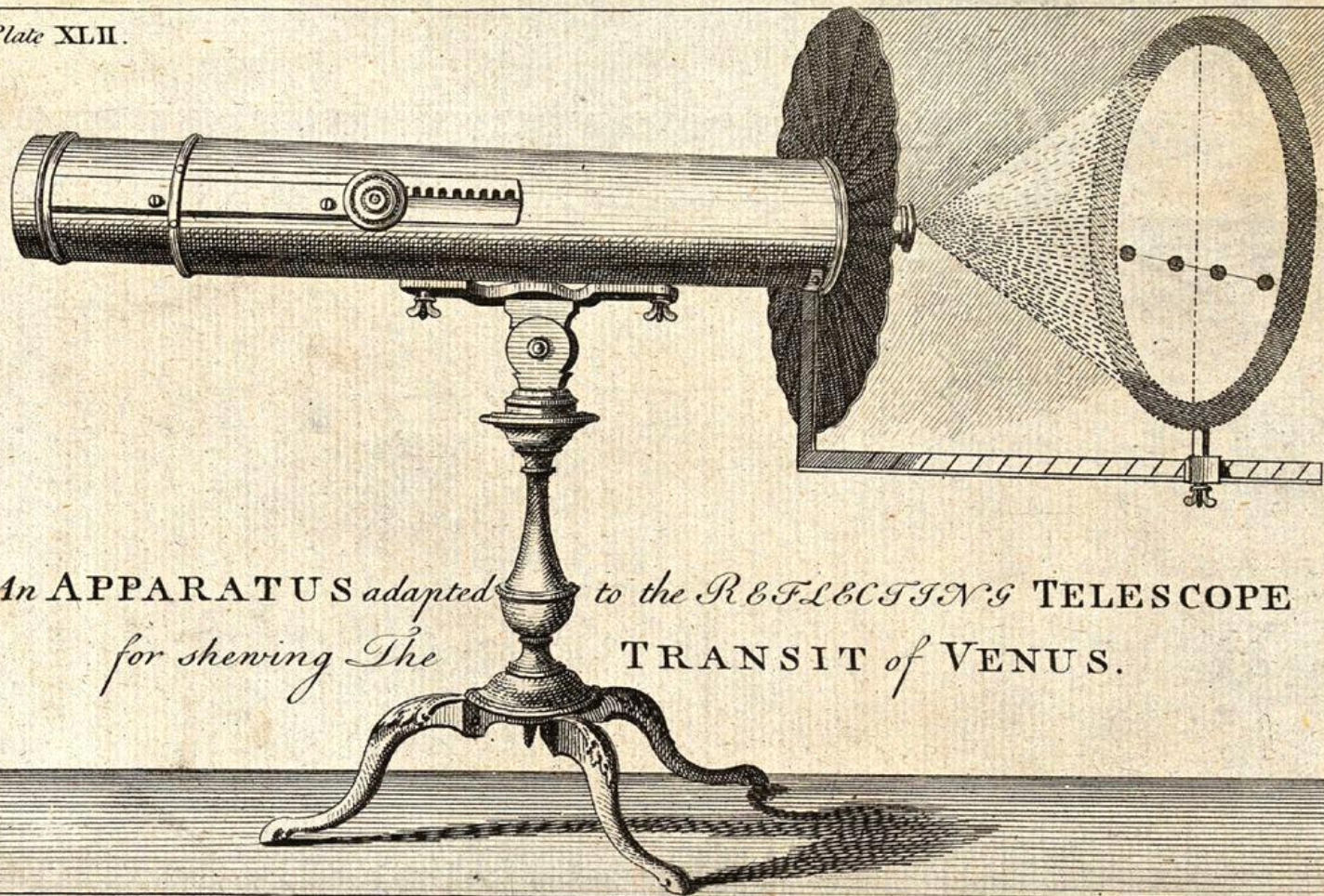
Printed by T. R. for J. Martyn at the Bell without
Temple-bar, and J. Allestry at the Rose and Crown in
Duck-lane, Printers to the Royal Society.
MDCLXVII.

to command a voyage to the South Pacific [Below: HMS Endeavour departing Whitby]



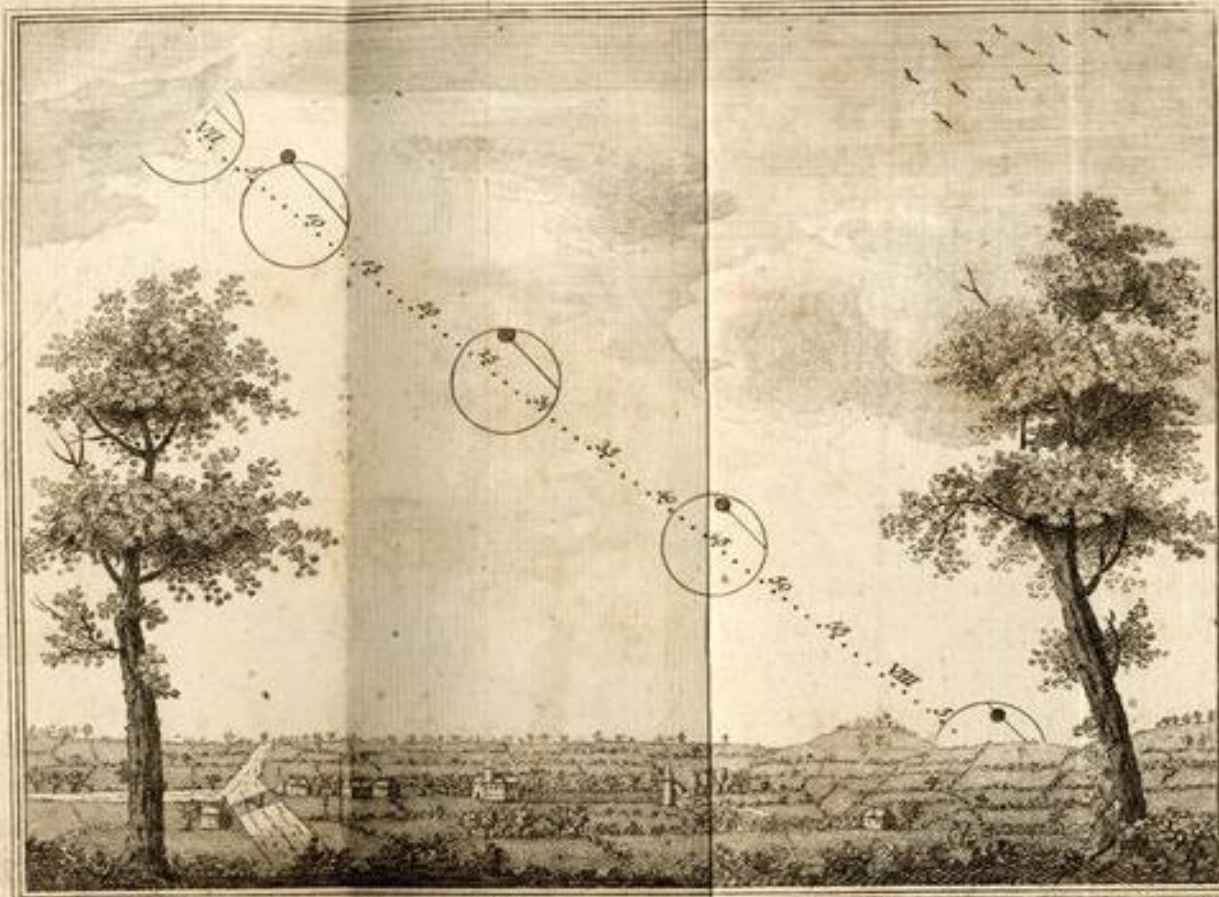
to witness the Transit of Venus from Tahiti in 1769

Plate XLII.

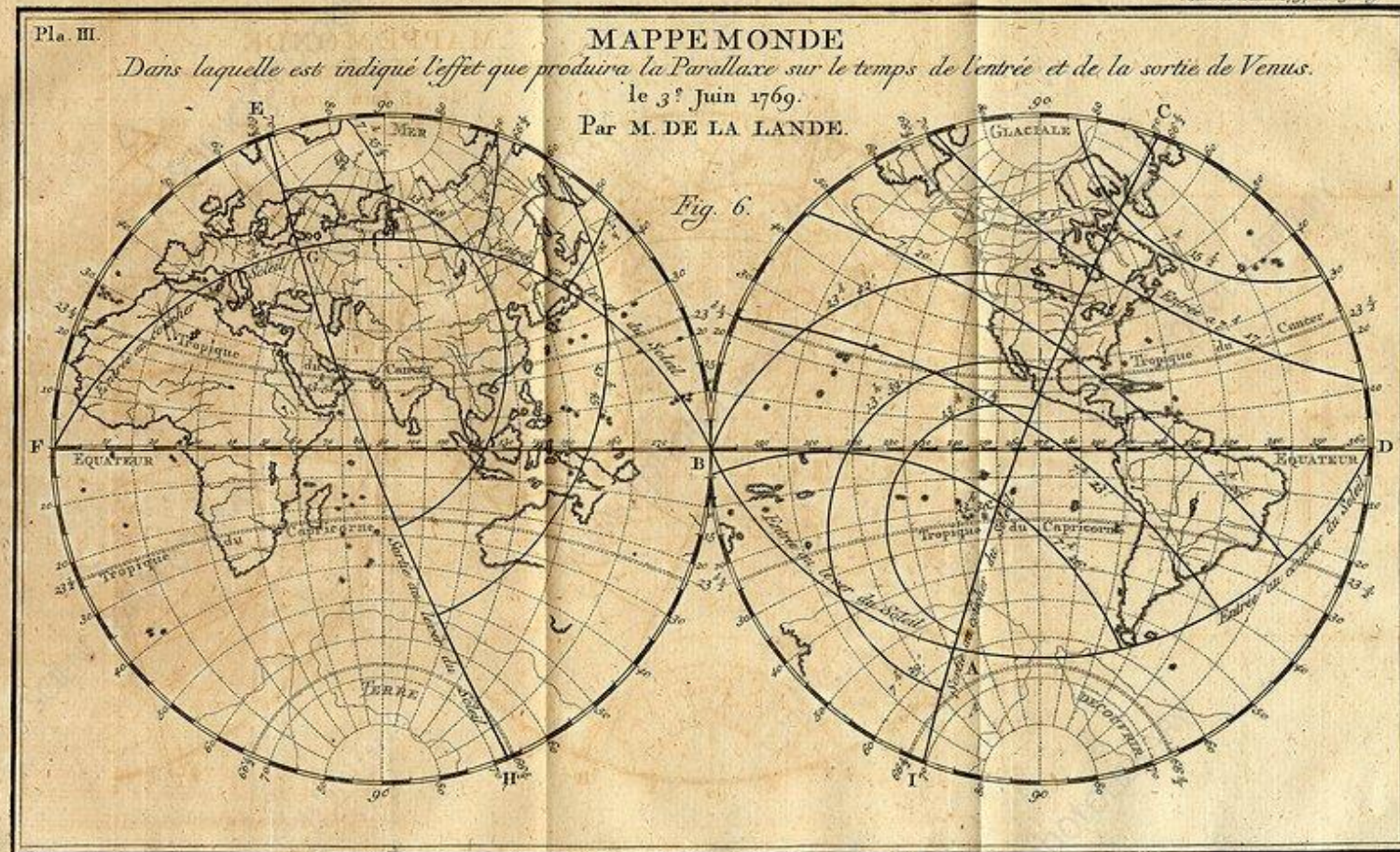


An APPARATUS adapted to the REFLECTING TELESCOPE
for shewing The TRANSIT of VENUS.

(which would help calculate the size of the solar system)



*An Artificial VIEW of the TRANSIT of VENUS June 3^d 1769
at LONDON, in a large CELESTIAL LANDSCAPE.*

Rec. de l'Acad. 1757. Pl. 13. Page.

then search for the fabled southern continent in the Pacific Ocean



Tahiti had been visited by British explorer Samuel Wallis in HMS Dolphin two years earlier while circumnavigating the globe, and by French circumnavigator de Bougainville in 1768



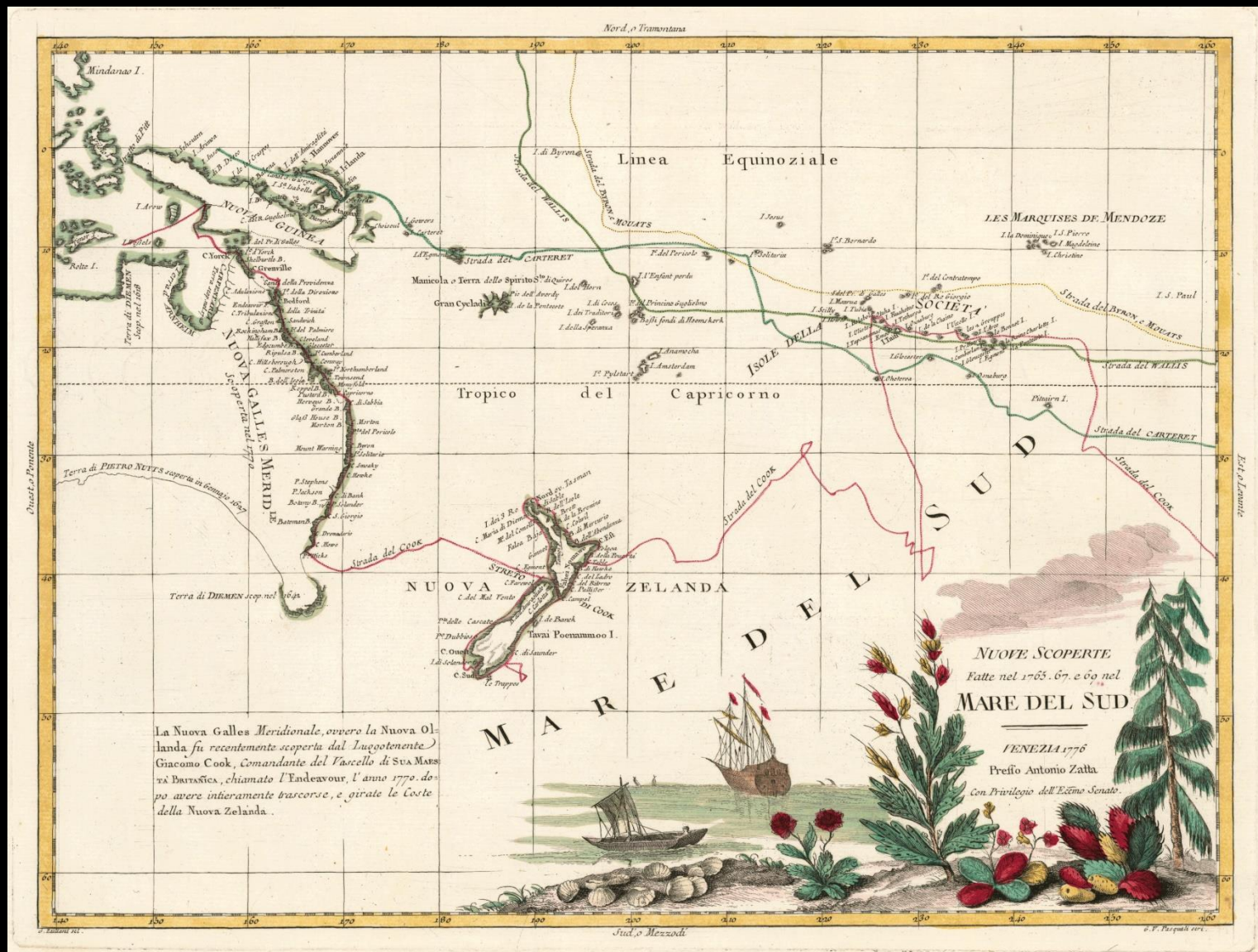
Printed by W. Hodges.

Engraved by W. Woodcut.
N^o. LXI.

The Fleet of OTAHEITE assembled at OPÁREE.

Published 1767, by Wm. Sturges, New Street, Silver Lane, & Tho. Cadell, in the Strand, London.

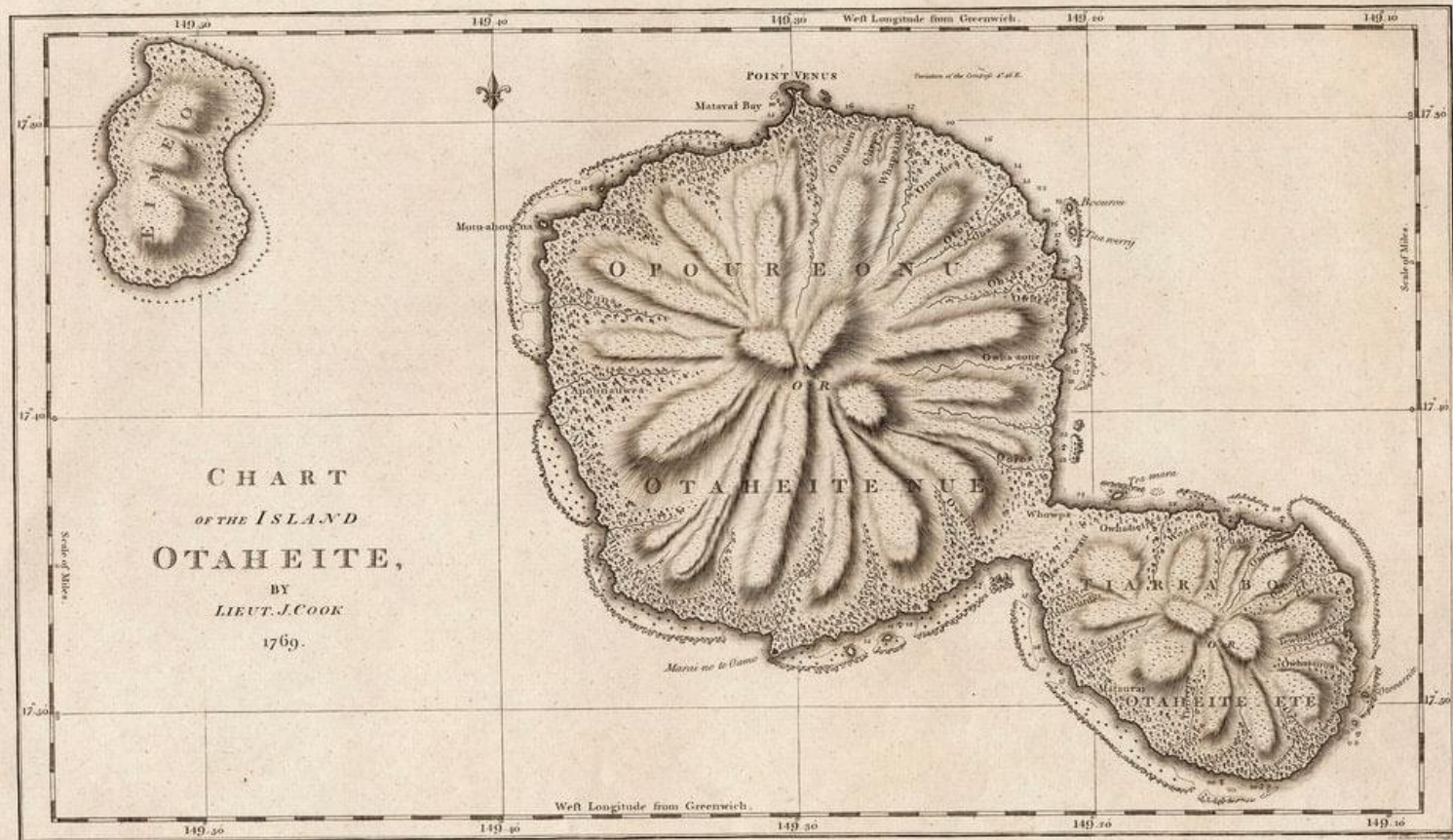
[Pacific Voyages of Byron/Mouats (1765), Wallis/Carteret (1767) and Cook (1769)]



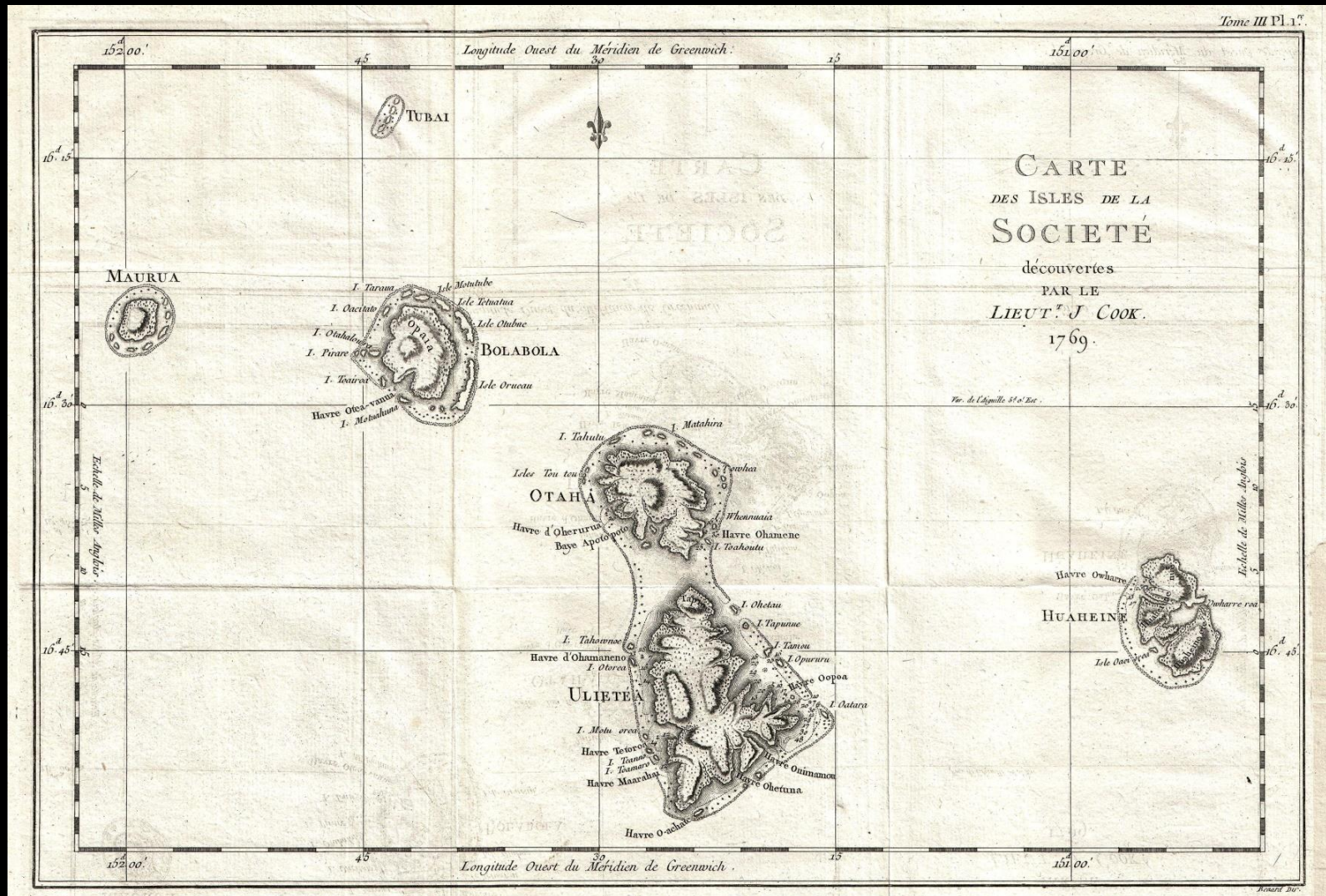
Cook explored and charted numerous Pacific islands



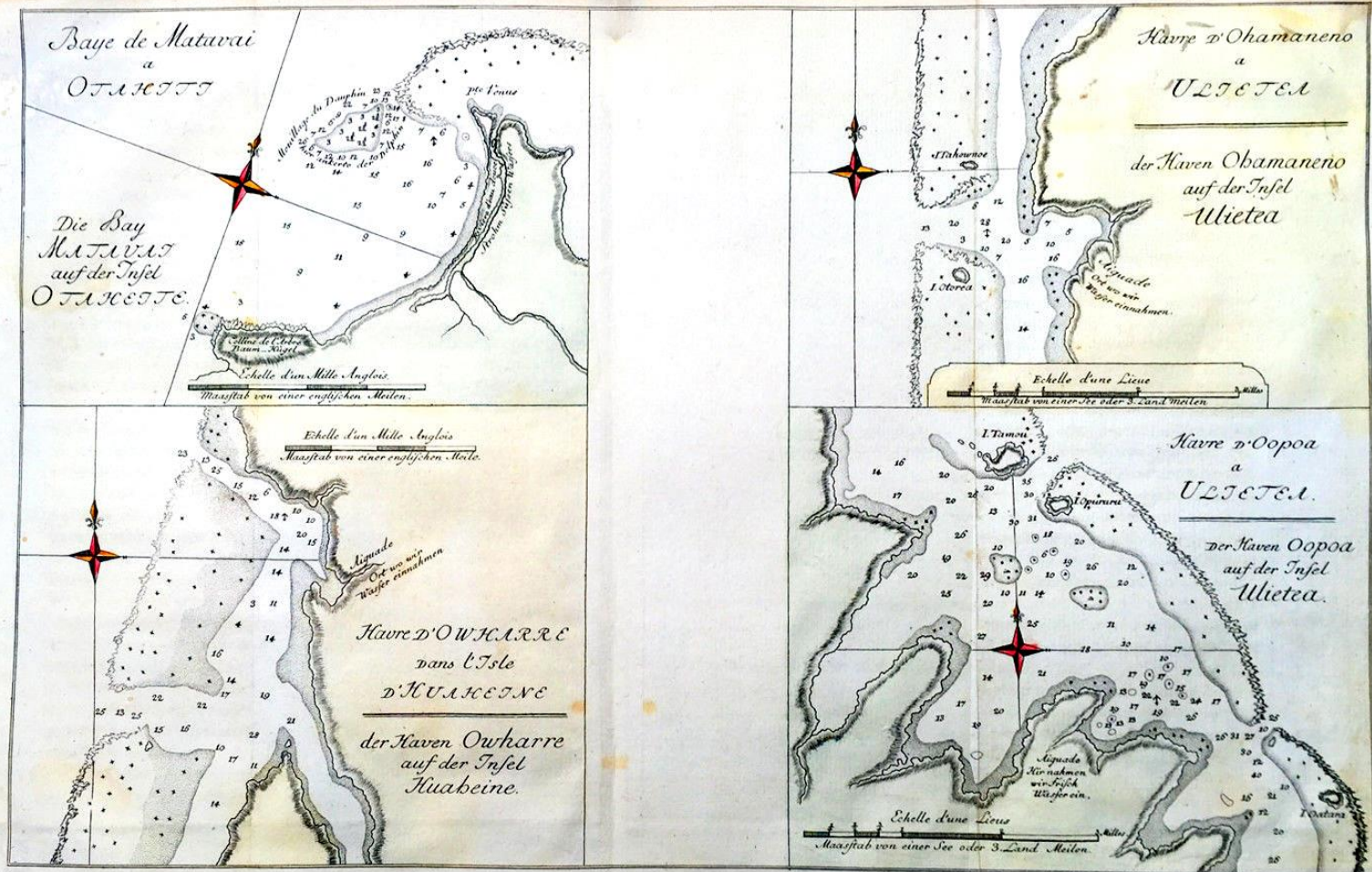
including Tahiti (1769)



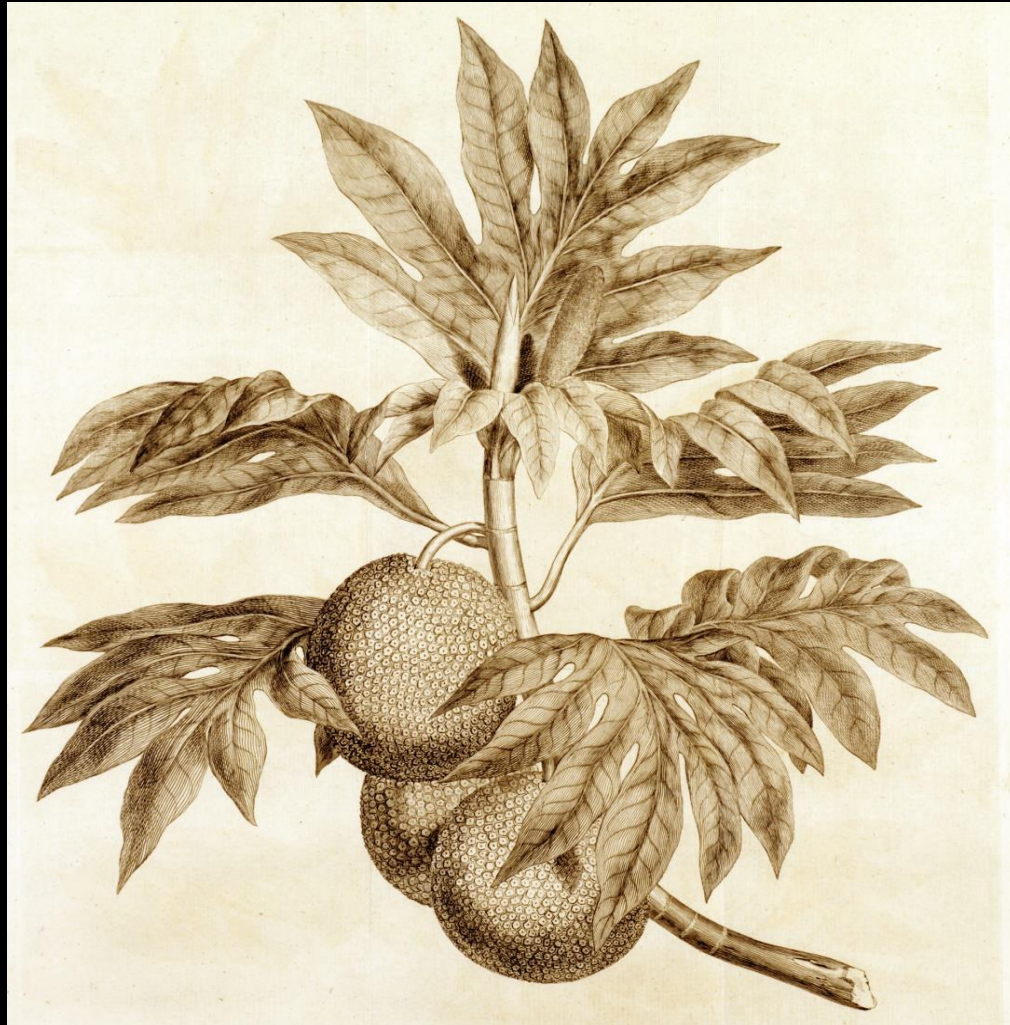
and Society Islands. Here a French copy of Cook's map



[Raiatea and Huaheine Isles (1769)]



During their extended stay in Polynesia, Cook and aristocratic botanist Joseph Banks, naturalist Daniel Solander and artist Sydney Parkinson gathered valuable information on flora and fauna, as well as native society, language and customs. Sketch here of breadfruit.

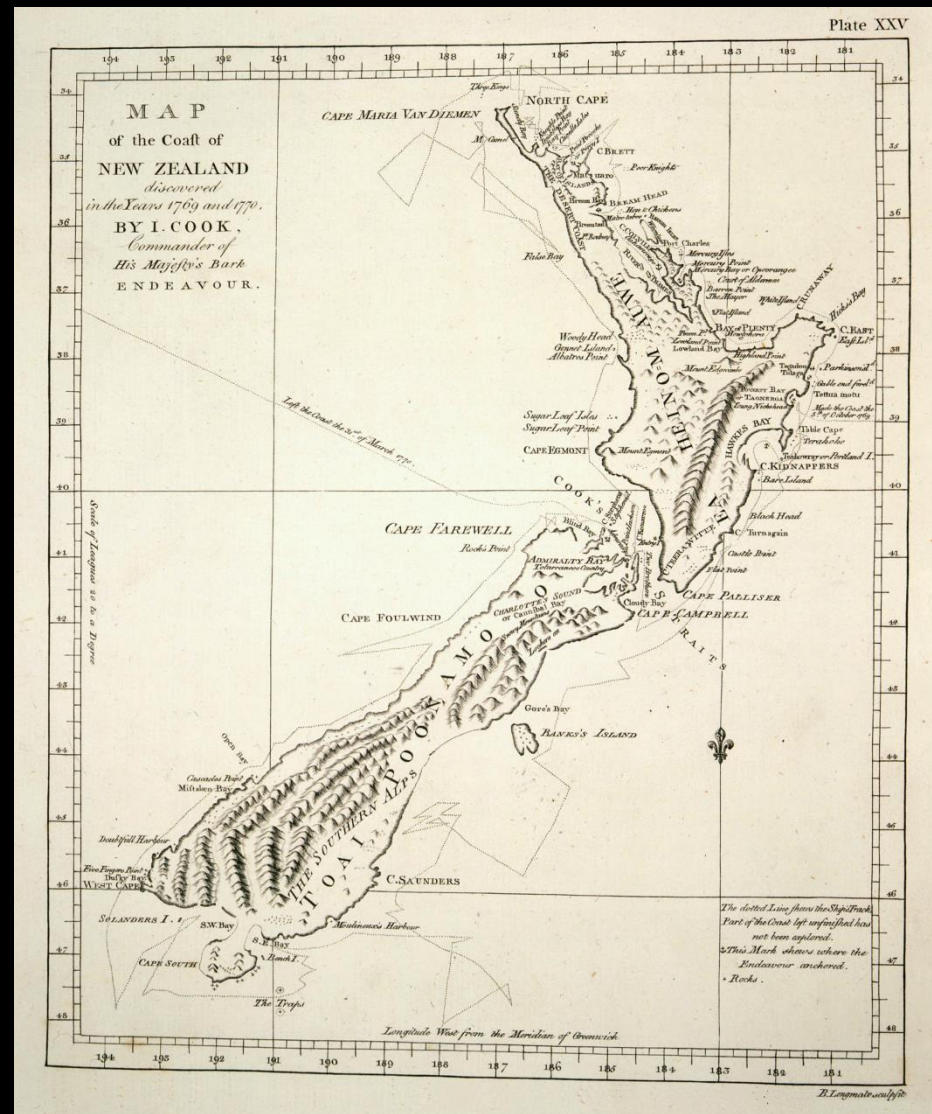


From Polynesia Cook sailed south and west to New Zealand, where he circumnavigated and surveyed both the north and south islands

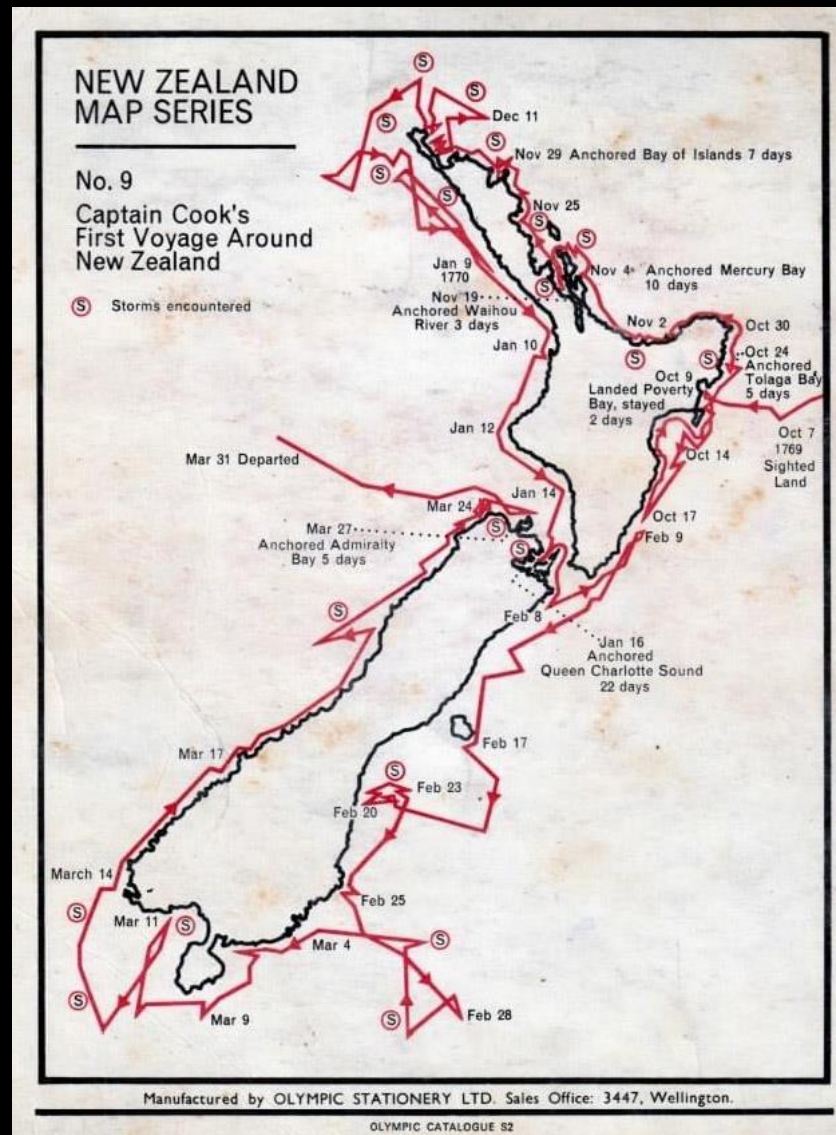


The Inside of a HIPPAH, in NEW ZEELAND.

Cook Map of New Zealand



Cook's route
around the
north and south
islands of
New Zealand



Cook's encounters with the native Maori were not always friendly, in spite of Tahitian priest Tupaia joining the expedition as translator. At least 8 Maori were killed in violent encounters



New Zealand War Canoe bidding defiance to the Ship

An elaborately
tattooed Maori in
New Zealand



An elaborately
tattooed Maori in
New Zealand



The following year (1770) Cook's ship Endeavour headed west



until it discovered the east coast of Australia, with first landfall at Botany Bay, named for the unique specimens of plants discovered there by Banks and Solander



[Swedish naturalist Daniel Solander, below right with Banks]



Their specimens were preserved on paper by Scottish illustrator Sydney Parkinson



PLANTS OF
CAPTAIN COOK'S FIRST VOYAGE
1769-1771
AUSTRALIA: New South Wales
Botany Bay
26 April - 6 May 1770
Col. James Cook & Dr. David Solander



Banksia serrata L.f.
Lamour. 26 Apr 1770
DISTRIBUTION: A. C. Smith
Hort. Acad. Bot. Berlin 1770

Banksia serrata
Lamour.
Hort. Acad. Bot. Berlin 1770

Banksia serrata L.f.
Hort. Acad. Bot. Berlin 1770

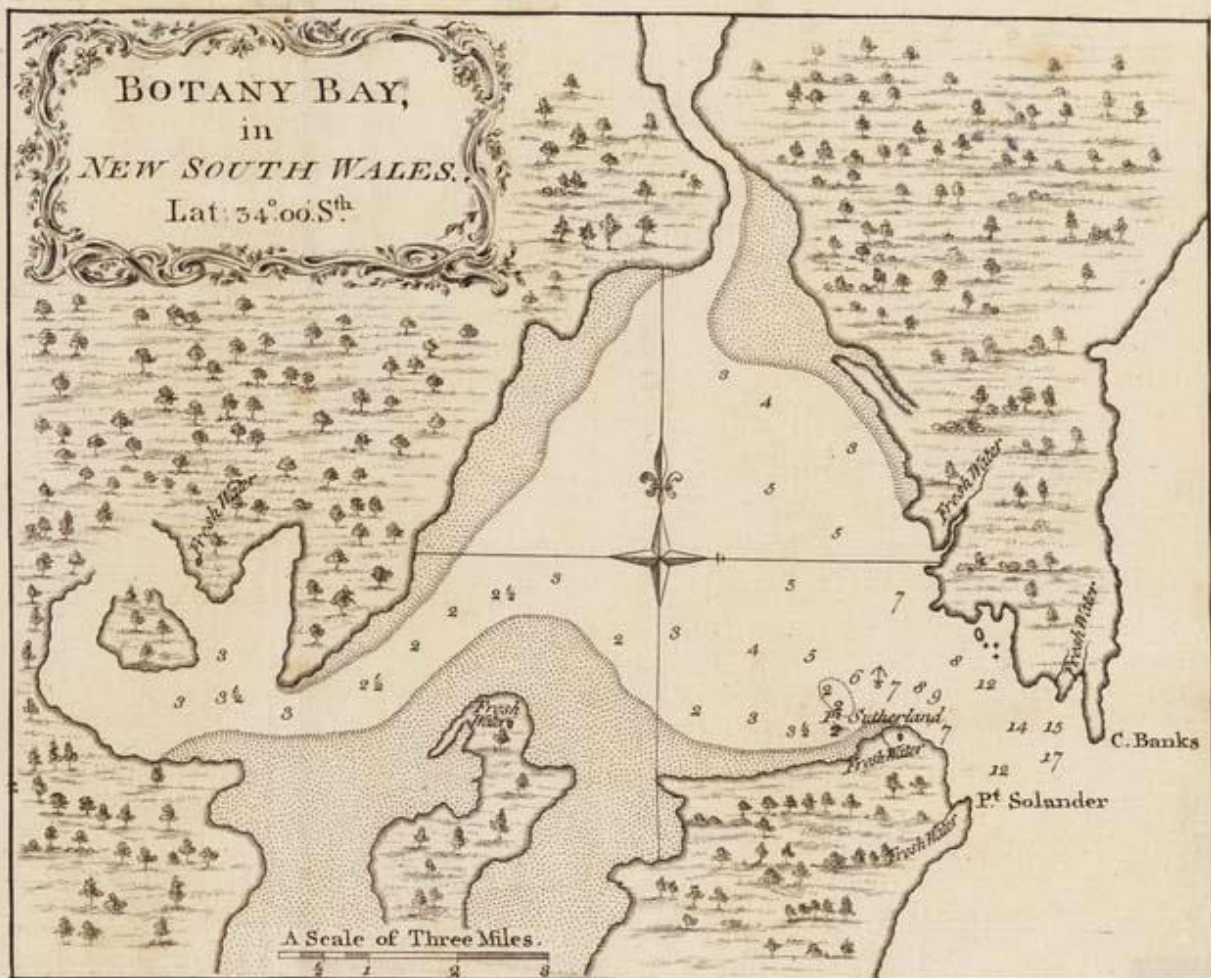
Banksia serrata L.f.
Lamour.
Hort. Acad. Bot. Berlin 1770



Banksia serrata

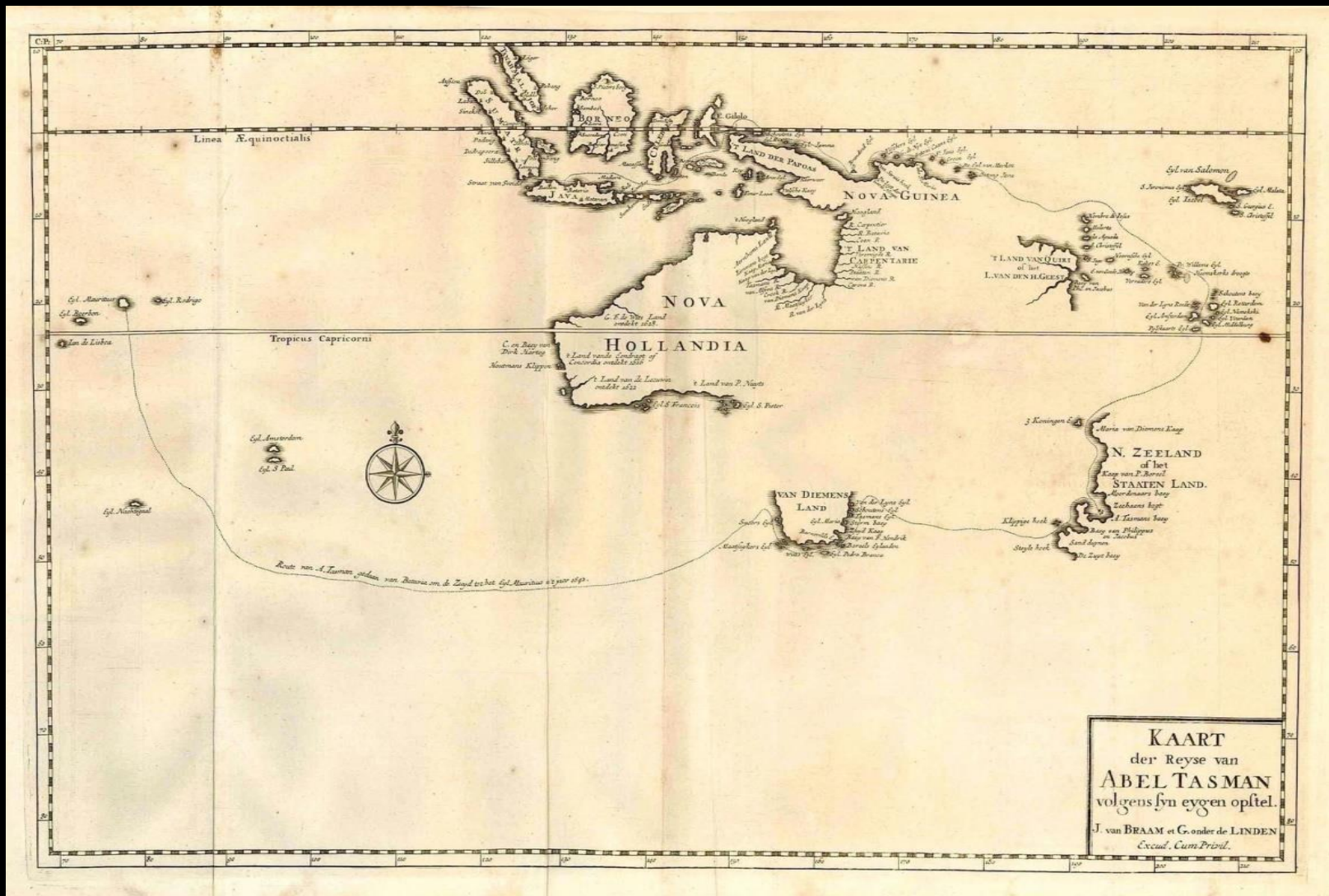
BOTANY BAY,
in
NEW SOUTH WALES.

Lat: 34° 00' Sth

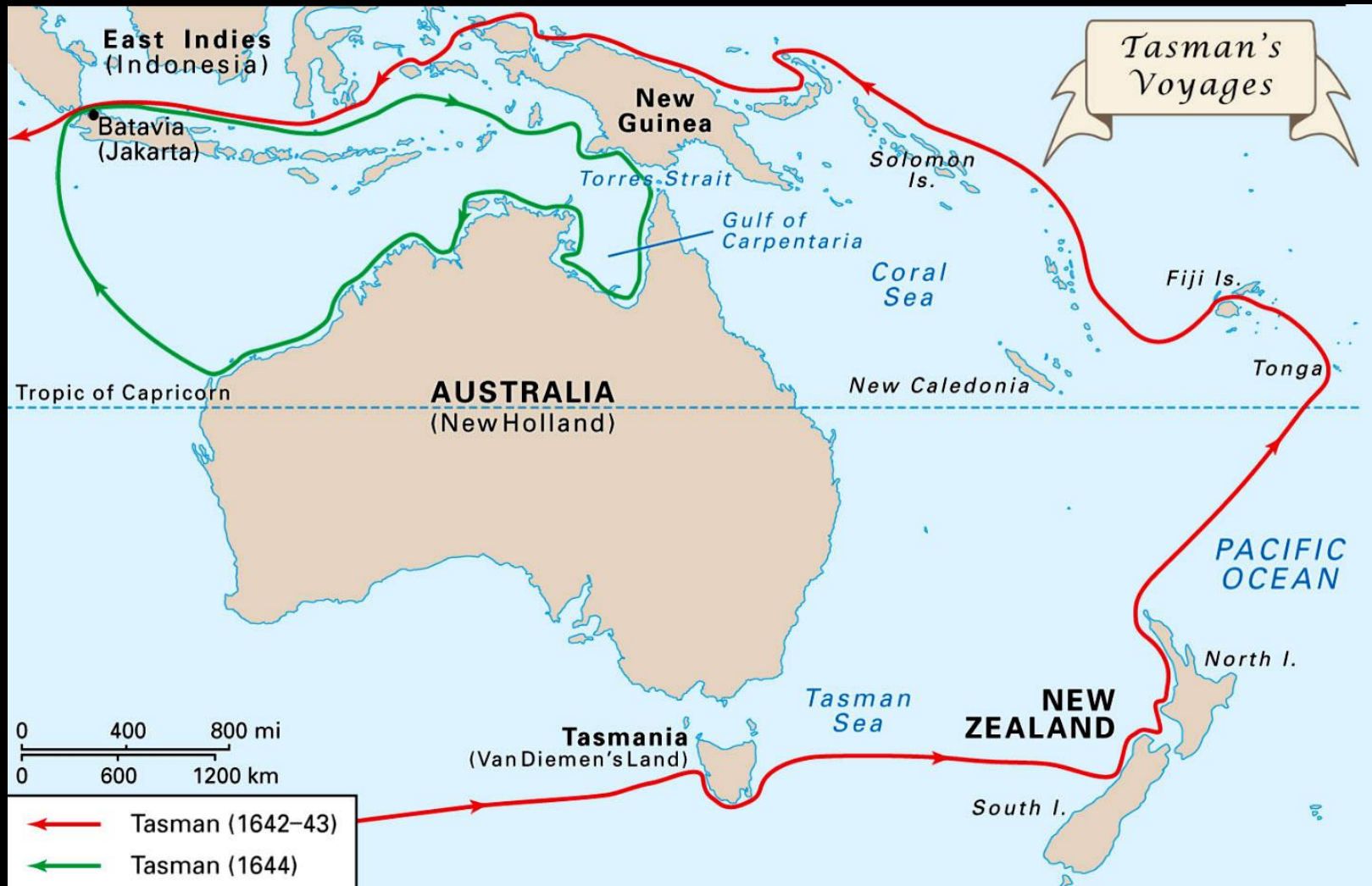


J. Gibson & T. Bowen Sculp

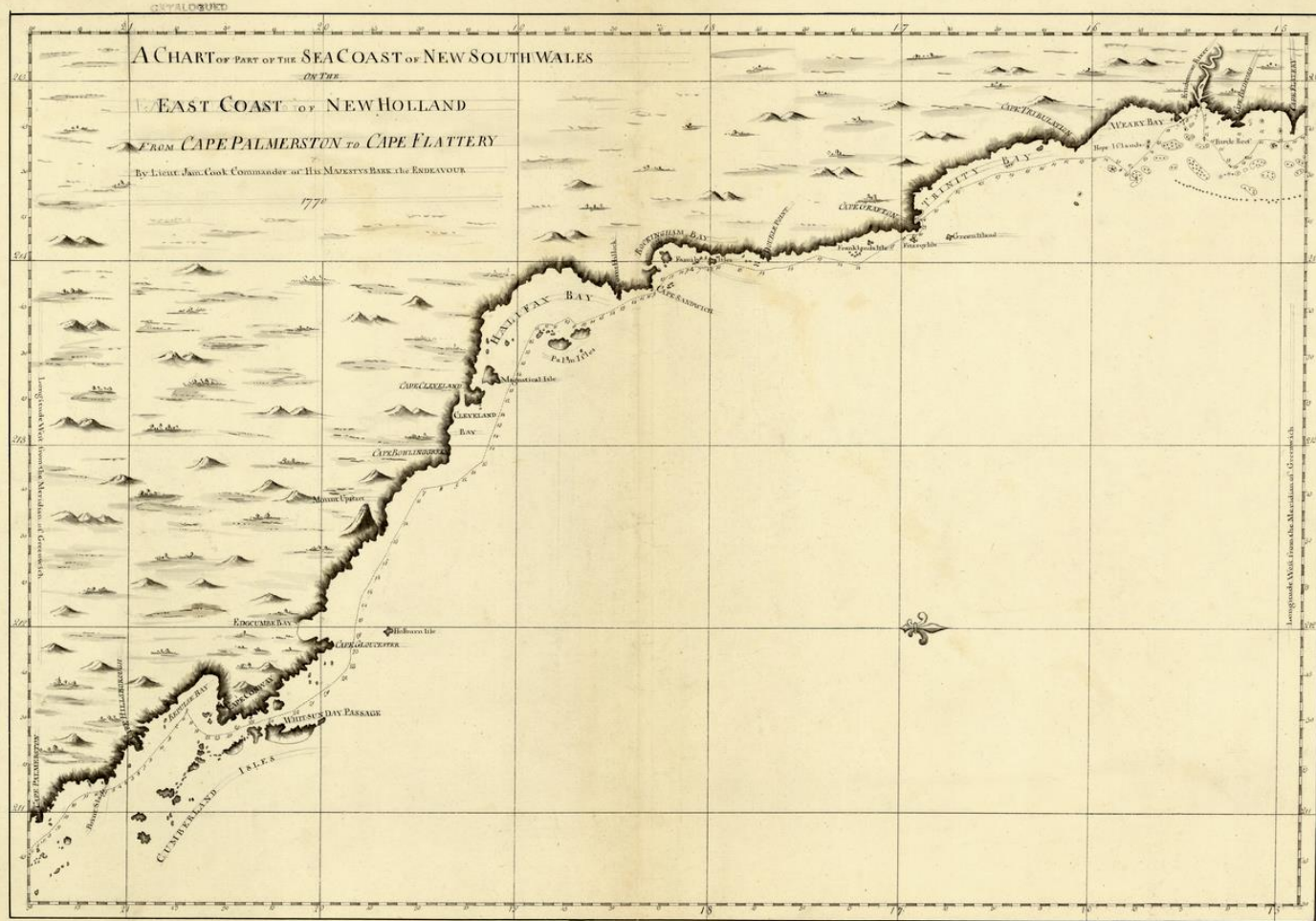
The north and west coasts of “New Holland” were explored by Dutch explorers in the 17th century, with countryman Abel Tasman exploring the south coast of Tasmania and west coast New Zealand in 1642-43

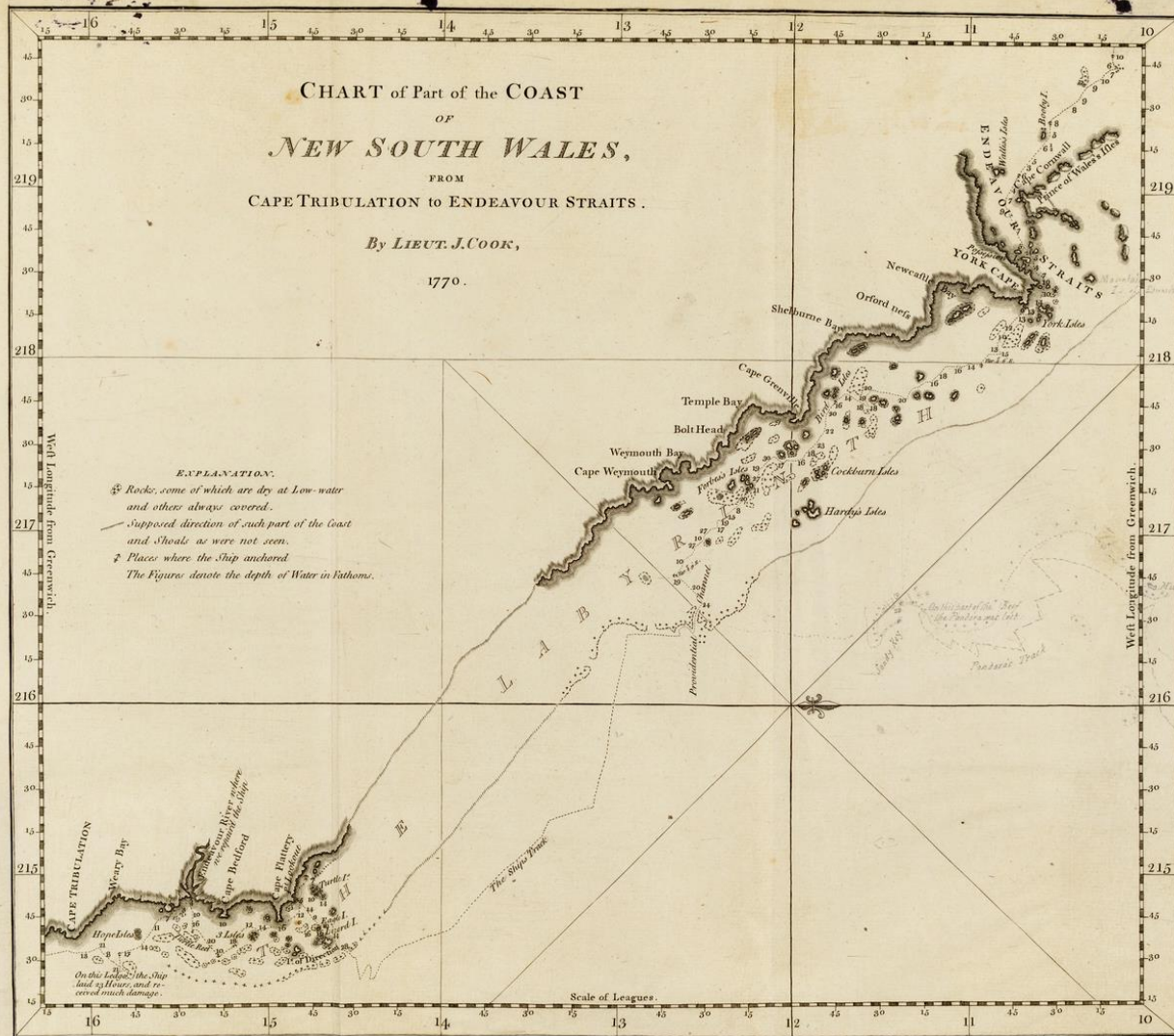


[Abel Tasman's Voyages from 1642 to 1644]

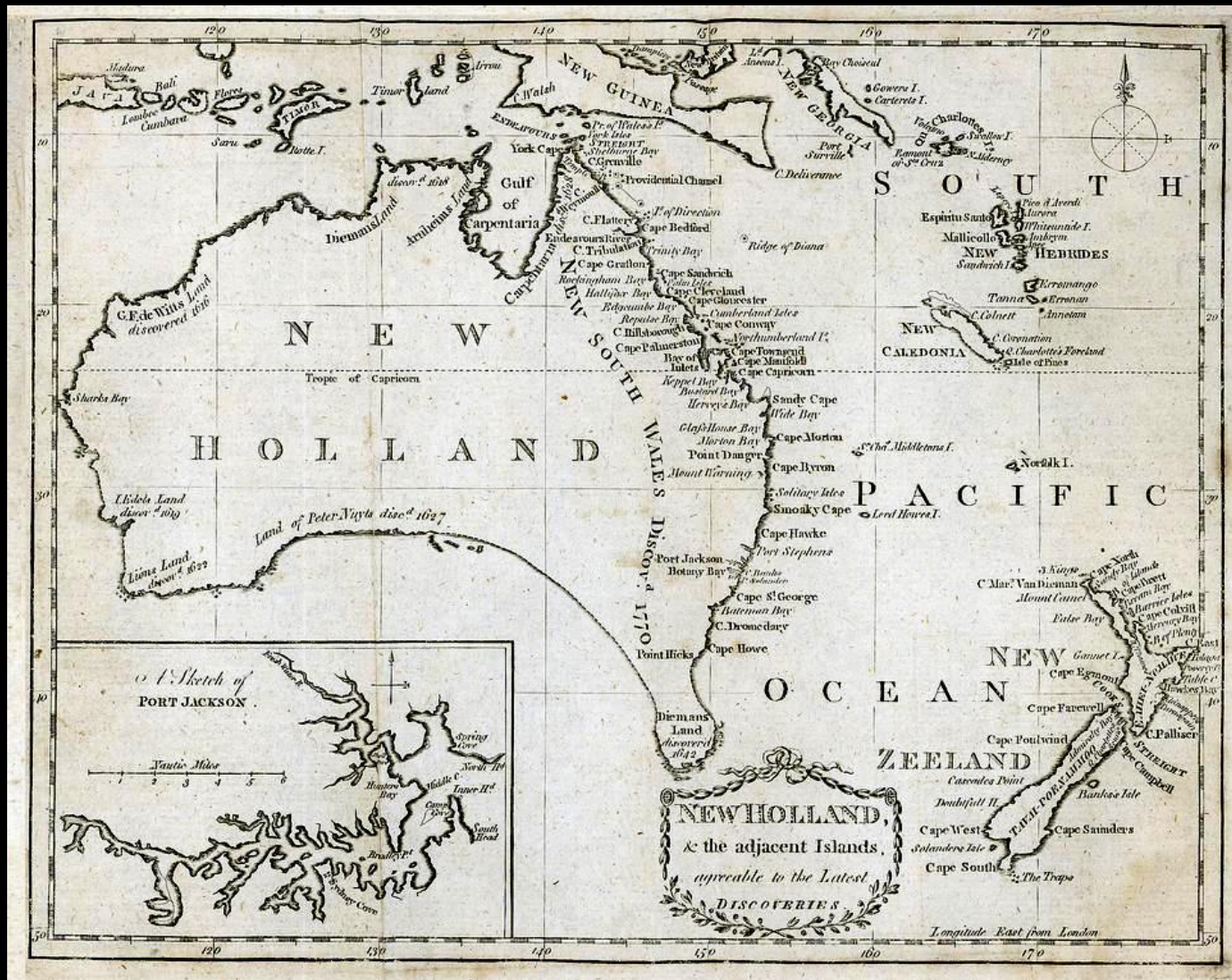


After landing at Botany Bay, Endeavour continued north along the east coast, stopping here and there to survey and chart the coastline

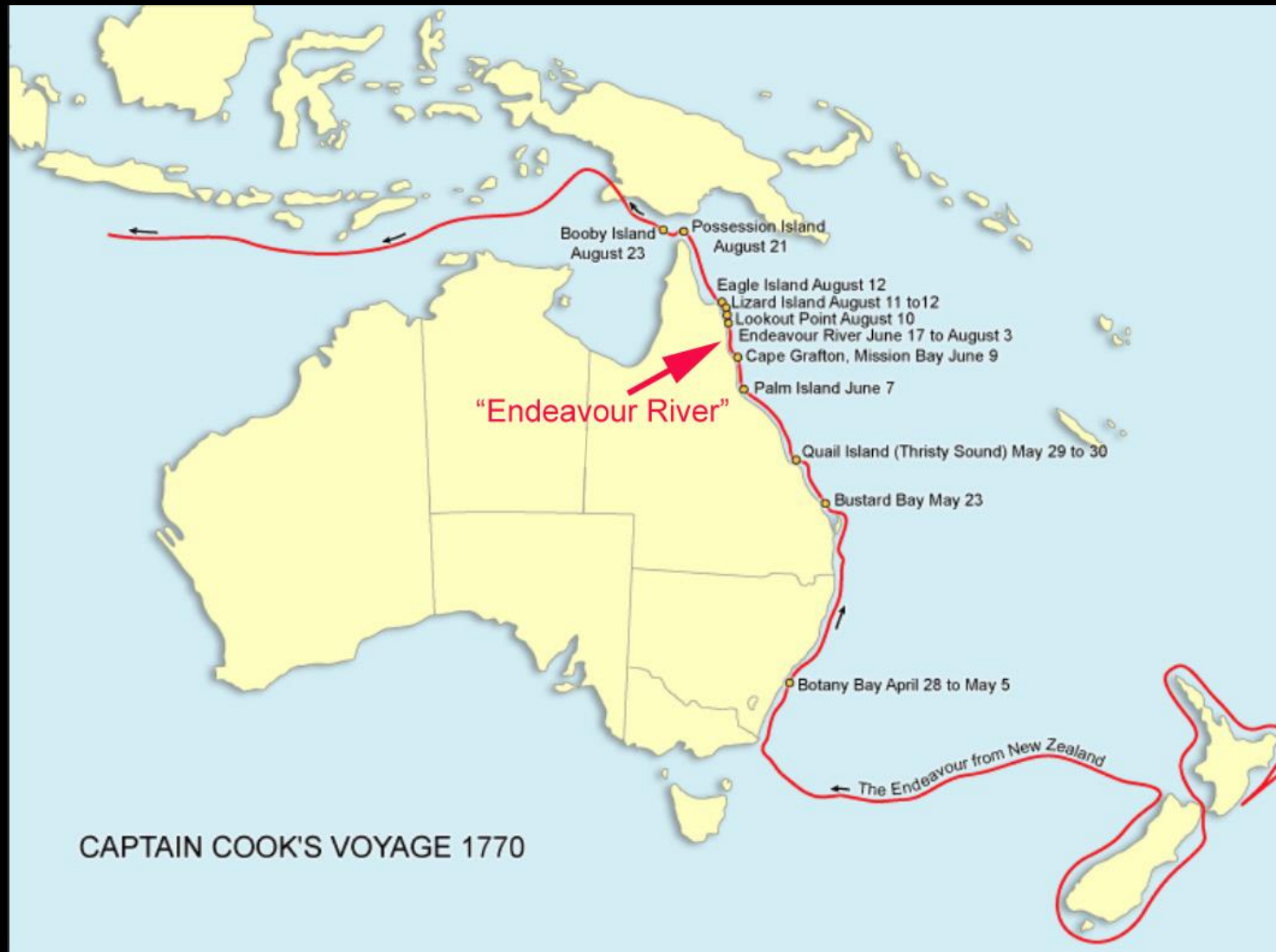




which would culminate in the first relatively complete map of Australia.



On the northeast coast, Endeavour ran aground on a shoal of the Great Barrier Reef



After the badly damaged ship was freed, it put in at the mouth of a river (named Endeavour River) for repairs, where it stayed for seven weeks

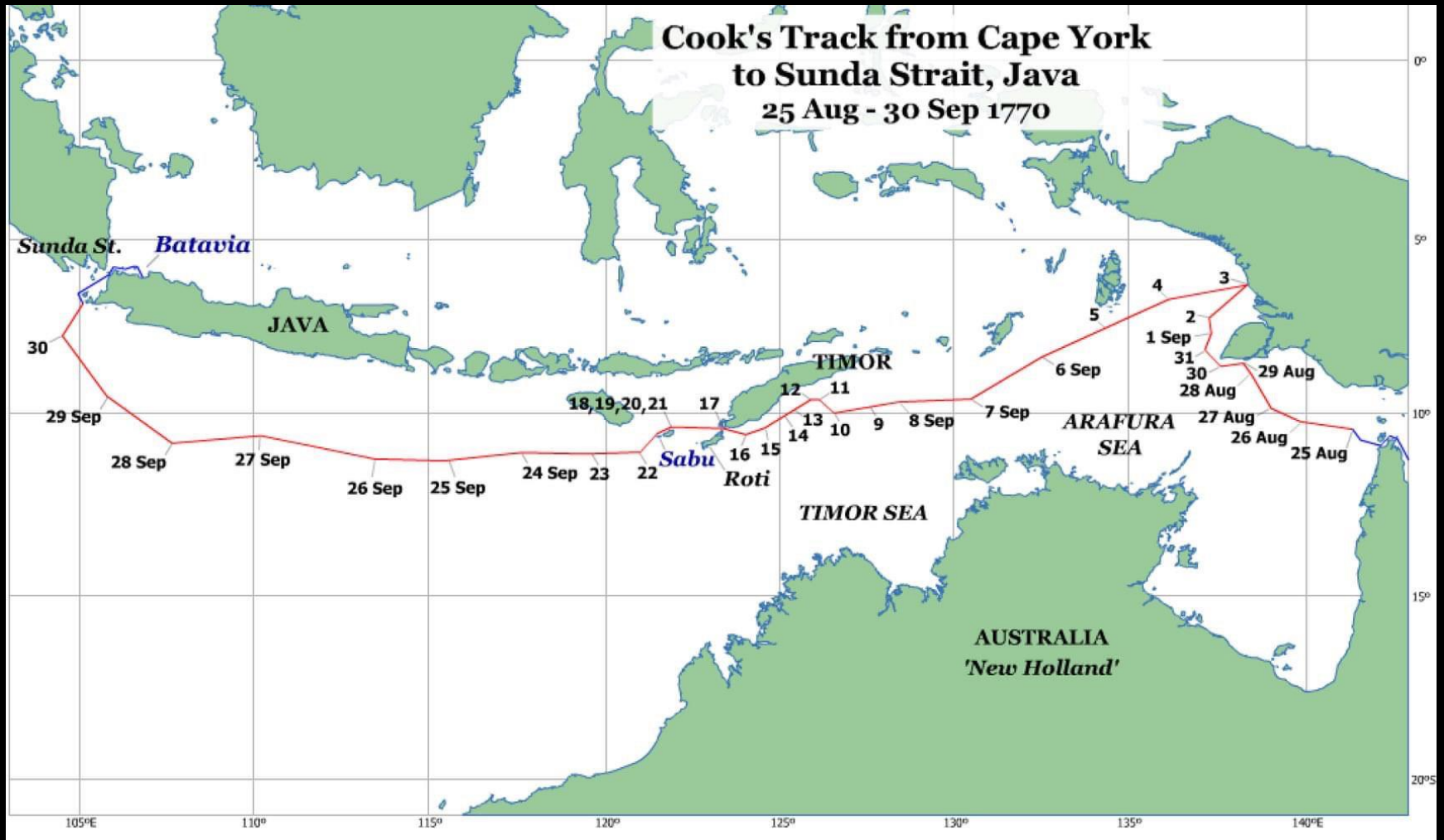




After much exploring, surveying and collecting, Endeavour departed Australia and headed west for the Dutch trading port of Batavia



**Cook's Track from Cape York
to Sunda Strait, Java
25 Aug - 30 Sep 1770**



the capital of the Dutch East Indies, which corresponds to modern-day Jakarta

A Prospect of the Town of BATAVIA.

Vol. 1. page 280.



A View of the Citadel of BATAVIA.



The city of canals had five gates, each with draw-bridge that was closed at night



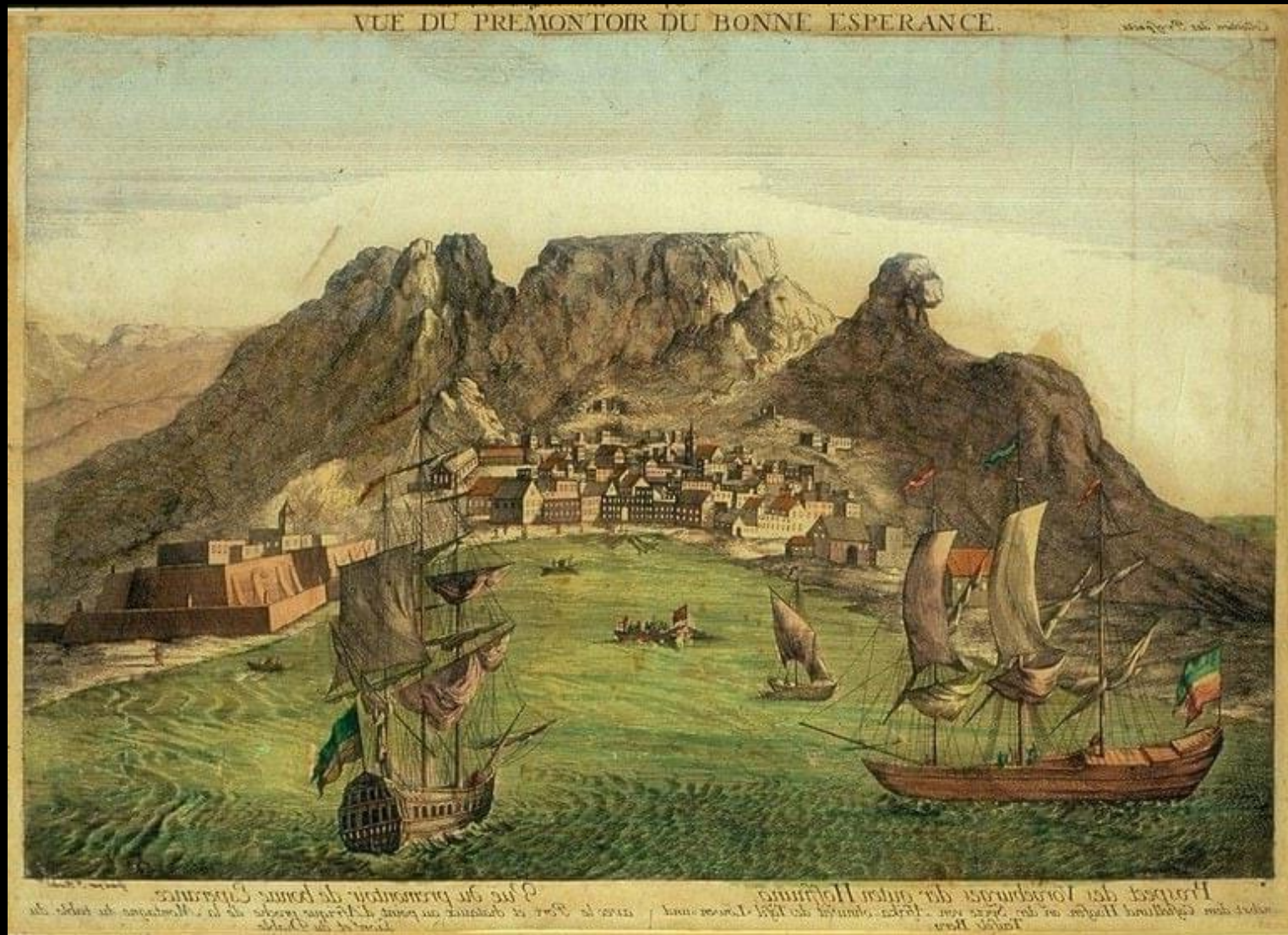
HET GEZIGT VAN HET CASSTEEL VAN BATAVIA MET HET COUVEREMENT
EN CEBOUWEN VAN BINNEN AF TE ZIEN BY DE OPHAAL BRUGH



Though no crew members of Endeavour died of scurvy (the scourge of long sea voyages), some died after contracting malaria or dysentery, including artist Sydney Parkinson, at Batavia



After departing Batavia, HMS Endeavour arrived at Cape Town,
in what is now South Africa, in March 1771

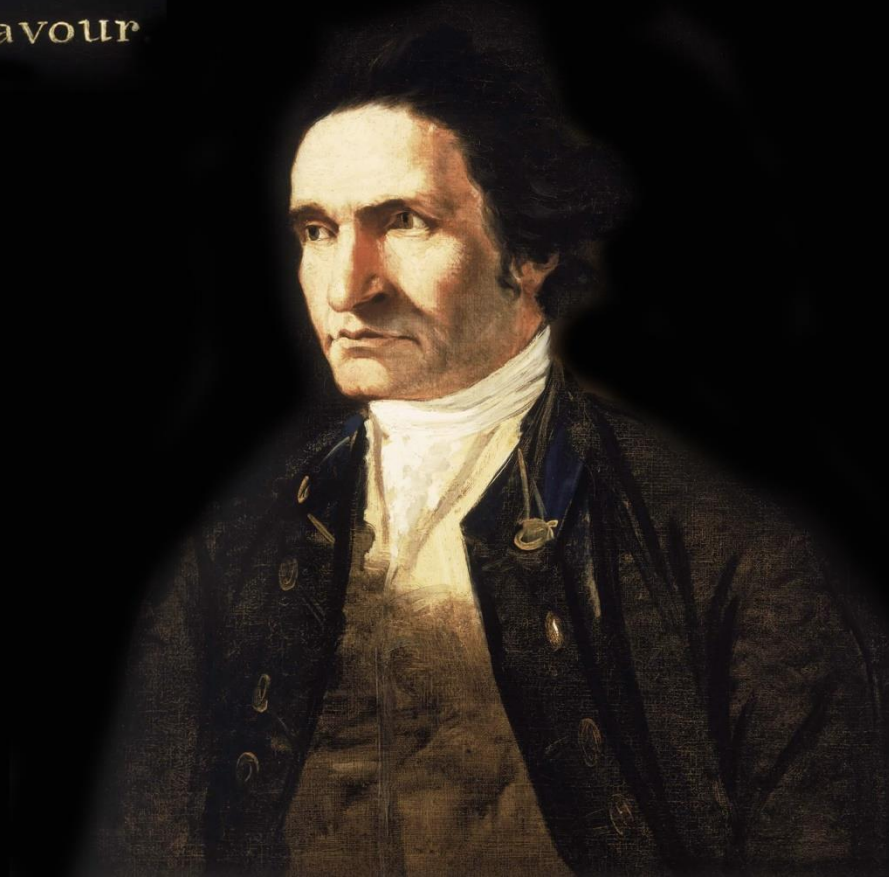


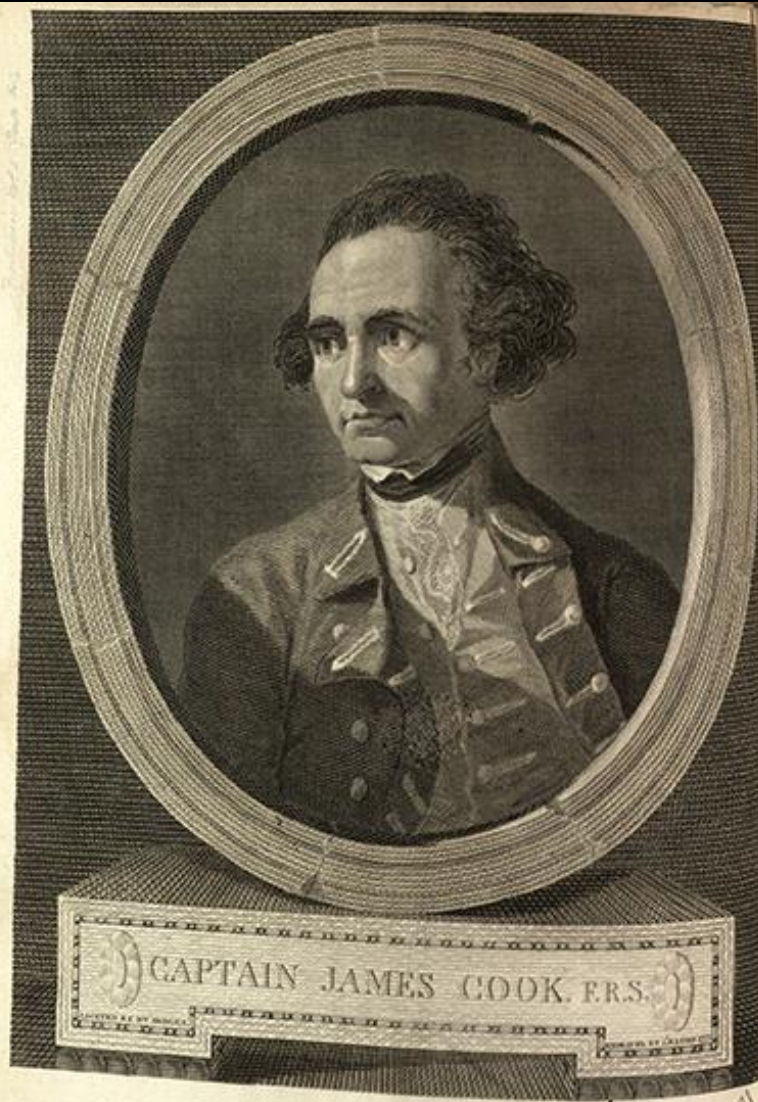
It arrived back in England on July 12, 1771 after circumnavigating the globe



Shortly after his return home, Cook was promoted to Commander, and in 1772 was commissioned to undertake a 2nd scientific expedition to the South Pacific to search for the hypothetical continent Terra Australis predicted by leading academics of the Royal Society

Capt. James Cook
of the Endeavour





A
V O Y A G E
TOWARDS THE
SOUTH POLE,
AND
ROUND THE WORLD.

PERFORMED IN
His Majesty's Ships the RESOLUTION and ADVENTURE,
In the Years 1771, 1772, 1773, 1774, and 1775.

WRITTEN
By JAMES COOK, Commander of the RESOLUTION.

In which is included,
CAPTAIN FURNEAUX's NARRATIVE of his
Proceedings in the ADVENTURE during the Separation of the Ships.

IN TWO VOLUMES.

Illustrated with MAPS and CHARTS, and a Variety of PORTRAITS of
PERSONS and VIEWS of PLACES, drawn during the Voyage by
Mr. HODGES, and engraved by the most eminent Masters.

VOL. I.

L O N D O N :

Printed for W. STRAHAN, and T. CADELL in the Strand.

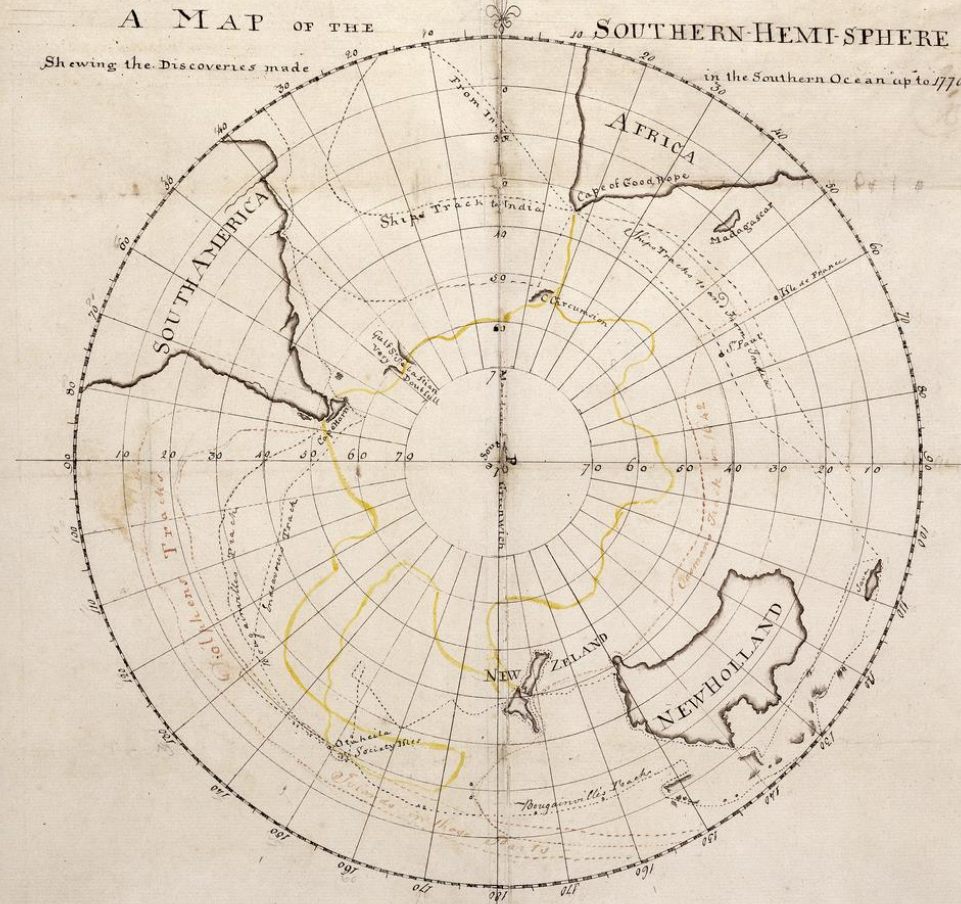
MDCCCLXXVII.

Cook sailed south then east with two ships (HMS Resolution and HMS Adventure) into the Indian Ocean, as opposed to west round the difficult Cape of Good Hope into the South Pacific



In January 1773, Resolution became the first ship to venture south of the Antarctic Circle, which she did twice more during the voyage



[illegible]

[A Chart of the Southern Hemisphere, 1776]

A CHART OF THE SOUTHERN HEMISPHERE;

shewing the Tracks of some of the

most distinguished Navigators:

By Captain JAMES COOK.

of his MAJESTY'S Navy.

TABLES, containing LATITUDES and
in the SOUTH PACIFIC OCEAN, as

New South Cape	34° 30' S
Q. Charles's Sound	35° 30' S
Zealand East Cape	36° 30' S
North Cape	37° 30' S
Norfolk Id.	38° 30' S
Amsterdam	39° 30' S
N. E. Cape	40° 30' S
Kingman L.	41° 30' S
Byron L.	42° 30' S
St. Paul's Bay	43° 30' S
St. Paul's Id.	44° 30' S

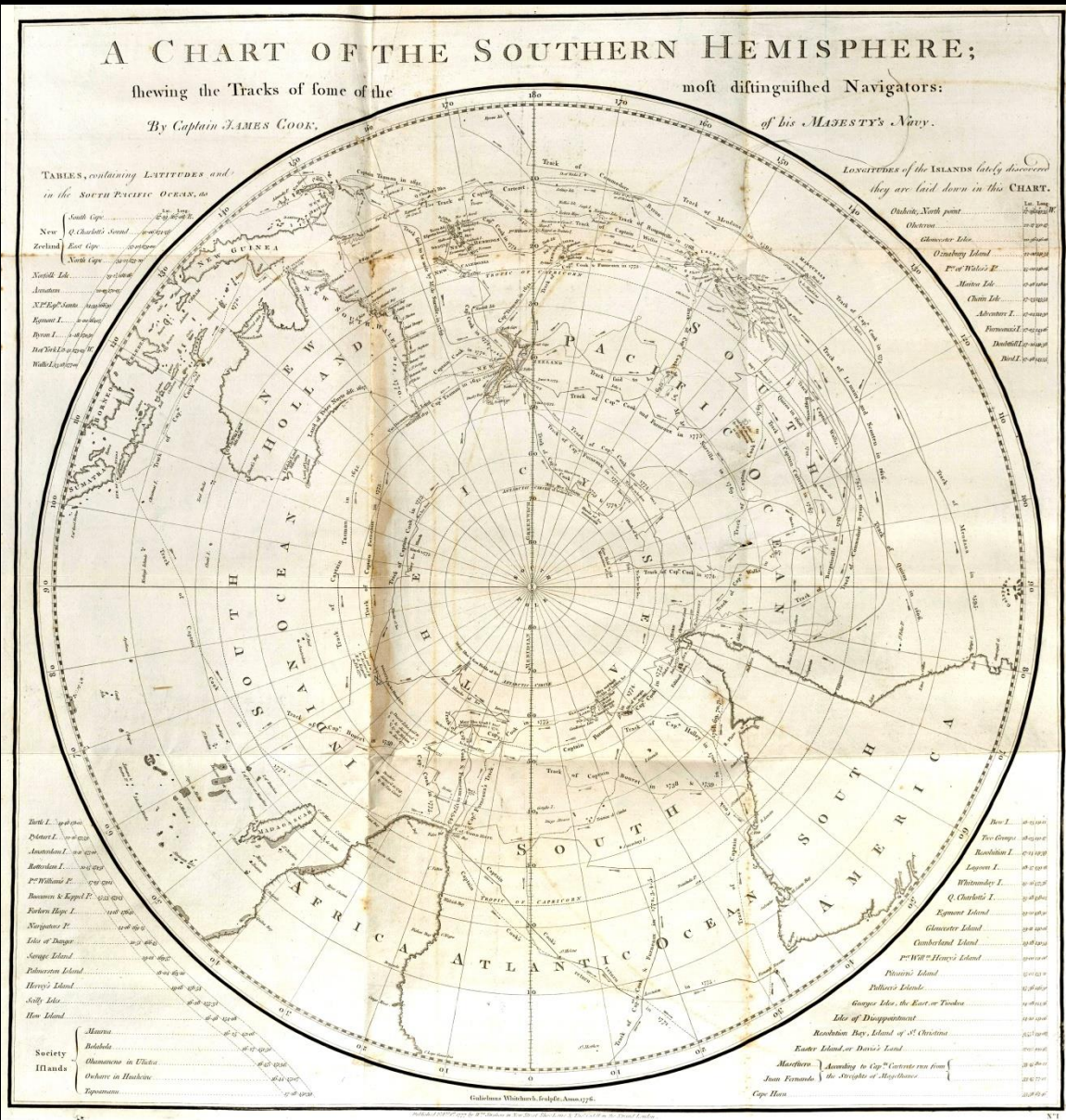
LONGITUDES of the ISLANDS lately discovered
they are laid down in this CHART.

Orkney, North point	174° 30' E
Orkney Id.	175° 30' E
Orkney Id.	176° 30' E
Orkney Id.	177° 30' E
Orkney Id.	178° 30' E
Orkney Id.	179° 30' E
Orkney Id.	180° 30' E
Orkney Id.	181° 30' E
Orkney Id.	182° 30' E
Orkney Id.	183° 30' E

St. Paul's Id.	45° 30' S
Orkney Id.	46° 30' S
Amsterdam	47° 30' S
St. Paul's Id.	48° 30' S
St. Paul's Id.	49° 30' S
St. Paul's Id.	50° 30' S
St. Paul's Id.	51° 30' S
St. Paul's Id.	52° 30' S
St. Paul's Id.	53° 30' S
St. Paul's Id.	54° 30' S
St. Paul's Id.	55° 30' S

Society	Islands
Islands	Islands
Islands	Islands
Islands	Islands
Islands	Islands
Islands	Islands
Islands	Islands
Islands	Islands
Islands	Islands
Islands	Islands

St. Paul's Id.	56° 30' S
St. Paul's Id.	57° 30' S
St. Paul's Id.	58° 30' S
St. Paul's Id.	59° 30' S
St. Paul's Id.	60° 30' S
St. Paul's Id.	61° 30' S
St. Paul's Id.	62° 30' S
St. Paul's Id.	63° 30' S
St. Paul's Id.	64° 30' S
St. Paul's Id.	65° 30' S



During his 2nd voyage, Cook occasionally sailed north into warmer regions to defrost and resupply, visiting New Zealand for the second time in March 1773



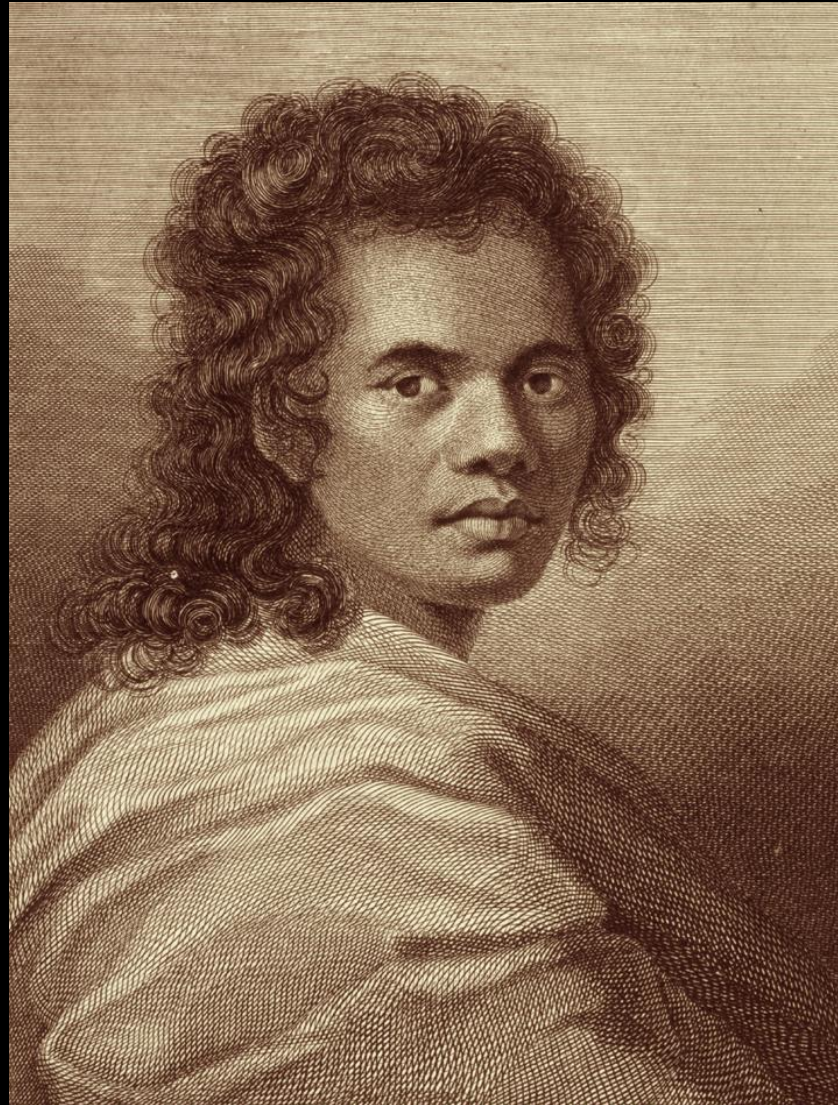
Other temperate stops on Cook's second voyage include Easter Island, the Marquesas, Tahiti, Society Islands, Tonga Islands, New Hebrides, New Caledonia, Norfolk Island, and South Georgia
[Below: HMS Resolution and HMS Discovery at Huaheine, Society Islands, September 1773]



[HMS Resolution and HMS Adventure in Matavia Bay, Tahiti, 1774]



In Tahiti, HMS Adventure took a Ra'iatean man named Omai on board. He would remain with the crew until its return to England, where he became a celebrity in aristocratic circles

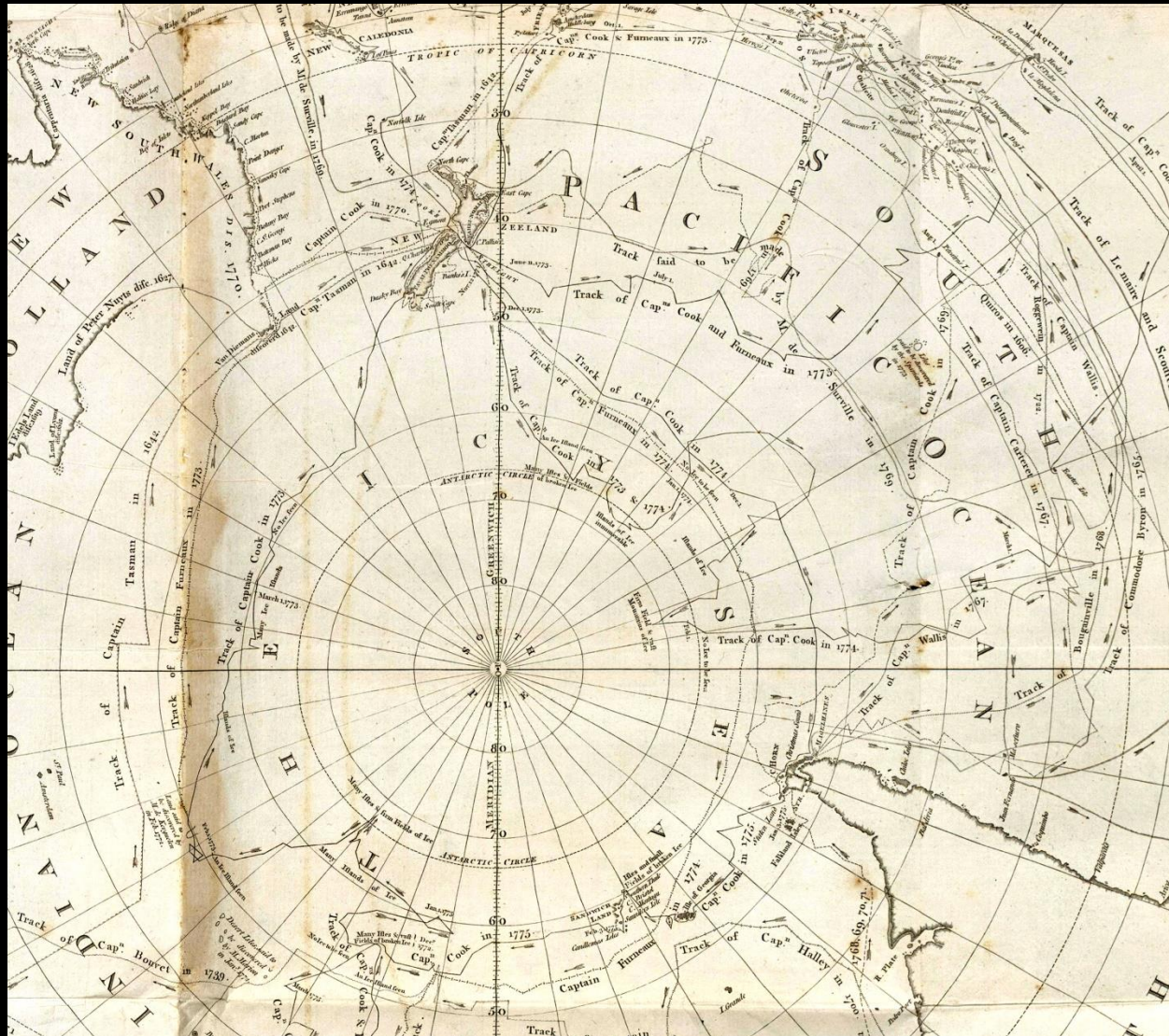


[Cook Landing at Malakula, New Hebrides (now Vanuatu) in July 1774]

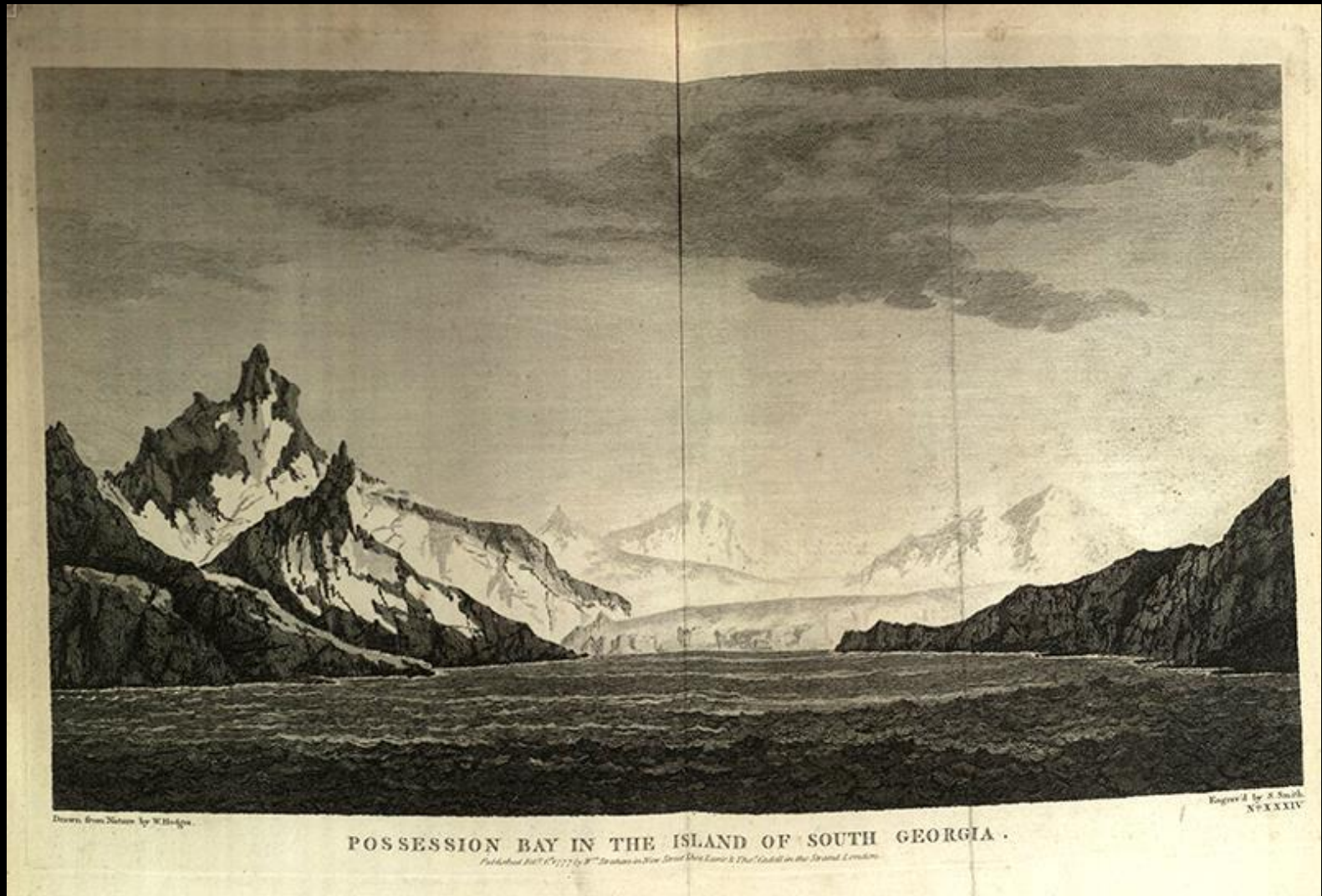


The Landing of CAPT^N COOK, &c. at MALLICOLO, one of the NEW HEBRIDES.

[Track of Cook's 2nd voyage on Chart of the Southern Hemisphere, 1776]



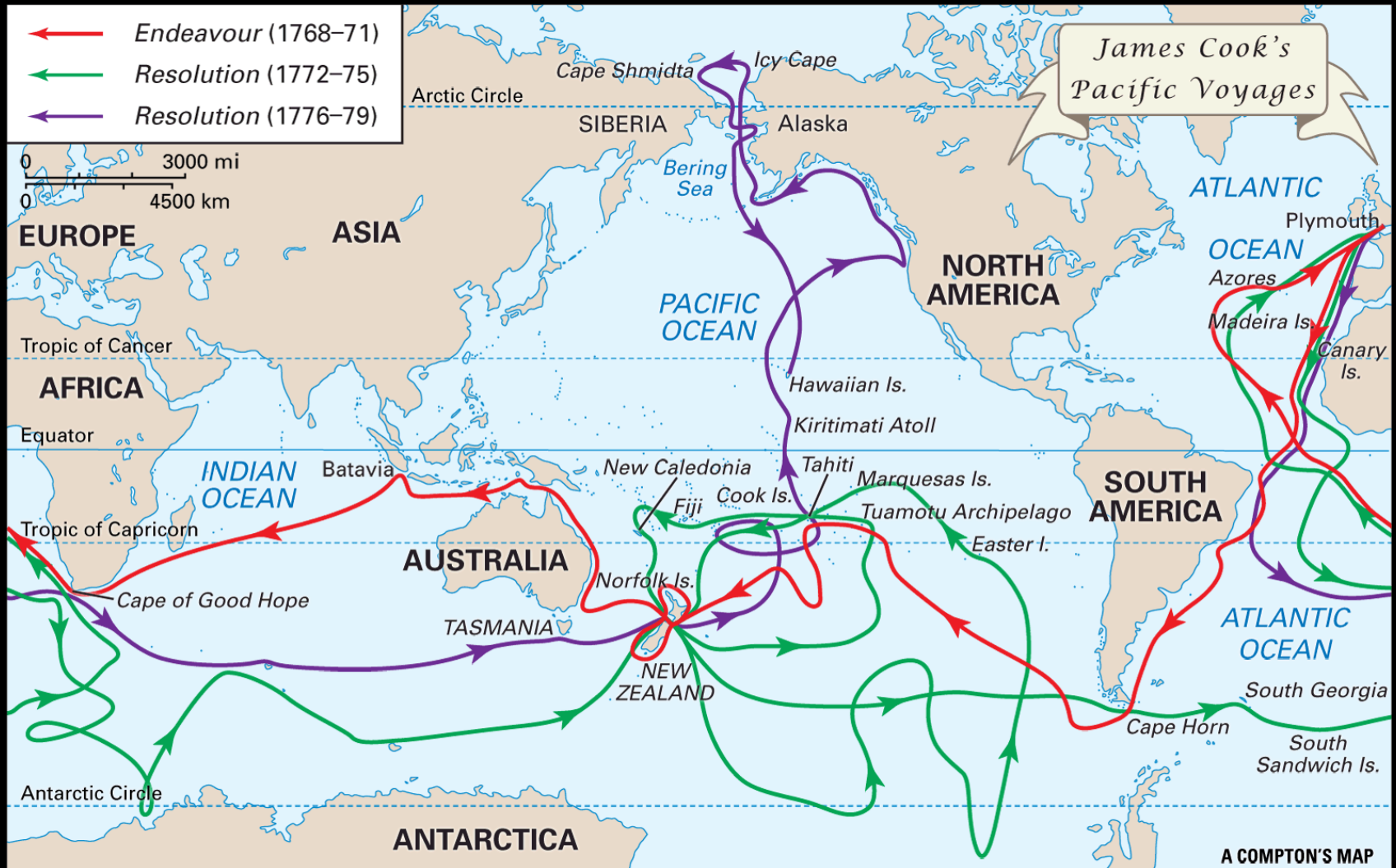
On his return to England, Cook discovered South Georgia in the South Atlantic before making a final attempt to discover land to the south. Though he didn't find the hypothetical southern continent, he did discover the South Sandwich Islands and predicted a polar continent



An important accomplishment of Cook's 2nd voyage was his successful use of British watchmaker Larcum Kendall's K1 Chronometer, an accurate copy of John Harrison's H4. This compact timepiece enabled Cook to accurately calculate his longitudinal position throughout his voyage



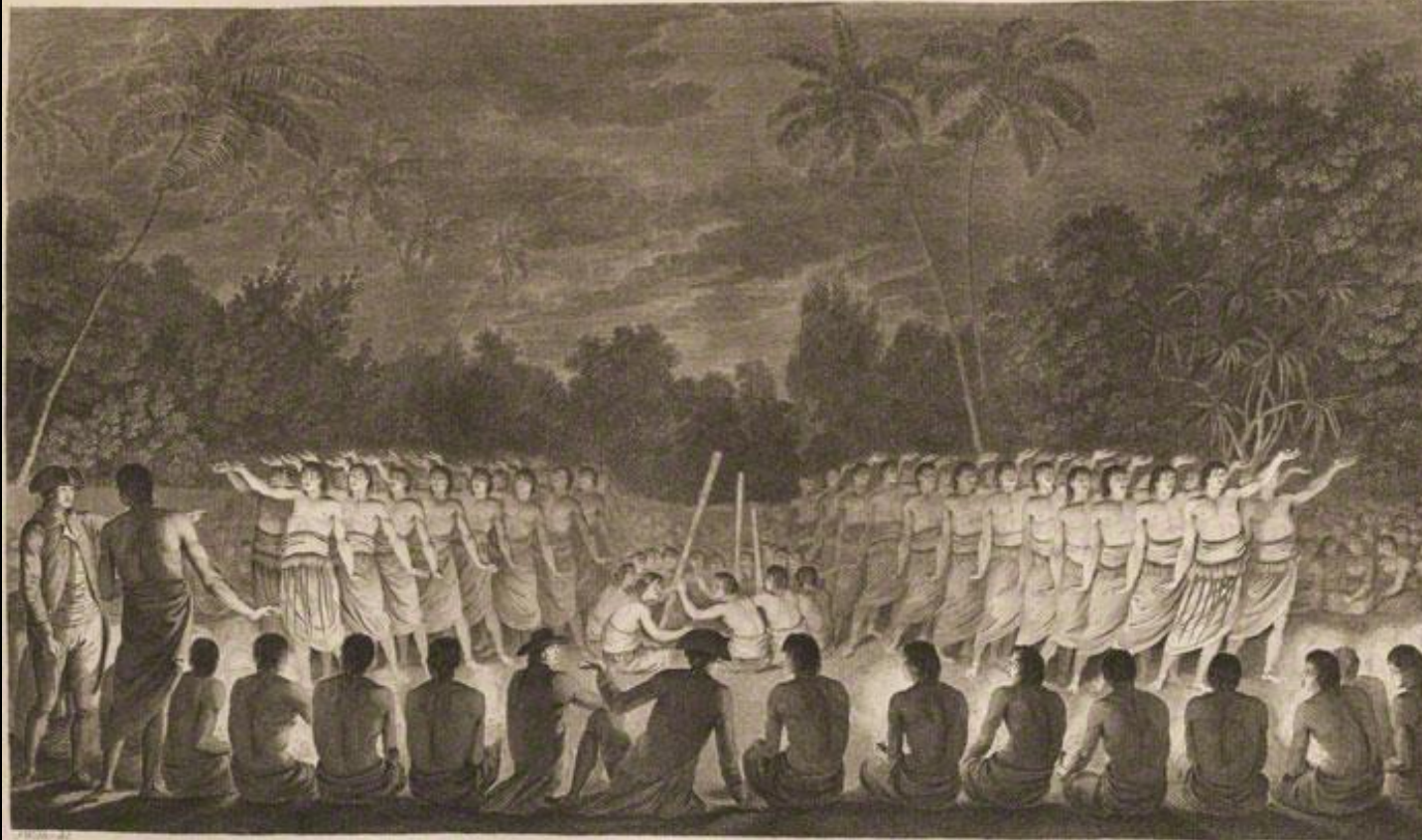
On Cook's 3rd voyage, he again sailed south to Cape Town before heading east into the Indian Ocean



However on this voyage the strategic objective was to sail north in search for a west to east gateway to another of earth's hypothetical features, the Northwest Passage

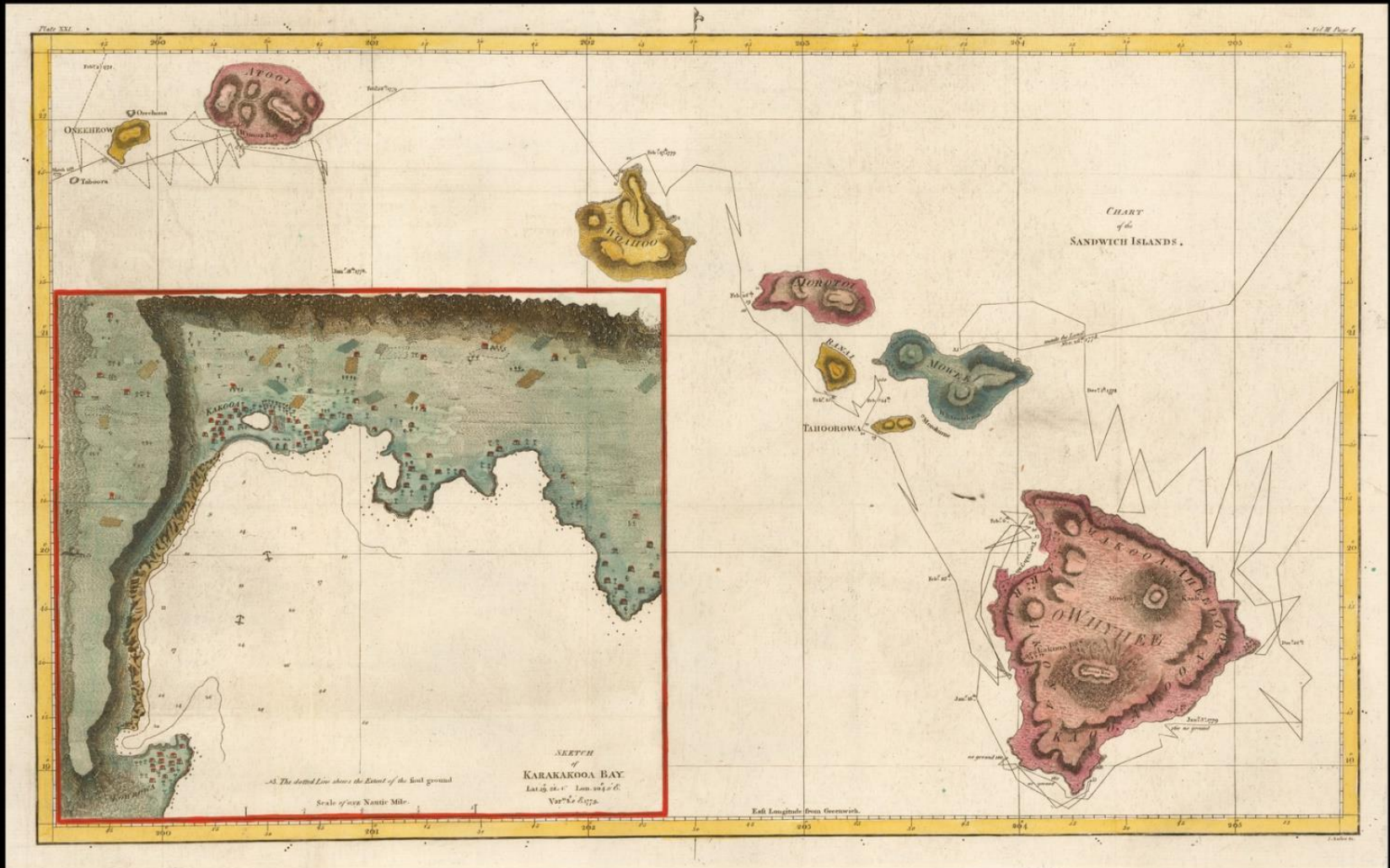


Officially the reason for the secret voyage was to return Omai to Tahiti,
with stops along the way at Tonga and Palmerston Island



A NIGHT DANCE by MEN, in HAPAE.

After heading north on December 1778, the crews of HMS Resolution and HMS Discovery were the first recorded Europeans to visit the Hawaiian Islands, which Cook named Sandwich Islands in honour of the Fourth Earl of Sandwich, who was acting First Lord of the Admiralty



Cook observed that the inhabitants spoke a version of the Polynesian language familiar to them from their previous travels in the South



A CANOE of the SANDWICH ISLANDS, the ROWERS MASKED.

From Hawaii, Resolution and Discovery headed northeast to the west coast of North America, making first landfall near Cape Foulweather on the Oregon coast



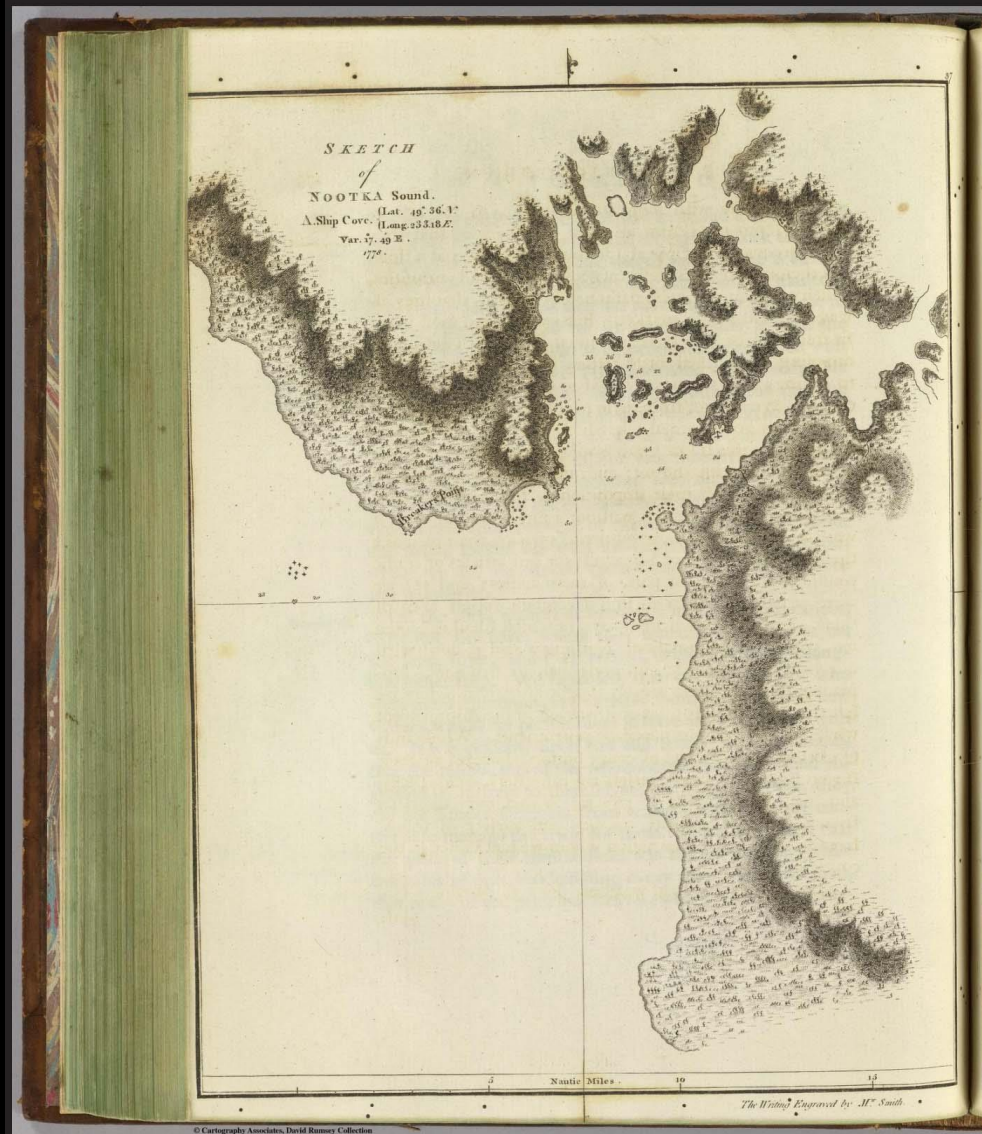
As the name suggests, poor weather forced the ships to continue at sea until they entered Nootka Sound on the west coast of Vancouver Island, where they remained for one month in what is now Resolution Cove, trading with local First Nations



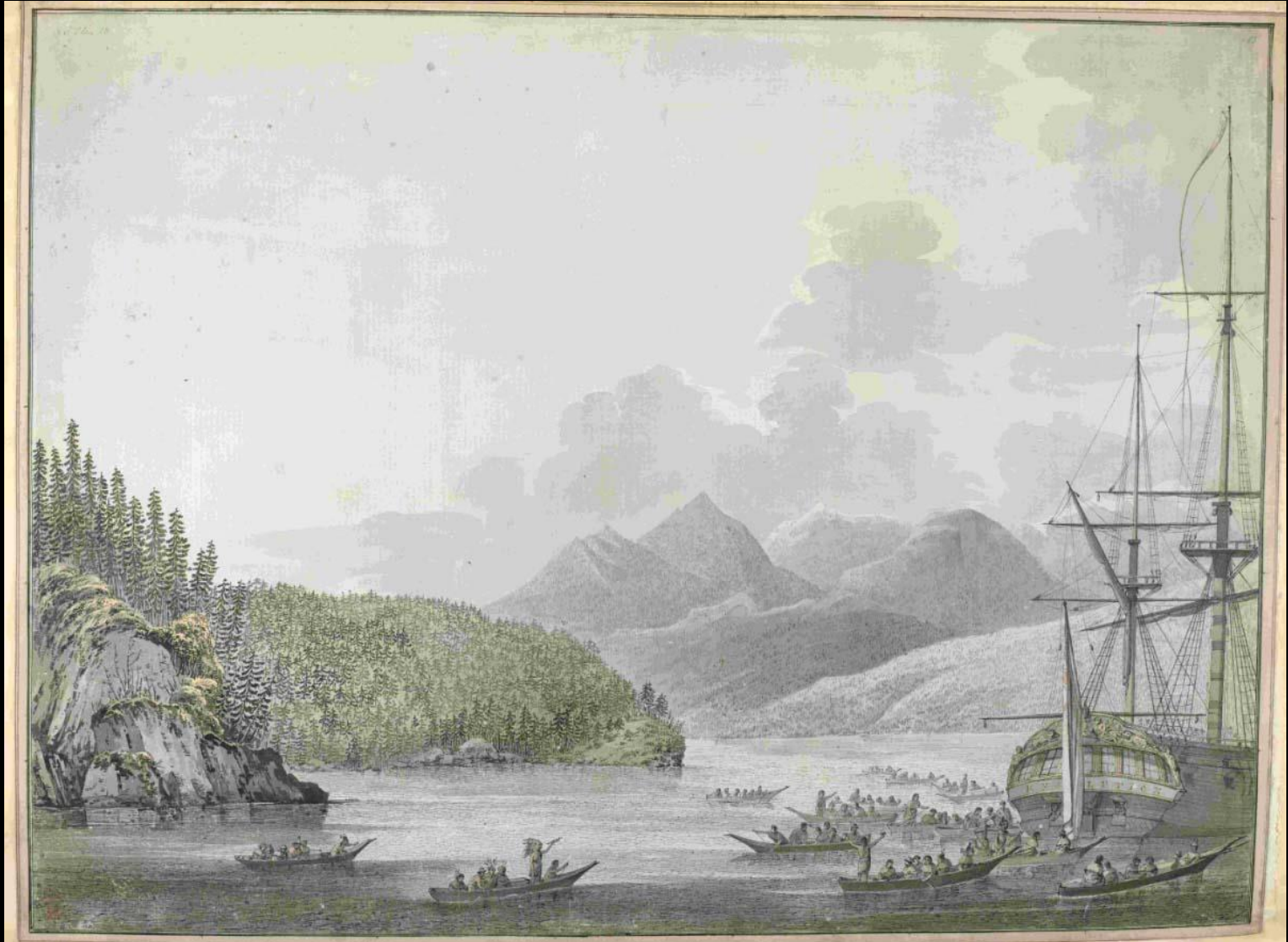
[Nootka, by John Webber, 3rd voyage artist]



[Sketch of Nootka Sound]



[Resolution at Anchor in Nootka Sound, John Webber 1778]

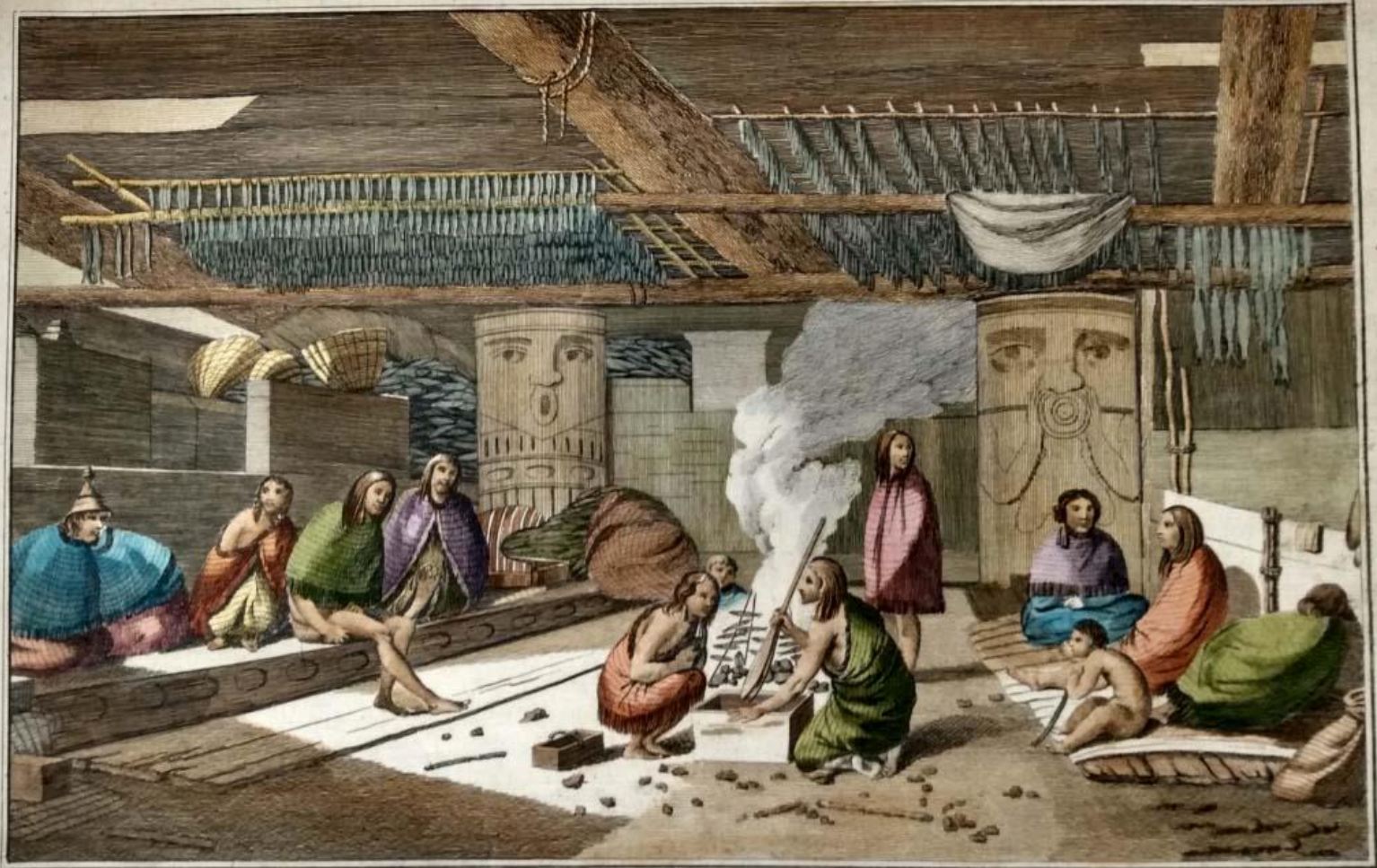


[Cook at Resolution Cove]



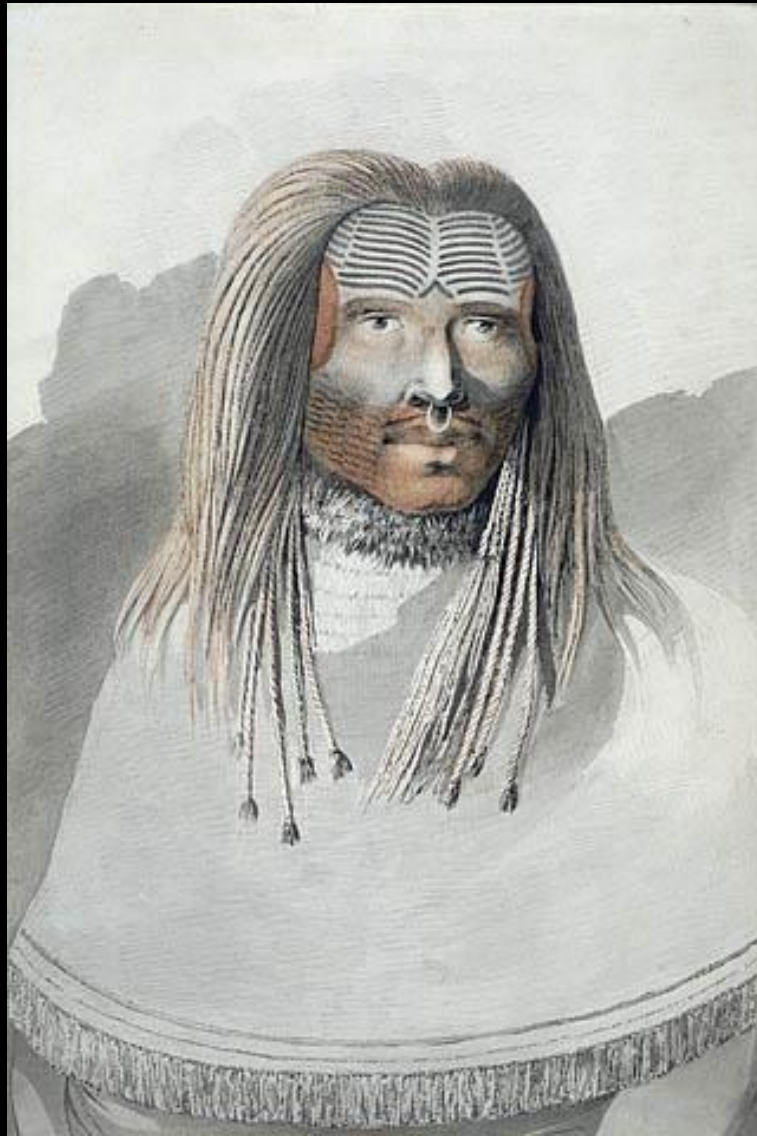
Inside of a House in Nootka Sound

London: Published as the Art directs, by Alex. Hogg, at the Kings Arms N^o. 66. Bitternoster Row.

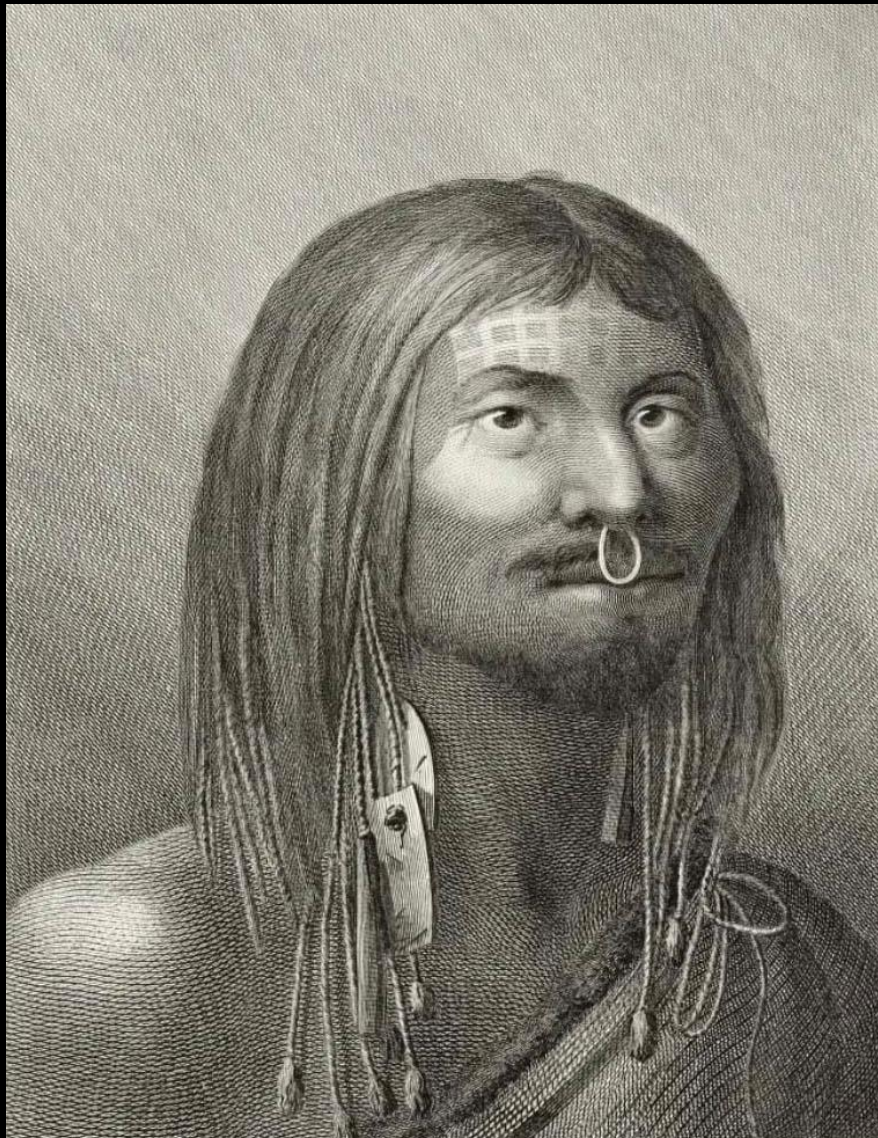


The INSIDE of a HOUSE, in NOOTKA SOUND.

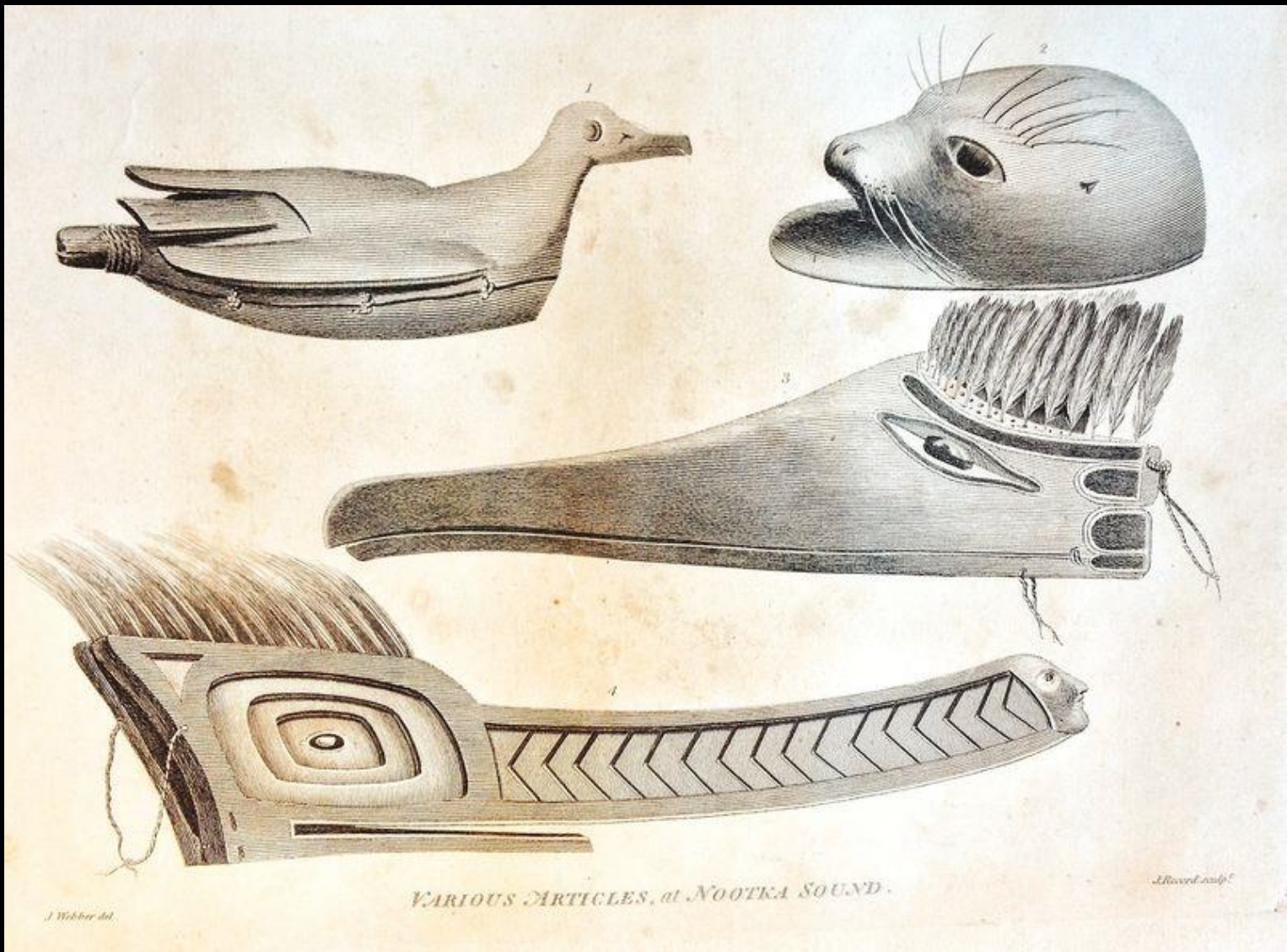
Man of Nootka Sound



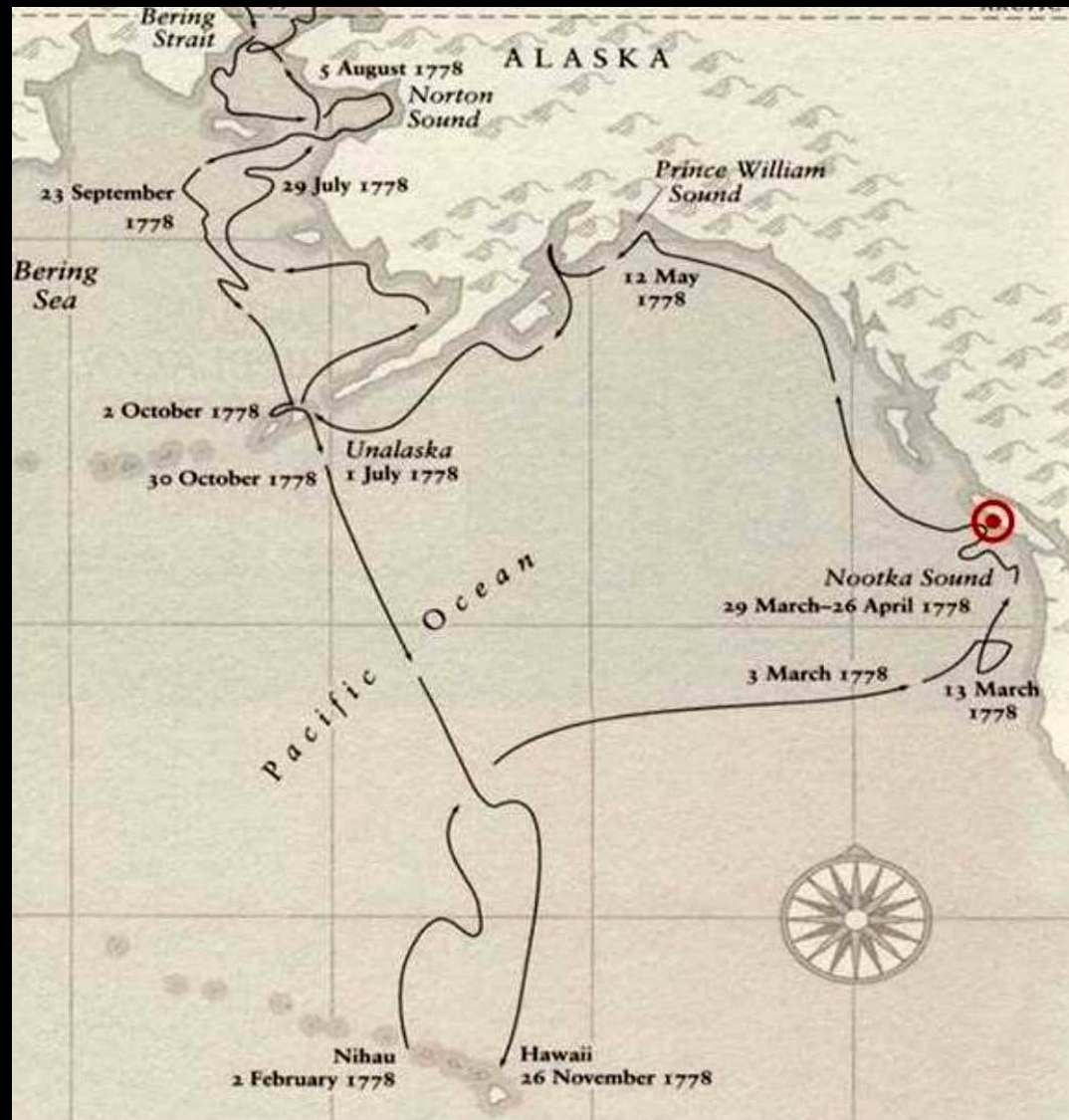
Man of Nootka Sound



[Various Articles at Nootka Sound]



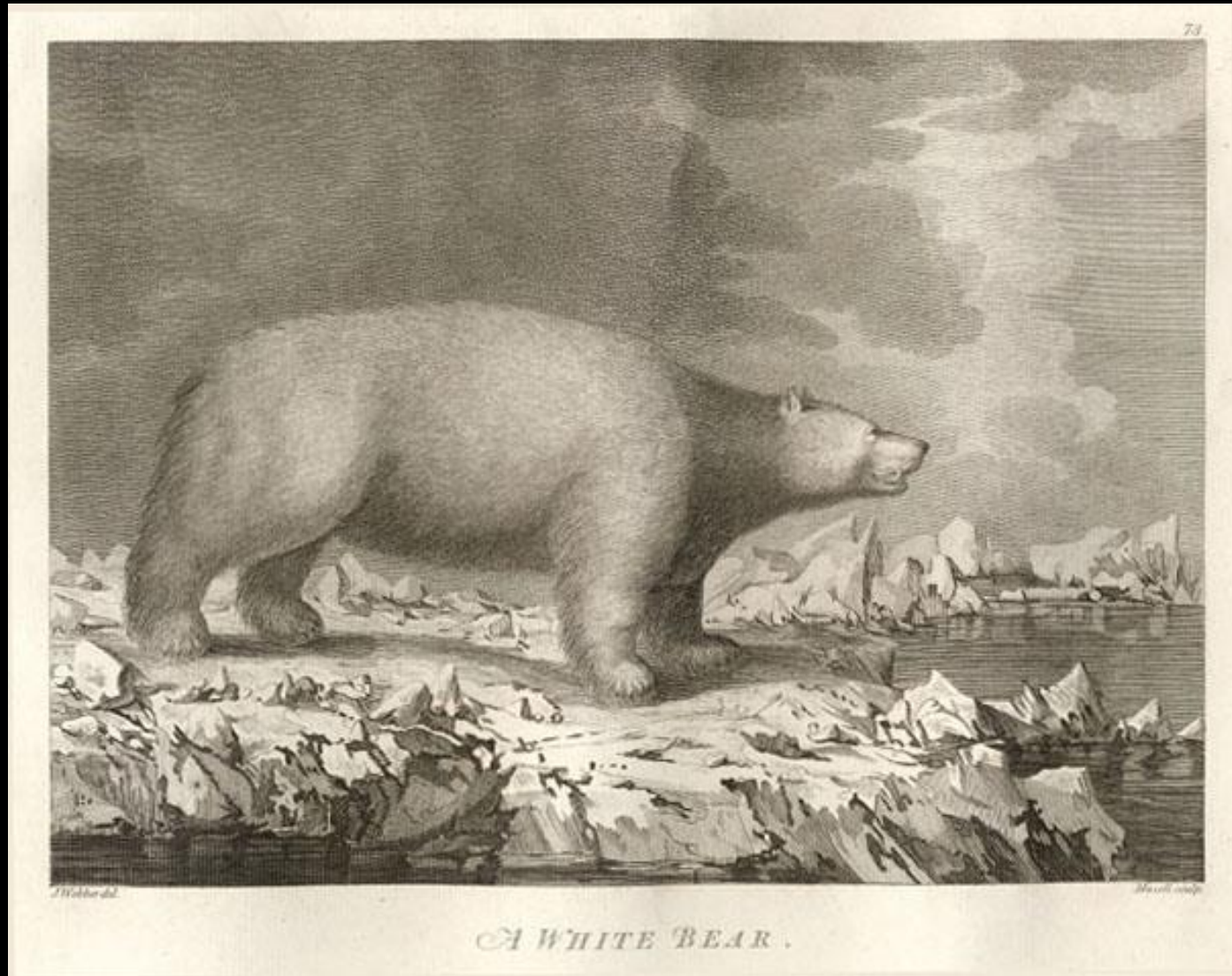
After leaving Nootka Sound, Cook explored and mapped the west coast all the way to the Bering Strait, on the way exploring what would be named Cook Inlet in Alaska



Cook then sailed through the Bering Strait into the Chukchi sea, where he sailed east for a short distance along the north coast of Alaska until he was blocked by sea ice



He then sailed west to the Siberian Coast where at Cape North he could go no further



From the Bering Strait, Resolution and Adventure sailed south to the village of Unalaska in the Aleutian Islands, where they stopped for 3 weeks to re-caulk the ship's leaking timbers. During their stay, they met Russian traders and the local indigenous people



LONDON: Published by W. FARMER, Geographer to the KING, Chancery Lane, July 22, 1781.
2^d Edition. Published January 17th 1791.

A month after departing the Aleutian Islands, Resolution and Discovery once again arrived at the Hawaii Islands, where for 8 weeks they sailed around looking for suitable anchorage. They finally landed at Kealakekua Bay (below) on January 17, 1779



While searching out a place to land, the ships were welcomed by local canoes bearing gifts for the strange visitors who, unbeknownst to them, sailed in vessels which resembled those predicted of Hawaiian gods, and which arrived during the Makahiki, a Hawaiian harvest festival in honour of the Polynesian god Lono

Engraved for BANKES's, New System of GEOGRAPHY, Published by Royal Authority.



View of KARAKAKOOA BAY in OWHYHEE, where CAPT^N COOK was KILLED.

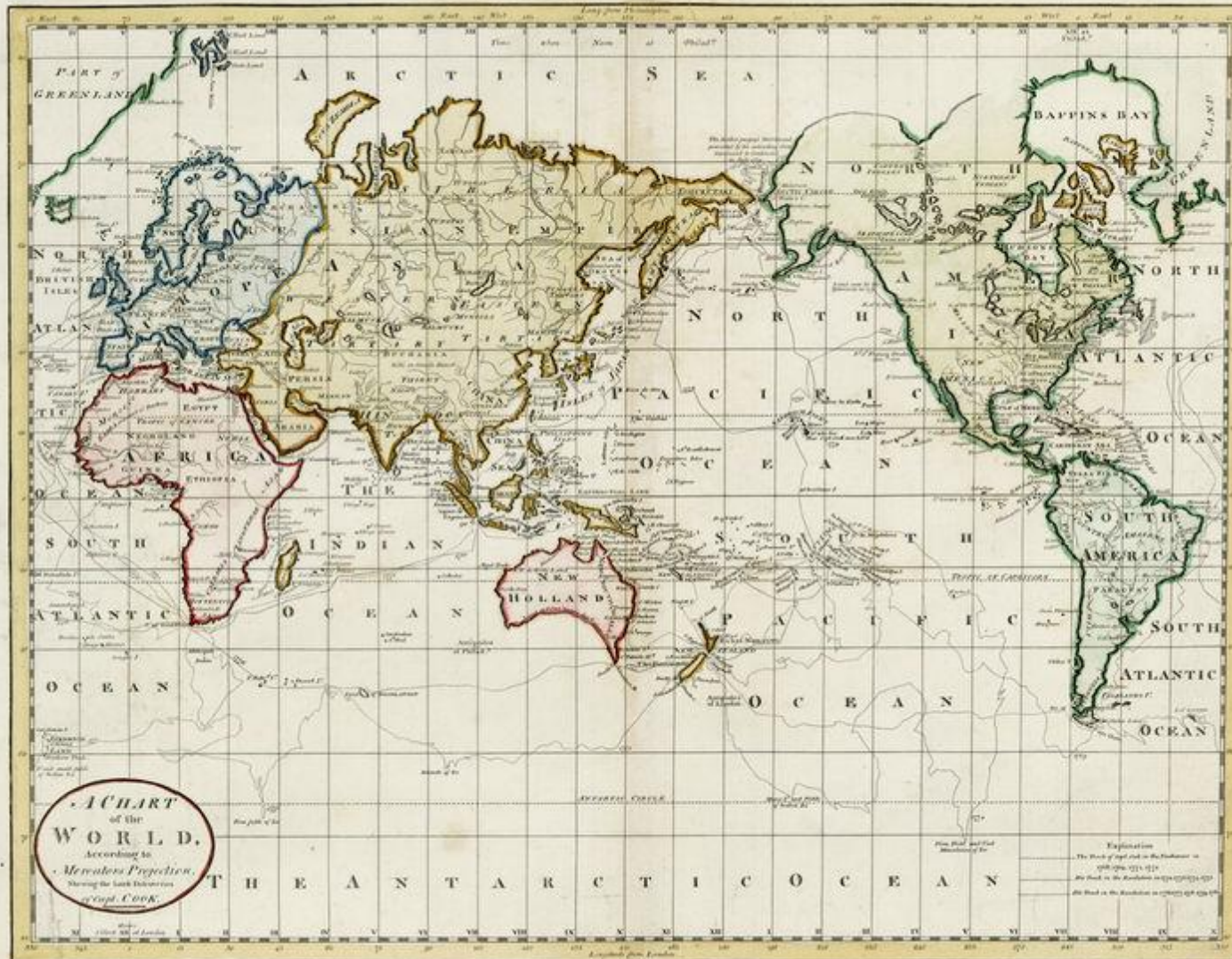
After a month's stay, Resolution and Discovery departed Hawaii to continue their exploration of the North Pacific. However shortly after leaving, the foremast of Resolution broke, requiring a return to Kealahou Bay for repairs. For various reasons, this inauspicious event was unwelcome by the natives and led to a skirmish in which Cook was killed



Following local custom, Cook's body underwent funeral rites reserved for honorary individuals in which his body was disemboweled and "cooked", with the bones cleaned for ritual preservation. Some of Cook's remains were returned to his crew for burial at sea, with his death confirmed by the scar on his right hand which resulted from the powder horny explosion in Newfoundland.



As unfortunate as it was, Resolution and Discovery continued on their voyage of discovery, sailing north to Russia's Kamchatka Peninsula before continuing south along the coast of Asia before returning to England via Cape Horn



Cook's 3rd voyage didn't discover the western entrance to the Northwest Passage, however it did fill in the map of western North America and the North Pacific



Cook's three voyages of discovery changed mankind's view of the world, and for good and for bad, ushered in a new era of scientific discovery and European colonization



Famous Mariners who sailed with Cook include:
William Bligh, Sailing Master of HMS Resolution (3rd Voyage)
who as Lieutenant in 1787 took command of HMS Bounty on a voyage
to transplant breadfruit to Caribbean plantations



and George Vancouver

Midshipman of HMS Resolution (2nd Voyage) and HMS Discovery (3rd Voyage)
who as Captain of HMS Discovery explored and charted the Pacific Coast of North America
(1791-95)



Cook Monuments include those at Easby Moor, Yorkshire, England



Whitby, Yorkshire, England



Corner Brook, Newfoundland



Christchurch, New Zealand



Sydney, Australia



Victoria, British Columbia



and Admiralty Arch, London



Admiralty Arch, London



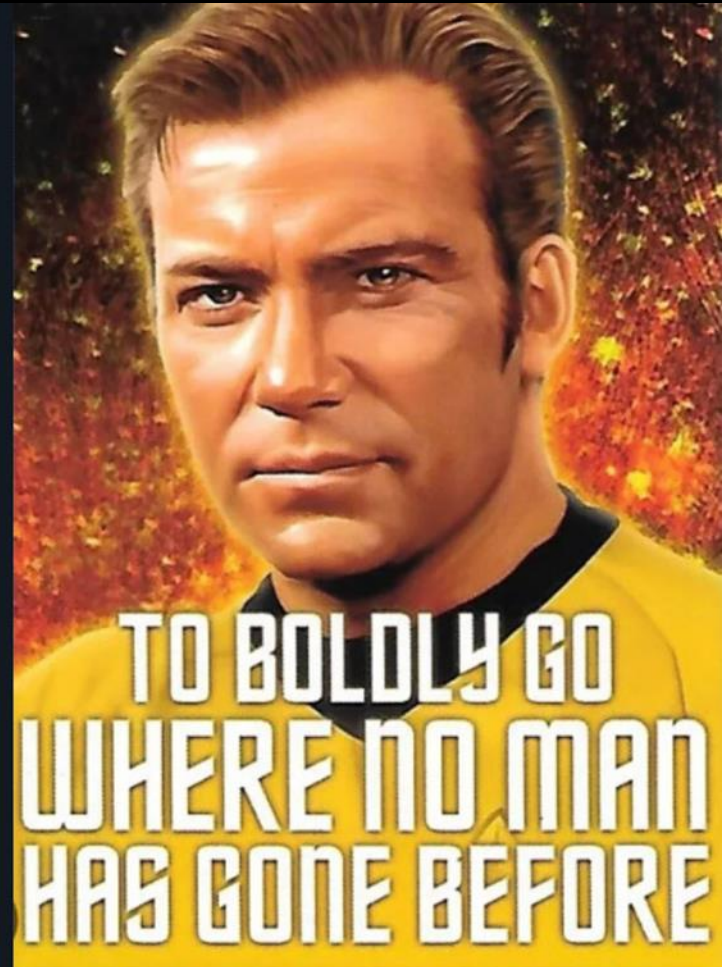
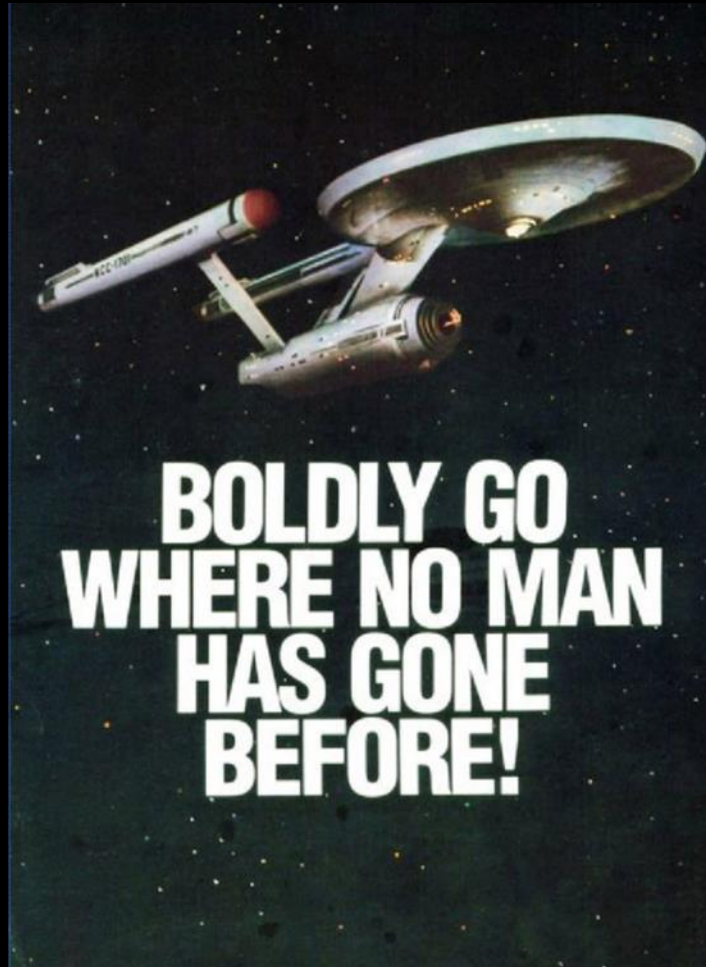
Admiralty Arch, London



At the base of Cook's Monument in Marton, England reads a quote from his time in Newfoundland: "Ambition leads me not only farther than any man has been before me, but as far as I think it possible for a man to go"



It was inspiration for a well-known modern quote



and the names of more advanced modern space ships!
NASA's Space Shuttles Endeavour (left) and Discovery

