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# **A Voyage Towards the South Pole and Round the World, Volume 1**

James Cook

# Imprint

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A VOYAGE TOWARDS THE SOUTH POLE, AND ROUND THE WORLD; PERFORMED IN HIS MAJESTY'S SHIPS THE RESOLUTION AND ADVENTURE, IN THE YEARS 1772, 3, 4, AND 5. 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 AND PLACES, DRAWN DURING THE VOYAGE BY MR. HODGES, AND ENGRAVED BY THE MOST EMINENT MASTERS.

**VOLUME I**

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## GENERAL INTRODUCTION.

Whether the unexplored part of the Southern Hemisphere be only an immense mass of water, or contain another continent, as speculative geography seemed to suggest, was a question which had long engaged the attention, not only of learned men, but of most of the maritime powers of Europe.

To put an end to all diversity of opinion about a matter so curious and important, was his majesty's principal motive in directing this voyage to be undertaken, the history of which is now submitted to the public.

But, in order to give the reader a clear idea of what has been done in it, and to enable him to judge more accurately, how far the great object that was proposed, has been obtained, it will be necessary to prefix a short account of the several voyages which have been made on discoveries to the Southern Hemisphere, prior to that which I had lately the honour to conduct, and which I am now going to relate.

### 1519 Magalhaens.

The first who crossed the vast Pacific Ocean, was Ferdinand Magalhaens, a Portuguese, who, in the service of Spain, sailed from Seville, with five ships, on the 10th of April, 1519. He discovered the straits which bear his name; and having passed through them, on the 27th of November, 1520, entered the South Pacific Ocean.

In this sea he discovered two uninhabited islands, whose situations are not well known. He afterwards crossed the Line; discovered the Ladrone Islands; and then proceeded to the Phillipines, in one of which he was killed in a skirmish with the natives.

His ship, called the Victory, was the first that circumnavigated the globe; and the only one of his squadron that surmounted the dangers and distresses which attended this heroic enterprise.

The Spaniards, after Magalhaens had shewed them the way, made several voyages from America to the westward, previous to that of Alvaro Mendana De Neyra, in 1595, which is the first that can be traced step by step. For the antecedent expeditions are not handed down to us with much precision.

We know, however, in general, that, in them, New Guinea, the islands called Solomon's, and several others, were discovered.

Geographers differ greatly concerning the situation of the Solomon Islands. The most probable opinion is, that they are the cluster which comprises what has since been called New Britain, New Ireland, &c.

1595 Mendana.

On the 9th of April, 1595, Mendana, with intention to settle these islands, sailed from Callao, with four ships; and his discoveries in his route to the west, were the Marquesas, in the latitude of  $10^{\circ}$  S.; the island of St Bernardo, which I take to be the same that Commodore Byron calls the Island of Danger; after that, Solitary Island, in the latitude of  $10^{\circ} 40'$  S., longitude  $178^{\circ}$  W.; and, lastly, Santa Cruz, which is undoubtedly the same that Captain Carteret calls Egmont Island.

In this last island, Mendana, with many of his companions, died; and the shattered remains of the squadron were conducted to Mabella, by Pedro Fernandes de Quiros, the chief pilot.

1605 Quiros.

This same Quiros was the first sent out, with the sole view of discovering a southern continent, and, indeed, he seems to have been the first who had any idea of the existence of one.

He sailed from Callao the 21st of December, 1605, as pilot of the fleet, commanded by Luis Paz de Torres, consisting of two ships and a tender; and steering to the W.S.W., on the 26th of January, 1606. being then, by their reckoning, a thousand Spanish leagues from the coast of America, they discovered a small low island in latitude  $26^{\circ}$  S. Two days after, they discovered another that was high, with a plain on the top. This is probably the same that Captain Carteret calls Pitcairn's Island.

After leaving these islands, Quiros seems to have directed his course to W.N.W. and N.W. to  $10^{\circ}$  or  $11^{\circ}$  S. latitude, and then westward, till he arrived at the Bay of St Philip and Jago, in the Island of

Tierra del Espirito Santo. In this route he discovered several islands; probably some of those that have been seen by later navigators.

On leaving the bay of St Philip and St Jago, the two ships were separated. Quiros, with the Capitana, stood to the north, and returned to New Spain, after having suffered greatly for want of provisions and water. Torres, with the Almiranta and the tender, steered to the west, and seems to have been the first who sailed between New Holland and New Guinea.

#### 1615. Le Maire and Schouten

The next attempt to make discoveries in the South Pacific Ocean, was conducted by Le Maire and Schouten. They sailed from the Texel, on the 14th of June, 1615, with the ships Concord and Horn. The latter was burnt by accident in Port Desire. With the other they discovered the straits that bear the name of Le Maire, and were the first who ever entered the Pacific Ocean, by the way of Cape Horn.

They discovered the island of Dogs, in latitude  $15^{\circ} 15' S.$ , longitude  $136^{\circ} 30' W.$ ; Sondre Grondt in  $15^{\circ} S.$  latitude, and  $143^{\circ} 10' W.$  longitude; Waterland in  $14^{\circ} 46' S.$ , and  $144^{\circ} 10' W.$ ; and twenty-five leagues westward of this, Fly Island, in latitude  $15^{\circ} 20'$ ; Traitor's and Coco's Islands, in latitude  $15^{\circ} 43' S.$ , longitude  $173^{\circ} 13' W.$ ; two degrees more to the westward, the isle of Hope; and in the latitude of  $14^{\circ} 56' S.$ , longitude  $179^{\circ} 30' E.$ , Horn Island.

They next coasted the north side of New Britain and New Guinea, and arrived at Batavia in October, 1616.

#### 1642 Tasman.

Except some discoveries on the western and northern coasts of New Holland, no important voyage to the Pacific Ocean was undertaken till 1642, when Captain Tasman sailed from Batavia, with two ships belonging to the Dutch East India Company, and discovered Van Diemen's Land; a small part of the western coast of New Zealand; the Friendly Isles; and those called Prince William's.

#### 1594 Sir Richard Hawkins.

Thus far I have thought it best not to interrupt the progress of discovery in the South Pacific Ocean, otherwise I should before have mentioned, that Sir Richard Hawkins in 1594, being about fifty

leagues to the eastward of the river Plate, was driven by a storm to the eastward of his intended course, and when the weather grew moderate, steering towards the Straits of Magalhaens, he unexpectedly fell in with land, about sixty leagues of which he coasted, and has very particularly described. This he named Hawkins's Maiden Land, in honour of his royal mistress, Queen Elizabeth, and says it lies some threescore leagues from the nearest part of South America.

1689 Strong.

This land was afterwards discovered to be two large islands, by Captain John Strong, of the *Farewell*, from London, who, in 1689, passed through the strait which divides the eastern from the western of those islands. To this strait he gave the name of Falkland's Sound, in honour of his patron Lord Falkland; and the name has since been extended, through inadvertency, to the two islands it separates.

Having mentioned these islands, I will add, that future navigators will mis-spend their time, if they look for Pepy's Island in 47° S.; it being now certain, that Pepy's Island is no other than these islands of Falkland.

1675 La Roche.

In April, 1675, Anthony la Roche, an English merchant, in his return from the South Pacific Ocean, where he had been on a trading voyage, being carried by the winds and currents, far to the east of Strait Le Maire, fell in with a coast, which may possibly be the same with that which I visited during this voyage, and have called the Island of Georgia.

Leaving this land, and sailing to the north, La Roche, in the latitude of 45° S., discovered a large island, with a good port towards the eastern part, where he found wood, water, and fish.

1699 Halley.

In 1699, that celebrated astronomer, Dr Edmund Halley, was appointed to the command of his majesty's ship the *Paramour Pink*, on an expedition for improving the knowledge of the longitude, and of the variation of the compass; and for discovering the unknown lands supposed to lie in the southern part of the Atlantic Ocean. In

this voyage he determined the longitude of several places; and, after his return, constructed his variation-chart, and proposed a method of observing the longitude at sea, by means of the appulses and occultations of the fixed stars. But, though he so successfully attended to the two first articles of his instructions, he did not find any unknown southern land.

1721 Roggewein.

The Dutch, in 1721, fitted out three ships to make discoveries in the South Pacific Ocean, under the command of Admiral Roggewein. He left the Texel on the 21st of August, and arriving in that ocean, by going round Cape Horn, discovered Easter Island, probably seen before, though not visited, by Davis;\* then between  $14^{\circ} 41'$  and  $15^{\circ} 47'$  S. latitude, and between the longitude of  $142^{\circ}$  and  $150^{\circ}$  W., fell in with several other islands, which I take to be some of those seen by the late English navigators. He next discovered two islands in latitude  $15^{\circ}$  S., longitude  $170^{\circ}$  W., which he called Baumen's Islands; and, lastly, Single Island, in latitude  $13^{\circ} 41'$  S., longitude  $171^{\circ} 30'$  W. These three islands are, undoubtedly, the same that Bougainville calls the Isles of Navigators.

[\* See Waser's description of the Isthmus of Darien.]

1738 Bouvet.

In 1738, the French East India Company sent Lozier Bouvet with two ships, the Eagle and Mary, to make discoveries in the South Atlantic Ocean. He sailed from Port L'Orient on the 19th of July in that year; touched at the island of St Catherine; and from thence shaped his course towards the south-east.

On the 1st of January, 1739, he discovered land, or what he judged to be land, in latitude  $54^{\circ}$  S., longitude  $11^{\circ}$  E. It will appear in the course of the following narrative, that we made several attempts to find this land without success. It is, therefore, very probable, that what Bouvet saw was nothing more than a large ice-island. From hence he stood to the east, in  $51^{\circ}$  of latitude to  $35^{\circ}$  of E. longitude: After which the two ships separated, one going to the island of Mauritius, and the other returning to France.

After this voyage of Bouvet, the spirit of discovery ceased, till his present majesty formed a design of making discoveries, and explor-

ing the southern hemisphere; and, in the year 1764, directed it to be put in execution.

1764 Byron.

Accordingly Commodore Byron, having under his command the *Dolphin* and *Tamer*, sailed from the Downs on the 21st of June the same year; and having visited the Falkland Islands, passed through the Straits of Magalhaens into the Pacific Ocean, where he discovered the islands of Disappointment, George's, Prince of Wales's, the isles of Danger, York Island, and Byron Island.

1766 Wallis.

He returned to England the 9th of May, 1766, and, in the month of August following, the *Dolphin* was again sent out under the command of Captain Wallis, with the *Swallow*, commanded by Captain Carteret.

They proceeded together, till they came to the west end of the Straits of Magalhaens, and the Great South Sea in sight, where they were separated.

Captain Wallis directed his course more westerly than any navigator had done before him in so high a latitude; but met with no land till he got within the tropic, where he discovered the islands of Whitsunday, Queen Charlotte, Egmont, Duke of Gloucester, Duke of Cumberland, Maitea, Otaheite, Eimeo, Tapamanou, How, Scilly, Boscawen, Keppel, and Wallis; and returned to England in May, 1768.

Carteret.

His companion Captain Carteret kept a different route, in which he discovered the islands of Osnaburg, Gloucester, Queen Charlotte's Isles, Carteret's, Gower's, and the strait between New Britain and New Ireland; and returned to England in March, 1769.

1766 Bougainville.

In November, 1766, Commodore Bougainville sailed from France in the frigate *La Boudeuse*, with the store-ship *L'Etoile*. After spending some time on the coast of Brazil, and at Falkland's Islands, he

got into the Pacific Sea by the Straits of Magalhaens, in January, 1768.

In this ocean he discovered the Four Facardines, the isle of Lanciers, and Harp Island, which I take to be the same that I afterwards named Lagoon, Thrum Cap, and Bow Island. About twenty leagues farther to the west he discovered four other islands; afterwards fell in with Maitea, Otaheite, isles of Navigators, and Forlorn Hope, which to him were new discoveries. He then passed through between the Hebrides, discovered the Shoal of Diana, and some others, the land of Cape Deliverance, several islands more to the north, passed the north of New Ireland, touched at Batavia, and arrived in France in March, 1769.

This year was rendered remarkable by the transit of the planet Venus over the sun's disk, a phenomenon of great importance to astronomy; and which every-where engaged the attention of the learned in that science.

In the beginning of the 1768, the Royal Society presented a memorial to his majesty, setting forth the advantages to be derived from accurate observations of this transit in different parts of the world; particularly from a set of such observations made in a southern latitude, between the 140th and 130th degrees of longitude, west from the Royal Observatory at Greenwich; and that vessels, properly equipped, would be necessary to convey the observers to their destined stations; but that the society were in no condition to defray the expence of such an undertaking.

In consequence of this memorial, the Admiralty were directed by his majesty to provide proper vessels for this purpose. Accordingly, the Endeavour bark, which had been built for the coal-trade, was purchased and fitted out for the southern voyage, and I was honoured with the command of her. The Royal Society, soon after, appointed me, in conjunction with Mr Charles Green the astronomer, to make the requisite observations on the transit.

It was at first intended to perform this great, and now a principal business of our voyage, either at the Marquesas, or else at one of those islands which Tasman had called Amsterdam, Rotterdam, and Middleburg, now better known under the name of the Friendly Islands. But while the Endeavour was getting ready for the expedi-

tion, Captain Wallis returned from his voyage round the world, in the course of which he had discovered several islands in the South Sea; and, amongst others, Otaheite. This island was preferred to any of those before mentioned, on account of the conveniences it afforded; because its place had been well ascertained, and found to be extremely well suited to our purpose.

I was therefore ordered to proceed directly to Otaheite; and after astronomical observations should be completed, to prosecute the design of making discoveries in the South Pacific Ocean, by proceeding to the south as far as the latitude of  $40^{\circ}$ ; then, if I found no land, to proceed to the west between  $40^{\circ}$  and  $35^{\circ}$ , till I fell in with New Zealand, which I was to explore; and thence to return to England by such route as I should think proper.

1768 Cook's first voyage.

In the prosecution of these instructions, I sailed from Deptford the 30th July, 1768; from Plymouth the 26th of August, touched at Madeira, Rio de Janeiro, and Straits Le Maire, and entered the South Pacific Ocean by Cape Horn in January the following year.

I endeavoured to make a direct course to Otaheite, and in part succeeded; but I made no discovery till I got within the tropic, where I fell in with Lagoon Island, Two Groups, Bird Island, Chain Island; and on the 13th of April arrived at Otaheite, where I remained three months, during which time the observations on the transit were made.

I then left it; discovered and visited the Society Isles and Oheteroa; thence proceeded to the south till I arrived in the latitude of  $40^{\circ} 22'$ , longitude  $147^{\circ} 29' W.$ ; and, on the 6th of October, fell in with the east side of New Zealand.

I continued exploring the coast of this country till the 31st of March, 1770, when I quitted it, and proceeded to New Holland; and having surveyed the eastern coast of that vast country, which part had not before been visited, I passed between its northern extremity

and New Guinea, landed on the latter, touched at the island of Savu, Batavia, the Cape of Good Hope, and St Helena,\* and arrived in England on the 12th of July, 1771.

[\* In the account given of St Helena in the narrative of my former voyage, I find two mistakes. Its inhabitants are far from exercising a wanton cruelty over their slaves, and they have had wheel-carriages and porters' knots for many years.]

In this voyage I was accompanied by Mr Banks and Dr Solander; the first a gentleman of ample fortune; the other an accomplished disciple of Linnæus, and one of the librarians of the British Museum; both of them distinguished in the learned world, for their extensive and accurate knowledge of natural history. These gentlemen, animated by the love of science, and by a desire to pursue their enquiries in the remote regions I was preparing to visit, desired permission to make a voyage with me. The Admiralty readily complied with a request that promised such advantage to the republic of letters. They accordingly embarked with me, and participated in all the dangers and sufferings of our tedious and fatiguing navigation.

The voyages of Messrs de Surville, Kerguelen, and Marion, of which some account is given in the following work, did not come to my knowledge time enough to afford me any advantage; and as they have not been communicated to the world in a public way, I can say little about them, or about two other voyages, which, I am told, have been made by the Spaniards; one to Easter Island in the year 1769, and the other to Otaheite in 1775.

Before I begin my narrative of the expedition entrusted to my care, it will be necessary to add here some account of its equipment, and of some other matters equally interesting, connected with my subject.

Soon after my return home in the Endeavour, it was resolved to equip two ships, to complete the discovery of the Southern Hemisphere. The nature of this voyage required ships of a particular construction, and the Endeavour being gone to Falkland's Isles as a store-ship, the Navy-board was directed to purchase two such ships as were most suitable for this service.

At this time various opinions were espoused by different people, touching the size and kind of vessels most proper for such a voyage. Some were for having large ships, and proposed those of forty guns, or East India Company's ships. Others preferred large good sailing frigates, or three-decked ships, employed in the Jamaica trade, fitted with round-houses. But of all that was said and offered to the Admiralty's consideration on this subject, as far as has come to my knowledge, what, in my opinion, was most to the purpose, was suggested by the Navy-board.

As the kind of ships most proper to be employed on discoveries, is a very interesting consideration to the adventurers in such undertakings, it may possibly be of use to those, who, in future, may be so employed, to give here the purport of the sentiments of the Navy-board thereon, with whom, after the experience of two voyages of three years each, I perfectly agree.

The success of such undertakings as making discoveries in distant parts of the world, will principally depend on the preparations being well adapted to what ought to be the first considerations, namely, the preservation of the adventurers and ships; and this will ever chiefly depend on the kind, the size, and the properties of the ships chosen for the service.

These primary considerations will not admit of any other that may interfere with the necessary properties of the ships. Therefore, in choosing the ships, should any of the most advantageous properties be wanting, and the necessary room in them, be in any degree diminished, for less important purposes, such a step would be laying a foundation for rendering the undertaking abortive in the first instance.

As the greatest danger to be apprehended and provided against, on a voyage of discovery, especially to the most distant parts of the globe, is that of the ship's being liable to be run a-ground on an unknown, desert, or perhaps savage coast; so no consideration should be set in competition with that of her being of a construction of the safest kind, in which the officers may, with the least hazard, venture upon a strange coast. A ship of this kind must not be of a great draught of water, yet of a sufficient burden and capacity to