

JAMES COOK'S HMB ENDEAVOUR



Australian National Maritime Museum
Darling Harbour, Sydney, Australia

Please follow the numbers. Volunteer guides are available to assist throughout your tour. *Endeavour* is set up as if Cook and his men have just stepped ashore.

Welcome aboard the magnificent Australian-built replica of His Majesty's Bark *Endeavour*

1 The foredeck

The bowsprit extends over the bow keeping the tension on stays that hold the masts in place. The sailors' lavatories, quaintly named 'seats of ease', sit either side. There was no toilet paper, so they used the end of a rope, rags and water.

As on Cook's *Endeavour*, four anchors are carried on the bow. The two largest are the bower anchors, each weighing just under a ton. These were cast from the original anchor lost by Cook on the Great Barrier Reef. The windlass with its two carved sailor heads raises and lowers the anchors.

Look up and aft at the rigging and sails. There are 18 miles (29 km) of rope, 750 wooden blocks, 28 sails spreading 10,000 square feet (929 m²) of canvas. The foremast where you are standing is 119 ft 11 ins (36.5 m); the main mast 127 ft 11 ins (39 m); mizzen mast 78 ft 9 ins (24 m). Masts and spars are Douglas Fir; the keel, lower hull and frames are Jarrah, an Australian hardwood.

The ship's bell marked the time and was struck every half hour. Eight bells started and ended a four-hour watch.

Now move to the black canvas cover amidships and take the ladder to the deck below.

2 The firehearth

All the food was cooked on this huge iron stove called a firehearth which sits on stone set in tin to protect the deck. It was state-of-the-art in 1768. Wood collected on shore was used as fuel. Most meals were boiled using two large coppers at the front. At the back is an open fire mainly for the officers, gentlemen and the sick.

A seaman could apply to use the fire if he caught himself a fish or perhaps a juicy rat. A small oven was used to bake the occasional pie and soft bread for the sick.

The Scottish cook, John Thompson, had lost one hand but with his mates he managed to cook for the 94 people on board.

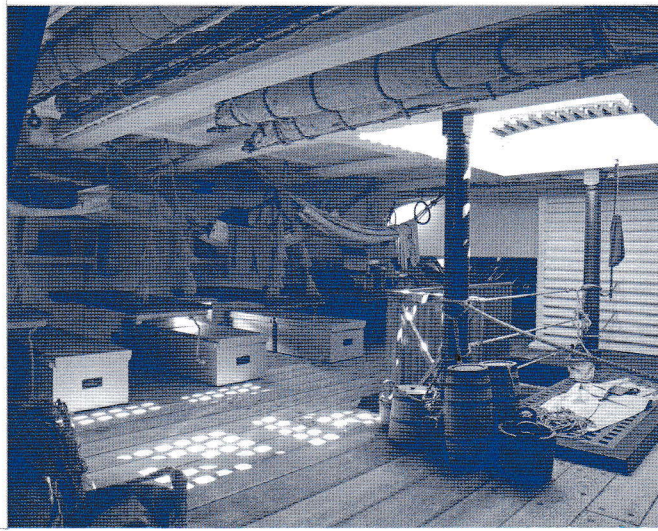
The cabins and workshops around the firehearth belong to the carpenter, boatswain and sailmaker.

The modern crew sleep in these cabins and continue to use the workshops. No new cabins or work spaces have been built on the ship. Her dimensions are true to her 18th-century namesake.

3 The mess deck tables

During the 18th-century refit, this deck was added to the original coal ship to accommodate extra crew and, as home to some 60 men, it was a busy, crowded and noisy area.

Each man had to buy his own uniform, bowl, spoon and mug. The Royal Navy provided him with a sea chest to stow his gear. Sailors worked 14 to a watch, but messed (ate) with six friends. Each mess elected a 'cook-of-the-mess' who took their midday rations to the ship's cook, then collected and served it when ready. After cleaning up he returned items to the mess shelves. He did this for one month then another shipmate took over.



HMB ENDEAVOUR



AUSTRALIAN
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James Cook

James Cook (1728–1779)

James Cook was born 27 October 1728, the second son of a farm labourer. At the age of 18, he started his apprenticeship working on merchant colliers sailing out of Whitby. At 28, he turned down the opportunity to captain his own merchant ship, opting instead to volunteer as an ableseaman in the Royal Navy.

As an experienced seaman he gained quick promotion and, within two years, had risen to the rank of master. He served during the Seven Year War against the French in Newfoundland, where he developed his surveying and cartography skills, producing charts accurate enough to be used for the next 100 years.

In April 1768, at the age of 40, the Admiralty promoted Cook to First Lieutenant and gave him command of *Endeavour*.

2nd voyage

Resolution and Adventure, 1772–75, to determine the existence of the Great South Land.

3rd voyage

Resolution and Discovery, 1776–80, to determine the existence of the Northwest passage. It was during this voyage that Cook was killed at Kealakekua Bay on 14 February 1779.

The piece of pig iron tied to the midships pillar is ballast from Cook's vessel, the only original item on board. To lighten the ship after grounding on the Great Barrier Reef in 1770, old stores, ballast and six guns (cannon) were thrown overboard. This ballast was recovered in 1970 by divers who also located the guns.

4 The mess deck hammocks

Each sailor had just 14 inches (35.5 cm) in which to sling his hammock at night. It was then taken down, lashed up and stowed each morning. An officer had a swinging cot and 18 inches (46 cm) of room. They both had to purchase a mattress and pillow, but the navy supplied them with a blanket.

Today, 36 voyage crew sail with the ship, relaxing and sleeping here in their numbered hammocks just as Cook's men did in the 18th century.

By the hatch hangs a red baize bag and the cat-o'-nine-tails, or naval whip. It was only removed for punishment, hence the fear of 'letting the cat out of the bag'. The cat is made of nine pieces of rope, plaited to leave nine strands loose. Lashing was the usual method of punishment.

James Cook was regarded as a humane captain, but he used the lash when needed. Twelve strokes were usual for disobedience, mutinous talk (answering back to an officer) or being drunk on duty. When two men ran away in Tahiti, Cook ordered 24 lashes each when they were caught.

On the deck below, the master stowed all the ship's supplies, water and food. Today's modern stores and facilities are located here, including the engines, galley and sanitation facilities.

During the refit in 1768, a new deck to accommodate Cook's crew of 94 was placed onto strengthening cross-beams of the collier. This resulted in a high deck head where you are standing and a low one at the stern.

Please watch your heads as you proceed to the stern (rear) of the ship.

5 The midshipmen/mates' mess and officers' cabins

These cabins are used by today's officers. The area between the officers' cabins was the midshipmen and mates' mess.

Here eight young men slung their hammocks, ate, wrote journals and relaxed. Midshipman Jonathan Munkhouse, 18, was the younger brother of the surgeon who has a cabin here. The Master's mate Richard Pickersgill, just 19, had already sailed to Tahiti aboard the *Dolphin*.

The black hatches on the deck lead to the captain's store room, bread room, slop room (clothing), fish room and the purser's cabin on the deck below. The stern openings are loading ports used to take in spars and items that were too long to fit down the main hatches.

The officers

Master: Robert Molyneux, navigator and stowage of stores. Traverse board for plotting course is on display with copies of his charts. Died of dysentery.

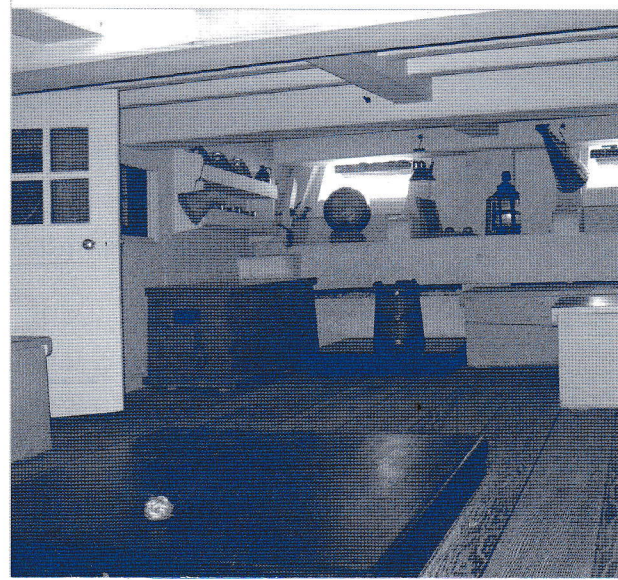
Third Lieutenant: John Gore, American colonist, shot first kangaroo, sailed on Cook's third voyage 1776–80.

Second Lieutenant: Zachary Hicks, second in command, his journal hand-copied by quill on display. Died of TB.

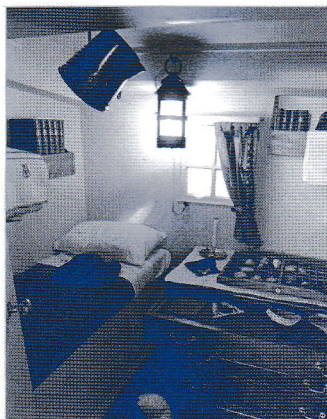
Surgeon: William Munkhouse, intelligent, reliable doctor, died of fever. His brother Jonathan also on board.

Gunner: Stephen Forwood, looked after the armaments, punished for stealing rum.

Captain's clerk: Richard Orton, copied most of the journals on board. Had his clothes and ears cut off in a drunken brawl in his cabin.



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The Gentlemen

Charles Green was the astronomer appointed by the Royal Society to observe the transit of Venus in Tahiti. A copy of his journal and his books are on his desk. Green died of dysentery on the return voyage.

Sydney Parkinson and **Alexander Buchan**, the artists, drew and painted the flora, fauna, people and landscapes. Buchan died of epilepsy in Tahiti and Parkinson of dysentery on the voyage home. Copies of Parkinson's drawings, paintings, clothes and personal belongings are in the cabin.

Herman Spöring was secretary and assistant to Joseph Banks. He died of dysentery on the voyage home.

6 The marines, servants and young boys

Here on the port (left) side, with just 4 ft (1.2 m) headroom, the marines slung their hammocks, sleeping between the officers and the men in case of mutiny.

Cook sailed with 12 marines – one sergeant, a corporal, a drummer and nine regulars. They belonged to the same regiment and messed together. Marines were responsible for the safety of the officers on board and for the whole crew when on shore. Two stood sentry duty 24 hours a day, one outside the captain's cabin and the other in front of the gunpowder stores (magazine) to prevent anyone entering with a naked flame. The others worked with the sailors but could refuse to go aloft.

Private William Greenslade stole a piece of sealskin left in his care and was 'sent to Coventry' (i.e. shunned) by his fellow marines. Depressed by this he committed suicide by jumping overboard one night.

On the starboard (right) side, the boys and servants slung their hammocks. They were apprenticed to officers and also looked after the animals on board.

Now please proceed up the small ladder in front of you.

7 Gentlemen's quarters and officers' mess

This is the mess area for the officers whose cabins you saw on the deck below. In this well-lit and airy cabin they ate, worked and relaxed. The table is a copy of one owned by James Cook. Before setting out on a long voyage, officers

often clubbed together to purchase utensils and food for their mess. The gentlemen occupied the cabins here.

Move into the lobby to see the cabin of James Cook, 40, commander. His swinging cot is lashed up and uniform displayed. By his wash stand in the lobby, a marine always stood on duty. Cook returned to the Pacific on two more voyages and is regarded as one of Britain's greatest navigators.

The cabin just outside the mess belonged to Dr Daniel Solander, 35, the Swedish naturalist, tutor and friend to Joseph Banks. He identified over 1000 new species of plants on the voyage.

8 The Great Cabin

The Great Cabin was normally used only by the captain but when the wealthy, 24-year-old naturalist Joseph Banks and his group joined the ship, Cook had to share. Here they all worked, relaxed and ate together during the three-year voyage 1768 – 1771.

The large table has a selection of the type of plants collected and a copy of Linnaeus' book *Species Plantarum*, used to identify plants new to them. Charts and coastal drawings are by Cook and his officers, together with a letter written by the artist Sydney Parkinson just before his death.

Banks' small desk has a copy of his original journal copied by quill, and some of his library of 110 books are on the shelf above. His cabin is to the right and holds his personal items and a shell collection.

The stove is copied from one recovered from the wreck of HMS *Pandora*, sunk on the Great Barrier Reef while returning with some of the *Bounty* mutineers.

Look at the sternpost between the windows and find a brass ring. This surrounds the last wooden nail (trunnel) hammered into *Endeavour*. It was carried into space by NASA's space shuttle *Endeavour* on her maiden flight in 1992. This simple wooden nail now links the 18th-century sailing ship to the 20th-century space ship.

Please exit back through the officers' mess and up the ladder to the weather deck above.



The piece of pig iron tied to the midships pillar is ballast from Cook's vessel, the only original item on board.

Great Cabin gifts

Endeavour receives special gifts from indigenous people who have welcomed her to their traditional lands. We carry these with pride.

Above the table
Australian Aboriginal dalungda (nautilus shell) pendant.

New Zealand Maori taiaha war staff and a carved manaia.

On sides of ship
Canadian Sooke paddle.
Australian Aboriginal boomerang and fishing spear on beam.

In Cook's cabin
Hawaiian Lono banner

9 The quarter deck

This area at the stern of the ship was the preserve of the captain and officers. A sailor needed their permission to be here. As you walk to the stern you pass the capstan on your right. This is the vertical winch used to hoist heavy spars and yards and to manoeuvre the ship at anchor. Ten wooden bars are inserted and pushed around by up to 30 sailors. This is still worked by muscle power today.

Now stand by the wheel and look forward. You are at the point of command. Here an officer can see the decks, the men and the sails.

The wheel (helm) is manned by two helmsmen, one on each side. It is connected to the tiller by ropes which run around the large wooden drum and through a set of blocks. Pens for the sheep, pigs and poultry were kept at the stern.

The log line and reel is used to find the ship's speed in knots. It is knotted at intervals of eight fathoms (48 ft, 14.6 m). Two sailors hold the reel, a third throws the wooden log into the sea. When the first knot is reached the 28-second sandglass is started. When it empties the line is pulled in and the number of knots counted.

The lead line is a 12-pound piece of lead attached to a line with markers of various colours attached at intervals of one fathom (6 ft, 1.82 m). It is used to find the depth of water under the ship. The lead is hollowed at the bottom and filled with tallow to collect a sample of the sea bed, e.g. shale, sand or weed.

The red navigation binnacle housed the compass, sand glasses and lantern. *Endeavour* carried 12 swivel guns to deter boarders and 10 four-pounder guns (cannon). To lighten the ship when she struck the Great Barrier Reef in 1770 they threw six cannon overboard. Ours are replicated from the recovered cannon and can be fired. You can see the King George II crown and cipher, and other markings on the barrels.

As you go down the steps, on your left is a copper bowl. This is an 18th-century ship's urinal aptly named a 'pissdale'.

You are now back in the waist where the ship's boats were carried. Cook had five on board. The carvel-built pinnacle has been replicated. If you can't find it here, look over the side, it will be in the water.

Please exit via the gangway.

Thank you for visiting *Endeavour*. We hope you have enjoyed experiencing life on board Lieutenant James Cook's famous ship.

HMB *Endeavour* replica
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www.anmm.gov.au/endeavour

Sail onboard HMB *Endeavour*

Don't miss the adventure! Crew members will be trained in all aspects of 18th-century sailing – climbing aloft, setting the sails, navigating and sleep in hammocks. It's a unique and challenging ocean adventure! Supernumerary (non sailor) berths are also available.

**Prices and bookings call
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