

that the book was first drafted prior to 1769, in which case Cook would not have returned from his first voyage.

So we have to be satisfied with Hutchinson's descriptions of some of the techniques which Cook was brought up in; two of these are worth quoting. First, 'On Tacking':

'But the best lessons for tacking, and working to windward in little room, are in the Colliers bound to London, where many great ships are constantly employed, and where wages are paid by the voyage, so that interest makes them dexterous, and industrious to manage their ships with few men, in a complete manner, in narrow channels, more so perhaps than in any other trade by sea in the world.'

Secondly, 'On making Passages in the Coal Trade':

'In the navigation from Newcastle to London, two thirds of the way is amongst dangerous shoals, and intricate channels, . . .

'Blowing weather and contrary winds, often collect a great many of these colliers together, so that they sail in great fleets, striving with the utmost dexterity, diligence, and care, against each other, to get first to market with their coals, or for their turn to load at Newcastle, where at the first of a Westerly Wind, after a long Easterly one, there are sometimes two or three hundred ships turning to windward in, and sailing out of that harbour in one tide; the sight of so many ships, passing and crossing each other in so little time and room, by their dexterous management, is said to have made a travelling French gentleman of rank, to hold up his hands and exclaim, "that it was there France was conquered".

'What is most worthy remarking here when they are going out with a fair wind in their great deep loaded ships, and the waves running high upon the bar, that they would make the ship strike upon it, if she was to sail out pitching against the head waves, to prevent which when they come to the bar, they in a very masterly manner bring the ship to, and she drives over, rolling broad side to waves which management preserves her from striking.

'When they turn to windward up the Swin in dark hazy weather . . . a compass course is not to be relied upon, therefore each ship, very artfully, endeavours to get a leader that they know draws more water than themselves, and the leading ship knowing their danger running no farther than they think is safe, commonly lets go her anchor, the next following ship apprehending the same danger, has their anchors ready and lets it go just above the first ship, and the next steers close past these two ships and come to an anchor just above them, and so on with the next, till the whole fleet forms a line one above the other, so that the ship that was first becomes last, when they commonly again heave up her anchor, and steer close by the whole fleet if they are perceived to ride a-float and the next ship follows them, and either