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World Explorers

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Ready-Ed
Publications

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Paths of Exploration



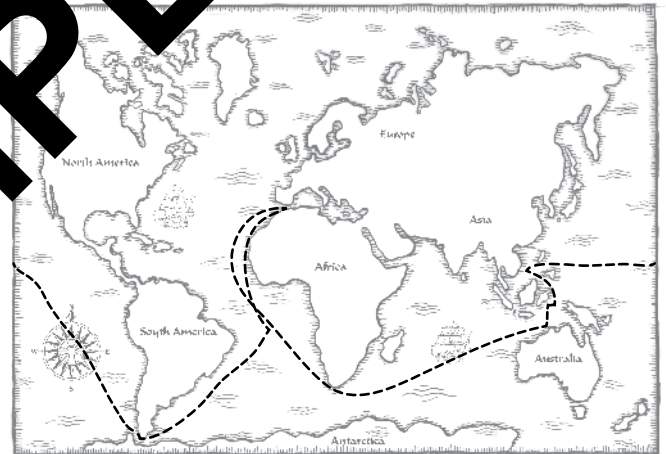
Ericsson's Route 1000 AD



Marco Polo's Route 1271 - 1295



Columbus' Route 1492



Magellan's Route 1519 - 1522



Drake's Route 1577 - 1580



**Cook's Routes 1770 - 1771
First Voyage including Australia**

Francis Drake 1540 - 1596

THE JOURNEY

Drake set sail from England in 1577, in search of treasure and spices with a crew of 165 and five ships. The most famous of his ships was the Pelican, later renamed the Golden Hind.

Along the way, Drake intercepted Spanish vessels and took a large amount of treasure on-board his ship.

He landed off the coast of, what is today, California and sailed up to where the Canadian border now lies.

He then turned and sailed across the Pacific Ocean and back to England. He arrived September 26, 1580 where he was soon knighted for his successful journey.

A PERFECT PIRATE

Sir Francis Drake, born in 1540, was a pirate! Well, he was in the sense that he attacked Spanish ships and stole their riches - not quite the scoundrel with a peg leg and a parrot on his shoulder that you may imagine.

Drake's seafaring skills were recognised by Queen Elizabeth I of England, who wanted more capabilities to counter the empire that Spain was building in the west due to explorers such as Columbus and Magellan. Spain and England were not the best of friends at this time.

Drake devoted his life to making trouble with the Spanish and after his circumnavigation of the world, he led the successful attack against the Spanish Armada.

On his final mission in 1596 near Panama, he died of dysentery.



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Rewards for Drake

In reward for his travels, Drake received 10,000 crowns from the Queen, with which he purchased a large estate called Buckland Abbey (now a museum containing many of Drake's possessions).

In 1582, the Queen gave Drake a New Year's Eve gift of a silver goblet made with a coconut that Drake had brought the Queen back from his travels.

The Spanish feared Drake so much they called him

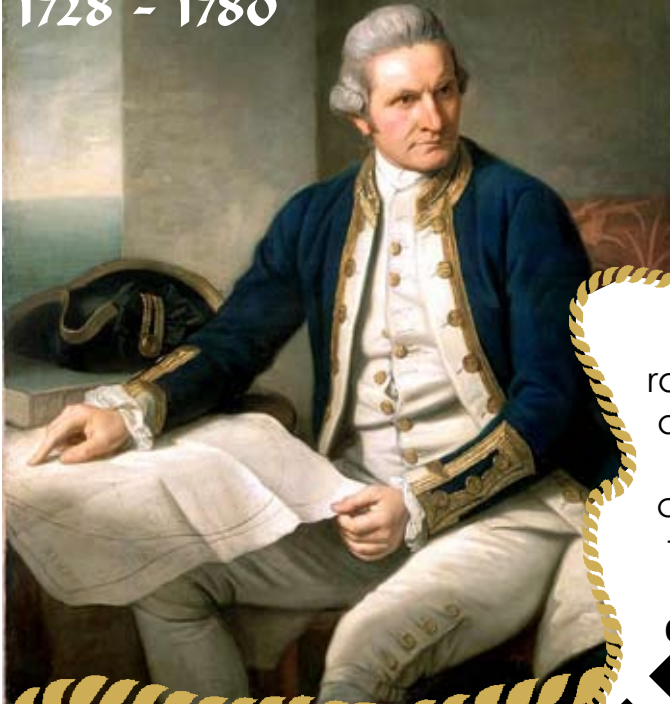
**"El Draque" or
"The Dragon".**



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James Cook

1728 - 1780



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Imagine a scene in a sitting room in the late 1700s: a man sits quietly relaxing and is suddenly tapped on the shoulder. A camera crew transported from the 21st century surround him.

The man says ...

CAPTAIN JAMES COOK, "THIS IS YOUR LIFE".

The show might pan out something like this:

James, you were born in England in 1728. Your father was a farm labourer from Scotland. Your love of the sea starts modestly when you leave Whitby and work there for a few years for a ship owner – you must have learned a lot about the sea during those times.

In 1755 you join the Navy. The seven years' War from '56 to '63 sees you develop your mapping skills in North American waters. You make your first big break by getting a map published in London of the bay and port of Gaspe. After that, there seems to be no stopping you and you are not afraid to take on big projects, such as the map of the Newfoundland coasts, which takes you five years. Your efforts pay off more than you imagine - this map went on to be used for almost a hundred years!

In time, you are given command of a ship named the Endeavour and in 1768 you depart England, reaching Tahiti in 1769. Next comes your discovery of New Zealand, and then you go westward to the great land called New Holland by the Dutch, where you claim the land as a British possession. This is later to be known as "Australia".

In 1772 you set out on a three-year expedition to find more land in the southern hemisphere. You sail down the coast of Africa and across the sea, eventually coming

across an iceberg. The next day, you meet with a large mass of ice, which was most probably what we know today as Antarctica.

The next few years are spent exploring the south, touching base again in places such as New Zealand and South East Asia. Your diligent records, with their many mentions of whales and seals, encourage whaling fleets to the chilly Antarctic Waters.

You circumnavigate the world, not once, but twice. In 1776 you decide to embark on another journey and you discover the Sandwich (Hawaiian) Islands. You reach Vancouver in 1778. You follow the American coastline up and then you decide to spend winter in Hawaii. When the islanders greet you, they are cheering. But days before, you discovered that one of your boats has been stolen by an islander. What do you do? Talk is that you take the king as a hostage. Tomorrow is February 14, 1779 and we, from the future know what awaits you. But we cannot tell you what will happen, for we are not to change the path of the future. All we can say is that your achievements will remain as some of the greatest journeys of sea exploration in history.

Law & Order On-Board

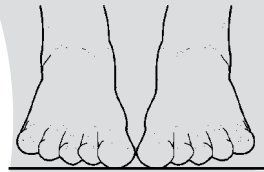
MASTHEADING

Some criminals on-board were made to sit up on a mast for hours on end, isolated and missing meals as they lurched above the ocean in the cold wind.

TOE THE LINE

Sailors on some voyages were instructed to line up along seams between planks on deck as an orderly way of meeting.

What happened when sailors did something wrong on board?



MINOR PUNISHMENTS

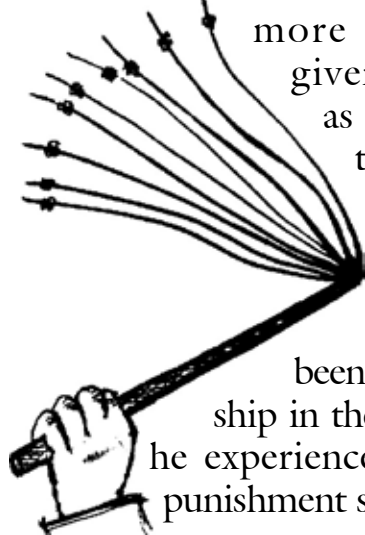
Cleaning the toilet areas of the ship was a less severe punishment for minor crimes. At other times, the punishment was designed to fit the crime. If a sailor's clothes were found to be dirty, they were made to carry their own clothing tied to an oar.

Often the sailors were needed too much to be locked away, so public displays of punishment like the ones listed here, were popular in the history of sailing. If a small crime was committed, the individual was made to stand perfectly still with his toes just touching the line between two planks for a long period of time. This is where the saying "toe the line" comes from.

CAT-O-NINE TAILS

The cat-o-nine tails was a whip made of nine thin cords with knots on the ends.

Twelve or sometimes more lashes were given to a sailor as he stood tied to the ship. For serious crimes, a sailor may have even been rowed to each ship in the fleet, so that he experienced the public punishment several times.



KEEL HAULING

Developed by the Dutch, the offender is tied around their middle and hoisted up in the air before being dragged under the keel of the ship and scraped against the bottom of the ship in the process. A weight was often attached to the offender's legs to sink the sailor. A gun or canon was fired during this punishment to frighten the sailor and to invite the crew to come and watch.

Another version of this punishment involved placing the criminal in a box, like a coffin, and dragging it along behind the ship. The box had holes in it so that it would fill up with water and almost drown the offender. It was believed this method was used in convict ships on their way to Australia.



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