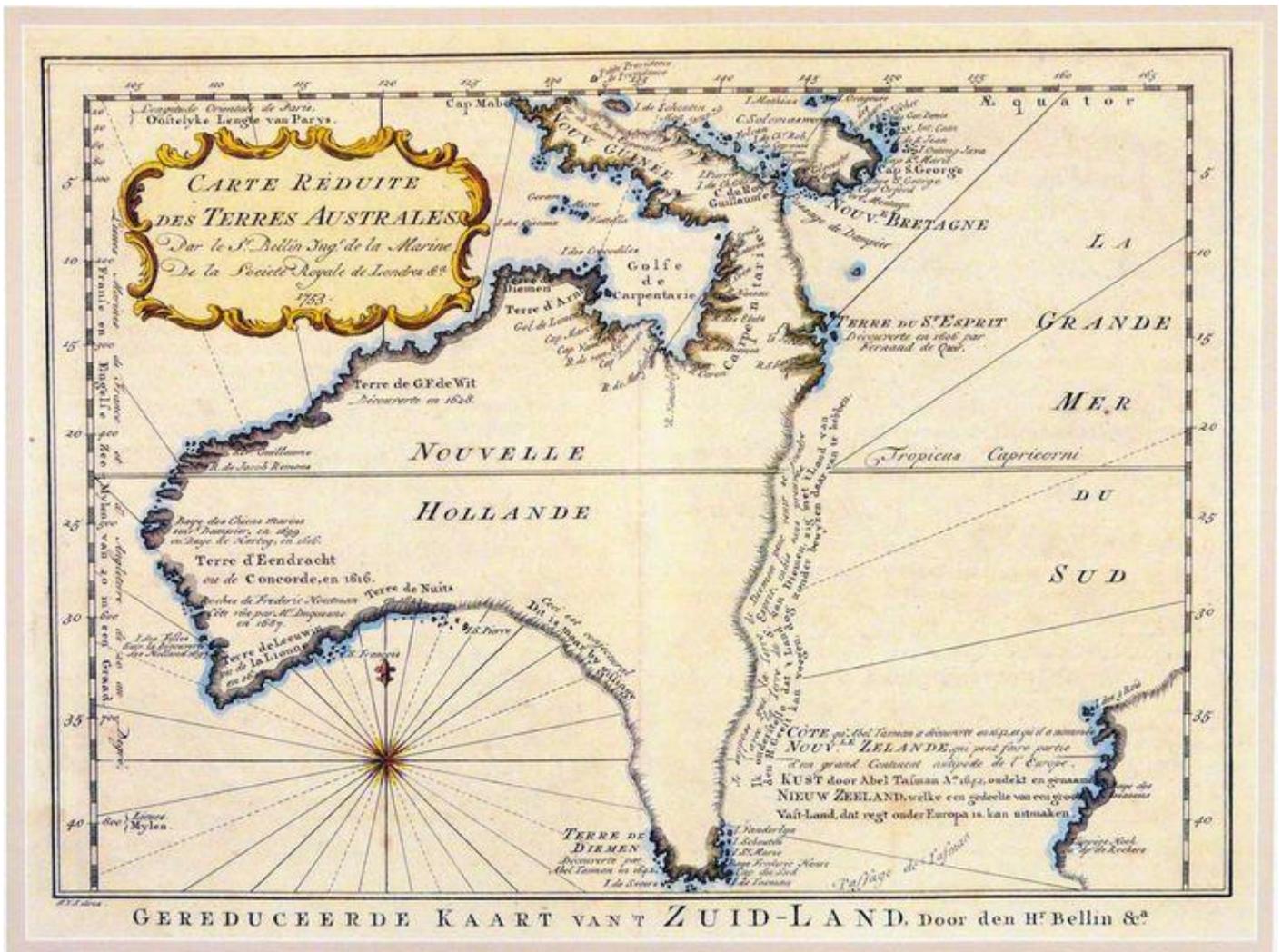




Sailing On With JESUS

*Reflections on the First Voyage of
Captain James Cook
1768-1771*

by David Rowsome



1753 Map¹ of “Des Terres Australes” (The Southern Lands)

¹ A map drawn by renowned French hydrographer and geographer Jacques Nicholas Bellin fifteen years before the First Voyage of Captain James Cook. It shows conjectured coastlines in the southern hemisphere joining those charted by Portuguese explorer Pedro Fernandes de Quiros in 1606 (present-day Vanuatu), several Dutch explorers including Willem Janszoon in 1606, Pieter Nuyts in 1627, Gerrit Frederiksoon de Witt in 1628 and Abel Tasman in 1642; followed by English explorer William Dampier in 1699. It does not show the strait between New Guinea and New Holland which Portuguese explorer Luis Vaz de Torres sailed through in 1606 (now called Torres Strait) as the Spanish kept that discovery a closely guarded secret.

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of Captain James Cook
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First printed in 2021

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Other devotional booklets by David available:

Up the Track with JESUS – Reflections on KOKODA for Men

The Tender Warrior – a Man like JESUS

Dedication

To the organizing teams and communities of
the Canberra Declaration and the National Day of Prayer and Fasting
as they build on the only real and lasting foundation
'the one already laid, which is Jesus Christ' (1 Corinthians 3:11)
for the betterment of Australia
the Great Southland of the Holy Spirit.

Foreword

The achievements of Captain James Cook (1728 -1778) were many. During his short life of fifty-one years James Cook rose from humble beginnings to become perhaps the greatest circumnavigator the world has ever known. His three voyages of discovery were incredible feats of seamanship, maritime charting and scientific advance which continue to astound the world. These reflections focus on the First Voyage of Captain James Cook which took place from 1768 to 1771.

Born into a working class family in Yorkshire in 1728, he later boarded with a Quaker family as a young merchant seaman. This led to his joining the Royal Navy at a relatively late age. But after rapid promotion he was chosen by the British Admiralty to command a scientific voyage.

Cook was a man of exceptional character. As a leader of men, he was always concerned about their welfare. He didn't lose one man to scurvy. Many testified that he could act in a calm but firm manner in a crisis and that he was morally above reproach. He remained faithful to his wife back home in England with whom he had six children. Cook always maintained a genuine desire to make friendly contact with native inhabitants. To that end he often exposed himself to great danger. In a time of reconciliation he handed back the spears that had been thrown at him. James Cook was a man of courage, integrity and action. Yet, throughout his career, Cook remained a private man and wrote virtually nothing about himself in his journals.

I have known David and his wife Marilyn since 2010 when they became full-time volunteers with the Canberra Declaration with its vision to protect Judeo-Christian values in Australia. This was shortly after I had the privilege of first reading the Declaration out on the lawns of Parliament House in Canberra. A year later, the Canberra Declaration birthed the National Day of Prayer and Fasting for the spiritual revival and transformation of Australian society. For several years David, Marilyn and I had the joy of serving together on its organising team.

In this booklet David has used the epic story of the First Voyage of Captain James Cook as a launching point for reflections on the life and ministry of Jesus. While Cook was an exceptional captain who circumnavigated the globe, Jesus is the uniquely divine Captain who makes it possible for us to navigate from this world to the next.

I warmly commend these reflections to you.

Dr Graham McLennan
Australian Christian Heritage Research Institute

A Brief Bio: Born in 1945, Dr Graham McLennan is now a retired dental surgeon in Orange NSW. He served as a Captain in the Royal Australian Army Dental Corps during the Vietnam conflict. Graham has had a long involvement in the commencement of Christian schools and Christian radio stations. This includes Vision Christian Media which now has over 800 stations across Australia. He has served on many national and international boards and has helped initiate numerous overseas outreaches, particularly in Nepal and Vanuatu. Graham and his wife Pam co-founded the Australian Christian Heritage Research Institute www.chr.org.au 1986 and Graham, in the same year, the National Alliance of Christian Leaders. One of his most recent initiatives was National Christian Heritage Sunday to mark the first preaching of the Gospel on Australian soil.

Preface

These reflections have been written on the occasion of the 250th anniversary of a thrilling chapter of naval history. In the year 1770, from 19th April to 22nd August, Captain James Cook, 68 seamen, 11 marines, 3 scientists, 2 artists and 3 civilian staff were the very first Europeans to sail up the *East Coast of Australia*.



Those astounding 126 days of discovery took place during an epic three-year voyage that circumnavigated the globe. It was 26th August, 1768 when Cook sailed *His Majesty's Barque Endeavour* from the shores of England. It was 13th July, 1771 when he made his resolute return. This was the finish of his First Voyage. He would soon make two more.

Cook charted almost all of the East Coast of Australia in that First Voyage. The map that he produced (see page 50) shows that he began on the southern mainland at Point Hicks which he named after one of his officers, Second Lieutenant Zachary Hicks, who first spotted land.

Cook's map shows present-day *Tasmania* as part of the main continent as did earlier maps (see page 1), even though he did suspect it was an island. Dutch explorer Abel Tasman had charted its southern shore in 1642. But instead of sailing south to continue where Tasman left off, Cook sailed north, charting the East Coast all the way to *Cape York*, its most northerly tip. This he named in honour of the Duke of York—the younger brother of King George III—who had died three years earlier.

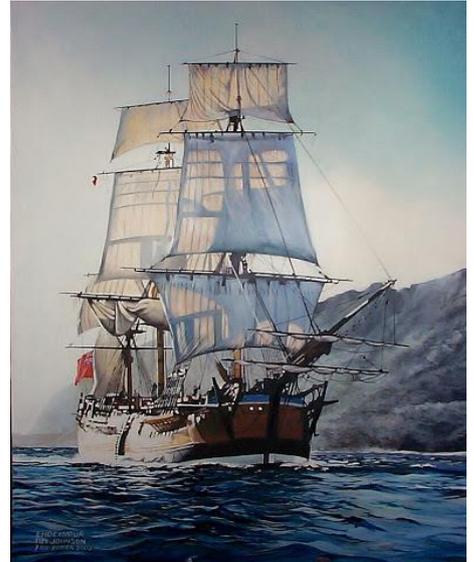
Cook was not known for naming places after himself. He astutely used a wide range of names; members of The Royal Family, Royal Navy brass, persons on board the *Endeavour*, days of the Church of England calendar and from time to time indulged in a bit of whimsy. But he did use one name twice. This was the name of his remarkable ship, the *Endeavour*, which proved to be so resilient in crisis situations. For with all his naval experience and acumen nothing could have fully prepared him for his encounter with the *Great Barrier Reef* which he named *The Labyrinth*. While navigating through its seemingly endless reefs and shoals, there were those place names that recorded the hazards and privations which Cook and his crew experienced. After one harrowing incident he gave the name *Providential Channel* to a narrow passage which provided an escape through the reef. For it was here that Cook believed the hand of God saved the *Endeavour* from certain shipwreck.

Many regard the names that James Cook gave to the land and water features he sailed past, as one of his most enduring legacies. While sailing up the East Coast of Australia he bestowed 106 names. Many of these place names are still in use today, with some alongside the names that had already been given by Aboriginal peoples. These reflections use a selection of these place names as launching points for reflections on the spiritual journey of a Christian. Excerpts from Cook's daily journal give further revealing insights behind many of the place names he gave.

Tall and striking in appearance, James Cook left a promising career in the Merchant Navy and joined the Royal Navy as an able seaman in 1755. He was 27 years old

which was considered a late age to enlist. But with his excellent power of command, he caught the attention of his superiors and was marked for rapid advancement.

He received his commission as First Lieutenant on 25th May, 1768. Two days later he went aboard *HMB Endeavour*, a refitted coal-carrier ship. Very different from a warship, it had no figurehead on the prow. Moreover, it was only thirty-two metres long with a broad bow, a square stern and a flat bottom. But as a former merchant seaman plying coal along the English coast, Cook, no doubt, saw things in the *Endeavour* others didn't. In addition to its sturdiness, it had a shallow draft that would allow him to manoeuvre close to shore. The *Endeavour* wouldn't sail speedily but it would sail far!



As a Canadian by birth, I felt drawn to the well-known English explorer because of the part he played in the history of Canada. It was during the *Seven Years' War* between Great Britain and France (1756–63) that Cook first rose to prominence as a cartographer. His detailed charts of the St Lawrence River were a major factor in the success of the British surprise attack and capture of Quebec. Despite the horrors of war, French and British settlers lived peaceably afterwards which set the stage for the later creation of a multi-cultural Canada. Cook also commanded a schooner charting the Newfoundland coast. The map he produced was so accurate that it was still in use in the 20th century. Cook's consummate skill at charting the seas would later set him apart as an explorer.

In 1779 Cook charted for the first time the coast of Western Canada and Alaska and part way up the *Bering Strait*. This was during his Third Voyage in search of the elusive *Northwest Passage* in the Arctic. His unsuccessful attempt was extremely perilous and almost drove his crew to mutiny. Less than four months later, Cook was killed by Hawaiian warriors in a violent exchange over a stolen boat.

As an Australian by marriage, I had been looking forward to 2020 with its activities marking the 250th anniversary of Cook's voyage along the East Coast of Australia. The main event was to be a circumnavigation of Australia by the *HMB Endeavour* replica (see cover photo). But all these plans were drastically altered by the onset of COVID-19.

Cook's solitary ship for the First Voyage, the *Endeavour*, was well-named. For the Royal Society of London, Cook's First Voyage was a scientific endeavour to sail to Tahiti to observe and report on the transit of Venus. For the British Admiralty it was an empire-building endeavour to sail southward to find an unknown Southern Continent. For James Cook it was a profound personal endeavour in fulfilling his duty as a naval officer and explorer—to navigate and chart the extreme.

For you, I pray that these reflections will be a highly rewarding spiritual endeavour that will encourage you to sail on with JESUS in the voyage of your life. For as your Captain, He will take you on an epic journey. He will sail with you through the treacherous waters of this world and bring you to the beautiful shores of Heaven!

David Rowsome.

Acknowledgements

I thank God for Alex and Sybil Shaw, fellow former missionaries to Papua New Guinea, who, on 17th August, 2018, took me as a *new Australian* on a road tour of Botany Bay. They were living in Sydney, New South Wales, Australia at the time. We *circumnavigated* Botany Bay, named by Cook, and spent a good amount of time at Captain Cook's Landing Place at Kamay, Botany Bay National Park. (Sybil was called home to be with the Lord on 31st August 2020.)

Similarly, I want to thank God for my Royal Military College of Canada classmate, Mike McAuley and his wife Kathy who on 9th November, 2019 took my Australian wife Marilyn and I on an evening walk of Victoria, British Columbia, Canada. During this walk we came upon a statue of Captain James Cook which proved to be the launching point for this writing project.

I express my great appreciation for the National Library of Australia for making the text of the Endeavour journal² of Captain James Cook so freely and conveniently available on their website along with route maps and the journals of others on board the *Endeavour*.

A wonderful companion to the Journal of Captain James Cook is *An Account of a Voyage Round the World with a Full Account of the Voyage of the Endeavour in the year MDCCLXX along the East Coast of Australia*. This was compiled from the journals of Captain James Cook and Sir Joseph Banks by Dr John Hawkesworth in 1773. This was republished in Brisbane, Queensland by W.R Smith & Paterson in 1969 with excellent pull-out Charts and Plates.

Of the many other books and articles written about the First Voyage of Captain James Cook I would like to acknowledge three that I found especially helpful.

1. *A Travel Guide to Captain James Cook's Australia – Exploring significant locations from Cook's voyages of discovery* (New Holland, 2018) by Graeme Lay, a New Zealander and author of a trilogy of books on James Cook.
2. *Sea of Dangers – Captain Cook and His Rivals* (Penguin/Viking, 2008) by eminent Australian historian Geoffrey Blainey.
3. *James Cook: The Story Behind the Man who Mapped the World* (Hachette Australia, 2019) by Australia's celebrated story-teller Peter FitzSimons.

A huge thanks to Geoff Oakes for his thorough and thoughtful proof-reading and editing of this booklet.

Finally, thanks to my loving wife Marilyn for her gift to me of three nights at the *Town of Seventeen Seventy*, Queensland, where Cook landed on 23rd May, 1770. She told me that this was so that we could *'enjoy exploring this place together'*.

All photos have been obtained from the world wide web and used in compliance with Creative Commons conditions. All Bible quotations are taken from the *New International Version* except where otherwise indicated.

² In 1923 the National Library of Australia acquired Cook's original 753-page journal, written in his own hand. The Library refers to the 'Journal of H.M.S. Endeavour, 1768-1771' as manuscript MS 1 and states on their website that it is *'the most famous item in the Library's collections'*.

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1. The Great Unknown Southern Land

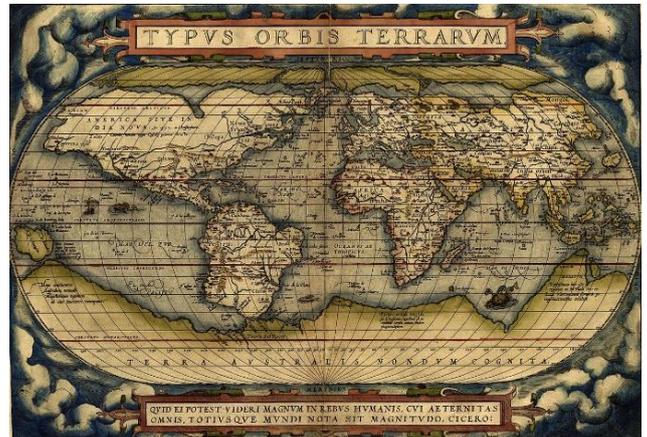
The ENDEAVOUR Story

On 30th July, 1768, the Lords of the British Admiralty signed instructions for the *Endeavour* voyage. After observing the Transit of Venus in Tahiti on 12th July, 1769, Captain James Cook was to open a set of secret orders. In these the British Admiralty instructed Cook to search for a *Great South Land* that was thought to exist in southern latitudes. If found, he was to lay claim to it on behalf of the British Monarch.

As soon as the Transit of Venus was complete Cook was: *'to put to Sea without Loss of Time' and 'proceed to the Southward in order to make discovery of the Continent ... until you arrive in the latitude of 40°, unless you sooner fall in with it.'*

The notion of a Great or Unknown Southern Land had its beginnings in the 4th Century BC. Greek philosopher *Aristotle* thought a great land mass must exist south of the equator to balance the weight of the lands in the north. Down through ensuing centuries the conviction of a Great Unknown Southern Land persisted.

A map of the world produced by *Ortelius* in 1570 AD showed a southern land mass given the Latin name *Terra Australis Nondum Cognita* which translates *Unknown Southern Land*. This land mass counterposed the northern continents and was thought to centre on the South Pole and cover much of the Southern Hemisphere.



Would Captain James Cook be the first European to discover the Great Unknown Southern Land? He most likely opened his secret orders to search for it on 13th July, 1769, the day after observing the Transit of Venus.

To serve as a guide and interpreter in his further explorations he took on board a Polynesian priest named Tupaia. On 9th August, 1769, nearly four months after reaching Tahiti, the *Endeavour* sailed away in search of the mysterious missing continent.

Captain Cook's Journal

15 August 1769: *'The farthest Island to the southward that ~~Tobia~~ Tupaia hath been ^{at} or knows anything ^{of} lies but two days sail from Ohetiroa and is called Moutou but he says that his Father once told him that their were Islands to the southward ... If we meet with the Islands to the southward he speaks off it well if not I shall spend no more time searching for them. being now fully resolved to Stand directly to the Southward in search of the Continent —'*

From the Word of GOD

"Have I not commanded you? Be strong and courageous. Do not be afraid; do not be discouraged, for the LORD your God will be with you wherever you go" (Joshua 1:9).

‘But one thing I do: Forgetting what is behind and straining toward what is ahead, I press on toward the goal to win the prize for which God has called me heavenward in Christ Jesus’ (Philippians 3:13–14).

‘By faith Abraham, when called to go to a place he would later receive as his inheritance, obeyed and went, even though he did not know where he was going’ (Hebrews 11:8).

Sailing On With JESUS!

The detailed orders that Captain James Cook received from the British Admiralty for his First Voyage were set out in writing. He was to sail to the farthest seas on both a scientific and strategic mission. With only one ship, this was an extremely demanding and dangerous undertaking. If shipwrecked in uncharted waters or marooned in hostile territory he and his entire crew would most likely never be seen again.

As Christians we also have been sent to the ends of the earth. Just before the risen and victorious Lord Jesus Christ ascended to heaven He said to His disciples: *“All authority in heaven and on earth has been given to me. Therefore, go and make disciples of all nations, baptizing them in the name of the Father and of the Son and of the Holy Spirit, and teaching them to obey everything I have commanded you. And surely, I am with you always, to the very end of the age”* (Matthew 28:18–20).

These words of Jesus are in fact a command that we now refer to as *The Great Commission*. Jesus begins by saying that God had given Him all authority in heaven and on earth.

On the basis of that authority, Jesus commands us today to tell others the Good News that He died to pay the penalty of our sins so that they could come into a right relationship with God and receive His free gift of eternal life.

Jesus didn’t promise us that going into all the world would be an easy task without any opposition but He did promise that He would be with us to the end no matter what.

PRESS ON TOWARD THE GOAL

Prayer

Father in Heaven, Thank You that You sent Jesus, Your One and Only Son, to earth to rescue a lost humanity. He willingly left the glories of heaven and gave His life so that all people might have a right relationship with You and receive Your free gift of eternal life. As followers of Jesus, help us by the power of Your Holy Spirit to go into all the world in His authority to make more disciples. Help us to baptize and to teach these new disciples to obey everything He commanded. Thank You that Jesus has promised that in our going He would be with us always, even to the end of the age. Give us courage to launch out into deep waters to wherever You send us. Help us to pray, give and go in the great cause of world missions even to the ends of the earth. In His name I pray. Amen.

Sailing On With JESUS!

Captain Cook had two officers besides himself on board the *Endeavour*, Second Lieutenant Zachary Hicks and Third Lieutenant John Gore. While Cook had every good reason to disregard Gore's sighting of what he thought was land, he acquiesced. Even though the search was fruitless and somewhat humiliating, Cook never lost his respect for Gore. Cook called him in 1776 to be his First Lieutenant on board the *HMS Resolution* on his Third Voyage.

This episode has interesting parallels to a story that Jesus told of a man who had two sons. In the *Parable of the Lost Son* (Luke 15:11–32) Jesus said, *“The younger one said to his father, ‘Father, give me my share of the estate.’”* It seems the father didn't make a big outward fuss, but simply *“divided his property between them.”* Continuing the parable Jesus said, *“Not long after that, the younger son got together all he had, set off for a distant country and there squandered his wealth in wild living.”* But during a famine, *“when he came to his senses, he said, ‘... here I am starving to death! I will set out and go back to my father and say to him: ‘Father, I have sinned against heaven and against you. I am no longer worthy to be called your son; make me like one of your hired servants’”. So he got up and went to his father. But while he was still a long way off, his father saw him and was filled with compassion for him; he ran to his son.”*

In Jewish culture it was considered undignified for a grown man to hike up his garments and run. Even more astonishing, we read that once he reached his bedraggled son the father *“threw his arms around him and kissed him”* and said to his servants, *“Quick! Bring the best robe and put it on him. Put a ring on his finger and sandals on his feet. Bring the fattened calf and kill it. Let's have a feast and celebrate. For this son of mine was dead and is alive again; he was lost and is found.”*

Jesus told this parable to show us that God's love for us is compassionate and long-suffering. Just like the father in the parable, God gives us the freedom to choose and the freedom to make mistakes. But God will never give up on us. He patiently watches and waits for us to return from our *imaginary lands*. And when we come back to Him in true repentance, He will always welcome us with great joy.

GOD WILL NEVER GIVE UP ON YOU

Prayer

Dear Heavenly Father, thank You that You are God who is *‘compassionate and gracious, slow to anger and abounding in love’* (Psalm 103:8). And this is what Jesus so wonderfully and powerfully taught in the Parable of the Lost Son. Help us to truly know You as our Father who is for us and not against us. For *‘You know the plans You have for us, plans to prosper [us] and not harm [us], plans to give [us] a hope and a future’* (Jeremiah 29:11). Yet we are prone to chase after self-centred dreams and pursue vain imaginations. Please give us wisdom and discernment so that we can avoid hitting rock bottom before we come to our senses. Please help us to draw near to You so that You will draw near to us and give us a revelation of Yourself. In the Name of Jesus I pray. Amen.

3. The Traps and Cape Foul Wind

The ENDEAVOUR Story

Just when everyone was dealing with the disappointment that New Zealand was not part of a *Great Southern Land*, the *Endeavour* experienced two near misses.

Captain Cook's Journal

9 March 1770: *'At day light we discover'd under our lee bow a ledge of rocks / on which the sea broke very high ... 3/4 of a Mile from us ... Six Leagues from the southermost part of the land ... These rocks are not the only dangers that lay here for about three leagues to the northward of them is another ledge of rocks laying full three Leagues from the land whereon the sea broke very high, as we pass'd these rocks in the night at no great distance and discover'd the others close under our lee at day light it is apparent that we had a very fortunate escape ^ I have named them the Traps because they lay as such to catch unwearry strangers ___'*

Sydney Parkinson, the artist, had heard from the seamen about this *lucky* miss or as Captain Cook put it *'a very fortunate escape'*. But being religious he preferred to record that all on board were saved by *'the good providence of God'*. After *the Traps* had disappeared below the horizon a feast of Tahitian dog was prepared to celebrate the birthday of an officer. But to those partaking, it surely must also have been a celebration of a fortuitous if not miraculous escape.

Steering north, the *Endeavour* began to sail up the stunning West Coast of New Zealand with its glaciated mountains and picturesque sounds or *fjords*. But, buffeted by westerly winds and towering waves of the *Tasman Sea*, Cook refused to risk going ashore. Often thick fog enveloped the ship. Never had the crew of the *Endeavour* been so close to land for so long but not allowed to go ashore. On one gloomy day Joseph Banks lamented in his journal that the weather had *'put us all out of spirits'*.

In memory of the dismal weather and sailing conditions, Cook gave the name *Cape Foul Wind* to the main headland on that west coast. Considering the relentless gales and rocking seas, the map that Cook produced was a masterpiece.

After three weeks of sailing up the coast the *Endeavour* reached the most northerly part of the South Island. For nearly six months he had been charting New Zealand and now that task was complete. Cook was convinced by his officers to give the name *Cook Strait* to the waters separating the North and South Islands.

There were a number of tense incidents involving the warlike Maori people, but Cook showed mastery in each situation, and avoided unnecessary bloodshed. This was a great achievement for him as a naval officer and an explorer. Overall, Cook concluded that New Zealand was a noble land with excellent potential for settlement.



From the Word of GOD

'Those who want to kill me set their traps, those who would harm me talk of my ruin; all day long they scheme and lie' (Psalm 38:12).

'Evildoers are trapped by their sinful talk, and so the innocent escape trouble' (Proverbs 12:13).

'Cast all your anxiety on him because he cares for you. Be alert and of sober mind. Your enemy the devil prowls around like a roaring lion looking for someone to devour' (1Peter 5:7–8).

Sailing On With JESUS!

In the space of a few hours the *Endeavour* experienced two narrow escapes. The two rocky shoals were extremely treacherous as they were just barely submerged beneath the surface of the water. It was very unusual to find such formations so far out to sea. Cook therefore named these *The Traps*, *'because they lay as such to catch [unwary] strangers.'* Following this very sobering experience the *Endeavour* sailed into an extended time of foul weather and rolling seas which everyone on board the ship found both physically taxing and emotionally depressing.

In speaking to the disciples about His second coming Jesus warned that: *"on the earth, nations will be in anguish and perplexity at the roaring and tossing of the sea. Men will faint with terror, apprehensive of what is coming on the world"* (Luke 21:25-26). To help the disciples weather this time and not be caught unawares Jesus told them: *"Be careful, or your hearts will be weighed down with carousing, drunkenness and the anxieties of life, and that day will close on you suddenly like a trap. For it will come on all those who live on the face of the whole earth. Be always on the watch, and pray that you may be able to escape all that is about to happen, and that you may be able to stand before the Son of Man"* (Luke 21:32–36).

Although nearly 2000 years have passed, we too need to heed these words in anticipation of the day of Christ's return. This means to keep watching and praying and not letting the anxieties of life drag us down into careless living. We need to keep looking up and keep working at the tasks God has given us to do.

BE ALWAYS ON THE WATCH

Prayer

Dear Heavenly Father, You are God who is sovereign over the affairs of mankind. Your plans and purposes cannot be thwarted. Time is in Your hands. And though we see signs of the second coming of Jesus only You know the day and the hour of His appearing. Help us therefore to watch and pray. Give us a sense of urgency to share the Gospel with those who are perishing, before it is too late. While there are many *'who call evil good and good evil, who put darkness for light and light for the darkness'* (Isaiah 5:20), give us discernment and boldness to warn others of deceptions, schemes and lies that come from the evil one. Help us to be *'the salt of the earth'* and *'the light of the world'* (Matthew 5:13–14), as Jesus taught us to be. In the name of Jesus I pray. Amen.

4. A Very Agreeable and Promising Land

The ENDEAVOUR Story

It was time to proceed home. But by which route? If Cook sailed East back across the Pacific, he could search more for the *Great Unknown Southern Land*. But it would be winter by the time he reached South America's *Cape Horn* which is extremely perilous at that time of year. And so on 31st March, 1770, after conferring with his officers, Captain Cook decided to sail West via Africa's *Cape of Good Hope*. But to get there he would not take the shortest route south of *New Holland*. Cook resolved to sail west until he reached the East Coast of New Holland and then from there *'follow the deriction of that Coast to the northward'*.

Cook knew that this extensive coastline had not been charted and was therefore waiting to be explored! And unbeknownst to others, Cook had an obscure map with a dotted line showing the route navigated by Portuguese explorer *Luis Vaz de Torres* in 1606 between New Holland and *New Guinea*.

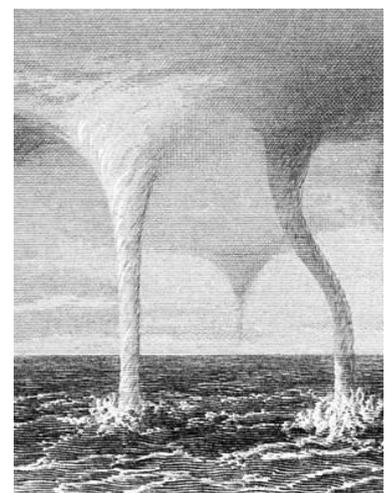
The next day, 1st April, 1770, Captain Cook and all those on board the *Endeavour* made their farewells to New Zealand, thus making a start to their homeward voyage. For the first two weeks, Endeavour's north-west passage from New Zealand across the *Tasman Sea* was accompanied by fair weather. However, on Easter Sunday, 15th April, 1770, conditions changed drastically. It was some of the fiercest weather the ship had encountered since leaving England. The Endeavour was driven in a north-westerly direction. Four days later at 6am on 19th April, 1770 a promontory of land was sighted from a masthead by 31-year-old Second Lieutenant Zachary Hicks. The next day the weather suddenly became benign and Creation put on a show.

Captain Cook's Journal

20 April 1770: *'In the ^{AM} had the wind at SW with serene weather. At 1^{PM} saw three water spouts at once, two were between us and the shore and one at some distance upon our Larboard quarter ... at which time we made sail along Shore to the Northward ... The weather being clear gave us an oppertunity to View the Country which had a very agreeable and promising Aspect the land is of moderate height diversified with hills, ridges, planes and Vallies with some few small lawns, but for the most part the whole was cover'd with wood, the hills and ridges rise with a gentle slope, they are not high neither are there many off them—'*

On the heels of the wildest storm the Endeavour had experienced thus far, the weather became *'serene'*. It was as if the land was about to be unveiled to the new visitors. Reinforcing this was the enthralling spectacle of three water spouts like *'tubes of glass'*, as Joseph Banks described them, dancing around the ship.

After the waterspouts disappeared all eyes turned toward land. Captain Cook was most impressed, describing the wooded hills, ridges, and plains as *'very agreeable and promising.'* This was indeed an auspicious start to the voyage that lay ahead.



From the Word of GOD

'By faith Abraham, when called to go to a place he would later receive as his inheritance, obeyed and went, even though he did not know where he was going. By faith he made his home in the promised land like a stranger in a foreign country; he lived in tents, as did Isaac and Jacob, who were heirs with him of the same promise. For he was looking forward to the city with foundations, whose architect and builder is God' (Hebrews 11:8–10).

Sailing On With JESUS!

It is remarkable how Captain Cook found himself halfway around the world and needing to decide whether to sail home back to England in an easterly direction around Cape Horn or in a westerly direction around the Cape of Good Hope. His decision would have major consequences for his crew and for the carrying out of his orders. Though he wisely chose to consult his officers, the final decision was his.

On one occasion Jesus had a momentous discussion with His inner circle of twelve disciples. His intention was to give them clear directions on how to reach their ultimate true home in heaven where they would be with Him for eternity. He said to them *'Do not let your hearts be troubled. You believe in God, believe also in me. My Father's house has many rooms; if that were not so, would I have told you that I am going there to prepare a place for you? And if I go and prepare a place for you, I will come back and take you to be with me that you also may be where I am. You know the way to the place where I am going'* (John 14:1-4).

But Thomas, one of His disciples, said to him, *'Lord, we don't know where you are going, so how can we know the way?'* to which Jesus answered, *'I am the way and the truth and the life. No one comes to the Father except through me'* (John 14:5-7).

This is perhaps the most astounding claim of Jesus found in the Bible. How can we know the way to God? According to Jesus the only way is through Him. Theologically, this is because He is uniquely both fully God and fully man. By coming to faith in Jesus and receiving Jesus, the Son of God, into our lives we become a child of God.

Some may argue that this claim is too narrow or exclusive. But in reality, Jesus as the way to heaven is wide enough and fully inclusive for every person who simply puts their trust in Him. How marvellous that our loving God has made all this possible.

JESUS IS THE WAY HOME

Prayer

Loving Heavenly Father, thank You that through faith in Your Son Jesus we have become Your sons and daughters for all eternity. As such we know that this earth is not our home and that our true home is in heaven with You. Thank You that Jesus gave us a glimpse of what heaven is like saying *'My Father's house has many rooms'* and that He was going to heaven to prepare a place for us. Even more exciting Jesus promised that one day *'I will come back and take you to be with me that you also may be where I am'* (John 14:2–3). Until that time we continue to give You thanks for showing Yourself to us through Jesus who said *'Anyone who has seen me has seen the Father'* (John 14:9). In the name of Jesus I pray. Amen.

5. Point Upright and Cape St George

The ENDEAVOUR Story

Since first sighting land three days earlier, the *Endeavour* kept sailing northward from *Point Hicks*. Cook was well occupied charting the coastline, noting geographical features and naming them. As per his normal precaution for uncharted waters, Cook kept the *Endeavour* three to six leagues (1 league \approx 5.5 kilometres) away from the coast. Even so, those on board the *Endeavour* kept sighting the smoke of fires along the shore. Beyond any doubt the land was inhabited. What were the people like; when would they first see them; how could they make friendly contact?

Captain Cook's Journal

Sunday 22 April 1770: *'At 5 oClock we were abreast of a Point of land which on account of its perpendicular cliffs I call'd Point Upright ... At midnight ... we made sail in for the land and at day light found our selves nearly in the same place ... it was apparent that we had been drove ~~between~~ about 3 Leagues to the Southward by a Tide or Current in the night, after this we steerd along shore NNE having a gentle breeze at SW. and were so near the Shore as to distinguish several people upon the Sea beach they appear'd to be of a very dark or black Colour but whether this was the real colour of their skins or the C[lo]thes they might have on I know not.'*

A small rowing boat called a yawl had been lowered to take Cook and a small party on an inspection of a bay where they hoped they could find safe anchorage. The *Endeavour*, now only two miles from shore, needed to be reprovisioned. But heavy surf and an onshore wind prevented them from landing. This failed attempt to land however brought them close enough to shore to see dark people on the beach.

This Sunday marked the beginning of a new chapter in the history of Australia. Joseph Banks optimistically referred to these dark people as *'our future friends'*. Though English explorer and former pirate William Dampier only had disparaging things to say in 1699 about the Aboriginal people of the western shores of the continent, the attitude of Cook and others on board the *Endeavour* was very different. For the first time the indigenous inhabitants of Australia and their way of life was to be thoughtfully examined through hopefully friendly contact.

Two days later Captain Cook gave the name *Cape St George* to a point of land *'having discover'd it on that Saints day'*. This is a day in the Church of England calendar that remembers Saint George as England's patron saint. Tradition holds that he was a Roman soldier who modelled bravery and selflessness and was martyred under Roman Emperor *Diocletian's* persecution of Christians in 303AD.

The red cross of Saint George on a white background was the flag of England. It was on the Red Ensign of the Royal Navy, flown at the stern of HMB *Endeavour*.

In this flag, which came into being in 1606, the flag of England was combined with the flag of Scotland, a diagonal white cross of Saint Andrew on a blue background.



This new flag was for maritime purposes. It wasn't until the union of Great Britain and Ireland in 1801 that the flag of Ireland, a red diagonal cross of Saint Patrick on a white background, was added to the union flag. Today, the Union Jack remains a colourful reminder of the upright lives of outstanding Christians of the past.

From the Word of GOD

'It teaches us to say "No" to ungodliness and worldly passions, and to live self-controlled, upright and godly lives in this present age' (Titus 2:12).

Sailing On With JESUS!

In her 1994 book *Southland of the Holy Spirit*, Australian author Elizabeth Rogers Kotlowski wrote that: *'Cook was a good man: above reproach in his morals; moderate in all things; compassionate and conciliatory in his treatment of the natives; always concerned about the welfare of his men; a man of great courage and determination; cool and just in judgement; controlled in speech even when angry. Not overtly religious, Cook would not allow profanity on board. He required his men to wear clean clothes on Sunday, and on occasions he conducted divine service for his crew.'* If Cook was not a committed Christian, he certainly was supportive of Christian practice. Very clearly James Cook was an upright man. It was therefore very fitting that he honoured an early Christian martyr—*Saint George*, who exemplified courage, devotion, leadership, truthfulness and dedication—by naming a landmark after him.

Christians have the ultimate model for uprightness. This is Jesus of whom Paul wrote *'God made Him who had no sin to be sin for us, so that in Him we might become the righteousness of God' (2 Corinthians 5:20–21)*. When we trust in Jesus, we make an exchange—our sin for His righteousness. Our sin was poured into the sinless Jesus at His crucifixion and His righteousness is poured into us when we decide to receive Him into our lives as Lord and Saviour. Through this, our relationship with God is made right. Though we will continue to sin, God always sees believers as righteous. When Paul wrote to the believers in Rome he addressed them as those, *'loved by God and called to be saints' (Romans 1:7)*. All Christians are therefore rightly called saints!

STAND TALL IN THE FAITH

Prayer

God in Heaven, thank you that as we contend with the challenges of this life Your Word says that, *'we are surrounded by a great cloud of witnesses'*. Thank you for these heroes of the past, men and women like Saint George, who are cheering us on mindful that the Greek word translated *'witnesses'* is the origin of the English word *martyr*. Help us therefore to *'throw off everything that hinders and the sin that so easily entangles'* (Hebrews 12:1). As we journey through this life help us to *'fix our eye on Jesus ... who for the joy set before Him endured the cross, scorning its shame'* (Hebrews 12:2). By the power of the Holy Spirit, help us not to grow weary and lose heart but to live upright lives that point others to Jesus. In the name of Jesus I pray. Amen.

6. Botany Bay

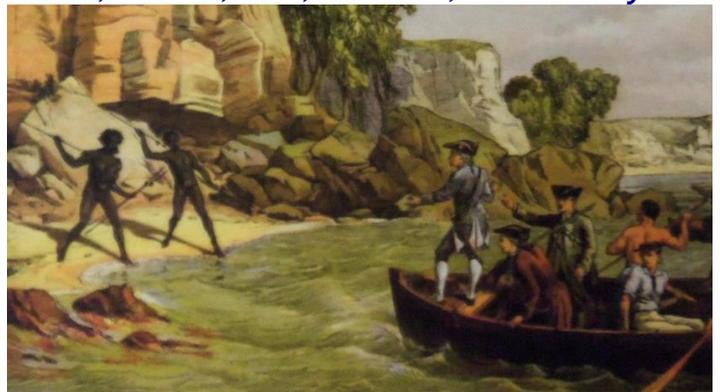
The ENDEAVOUR Story

A key part of British Admiralty secret orders to Cook was: *‘to observe the Genius, Temper, Disposition and Number of the Natives, if there be any, and endeavour by all proper means to cultivate a Friendship and Alliance with them ... shewing them every kind of Civility and Regard.’* During the first failed attempt to land to meet the mysterious dark and naked people, Cook had taken Banks and Solander as scientists and Tupaia as the interpreter. Clearly, Captain Cook had taken his orders to heart.

Remarkably, as the *Endeavour* continued to sail along the coast the inhabitants behaved as if the ship did not exist. Even though the sight of a large sailing ship was most likely a first-time experience for those on shore, they showed no visible signs of curiosity. No one pointed or waved. They would not even lift their eyes from what they were doing. Those on board the *Endeavour* found this incomprehensible. This only intensified the desire of Cook and the scientists to make friendly contact with these people. A better landing place was needed. At daylight on Saturday 28th April, 1770, a promising bay was found, which Cook later named *Botany Bay*.

Captain Cook’s Journal

Sunday 29 April 1770: *‘Saw, as we came in, on both points of the bay, several of the Natives and a few hutts; Men, Women, and Children on the South Shore abreast of the Ship, to which place I went in the Boats in hopes of speaking with them, accompanied by Mr. Banks, Dr. Solander, and Tupia. As we approached the Shore they all made off, except 2 Men, who seem'd resolved to oppose our landing. As soon as I saw this I order'd the boats to lay upon their Oars, in order to speak to them; but this was to little purpose, for neither us nor Tupia could understand one word they said. We then threw them some nails, beads, etc., a shore, which they took up, and seem'd not ill pleased with, in so much that I thought that they beckon'd to us to come ashore; but in this we were mistaken, for as soon as we put the boat in they again came to oppose us, upon which I fir'd a musquet between the 2, which had no other Effect than to make them retire back, where bundles of their darts lay, and one of them took up a stone and threw at us...’*



Sadly, in this first encounter, Cook fired two more warning shots and the Aboriginal men threw more spears. Over the next seven days repeated attempts by on-shore parties were made to make friendly contact but without success. The people usually vanished into the bush showing no interest whatsoever in the trinkets given. Cook even risked following some along the shore alone and unarmed. All the while, the crew went about their tasks of gathering water, wood and fodder, hunting and catching fish. The scientists were totally absorbed with everything botanical and

zoological. Amazingly, nobody was killed or seriously wounded the whole time. Even so, a forlorn Cook concluded that *'all they seem'd to want was for us to be gone.'*

From the Word of GOD

'The God who made the world and everything in it is the Lord of heaven and earth and ... he himself gives everyone life and breath and everything else. From one man he made all the nations, that they should inhabit the whole earth; and he marked out their appointed times in history and the boundaries of their lands. God did this so that they would seek him and perhaps reach out for him and find him, though he is not far from any one of us.' (Acts 17:24–27).

Sailing On With JESUS!

Though endeavouring to *'cultivate a Friendship'* with the Aboriginal people, Captain Cook did not succeed in this first attempt. In giving the name Botany Bay, Cook was acknowledging that it was a botanist's paradise for Banks and Solander whose names he gave to the two headlands at the entrance of the Bay. Had his first encounter with the Aboriginal people been a friendly one we might speculate that Cook would have given a different name. For while the flora and fauna of this newly discovered land was so marvellous and unique, its people had inestimable value.

Jesus also had a dramatic encounter with two unclothed men on a sea shore. Jesus and His disciples had just had just crossed the Sea of Galilee in a boat and *'when he arrived...two demon-possessed men coming from the tombs met him. They were so violent that no one could pass that way. "What do you want with us, Son of God?" they shouted. "Have you come here to torture us before the appointed time?" Some distance from them a large herd of pigs was feeding. The demons begged Jesus, "If you drive us out, send us into the herd of pigs." He said to them, "Go!" So they came out and went into the pigs, and the whole herd rushed down the steep bank into the lake and died in the water...Then the whole town went out to meet Jesus. And when they saw him, they pleaded with him to leave their region'* (Matthew 8:28–34).

The goal of the demons was to control the men and destroy their relationship with God. Jesus' goal was to set the men free from sin and demonic control. Still active today, demons are powerful and destructive. Like Jesus, we need to make every effort to go to those who are in bondage to sin and in need of deliverance. For each and every human is uniquely created in the image of God and is precious to Him.

ALL PEOPLE ARE PRECIOUS TO GOD

Prayer

Loving Heavenly Father, Your Word declares that in the beginning You created the first man and woman in Your own image. Because of this every person has inherent dignity and value. Thank You that Captain Cook seemed to recognise this in his seeking to make friendly contact with the Aboriginal inhabitants. Jesus showed us this when He crossed the Sea of Galilee to minister to two self-harming, Gentile demoniacs who were violent, naked and living among the tombs. We praise You that Jesus cast out the many demons and everyone saw the men sitting there clothed and in their right minds and ready to follow Jesus. Help us to reach out to those in desperate need and touch them with Your wonderful love. In the name of Jesus I pray. Amen.

7. Port Jackson and Broken Bay

The ENDEAVOUR Story

The *Endeavour* had been in *Botany Bay* for eight momentous days of discovery. Banks and Solander, in fact, had a literal field day observing and collecting flora and fauna. But despite his best efforts, Cook was disappointed. He had not made friendly contact or established an alliance with the inhabitants as the Admiralty had so clearly directed. On departing Cook only made some general observations.

Captain Cook's Journal

Sunday 6 May 1770: *'The Natives do not appear to be numerous neither do they [^]seem to live in large bodies but dispers'd in small parties along by the water side. they ~~are~~ [^]those I saw were about as tall as Europeans of a very dark brown colour but not black nor had the^y woolly frizled hair, but black [^]and lank much like ours - no sort of cloathing or ornaments ~~was~~ [^]were ever seen by any of us upon any one of them ... from which I conclude that they never wear any ... However we could know but very little of their customs as we never were able to form any connections with them, they had not so much as touch'd the things we had left in their hutts on purpose for them to take away.'*

Here we read that the Admiralty advice of giving them *'presents of such Trifles as they may Value'* did not work as it had everywhere else. Even the formidable Tupaia whose speaking had won the admiration of the Maoris found that he was unable to speak or understand a single word of the Aborigines. Cook, in his desperation to connect with them, exposed himself to danger and followed a group of ten armed men on foot alone and unarmed. Even then, the warriors just simply walked away.

A nonplussed Cook *'having seen every thing this place afforded'* departed Botany



Bay with a sense of urgency on 6th May, 1770. He was mindful of the time needed to chart the hundreds of miles of coastline that lay ahead. At noon, an entrance to another bay was sighted, flanked by a pair of sandstone headlands. Through his spyglass, Cook could see that inside the entrance lay what appeared to be *'safe anchorage'* but from their position two or three nautical miles out at sea its main arm was hidden. Cook decided to sail past the harbour that was to become *Sydney Harbour*, one of the finest deepwater harbours in the world. After carefully recording its presence, he named it *Port Jackson*, after *George Jackson* (1725–1822), later *Sir George Jackson*, a Secretary of the Admiralty and Judge-advocate of the Fleet.

Earlier in the voyage Cook had already named *Point Jackson* in New Zealand after this same figure. So who was Sir George Jackson? His memorial stone says that he was *'a zealous friend and early Patron'* of Captain Cook—in other words a mentor. He had taken a great interest in the career of his protégé ever since James became a stable-boy in George Jackson's sister's household at Ayton, Yorkshire. It was

there that the influential Jackson gave the boy every encouragement to join the Royal Navy.

Just before sunset on 7th May, Endeavour passed by '*some broken land that appear'd to form a Bay.*' So Cook named it *Broken Bay*. But again, he decided to sail on.

From the Word of GOD

'The sacrifices of God are a broken spirit; a broken and contrite heart, O God, You will not despise' (Psalm 51:17).

Sailing On With JESUS!

Although Cook tried his very best to make friendly contact with the native inhabitants it seems that he left Botany Bay baffled by them and feeling rejected. It is interesting how at this point his thoughts turned to his lifelong mentor George Jackson.

Once when religious leaders questioned the authority of Jesus, He answered with lines from a Psalm: *"...The stone the builders rejected has become the cornerstone; the Lord has done this, and it is marvellous in our eyes'?"* Here Jesus refers to Himself as *"the stone the builders rejected"* because many of His people had rejected Him. But God had not rejected Him. On the contrary God made Him the '*cornerstone*' or capstone of a marvellous new building—the Church, which is made up of those who believe Jesus is the Son of God. Jesus then went on to say: *"Therefore I tell you that the kingdom of God will be taken away from you and given to a people who will produce its fruit. Anyone who falls on this stone will be broken to pieces; anyone on whom it falls will be crushed"* (Matthew 21:42–44).

To be broken sounds at first like a negative experience. We resist the thought of being broken. We prefer blessings that are enjoyable such as good health, successful careers and financial security. But in God's economy to be broken before Him is not only a good thing, it is essential. For God only uses people whose self-centeredness, willfulness and stubborn pride have been broken. When Jesus states that those who stumble over that stone *"will be broken to pieces,"* Jesus is saying that when we wholly surrender our lives to Him it is then that we can have a right relationship with Him. Only then can His plans for our lives be fulfilled. Otherwise, we will be *"crushed"* at the last judgment with the enemies of God and eternally separated from Him.

BROKENNESS CAN LEAD TO GODLINESS

Prayer

Loving Heavenly Father, how amazing that the God who created the heavens and the earth created mankind for Himself. Thank You for those you place in our lives as mentors who provide Godly wisdom, advice and encouragement. They help us to live lives that are pleasing to You and complete the tasks You have assigned to us. In our growing as followers of Jesus, help us accept and embrace the moments when we are broken in spirit. For it is then that You by Your Holy Spirit can mold us and shape us and fill us. For Your Word says that we are Your '*handiwork, created in Christ Jesus to do good works, which [You] prepared in advance for us to do'* (Ephesians 2:10). Help us seek Jesus in the midst of all our trials and struggles. In the name of Jesus I pray. Amen.

8. Three Brothers and Solitary Isles

The ENDEAVOUR Story

Sailing a short distance beyond *Broken Bay* the wind suddenly died, leaving *Endeavour* at the mercy of a south-streaming current which is known today as the *East Australian Current*. For two days the ship was pushed back more than fifteen nautical miles. However, on 11th May, 1770, fresh winds sprang up from the South and West and she resumed her northward course. Still following the coast at a safe distance, Cook continued charting the coast while frequently seeing signs of its inhabitants.

Captain Cook's Journal

12 May 1770: *'Winds southerly a gentle breeze. In the ^{PM} as we run along shore we saw several smooks a little way in land from the Sea and one upon the top of a hill which was the first we have seen upon elevated ground sence we have been upon the coast. At sun set ... we had in sight bore N 13° East and three remarkable large high hills lying continguous to each other and not far from the shore ~~NW~~ bore N^{NW} As these hills bore some resemblance to each other we call'd them the Three Brothers.'*

While giving the name *Three Brothers* to three high hills that '*bore some resemblance to each other*' seems obvious, there is little doubt the name was an echo from the early career of James Cook.

Stories from his boyish years show that the young James had an obstinate and determined streak in his character. Even so there was something in the way he carried himself that won the respect of his companions. His father's employer, noticing that the young James was very bright, decided to pay his school fees.

From the age of eighteen until he was twenty-seven Cook served in the merchant fleet based in Whitby in his home district of Yorkshire. Over that time Cook sailed on five colliers. One of these was the *Three Brothers* on which he served first as an apprentice and then later as a seaman. Lodging in the home of a Quaker ship-owner, Cook spent many hours studying navigation, astronomy and mathematics.

After proving his competence as a seaman Cook was offered the command of a merchant ship, the *Friendship*. But Cook passed up this offer and joined the Royal Navy instead. To join at the lowest rank as an able seaman was an astonishing decision. At that time the Royal Navy was known for its harsh discipline, sickness and brutality and was so unpopular that men had to be continually pressed into its service. Cook never explained the reason for his decision but with his leadership qualities and knack for charting and navigation he experienced a rapid rise in the Royal Navy.

Cook proved to be a man of great courage and perseverance. He was also endowed with exceptional leadership qualities. Always concerned for the welfare of his men, he was fair in meting out punishment and cool in speech even when angry. Because Cook wrote virtually nothing about himself in his journals, many have concluded that he was a private man. But the fact he was so beloved and respected



by his men says something different. Living on board a thirty-two metre long ship with nearly one hundred men for months and years on end, Cook had to be a man who was connected.

On 15th May, 1770 Cook noted in his journal *'we had some small rocky islands between us and the land'*. He showed these islands on his chart as the *'Solitary Isles'*. These five small islands and numerous outcrops are spread out along 40 nautical miles of coastline. They have remained virtually untouched and are now a marine park.

From the Word of God

'Though one may be overpowered, two can defend themselves. A cord of three strands is not quickly broken' (Ecclesiastes 4:12).

Sailing On With JESUS!

In the names *Three Brothers* and *Solitary Isles* that Cook gave we see two pictures of manhood. The Three Brothers were *'remarkable large high hills lying contiguous to each other'*. Shoulder to shoulder these Three Brothers were big and impressive and looked like each other. This is a picture of a solid band of brothers or community of men. In contrast the Solitary Isles are widely separated, *'small rocky islands'* and outcrops buffeted by the wind and waves. This is a picture of isolated lone rangers.

In coming to earth Jesus chose to spend three years of His life living with a close community of men known as *The Twelve*. Even so, the first person that Jesus encountered after His resurrection was a weeping Mary. But after He comforted her the first thing He did was to give her a message to take to *'my brothers'* (John 20:17).

The last chapter of the Gospel of John gives a heart-warming picture of Jesus spending time with His *'brothers'*. The disciples had decided to go fishing on the Sea of Galilee and had caught nothing all night when a man standing on the shore appeared to them. Calling out from the shore he told them to throw their nets on the right side of their boat. When the net miraculously filled with fish the disciples immediately realized it was Jesus. The net was so full they had to tow it to shore. *'When they landed, they saw a fire of burning coals there with fish on it and some bread'* and *'Jesus said to them, "Come and have breakfast."* Jesus not only cooked the breakfast, He then served it to His brothers. We read that *'Jesus came, took the bread and gave it to them, and did the same with the fish'* (John 21:1–14.).

BE THERE FOR YOUR BROTHERS

Prayer

Eternal Father, thank you that Jesus invested His life in a small band of men known as the Twelve Disciples. He then entrusted them to take His message of love everywhere and to the ends of the earth. Open our eyes to appreciate how Jesus modelled living in close fellowship with His disciples teaching the Kingdom, preaching the Gospel, healing the sick, raising the dead and casting out demons. Help us therefore to: *'consider how we may spur one another on towards love and good deeds, not giving up meeting together, as some are in the habit of doing, but encouraging one another—and all the more as you see the Day approaching'* (Hebrews 10:24–25). Impress upon us how we need each other as we wait for the return of Your Son. In the name of Jesus I pray. Amen.

9. Mount Warning and Point Danger

The ENDEAVOUR Story

Sailing past and naming *Cape Byron*, today known as the most Easterly point of mainland Australia, Cook noted *'a remark[able] sharp peaked Mountain lying inland ^{NW}BW from it'*. The next day Cook spotted this prominent peak again. Today its summit is known as the very first place in Australia that catches the morning sun.

Captain Cook's Journal

16 May 1770: *'Winds southerly a fresh gale with which we steerd North along shore untill sun-set at which time we discoverd breakers ahead and on our larboard bow, being at this time in 20 fathom water and about 5 Miles from the land ... At day light ... We ^{^now} saw the breakers again within us which we past at the distance of 1 League ... there situation may always be found by the peaked mountain before mentioned which bears ^{SW}BW from them this ~~mountain or hill~~ ^{^and on this account} I have named Mount Warning it lies 7 or 8 Leagues inland in the latitude of 28°.22' S° the land is high and hilly about it but it is conspicuous enough to be distinguished from everything else. The point off which these shoals lay I have named Point Danger to the northward of it the land...'*



Here we read that this striking mountain was to serve as a warning of the dangerous shoals in nearby coastal waters. The *'breakers'* that Cook spotted would have been heavy ocean waves that were breaking on the coast or over the reefs and shoals. And so Cook named the peak *Mount Warning* and the land nearest the shoals *Danger Point*. At sunset the next day Cook spotted more breakers noting the *'great sea from the south ward which broke prodigious high upon them'*. He named the nearest land *Point Lookout*. Here we see Cook's considered use of names as warnings. This shows us his concern for the safety of those in the future who would use his maps.

Consistent with this, Cook's daily concern was for the safety and welfare of his men on whom the success of the voyage depended. Having been an able seaman himself, Cook took great care with his men's health. He was determined to prevent the outbreak of the dreaded disease *Scurvy* when men's gums went black, their teeth fell out and their swollen joints could not support the weight of their bloated bodies. Warning signs included swollen gums, bulging eyes, dry scaly skin and purplish spots on the limbs. Known as the scourge of seafarers, more sailors died from Scurvy than from naval battles. The danger of the condition loomed over every extended time at sea.

Convinced that Scurvy was caused by dirty conditions and diet, Cook ordered that the ship be scrubbed and the men wear clean clothing. Cook made them undergo a weekly regime of unsalted soup, sauerkraut, and a *rob* of boiled lemon juice. If a man showed signs of Scurvy, he was immediately dosed with malt made from barley called *sweetwort*. Today we know that Scurvy is caused by a chronic vitamin C deficiency, brought on by lack of fresh fruit and vegetables. While the sauerkraut was a good source of vitamin C, the lemon juice had none because it had been

boiled. In hindsight, what mostly kept Scurvy at bay were the many ports of call where Cook was always adamant in bringing aboard supplies of fresh fruit and vegetables. By the time the *Endeavour* reached the Australian coast, all these items were very depleted. There were no ports of call. But in the providence of God there were two botanists aboard! Banks and Solander were able to identify native plants they thought could be cooked and eaten. Most of these had never been eaten before by Europeans.

From the Word of GOD

'I have been constantly on the move. I have been in danger from rivers, in danger from bandits ... in danger in the city, in danger in the country, in danger at sea; and in danger from false believers' (2 Corinthians 11:26).

Sailing On With JESUS!

Since Captain Cook did not fully understand what caused or cured Scurvy he tried every possible remedy. After meeting with success, Cook was quickly recognized as the first sea captain to conquer Scurvy, though he made no such claim for himself.

In the days of Jesus, the people of Israel did not know what caused *Leprosy* and there was no known cure. Believing that it was highly contagious they did everything they could to keep a safe distance from the disfigured and badly-smelling lepers. Always on the watch for warning signs they dreaded Leprosy so much they banished lepers from public places. They had no choice but to live in permanent isolation. Often they lived in colonies as beggars. But Jesus had a different approach in dealing with lepers.

'While Jesus was in one of the towns, a man came along who was covered with leprosy. When he saw Jesus, he fell with his face to the ground and begged him, "Lord, if you are willing, you can make me clean." Jesus reached out his hand and touched the man. "I am willing," he said. "Be clean!" And immediately the leprosy left him. Then ... the news about him spread all the more, so that crowds of people came to hear him and to be healed of their sicknesses. But Jesus often withdrew to lonely places and prayed' (Luke 5:12–16).

Jesus did the unthinkable and reached out his hand and touched a man with advanced Leprosy. He did not worry about the danger of catching Leprosy. Why? In Mark's account we read that Jesus was *'filled with compassion'* (Mark 1:41).

HEED WARNINGS AND FACE DANGER

Prayer

Loving Heavenly Father, Your Word says that *'a prudent man sees danger and takes refuge, but the simple keep going and suffer for it'* (Proverbs 22:3). Thank You for the many warnings in Scripture to help us navigate our way through this life. Thank You that Jesus Himself gave many warnings about sins such as anger, lust and greed to help His hearers escape the *'danger of the fire of hell'* (Matthew 5:22). But when it comes to preaching the Gospel or ministering to the needs of others help us not to be stopped by the danger of persecution or any form of attack of the evil one. Please fill us with the compassion of Jesus as we give our lives for others. Help us to *'not be overcome by evil, but overcome evil with good'* (Romans 12:21). In the name of Jesus I pray. Amen.

10. Cape Manyfold and Thirsty Sound

The ENDEAVOUR Story

One week later on 23rd May, 1770 Cook made his second landing. The first was made on 29th April, at Botany Bay. Cook named this landing place *Bustard Bay* after a bird called a Bustard, otherwise known as a Plains Turkey, that his men shot. This was the only place in *New Holland* that Cook named after a native bird or animal.



Weighing a full seventeen pounds, it was dressed, cooked and served at Captain Cook's table. Joseph Banks commented *'it turned out an excellent bird, far the best we all agreed that we have eat since we left England, ... our Dinner was not only good but plentyfull'*.

This was a happy moment of ample food. They also found *'a small Stream of fresh water'*. It was a welcome relief to the constant challenge of catching enough fish and finding enough fresh fruit and vegetables to keep the men of the Endeavour alive.

Four days later, after crossing the Tropic of Capricorn, Cook named a point of land *Cape Manyfold* *'from the number of high hills over it'*. A word used much more in Cook's day than today, *manifold* speaks of abundance, multiplicity and profusion. Perhaps Cook was inspired to use this word through his hearing or reading of the 1611 *King James Version* of the Bible. In Cook's day this was the unchallenged English translation of the Bible used in English Protestant churches. For here the word manifold is used many times. Positively we read of God's *'manifold mercies'*, *'wisdom'* and *'grace'*. Negatively we read of *'manifold transgressions'*, *'sins'* and *'wickedness'*. It could be said that up to this point in the voyage that Cook and the men of the *Endeavour* had experienced both the manifold goodness of God and the manifold effects of sin. It is not clear, however, if this is the way Cook saw things.

Even though several writers referred to James Cook as a Christian, only God knows whether or not he had a genuine faith or whether he was a *cultural* Christian. Certainly, in many ways he lived a life that was exemplary and beyond reproach. No doubt his boarding with a devout Quaker family during his early single years in the merchant navy would have had a big influence on his life. Cook disclosed very little about himself let alone his Christian faith in his journals.

A few days later, in stark contrast to things manifold, Cook was about to have an experience of scarcity. This would take place during Cook's third landing.

Captain Cook's Journal

30 May 1770: *'In the ^{PM} I went again in search of fresh water but had no better success than before wherefore I gave over all thoughts of laying the Ship a shore being resolved on spending as little time as possible in a place that was likely to afford us no sort of refreshment ... We met with no fresh water or any other kind of refreshments whatever, we saw two turtle but caught none nor not [sic] sort of fish or wild fowl except a few small land birds here are the same sort of water fowl as we saw in BotSting Ray^{any} Harbour^{Bay} and like them so Shy that it is hardly possible to get within shott of them - No signs of fertillity is to be seen upon the land ... Up in*

the lakes or Lagoons I suppose are shell fish on which the few natives subsist We found oysters sticking to most of the rocks upon the Shore which were so small as not to be worth the picking off ...'

Having no success in finding '*not one drop*' of fresh water Cook named this inlet *Thirsty Sound*.

From the Word of GOD

'They were hungry and thirsty, and their lives ebbed away. Then they cried out to the LORD in their trouble, and he delivered them from their distress. ... Let them give thanks to the LORD for his unfailing love and his wonderful deeds for mankind, for he satisfies the thirsty and fills the hungry with good things' (Psalm 107:5–9).

Sailing On With Jesus

Taken together, the two place names *Cape Manifold* and *Thirsty Sound* can point us to our need for God. The manifold blessings of God include things like His unfailing love, His Spirit, His wonderful deeds, His providence, His protection, His amazing grace, His forgiveness and His free gift of eternal life. But our manifold wickedness and sins—too many to list—can keep us from truly knowing God. Without a right relationship with God we miss out on many spiritual and material blessings.

In the Gospel of John we read a story of how Jesus spoke with a *Samaritan* women. Jesus, tired from walking all day, sat down at a town well and asked a woman to give him a drink of water. Very surprised that a Jewish man would ask a Samaritan woman for a drink of water she entered into a conversation with Jesus and asked Him questions. Jesus then answered, *“Everyone who drinks this water will be thirsty again, but whoever drinks the water I give them will never thirst. Indeed, the water I give them will become in them a spring of water welling up to eternal life”* (John 4:13–14).

Here Jesus was saying that He was the provider of '*living water*' (John 4:10) that would forever quench her thirst for God. To this the woman replied, *“Sir, give me this water...”* (John 4:15). Jesus never tires hearing this request from those who are thirsty for the living water that only He can give.

ENJOY THE MANIFOLD BLESSINGS OF GOD

Prayer

Abba Father, thank You that for the sake of the Gospel, Paul could say: *“I know what it is to be in need, and I know what it is to have plenty. I have learned the secret of being content in any and every situation, whether well fed or hungry, whether living in plenty or in want”* (Philippians 4:12). May we too learn to be content in regard to our safety, health and finances. For Jesus said, *“What good is it for a man to gain the whole world, and yet lose or forfeit his very self?”* (Luke 9:25). Help us not to expend our energies seeking pleasures centred on possessions, power or position. For absolutely nothing material or worldly can compensate for the loss of eternal life. May we enjoy the living water that only Jesus freely offers to all who are thirsty. In the name of Jesus. Amen.

11. Whitsunday Passage and Trinity Bay

The ENDEAVOUR Story

Putting well out to sea to avoid shoals, the *Endeavour* sailed past more islands. With a fresh southerly breeze and open water the ship made excellent progress. Then late on 3rd June, 1770, Cook sighted the entrance to a beautiful passage. It was *Whitsunday*, a day in the Church of England calendar which commemorates the descent of the Holy Spirit in *Jerusalem* on the *Day of Pentecost* (see Acts 2). The next day a passage of clear blue waters opened up before him. Today this is known as the *Whitsunday Islands National Park* encompassing thirty islands, and *Whitehaven Beach* with its pure white sand.



Captain Cook's Journal

4 June 1770: *'It is form'd by the Main on the west and by Islands on the East one of which is at least 5 Leagues in length our depth of water in runing through was between 25 and 20 fathom every where good anchorage. indeed the whole passage is one continued safe harbour, besides a number of small Bays and Coves on each side where ~~At~~ all appearances Ships might lay as it were in a Bason ... This passage I have named Whitsunday's Passage, as it was discoverd on the day the Church commemorates that Festival ...'*

One week later on Sunday 10th June, 1770 after coasting in *'serene weather'* Cook came upon *'a large bay but not very deep Bay which I named Trinity Bay after the day on which it was discovered.'* This was *Trinity Sunday*, a day in the Church of England calendar which celebrates the Christian doctrine of the Trinity, the three Persons of God: the Father, the Son and the Holy Spirit. Earlier Cook had given the name Cape St George to a point *'having discover'd it on that Saints day.'*

What prompted Cook to bestow these names? Before he sailed, Cook's wife Elizabeth gave him a Church of England *Book of Common Prayer* which contained the Order of Service for these and other holy days.

Born Elizabeth Batts in 1742, she married James Cook in her home parish *St Margaret's Church* on 21st December, 1762. She was 20 and he was 34. Elizabeth, a devout Christian, was devoted to her husband James. She, for example, cherished the memory of how they as a couple walked over the meadows to the church for their wedding.

Their togetherness however was short-lived as they only spent a few months together before, in April 1763, Cook went back to sea. Cook, having fought in the *Seven Years War*, was already making a name for himself in the Navy. This time he was sent to conduct surveys of territory won from the French in *British North America*.



from a painting of a British military wife entitled *'Lord, Thy Will Be Done'*

While he was away their first child James was born. Their second child Nathaniel was born in 1764, first daughter Elizabeth in 1767 and another son Joseph in 1768. By then Cook had been commissioned as a First Lieutenant and was sent on his First Voyage of discovery 1768–1771 aboard the *Endeavour*. Their newest son Joseph died in infancy the year of his departure and their daughter Elizabeth would die as a toddler in the final year of that same voyage.

Sailing On With JESUS!

In our modern-day affluence it's hard to identify with the sacrifices made by James and Elizabeth Cook in their marriage and family life. During the First Voyage, Elizabeth had no choice but to wait for the return of her husband, aware that it could be a very long time, or that he may never come back. Here we might ask what sustained her during those long times of raising a young family without a husband and a father present. On top of this was the bereavement for the deaths of two of their children while her husband was away. Can we believe that it was her faith in God and her prayer life that kept her going?

After Jesus had given the disciples some teaching about how hard it was for the rich to enter the Kingdom of God, Peter spoke up, *“We have left everything to follow you!”* To this Jesus replied: *“Truly I tell you, no one who has left home or brothers or sisters or mother or father or children or fields for me and the gospel will fail to receive a hundred times as much in this present age: homes, brothers, sisters, mothers, children and fields – along with persecutions – and in the age to come eternal life. But many who are first will be last, and the last first”* (Mark 10:28-31).

Jesus assured the disciples that anyone who gives up something valuable for His sake will be repaid a hundred times over in this life, although not necessarily in the same form. For example, someone may be rejected by his family for accepting Christ, but he or she will gain the larger family of believers. Along with rewards, however, we will experience persecution because the world hates God. Jesus emphasized persecution to make sure people do not selfishly follow Him only for the rewards.

As believers, our true reward for following in the steps of Jesus is God the Father's presence and power through the Holy Spirit. It is an experience of the Trinity! Later, in eternity, we will be rewarded for our faithful service with its sufferings and sacrifice.

YOUR SERVICE TO GOD IS NOT IN VAIN

Prayer

Heavenly Father, thank You for the encouragement of the apostle Paul who considers that *‘our present sufferings are not worth comparing to the glory that will be revealed in us’* (Romans 8:18). Yes, the cost of following Jesus is high, often with no earthly rewards and security. For Jesus Himself said that, *“Foxes have dens and birds have nests, but the Son of Man has nowhere to lay his head”* (Matthew 8:20). But while the sacrifices we make as a disciple of Jesus may be great the priceless gift of eternal life and future rewards are far greater. Indeed we are *‘heirs of God and co-heirs with Christ if indeed we share in His sufferings in order that we may also share in His glory’* (Romans 8:17). Help us to live our lives wholeheartedly for You. In the name of Jesus I pray. Amen.

12. Cape Tribulation and Mount Sorrow

The ENDEAVOUR Story

When Cook sailed into Trinity Bay on 10th June, 1770 he noted in the distance a *'northern point'*. The *Endeavour* had enjoyed another good run north but now the open water between the mainland and the *'shoals innumerable as far as the eye could see'* was most definitely narrowing. The next day 11th June, 1770 *'having the advantage of a fine breeze of wind and a clear moon light night'* the *Endeavour* struck a coral reef and stuck fast. Sometime later Cook annotated his journal entry for 10th June, 1770 naming the *'north point'* as *'Cape Tribulation, because here began all our troubles'*. It was here that Captain Cook had in fact hoped to find some refreshment.

Captain Cook's Journal

10 June 1770: *'As soon as the Ship was brought to an Anchor I went ^{ashore} accompanied by M^r Banks and D^r Solander, the first thing I did was to look for fresh water and with that View rowed out to wards the Cape ... My intention was to have stay'd here at least one day to have looked into the Country had we met with fresh water convenient or any other refreshment but as we did not I thought it would be only spending time and looseing so much of a light moon to little purpose'*

Although not found in his journal, many claim that Captain Cook and his party climbed a mountain about 3km due west of *Cape Tribulation*. They had hoped to see a way around or through the reefs. But after the *Endeavour* struck a reef the next day Cook gave the name *Mt Sorrow* to the mountain they had climbed. Today there is a walking track from Cape Tribulation to a lookout at its summit.

Already in this First Voyage, Cook had experienced many troubles. Sadly, far worse troubles still lay ahead. Amazingly, Cook faced them all squarely and overcame them. The same was true for his Second Voyage 1772 to 1775. But it was during Cook's Third and Final Voyage 1776 to 1779 that Cook finally met with his death.

After being stopped by pack ice in Arctic waters Cook and his exhausted crew returned to Hawaii to rest and repair the ships before trying again the following summer. Initially the Hawaiians were very welcoming, hailing Cook as a god. But while there Cook made a series of decisions that showed he was human. Soon the Hawaiians were no longer friendly, and one of the ship's boats was stolen. The following morning, Cook landed to take the Hawaiian king hostage for the return of the boat. To Cook's surprise, he was

met by a huge throng of armed warriors. Fighting broke out and when Cook turned to signal the boats he met with a grisly death. A priest clubbed Cook from behind and many warriors stabbed him to death as he struggled at the water's edge. His body was then dragged up a hill where it was cut into pieces and cooked but not eaten. With him died four marines and dozens of Hawaiian warriors.



After threats of serious reprisals, Cook's second in command Captain Charles Clerke received back Cook's hands and head and bones of the arms and legs. In a coffin covered with a Union Jack, his remains were given a Christian burial at sea. Mid-shipman George Gilbert journaled *'grief was visible in every countenance, some expressing it by tears, and others by a kind of gloomy dejection'*.

When news of Cook's death reached Great Britain a year later the entire nation went into mourning. It is said that King George III himself wept upon receipt of the news. But no doubt, the person hit hardest by the news was Cook's wife Elizabeth.

While he was away Elizabeth began embroidering a waistcoat for him using Tahitian cloth that he had brought back from a previous voyage. When news of his death came through, she stopped working on the waistcoat. There would be no funeral for Elizabeth to attend and no grave for her to visit. She never remarried and long outlived all six of their children who all died at young ages leaving no grandchildren.

Sailing On With JESUS!

In the last months of her life, at the age of ninety three, Elizabeth carefully read each of the hundreds of letters of her dear James one last time before casting them into the flames of the fireplace in her home. Theirs had been an exceptionally committed and loving relationship despite the fact that Elizabeth spent only four years with her husband during their 17 years of marriage. She was truly a woman of many sorrows.

The prophet Isaiah spoke about Jesus with astonishing accuracy seven hundred years before God sent Him to earth to dwell amongst us. Isaiah wrote: *'He was despised and rejected by men, a man of sorrows, and familiar with pain. Like one from whom people hide their faces he was despised, and we held him in low esteem. Surely he took up our infirmities and carried our sorrows, yet we considered him stricken by God, smitten by him, and afflicted. But he was pierced for our transgressions, he was crushed for our iniquities; the punishment that brought us peace was upon him, and by his wounds we are healed'* (Isaiah 53:2b–5).

Yes, Jesus went through unspeakable trouble and tribulation to save us from the penalty of our sin which is death. Jesus was truly a man of sorrows who carried all our sorrows. Because He did we can have peace with God and be healed.

GIVE YOUR SORROWS TO JESUS

Prayer

O Father, how these stories of the shedding of innocent blood grieve my heart. And if these stories grieve my heart how much more must they bring pain to yours. Jesus never said that following Him would be easy. *“I have told you these things, so that in me you may have peace. In this world you will have trouble. But take heart! I have overcome the world.”* (John 16:33). So when you attempt great things for God, expect difficulties—and delays. Thank you for the bold words of Jesus who declared Satan to be the original murderer and liar who uses people to do his dirty work. *“Who shall separate us from the love of Christ? Shall tribulation, or distress, or persecution, or famine, or nakedness, or peril, or sword?”* (Romans 8:35 KJV). In the name of Jesus. Amen.

13. Endeavour Reef and Hope Islands

The ENDEAVOUR Story

At about 11pm on a serene moonlit night, the *Endeavour*, sailing under a light breeze, ran on to a reef. It happened without warning. The experienced seamen who were taking soundings ahead of the ship had missed the submerged coral reef and those watching from the ship did not spot it either because the water was so calm and dark. The sudden jolt was followed by horrible shuddering and grating sounds caused by the forward motion of the ship. At this time Cook and the ship's company who were sleeping below deck hurried up the ladders. All hands were on deck and no doubt the commanding voice of Captain Cook was very clearly heard amid the flurry of activity.



The urgency of the situation took over as the Endeavour was about eight leagues from the mainland. Boats were let down to inspect the damage; deck crews dropped light and heavy anchors to steady the ship; and seamen climbed aloft to remove sails and dismantle the topmasts which also caught the wind. By 4am the entire crew set to work to make the ship lighter in hope that she

might be lifted off the reef by the incoming tide. Casks of fresh water, firewood, rock ballast, bars of pig-iron and many other goods were hastily thrown overboard.

Disappointingly, the high tide at 11am was not adequate to float the ship. To lighten the ship even further the ship's six guns on their carriages had to be sacrificed as they each weighed more than half a ton. At the next high tide at 9pm the ship did start to float but much more seawater started to come through the hole in the bottom of the ship. Everyone made an enormous effort manning the three pumps but it was not enough. Cook later wrote *'This was an alarming and may I say terrible Circumstance.'*

There did exist an emergency measure for dealing with badly leaking ships. Though Cook had never heard of it, one of his midshipmen had seen it used with success while sailing from Virginia to England. Known as *fothering* it called for a sailcloth to serve as a large patch over the damaged or leaking area. With the sail laid out on the deck a slurry made of shredded rope (called oakum) mixed with a tarry or sticky substance was slathered onto one side of the sail. In this way the sail could make a seal on the outside of the ship's hull. Cook delegated the task to his capable midshipman who mixed oakum and wool with sheep dung and *'other filth.'*

Captain Cook's Journal

13 June 1770: *'having got the sail ready for fothering the Ship we put it over under the Starboard fore chains where we suspected the ^{^Ship had} sufferd most and soon after the leak decreased so as to be kept clear with one Pump with ease, this fortunate circumstance gave new life to every one on board — It is much easier to conceive than to discribe the satisfaction felt by every ~~one on board~~ body on this occasion ... no sooner were we made sensible that the outward application to the*

Ships bottom had taken effect thatn the feild of every mans hopes inlarged so that we now thought of nothing but raining along shore in search of a harbour where we could repair the Ship damages we had susstaind — In justice to the Ships Company I must say that no men ever behaved better than they have done on this occasion.'

At 9am the Endeavour sailed past two small low Islands. In his journal Cook wrote, *'I have named them Hope Islands because we were always in hopes of being able to reach these Islands.'* Yes, their hope never wavered and this saw them through. The coral reef that Cook was no doubt very glad to leave behind later became known as *Endeavour Reef*. There the six guns rested until they were found in 1969.

Sailing On With JESUS!

Captain Cook had a commanding presence which inspired a cheery hope in response to the near-sinking of the Endeavour. Jesus also took charge when He faced crisis situations. And as He did, He imparted hope to those with receptive hearts. We read that; *'While Jesus was still speaking, some men came from the house of Jairus, the synagogue ruler. "Your daughter is dead," they said. "Why bother the teacher any more?" Ignoring what they said, Jesus told the synagogue ruler, "Don't be afraid; just believe." He did not let anyone follow Him except Peter, James and John the brother of James. When they came to the home of the synagogue ruler, Jesus saw a commotion, with people crying and wailing loudly. He went in and said to them, "Why all this commotion and wailing? The child is not dead but asleep". But they laughed at Him. After He put them out, He took the child's father and mother and the disciples who were with Him, and went in where the child was. He took her by the hand and said to her, "Talitha koum!" (which means, "Little girl, I say to you, get up!"). Immediately the girl stood up and walked around (she was twelve years old). At this they were astonished.'* (Mark 5:35–42).

Jairus came to Jesus confused, afraid and without hope. Jesus' words to Jairus in the midst of the crisis, *'Don't be afraid, just believe'* speak to us as well. The next time we are facing a crisis, feeling hopeless and afraid, we should look at our problem from Jesus' point of view. He is the source of all hope and He stands by His promises.

Our ultimate hope is the realization that this life is not all there is—there is life after death! Knowing that we will live forever with God in a place without sin and suffering can help us live above the alarming and terrible circumstances that we face in this life.

BELIEVE AND NEVER GIVE UP

Prayer

Heavenly Father, You are God our Saviour who *'answers us with awesome deeds of righteousness...the hope of all the ends of the earth and of the farthest seas'* (Psalm 65:5). Thank You that You hear our cries for help when we face the many crisis situations of this life. Help us, like Jesus, to inspire hope in those around us who have given up and lost hope. For with You there is always hope. You are the compassionate all-knowing, all-powerful and everywhere-present God who hears and answers our prayers. You are the faithful God whose love is unfailing. Yes, may You *'the God of hope fill [us] with all joy and peace as [we] trust in [You], so that [we] may overflow with hope by the power of the Holy Spirit'* (Romans 15:13). In the name of Jesus. Amen.

14. Weary Bay and Endeavour River

The ENDEAVOUR Story

Cook urgently needed a harbour where the ship could be brought up on the shore so the hull could be inspected and repaired. The small pinnace sailed ahead leading the search for a suitable place. A bay Cook later named *Weary Bay*, was found but rejected because it could not provide the fresh water needed during a long stay for nearly a hundred men. Then to the relief of all, a promising river estuary was found.

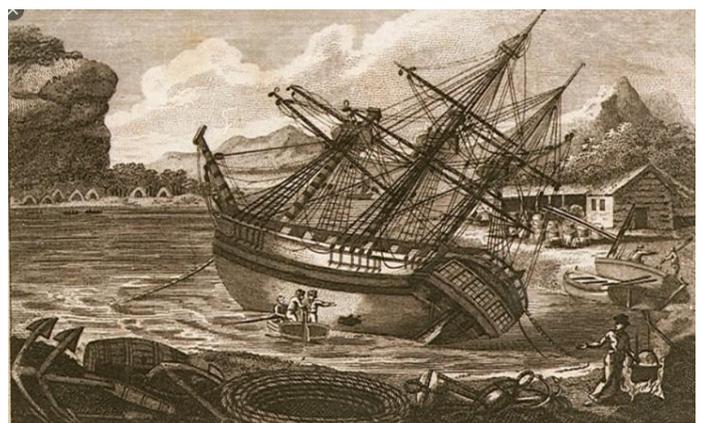
There is little doubt that Captain Cook and the entire ship's company would have been weary. They had been at sea for almost two years and this would have taken its toll. An added dilemma for Captain Cook was that he had only one ship and was sailing in uncharted seas. Every day he had to weigh up decisions and take risks. Cook could never avoid danger completely.

When the commander of the pinnace returned to the *Endeavour*, he pleased everyone with his confident account that they had found a promising haven for the ship. He had found a small bay leading to a navigable river. The sloping sandy banks of the river, a short distance from the mouth, were ideally suited for the tasks of unloading the ship and then careening it, that is, turning the ship on its side so that the damaged timbers could be inspected and cleaned at low tide then later caulked and repaired.

The Endeavour resumed her slow course toward the new-found harbour. As Cook was wary of taking his damaged ship into the river, two boats were rowed ahead to confirm that the water was deep enough. But just then a fierce wind hit. Cook ordered the ship to drop anchor close to the shore and the river mouth. Five days later on Sunday 17th June, 1770 the wind had subsided enough for Cook to sail into the river. The ship's holds had to be completely empty before it could be positioned for inspection.

Captain Cook's Journal

22 June 1770: *‘At 2 o’clock in the AM the tide left her which gave us an opportunity to examine the leak which we found to be at her floor heads a little before the Starboard fore chains - here the rocks had made their way thro’ four Planks, quite to ^{and even into the} timbers and wound’d three more. the manner these planks were ^{damaged or} cut out as I may say is hardly credible - scarce a splinter*



was to be seen, but the whole was cut away as if it had been done by the hands of Man with a blunt edge tool - fortunately for us the timbers in this place were very close other wise it would have been impossible to have saved the ship and even as it was it appear'd very extraordinary that she ~~did not~~ made no more water than what she did - A large piece of Coral rock was sticking in one hole and several pieces of the fothering, small stones, sand & C^a had made its way in and lodged between the timbers which had stoped the water from forceing its way in in great quantities’

The large chunk of coral, was still firmly wedged into the hole in the bottom of the ship. The officers and men saw this and marvelled at their good fortune. The Endeavour would have sunk but for the wedging of the chunk of coral into the hole. This time it was Banks who confided that Providence had *'worked in our favour'*.

On the river bank arose a shipyard. Large tents were erected on the rising ground near the river, one being the ship's stores. Carpenters were soon at work replacing the damaged timbers and mounting the four heavy guns that had remained in the hold on the quarterdeck where, if necessary, they could defend the ship from attack. At his forge the ship's blacksmith melted iron to make nails, of which many thousands were needed. Sailmakers were active, taking advantage of big open work spaces making repairs to the sails and the rigging. Seamen were scraping the ship's hull to remove barnacles. And so Cook very fittingly named this river the *Endeavour River*. In his journal Cook noted: *'in the whole course of our voyage we had seen no place that our present circumstances could have afforded the same relief.'*

Sailing On With JESUS!

At Endeavour Reef Captain Cook estimated that *'40 to 50 Tun'* was thrown overboard. Now at Endeavour River the last of the ship's holds had to be emptied in order to inspect and repair the ship. It was a race against time and it was hard work.

The apostle Paul likens the Christian life to a race that also requires hard work: *'Therefore ... let us throw off everything that hinders and the sin that so easily entangles, and let us run with perseverance the race that is marked out for us. Let us fix our eyes on Jesus, the author and perfecter of our faith, who for the joy set before him endured the cross, scorning its shame, and sat down at the right hand of the throne of God. Consider Him who endured such opposition from sinful men, so that you will not grow weary and lose heart'* (Hebrews 12:1–3).

The Christian life requires us to *'throw off'* whatever holds us back and endangers our relationship with God. We need to run the race of the Christian life with perseverance and to struggle against sin. To live effectively we must keep our eyes on Jesus so that we will *'not grow weary and lose heart'*. Jesus did not give up but endured the cross because He knew that joy awaited Him on the other side. When we feel that life is crushing upon us and we cannot go another step, remember to consider Jesus.

GOD GIVES STRENGTH TO THE WEARY

Prayer

Father God, in our busy lifestyles thank You for the invitation of Jesus: *'Come to me, all you who are weary and burdened, and I will give you rest. Take my yoke upon you and learn from me, for I am gentle and humble in heart, and you will find rest for your souls. For my yoke is easy and my burden is light'* (Mathew 11:28–30). Thank You that the ascended Lord Jesus commended the Church in Ephesus saying, *'You have persevered and endured hardship for my name and have not grown weary'* (Revelation 2:3). Paul too encourages, *'Let us not become weary in doing good, for at the proper time we will reap a harvest if we do not give up'* (Galatians 6:9). In the challenging days in which we live help us by the power of the Holy Spirit to persevere. In the name of Jesus. Amen.

15. Reconciliation Rocks

The ENDEAVOUR Story

It was *Trinity Sunday*, 10th June, 1770, when the *Endeavour* struck a coral reef and nearly sank. But it was not until the following Sunday that the damaged Endeavour was finally able to sail into the mouth of the river where it would be repaired. Tempestuous weather had forced Cook to anchor and wait things out in the harbour.

Amazingly, the *Endeavour River*, with its sandy banks, was not only an ideal setting to repair the ship, it was ideal in another way, too. Unknown to Cook and the entire ship's company the South Bank of the river was a place hallowed by the local *Aboriginal* people. It was a place where five tribal clans from the surrounding area met to share food and to resolve conflicts. It was also the place where their women came to give birth. It was sacred ground where blood could not be shed.

After a very amicable start with small parties of Aboriginal men and women coming on board the ship, one day some Aboriginal men noticed a dozen hefty sea turtles languishing on the deck as well as quantities of fish and giant clams. When Cook and the Endeavour crew refused to give them some of the sea turtles Cook later recorded that the Aboriginal men *'grew a little Troublesome, and were for throwing every thing overboard they could get their hands upon'*. Clearly the Aboriginal men considered the turtles as belonging to them and wrongfully taken. Overpowered and deeply affronted they *'all in an instant leaped into their Canoe and went ashore.'* And there they started to set fire to the long dry grass surrounding the encampment. With shocking speed the whole place was in flames. But fortunately most stores had already been loaded on the ship including the barrel of gun powder! As the marauders continued to set fire to the grass *Captain Cook* felt obliged to fire a musket of small shot at who he thought was the ringleader. The wounded man and his followers dispersed and Cook, along with Banks and several others went to look for them.

Captain Cook's Journal

19 July 1770: *'very soon met them coming toward us as they had each 4 or 5 darts a piece and not knowing their intention we seized upon six or seven of the first darts we met with, this alarmed them so much that they all made off and we follow'd them for near half a Mile and than set down and call'd to them and they stop'd also; after some little unintelligible conversation had pass'd between-us they lay down their darts and came to us in a very friendly manner we now return'd them the darts we had taken from them which reconciled every thing.'*



Joseph Banks records in much greater detail how the reconciliation actually unfolded. The group of Aboriginal men firstly led Cook and his party to some rocks. Then an old man came forward, holding a spear with a broken tip. He carried out a ritual whereby he drew sweat from under his arms and threw it up in the air, indicating that he was

calling upon his ancestors to recognize him and help make amends for the conflict that had just occurred. Even though Cook could not understand the words that were being spoken he rightly perceived that this was a gesture of peace. In response Cook simply gave the captured spears back to the old man. Then Cook writes that there were *'4 strangers among them that we had not seen before and these were interduce'd to us by name by the others. They all came along with us abreast of the ship where they stay'd a short time and then went away and soon after set the woods on fire about a Mile and a half ... from us'*

From the Word of GOD

'All this is from God, who reconciled us to himself through Christ and gave us the ministry of reconciliation: that God was reconciling the world to himself in Christ, not counting people's sins against them...We are therefore Christ's ambassadors, as though God were making his appeal through us. We implore you on Christ's behalf: Be reconciled to God.' (2 Corinthians 5:18–20).

Sailing On With JESUS!

It was not until 5th August, 1770, the Eighth Sunday after Trinity, that the repaired Endeavour had its first full day at sea. Captain Cook and the ship's company therefore had had a full seven weeks encamped on the Endeavour River. They not only successfully repaired the ship but much more importantly, successfully repaired the strained relationship between Aboriginal and European peoples on Australian soil. The site of this unique historical event in present-day Cooktown is called *Reconciliation Rocks*.

In His Sermon on the Mount Jesus said to the crowds: *"Therefore, if you are offering your gift at the altar and there remember that your brother or sister has something against you, leave your gift there in front of the altar. First go and be reconciled to them; then come and offer your gift"* (Matthew 5:23–24).

Broken relationships can hinder our relationship with God. If we have a problem or grievance with a friend, we should resolve the problem as soon as possible. We are hypocrites if we claim to love God while we hate others. Our attitude with others reflects our relationship with God. The real test of our love for God is how we treat the people right in front of us. We cannot truly love God while neglecting to love those who are created in His image.

BE RECONCILED TO GOD AND MAN

Prayer

Loving Father, we grieve at how so many people in the world today are at enmity with You and with each other. We do indeed live in a broken world with many shattered relationships. But thank You that even though once we were alienated from You and were hostile to You because of our evil thinking and behaviour, we have been reconciled to Yourself by Christ's finished work on the cross. This means that we have received Your forgiveness and that we have been saved. Hallelujah! Thank You that You have given us the ministry of reconciliation to conform the world to Yourself. Help us to be true ambassadors of Christ as though You were making Your appeal through us. For Your desire is that none should perish. In the name of Jesus I pray. Amen.

16. The Labyrinth and Providential Channel

The ENDEAVOUR Story

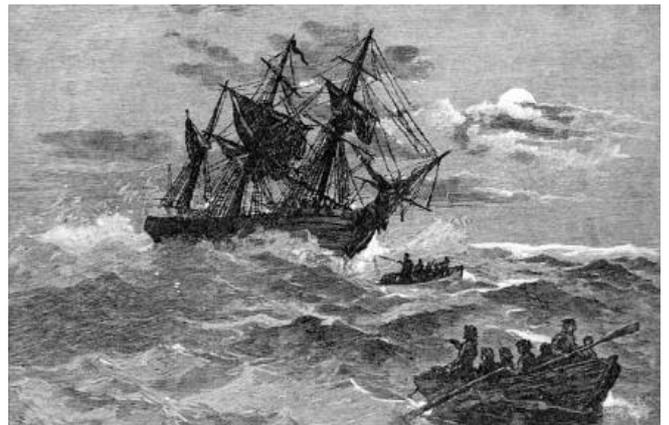
On 11th June 1770, sailing between the mainland and the outlying barrier reef, the *Endeavour* struck a coral reef and stuck fast. The voyage was in grave danger but Cook remained calm and the *Endeavour* was brought to land for repairs. It was seven weeks before Cook could set sail again. But during that time Cook was not idle. He climbed to the tops of the highest hills in the area to look with his spyglass to find a way through the maze of reefs back to the open ocean. But each time to his great dismay all he could see was a *'Sea Coast ... covered with shoals innumerable as far as the eye could see'*. As a result, Cook named the extensive maze of shoals and reefs *The Labyrinth*. What might have inspired Cook to choose this name?

Labyrinths on village greens were common in England during Cook's lifetime. In *Christianity* a labyrinth is a walking path with many turns symbolic of the journey of life. It is not a maze which has dead ends but a single path into the centre and then out again. Users of labyrinths pray and worship to focus their hearts and minds on God and His purposes. Was God using shoals and reefs to do a work in Cook's life?

On 5th August, 1770 the repaired *Endeavour* set sail once again. A week later Cook went ashore at *Lizard Island* and spotted, with his spyglass, a passage through which the *Endeavour* could finally reach the open ocean. But getting out to sea did not provide the relief he had hoped for. After several days of struggling in the billowing waves beyond the outer reefs, he tried to steer the *Endeavour* back inside the reef. But this was not an easy thing to do as Cook quickly found out.

Captain Cook's Journal

16 August 1770: *'A little after 4 oClock the roaring of the Surf was plainly heard and at day break the vast foaming breakers presented were too plainly to be seen not a Mile from us towards which we found the Ship was carried by the waves surprisingly fast. We had at this time not an air of wind and the depth of water was unfathomable so that there was not a possibility of Anchoring, in this distressed situation we had nothing but Providence and our the small Assistance our boats could give us to trust to ... it was 6 oClock and we were not above 80 or 100 Yards from the breakers, the same Sea that washed the sides of the Ship rose in a breaker prodigiously high the very next time it did rise so that between us and distruction was only a dismal Vally the breadth of one wave ... All the dangers we had escaped were ~~nothing~~ little in comparison of being thrown upon this Reef where the Ship must be dashed to peices in a Moment ... At this critical juncture when all our endeavours seem'd too little it pleased GOD to send us a light air of wind, but so small that at any other time in a Calm we should not have observed it, with this and the assistance of our boats we could observe the Ship to move off from the Reef.'*



The wind had barely puffed the sails but it was enough. Soon a small opening in the reef was seen and with the help of the ship's rowing boats the *Endeavour* was

hurried through to safety. Cook named the narrow passage '*Providential Channel*'. Remarkably, as Cook noted in his journal, the ship was just out of peril when the wind '*fell again quite calm*'. Was this God's doing?

To begin to answer this we can reflect on the plight of *Captain William Bligh* after the mutiny on the *Bounty* on 28th April, 1789. In 1776 Bligh had been the Master on the *HMS Resolution* on Cook's Third Voyage. Now he was cast adrift with eighteen loyal crew in an open and overloaded twenty three foot long launch. That first night the men offered prayers of thanks for their '*miraculous preservation*'. With scarce provisions and no charts, Bligh undertook the seemingly impossible 3,618 nautical miles west to *Timor*. Recalling the charts of Captain Cook from memory, Bligh resolved to sail up the '*barrier of Reefs until I found a passage*'. In the middle of the night on 28th May, 1789, after a whole month in the open sea, the men heard the sound of crashing breakers on the barrier reef. Amazingly, the weakened men mustered the strength to row away from the reef for many hours in the dark. At first light they spotted and rowed through a passage, only 15 nautical miles south of Providential Channel. On 29th May, 1789 they landed on a small uninhabited island which Captain Cook would have seen as he came through Providential Channel. Bligh named the island *Restoration Island* for there the eighteen castaways found much-needed restoration.

Sailing On With JESUS!

Providential Channel was a narrow passage in the *Great Barrier Reef* through which the *Endeavour* sailed out of danger and away from certain destruction. This can remind us of the words of Jesus when He said: "*Enter through the narrow gate. For wide is the gate and broad is the road that leads to destruction, and many enter through it. But small is the gate and narrow the road that leads to life and only a few find it*" (Matthew 7:13–14). When Jesus said that the gate that leads to eternal life is "*narrow*", he was not saying that it is difficult to become a Christian, but that there is only one way to live eternally with God. Believing in Jesus is the only way to heaven, because He alone died for our sins and opened the way to God. Jesus said, "*I am the gate, whoever enters through me will be saved*" (John 10:9).

GOD PROVIDES A WAY

Prayer

Abba Father, thank You for Your marvelous Providence which is not fate, luck or chance. It is Your unceasing activity of working out Your eternal plans and purposes according to Your perfect love, wisdom and foresight. Even when we don't realise it You are at work for, '*we know that in all things God works for the good of those who love him, who have been called according to His purpose*' (Romans 8:28). And You are the One who '*causes his sun to rise on the evil and the good, and sends rain on the righteous and the unrighteous*' (Matthew 5:45). Help me to go forward in Your plans and purposes for my life and to look forward to that '*inheritance*' that is kept in heaven for me '*that can never perish, spoil or fade*' (1 Peter 1:4). In the name of Jesus. Amen.

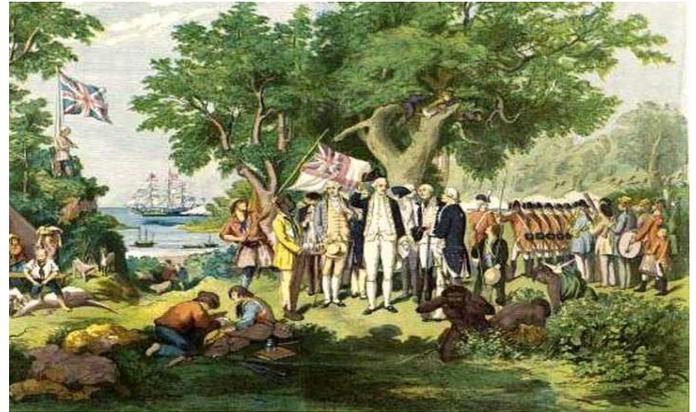
17. Possession Island and Endeavour Strait

The ENDEAVOUR Story

Once again the *Endeavour* was sailing in sheltered waters between the mainland and the outer barrier reef. Navigating between the smaller reefs was tedious and slow as the small boats went ahead taking depth soundings with the leadline. And Cook now insisted on anchoring the ship at night. But considering the dangers of sailing outside the barrier reef, Cook and everyone on board were glad to be back!

On 22nd August, 1770, just six days after the harrowing experience of *Providential Channel*, the *Endeavour* rounded the most northerly tip of the East Coast. To this landmark he bestowed the name *Cape York*. There he found an island and went ashore with a small landing party. Climbing to the top of a round hill, he took in the sweeping view to the west. Immediately he realised that he was looking at part of the strait separating *New Holland* and *New Guinea*. With great excitement he wrote in his journal that day, '*I did not doubt but that there was a passage*'.

On that same hill Cook then conducted a simple ceremony. In the Name of *King George the Third* he hoisted the *Union Jack* and took possession of the entire East Coast of New Holland which he had charted and had now re-named *New South Wales*. The marines who were with him stood in line, raised their muskets and fired three volleys. Other marines, waiting on the deck of the *Endeavour*, heard the reports across the water and answered with three more volleys. It was a moment of celebration. Cook named that island *Possession Island*.



While Cook's orders from the Admiralty forbade him to '*take possession*' without the '*Consent of the Natives*', he did not seek their consent. One explanation is that Cook had wrongly concluded that the land was *terra nullus* (land owned by no one) because he didn't see towns and villages with buildings and farms and fences. By noon the next day the *Endeavour* started sailing west from Possession Island which was at the southeast entrance of the passage.

Captain Cook's Journal

23 August 1770: '*This passage, which I have named Endeavours Straights-after the name of the Ship. It— is in length NE and SW 7 10 Leagues and about 45 leagues broad ... in the mean time the wind had got to the SW and ... it was accompanied with a swell from the same quarter this together ... left me no room to doubt but we were got to the NW of Car Westward of Carpentaria or the Northern extremity of New-Holland and had now an open Sea to the westward, which gave me no small satisfaction not only because the danger and fatigues of the Voyage was drawing near to an end, but by being able to prove that New-Holland and New-Guinea are 2 Seperate Lands or Islands, which ~~to~~ until this day hath been a doubtful point with Geographers.*'

This was a great moment for Captain Cook but perhaps it was also a moment of destiny. At this same location in 1606 a Dutch explorer and a Portuguese explorer, coming from opposite sides of the globe, unknowingly crossed paths!

In 1606 a Portuguese sea captain *Pedro Fernandes de Quiros* had sailed to what is now known as the island of *Espiritu Santo (Holy Spirit) Island*, in *Vanuatu*. There he hoisted an emblem of the Cross and *'in the Name of Jesus Christ'* did *'take possession of all this part of the South ... which shall from now on be called the Great Southlands of the Holy Spirit'*. But within days a storm separated his ship from the two other ships. And so *Luis Vaz de Torres*, his second-in-command, continued to search for the Great Southland. But while sailing between New Guinea and Terra Australis, through the strait that still bears his name today, Torres didn't realise that he had in fact sighted the land he was searching for!

Amazingly, four months earlier a Dutch ship sailed south from New Guinea into what is known today as the *Gulf of Carpentaria*. That ship was the *Duyfken*, which in English means Dove—the symbol of the Holy Spirit. It was captained by *Willem Janszoon* who sailed along and charted the western coast of what is today known as Cape York. As he did not know about *Torres Strait* he believed this was still part of New Guinea. Like Torres, Janszoon did not realise that he had actually found *Terra Australis*. In the providence of God that was reserved for someone else.

Sailing On With JESUS!

Jesus also had a great moment of destiny. In His longest prayer in the Bible He began: *"Father, the time has come. Glorify Your Son, that Your Son may glorify You. For You granted Him authority over all people that He might give eternal life to all those You have given Him. Now this is eternal life that they may know You, the only true God, and Jesus Christ, whom You have sent. I have brought You glory on earth by completing the work You gave me to do"* (John 17:1–4).

Jesus prayed this prayer just before He was taken into custody to be tried and later crucified. Yes, His moment of destiny had come. With joy He could declare that He had completed the work His Father had given Him to do and that He had been faithful in sharing God's message of eternal life with others! May we too experience a moment of destiny by helping others to receive God's free gift of eternal life.

GOD HAS A DESTINY IN MIND FOR YOU

Prayer

Loving God, Your Word declares that those who are faithful to You are Your *'treasured possession'* (Malachi 3:17). Help us in turn to lay hold upon all the good things that You so richly provide. Yes, You have already, *'blessed us in the heavenly realms with every spiritual blessing in Christ'* (Ephesians 1:3) and all believers have been marked by the Holy Spirit, *'who is a deposit guaranteeing our inheritance until the redemption of those who are God's possession'* (Ephesians 1:14). Help us to follow the example of Jesus and complete the work You have given each one of us to do. Like Jesus we want to share the good news of Your free gift of eternal life through faith in Jesus Your Son. May our lives bring glory to You. In the name of Jesus. Amen.

18. Sailing Home

The ENDEAVOUR Story

It was almost five months earlier on 31st March, 1770 that Cook, having just circumnavigated the whole of New Zealand, *'resolv'd to quit this country altogether and to bend my thoughts towards returning home by such a rout as might conduce most to the advantage of the service I am upon'*. And so, after conferring with his officers, Captain Cook made the momentous decision to sail home via the East Coast of New Holland and then Africa's *Cape of Good Hope*.



After charting the East Coast of *New Holland*, Cook rounded *Cape York* steering the *Endeavour* in a westerly direction through what he later named *Endeavour Strait*. His plan was to call at *Batavia*—now *Jakarta*—the capital of the *Dutch East Indies* and there have the leaky *Endeavour* properly inspected and overhauled. This would be followed by a crossing of the *Indian Ocean* with a stopover at *Cape Town* before the final leg of the voyage home via the *Atlantic Ocean* to England.

All the while it seemed that Admiralty orders were uppermost in his mind. For months Cook had wondered how his voyage would be finally assessed by the Admiralty. Long before

reaching England he pondered that question so vital to his sense of duty.

Occasionally he did confide his judgement of himself in his journal. Only hours after the *Endeavour* was rushed through *Providential Channel* by a surging ocean, Cook engaged in a rare moment of self-examination.

Captain Cook's Journal

17 August 1770: *'the world will hardly admit of an excuse for a man leaving a Coast he has unexplored he has once discover'd, if dangers are his excuse he is than charged with Timorousness and want of Perseverance'*.

If on the other hand he tried and failed, he thought he would be branded as reckless. Cook agonized that, perhaps, he should never have entered the Reef with only one ship, but then how could he properly assess and report on the new coastline?

Seven weeks later they were anchored off *Batavia*. Once in port, Cook journaled that we *'found her [the Endeavour's] bottom to be in a far worse condition than we expected, ... so that it was a Matter of Surprise to every one who saw her bottom how we had kept her above water and yet in this condition we had saild some hundreds of Leagues ... ignorant of the continual danger we were in.'* Did Cook once again see how the providential hand of God had been at work? He did not say.

Regrettably, the city of *Batavia* was terribly unhealthy. It was a stinking hellhole that teemed with diseases such as Cholera, Dysentery and Malaria. As a result, several members of *Endeavour's* company soon fell ill. Up until this point not one of the

ship's company had died of any disease, including Scurvy, the dreaded scourge of seafarers. Ironically, it was the ship's surgeon, William Monkhouse, who was the first to die.

An overhauled Endeavour left Batavia the day after Christmas, 1770 and reached Cape Town on 14th March, 1771. The recent death toll among Endeavour's crew had been grievous. In Batavia six had died of disease and a further twenty one succumbed while sailing to Cape Town. Amazingly, the much-reduced crew had plucked up the strength to sail the ship while at the same time looking after the many who were sick.

And so burials at sea had suddenly become a regular occurrence. In the age of sail, sailors often spent long periods at sea developing strong bonds with other sailors. The loss of a shipmate would have had an impact on the crew. As the Endeavour did not have a chaplain, Captain Cook would have performed this most solemn of all naval ceremonies, committing the bodies of their fellow shipmates to the deep. Of the original ninety four men who had left England in 1768 only fifty six made it home.

At Cape Town, a much healthier port, the ship's crew was brought up to its full complement and the Endeavour set sail on the final stage of her homeward voyage.

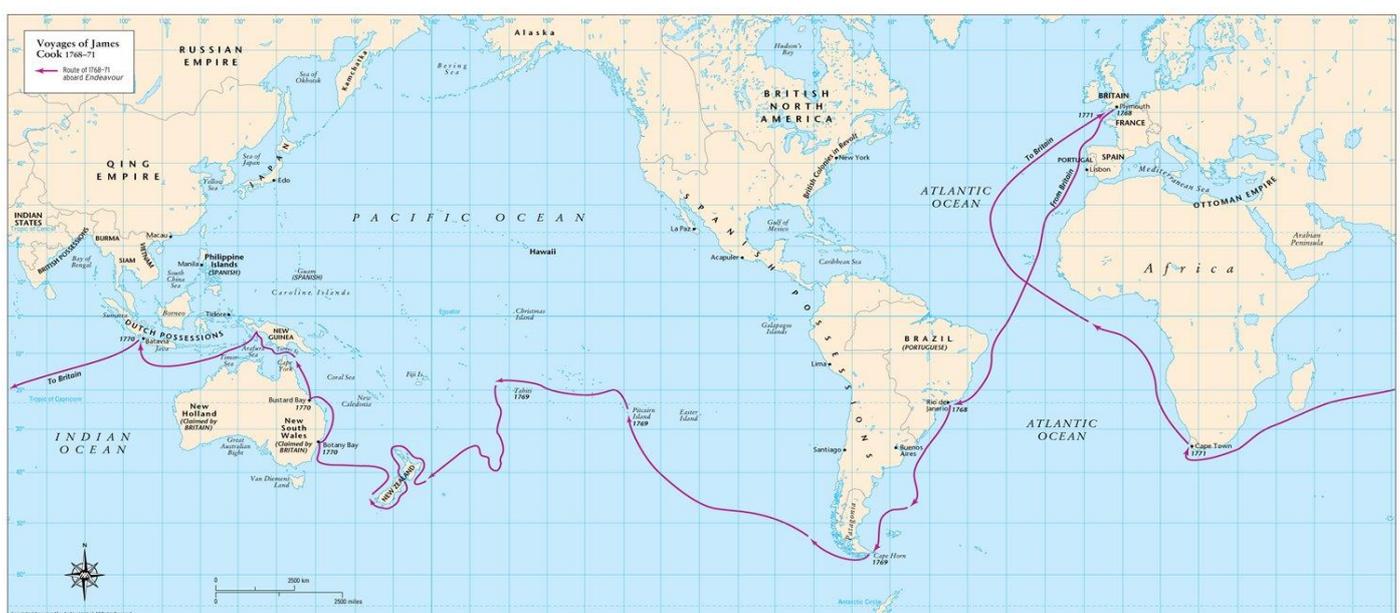
From the Word of GOD

'Nothing in all creation is hidden from God's sight. Everything is uncovered and laid bare before the eyes of him to whom we must give account' (Hebrews 4:13).

'Have confidence in your leaders and submit to their authority, because they keep watch over you as those who must give an account. Do this so that their work will be a joy, not a burden, for that would be of no benefit to you' (Hebrews 13:17).

Sailing On With JESUS!

It was 26th August, 1768 when Cook sailed *His Majesty's Bark Endeavour* from the shores of England. It was 13th July, 1771 when he made his surprise return and docked near Dover on the South Coast of England. This finished his First Voyage.



As a naval officer, Cook's first duty was to report his return. Immediately he set out to reach the Admiralty in London where he handed over his Journals, which gave his account of the whole voyage, together with all the charts that he had produced. He

also humbly apologized for his long absence and described, *'the discoveries we have made'* as *'not great'*. But it was not long before the Admiralty hailed the voyage as one of the most remarkable ever made. Historians ever since, have done the same!

Jesus told a parable about a servant who had been entrusted with an amount of money by his master while he was away. Boldly, the servant put his master's money to work and doubled it. When his master returned and heard the account of what he did with the money he commended the servant saying, *"Well done, good and faithful servant! You have been faithful with a few things; I will put you in charge of many things. Come and share your master's happiness!"* (Matthew 25:14–21).

God gives each of us resources which He expects us to use wisely until Jesus returns. The issue is not how much we have, but how well we use what we have. The Bible says we will all have to, *'give an account'* (Romans 14:12). The person who diligently prepares for Christ's return by faithfully and lovingly investing his or her time, talents and treasure to serve God will be rewarded. This is over and above our sure salvation.

The *British Admiralty* thanked Cook for a voyage *'extremely well'* performed and promoted him to Commander. May this encourage us to be good and faithful followers of Jesus Christ. Then we can joyfully anticipate hearing that *'Well done!'* from God and receiving His rewards when we arrive in our eternal home in heaven.

As an English sea captain in the age of sail Cook made frequent use of his telescope or 'spyglass'. With it he studied coastline features, scanned distant horizons and determined what colours approaching ships were flying. And certainly for navigating through the reefs and shoals of what Cook called *The Labyrinth* his telescope was vital.



The Bible is like a telescope. If an individual prayerfully and daily reads and meditates on its words, that person will find indispensable truth and wisdom from God to navigate through the voyage of this life in order to reach the distant shores of the life to come.

YOUR FAITHFULNESS WILL BE REWARDED

Prayer

Father God, Your Word declares that: *'[You] did not send [Your] Son into the world to condemn the world but to save the world through Him'* (John 3:17).

Thank You for our great salvation through faith in Jesus. Help us therefore to live lives that are pleasing to You. For even though we have assurance of our salvation we know that one day we must stand before You and give an account of how we lived our lives. Help us therefore to truly know Jesus as our Captain in the epic voyage of our lives. Help us to know His presence and hear His voice as He takes us through the storms of life. Bend our hearts and minds toward reaching the beautiful shores of our eternal home in heaven. We long to hear You say, *'Well done, good and faithful servant'*. In the name of Jesus. Amen.

Come On Board!

The First Voyage of Captain James Cook in *HMB Endeavour* was indeed arduous and epic. We might even look upon that three-year voyage as a story that shows how life is a journey with many challenges, disappointments as well as achievements and adventure. Hopefully these reflections on what Cook and his crew experienced have given you some helpful insights and added inspiration for your life's journey.

The thrilling accounts are many. But perhaps the most colourful chapter of *Endeavour's* three-year voyage around the world was Cook's unprecedented encounter with what is known today as the *Great Barrier Reef*.



An 'Insane Labyrinth'

When Captain Cook's ship the *Endeavour* first entered the *Great Barrier Reef* on 20 May 1770, Cook found a vast expanse of reefs and '*shoals innumerable as far as the eye could see*'.

Three weeks later the ship struck and stuck fast on what is now called *Endeavour Reef* (see Reflection 13). This near-sinking necessitated going ashore for seven weeks to make repairs to the ship. Historians have long seen the *Endeavour's* fourteen-week voyage through today's *Great Barrier Reef* as a battle between James Cook and what he called an '*insane Labyrinth*' of reefs and shoals.

The Oxford dictionary defines labyrinth as a '*maze*' or '*complicated irregular structure with many passages which is hard to find a way through without guidance.*'

On 14 August 1770, only two days before the *Endeavour's* near shipwreck on the outer reefs, an unsuspecting Cook, in a rare moment of reflection, wrote about the challenges of navigating through the *The Labyrinth*. This was the name that he later used on his map (see page 55) for what is known today as the *Great Barrier Reef*.

Even though they had just sailed into a '*well grown Sea rowling in from the SE*' Cook wrote that everyone was '*quite easy at being free'd from fears of Shoals.*' While navigating through *The Labyrinth* they had been '*intangled among them [reefs and shoals] more or less ever sence the 26th of May, in which time we have saild 360 Leagues without ever having a Man out [in a small boat ahead of the ship] of the cheans heaving the Lead [making depth soundings with a lead weight at the end of a chain] when the Ship was under way, a circumstance that I dare say never happen'd to any ship before and yet it was absolutely necessary.*'

So what does Cook's challenge of sailing through *The Labyrinth* say to us today?

Life is a Journey

Since ancient times the *labyrinth* has been recognized as a sacred symbol for heroic journeys or for life itself. In Christianity, the labyrinth's symbolic meaning is that life's journey is challenging, filled with highs and lows, ups and downs and unexpected twists and turns.

Using a Christian labyrinth involves walking a narrow path while engaging in prayer, meditation and worship in order to draw closer to God. The aim is to reach the center of the labyrinth which is symbolic of encountering God and discovering His answers to the experiences and challenges of our lives. Often when the time comes for the Christian to continue on his or her journey, the individual invites Jesus to walk beside them. Ideally, this is with a renewed sense of peace and purpose for going out into the world.



As we noted earlier (see Reflection 16), labyrinths on village greens were common in England during Cook's lifetime. While he may or may not have walked a labyrinth in his homeland he certainly sailed through one on the other side of the world!

The Storms of Life

Like Cook, each of us is also on an epic journey full of experiences and challenges. Maybe right now you are facing an *'insane labyrinth of reefs and shoals'* in your life convinced that there is no way out or that you might even *'shipwreck'*! Or perhaps you are in the midst of a stormy crisis situation and are *'lost at sea'*.

The disciples of Jesus also struggled with the storms and challenges of life. Following Jesus was not easy as many stories in the Bible testify.

In one of these stories we read how *'Jesus said to his disciples, "Let us go over to the other side of the lake." So they got into a boat and set out. As they sailed, he fell asleep. A squall came down on the lake, so that the boat was being swamped, and they were in great danger. The disciples went and woke him, saying, "Master, Master, we're going to drown!" He got up and rebuked the wind and the raging waters; the storm subsided, and all was calm. "Where is your faith?" he asked his disciples. In fear and amazement they asked one another, "Who is this? He commands even the winds and the water, and they obey him" ' (Luke 8:22–25).*

The disciples panicked because the storm threatened to destroy them, and Jesus seemed unaware and unconcerned. They had not yet learned to fully trust in Him. The disciples had lived with Jesus and had witnessed many of His miracles, but still they underestimated Him. They did not understand that Jesus had the power to overcome the forces of nature in order to save their lives.

This shows us that following Jesus doesn't exempt us from the storms of life. Even though Jesus can calm the storm He often allows us to go through storms to come to know Him better while becoming stronger as a person. And so, like the disciples, you may be asking *'Who is this Jesus?'*, *'Why was he born into the human race?'*. You might also be asking *'How can Jesus help me with the situations I am facing?'* or even *'What does it mean to trust or to have faith in Him?'*

In the Bible we read that Jesus came to earth to save a lost humanity because people can't save themselves from sin and its consequences. This includes each one of us. No matter how good we are, we can't eliminate the sinful nature present in all of us. Only Jesus can do that. The name Jesus in fact means *'the LORD saves'*. Jesus didn't

come to help people save themselves from the power and penalty of sin. He came to be their Saviour!

The Bible says *'for all have sinned and fall short of the glory of God' (Romans 3:32)* and *'the wages of sin is death' (Romans 6:23b)*. This is extremely bad news for the human race. Why? Because every person is born with an inherited sin nature and powerless to save himself or herself from sin which results in death.

But the good news is that the God of the Bible is also a God of compassion and love. In fact the Bible says that *'God is love' (1 John 4:8)*. This makes all the difference. Behind every dealing God has with us is His perfect love. It was love that caused Him to create us, and it was love that caused Him to send His Son to redeem or rescue us from sin and death. The Bible says *'For God so loved the world that He gave his one and only Son, that whoever believes in him shall not perish but have eternal life. For God did not send his Son into the world to condemn the world, but to save the world through him' (John 3:16,17)*. God's love pursues us and draws us to Himself, and His love will someday take those who believe in Him into His presence forever.

And so God sent Jesus, the sinless Son of God, to pay the full price for our sin by dying on a Roman cross in our place. We would not have to suffer the punishment of death that we deserve. The Bible says *'yet to all who received Him, to those who believed in His name, He gave the right to become children of God' (John 1:12)*. God wants all people everywhere to receive His free gift of eternal life.

And there is more! We also read in the Bible that the Christian life is a process of becoming more and more like Jesus. This process will not be complete until we die and go to heaven or when Jesus returns as He said He would, whichever comes first. The apostle John, an eye-witness of Jesus' life, death and resurrection, wrote *'But we know that when Christ appears, we shall be like Him, for we shall see Him as He is. All who have this hope in Him purify themselves, just as He is pure' (1 John 3:2-3)*.

A Christian's Highest Endeavour

And so, the name of Cook's ship, the *Endeavour*, can be an inspiration to us in living as a Christian. To endeavour is to strive to accomplish a desired outcome through making a concentrated effort. Interestingly, Captain Cook frequently used the word "*endeavour*" in his journals when describing what he wanted to achieve.

The Bible makes it clear that the highest endeavour of a Christian is to become more and more like Jesus, the Son of God. The apostle Paul wrote

'For those God foreknew he also predestined to be conformed to the image of his Son, that he might be the firstborn among many brothers and sisters' (Romans 8:29). God's ultimate goal for Christians is to make them like Christ.



It is my prayer that as you have spent some time in these reflections, you will want to welcome Him into your life as your Lord and Saviour. In other words, receive Him as

your Captain and climb on board His ship. Then as you give Him the helm of your life you will find yourself sailing with Him through this life and into Eternity.

If you haven't already, will you consider coming on board with Jesus right now? You can pray the following prayer to receive Jesus into your life.

God in Heaven,

I am sorry for the wrong things I have done in my life. I know that my sin has separated me from You and that the wages of sin is death.

Thank you that You loved me so much that you sent Your Son Jesus to earth so that I might have life. I believe that He willingly sacrificed His sinless life on the cross to pay the debt of all my sins that I could never pay. I now put my faith and trust in Jesus Christ and gladly receive Him into my life as my Lord and Saviour.

Now I give You thanks for Your forgiveness of all my sins! Thank you for giving me eternal life! Thank you that You have now received me into Your family as a son/daughter and that, for the rest of eternity, I can call You Father!

For all my days on earth please help me to turn from everything I know to be wrong. Help me by the power of your Holy Spirit who now dwells within me. Please help me to follow Jesus with all my heart and to become more and more like Him in the journey still ahead.

In the powerful and precious name of Jesus I pray. Amen.

Initials _____ Date ____/____/____

If you have prayed this prayer sincerely from your heart I have the joy of telling you that Jesus is the Captain of your life. You are heaven bound. Welcome aboard! Or if you have already made Jesus the Captain of your life you may want to recommit yourself to more wholeheartedly looking to and following Him. Jesus Himself said, *'I tell you the truth, whoever hears my word and believes Him who sent me has eternal life and will not be condemned; he has crossed over from death to life'* (John 5:24).

From now on, as you sail on with Jesus, He promises *'And surely, I am with you always, to the very end of the age'* (Matthew 28:20).

If you have been encouraged by these reflections and want to know more about what it means to give your life to Jesus and how to keep 'Sailing On' with Him, please contact me. It will be a joy to hear from you!

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My 'Sailing On' Story

I first met Marilyn at a church service in Papua New Guinea (PNG) in December 1982. This was in *Madang* which is often described as one of the most beautiful coastal towns in the *South Pacific Islands*. Marilyn, an Australian, had already been in PNG as a missionary for over three years at the Christian Leaders' Training College (CLTC). She had flown to Madang in order to travel through the dense tropical forest up a river in a motorized dugout canoe to teach at a women's Bible School. I had only been in PNG for one month after having left Canada and a ten-year career in the Canadian Armed Forces. I was in Madang for an orientation to work as a local government engineer for the Department of Works. I had just arrived from a nearby coastal patrol post in a twenty-three foot long *banana boat*.

One year later, in December 1983, Marilyn and I were married at CLTC. The staff sang *Glorify Thy Name in All the Earth* and we knelt on cushions to pray our wedding day prayer that God would *'use us to reach others with Your [God's] love'*.

This was followed by a honeymoon at a resort near Madang where we first met. In the late 1970s the resort had been an operational base for world-renowned French oceanographer and explorer *Jacques Cousteau* with his legendary research ship *Calypso*. At the time of our honeymoon his marine life research laboratories on the resort grounds were still in use.



While at the resort Marilyn and I launched out on our first adventure together. Wanting to impress my new bride, I borrowed an outrigger



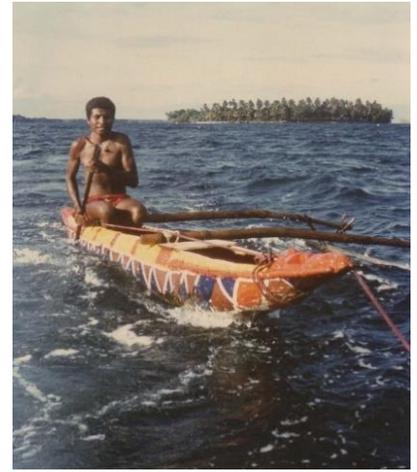
canoe for the day. Growing up in Canada, I was a keen canoeist with many trips in the Canadian wilderness under my belt. We set out early one morning paddling to a beautiful tropical island about three kilometres off shore. The water was calm and we made very good time. But by the afternoon, when it was time to



return, the wind had risen. At first the waves didn't look so threatening but once we were away from the shelter of the island, the waves were noticeably bigger. All of a sudden a big wave completely swamped the canoe.

There was no immediate danger of drowning as the outrigger canoe, made of timber, still floated just below the surface of the water. We were still able to sit in the canoe. But with my pride wounded I kept paddling in order to get us back to shore. It wasn't long however before I realised the futility of our situation. It would take us many hours to drift into shore if in fact we were drifting in that direction! Also, Marilyn was holding my Bible and a camera in its case above her head in order to keep it dry while I kept the stern of the canoe into the waves. I had the fleeting thought that our marriage might be a very short one!

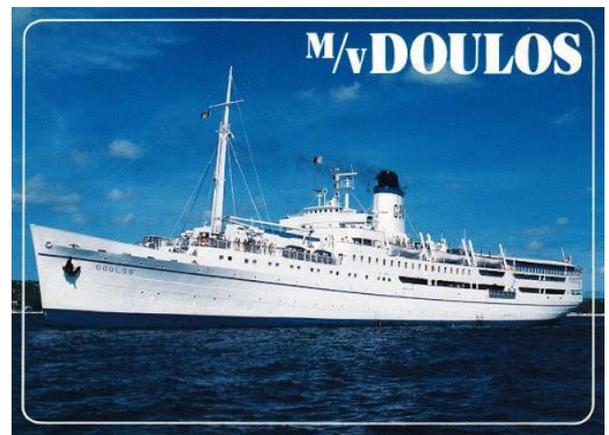
Humbled and beginning to realize the danger we were in, I finally agreed with Marilyn to cry out to God for help. When we opened our eyes from praying we saw a small village passenger boat in the distance. I waved my paddle and the boat spotted us and came to our rescue. They even refloated the outrigger canoe and towed it to shore for us.



I realised from this experience that my canoeing in the freshwater lakes and rivers in Canada wasn't enough to meet the challenge of canoeing in the tropical seas of Papua New Guinea. Moreover, I had been using a small outrigger canoe that was not meant for open sea travel. At the end of the ordeal we thanked God that He had graciously spared our lives.

Several years later God called both of us to serve as missionaries at the Christian Leaders' Training College. We were asked to lead the ministry of Theological Education by Extension which at its peak had over 5000 extension students throughout the *South Pacific Islands*. In that role we jointly wrote a course called *Launch Out!* which challenges local churches to be involved in world missions by praying, giving and going. The course was inspired by the command of Jesus to **“Launch out into deep waters and let down your nets for a catch”** (Luke 5:4). Later Marilyn wrote a course entitled *The Deep-Sea Canoe*. This course presented the thrilling account of how the Gospel first spread across the South Pacific Islands by Polynesian missionaries in their large deep-sea canoes.

In 1997 Marilyn and I, along with our three daughters, returned to Madang and spent ten days on board Operation Mobilisation Ship M/V Doulos. The purpose was to promote our TEE courses to the visiting public.



The *M/V Doulos* was built in 1914 and was known as the largest floating bookstore in the world. Over its thirty-two years of service, the Doulos's crew of Christians from many nations welcomed over 22 million people on board during 601 ports of call in 108 countries. During that time, the vessel covered more than 360,000 nautical miles—equivalent to sailing around the world sixteen times!

The vision for world missions at CLTC grew in an amazing way. Every year in the academic calendar one week was marked as Missions Week culminating in the annual Launch Out missions conference. As a result, many Melanesian students, staff and visitors became missionaries to the ends of the earth.

We thank God for our twenty-five years in Papua New Guinea. Even though we have settled as a family in Australia, our wedding day prayer *‘use us to reach others with Your love’* is still our mission statement.

David Rowsome

16th August, 2020

(250th anniversary of Captain Cook's miraculous sailing through Providential Channel)



**1770 Map by Captain James Cook
of the
East Coast of *New South Wales*
(with an inset 'Plan of Botany Bay')**

Sailing On with JESUS is an invitation to reflect on the journey of our lives. Here is what others have said:

Sailing On With JESUS, is an enlivening account of Cook's 1770 voyage of discovery taken from his own journals. The eighteen reflections are embedded in devotional prayer and biblical insight. This is a gripping read. The writing style is clear, logical, profoundly historical, and yet deeply spiritual in the most practical way. I definitively endorse its reading for all those who want to really sail with Jesus and want Him to be Captain of their boat.

Warwick Marsh – National Co-ordinator, Canberra Declaration and the National Day of Prayer and Fasting

This Bible Study is a devotion with a difference! The author uses Captain Cook's journal up the east coast of Australia in 1770 as the basis for daily Bible studies. This is a creative way of exploring the Word of God and satisfying your curiosity re Australia's early history at the same time. Highly recommended.

Pastors Norman and Barbara Miller – Co-founders, Centre for International Reconciliation and Peace

In May 1770, HMB Endeavour sailed past the coast where I now live. A lot has changed in 250 years, but God remains the same. The God whose Word influenced James Cook's life is still the same God who shapes lives today. David Rowsome brilliantly tells of the divine influences in Cook's life and brings alive the same truths for us now. This book will let you explore more of the God whose heart is for 'the ends of the earth'.

Pastor Brian Robertson - Senior Pastor, Coral Coast Christian Church

A creative, historical experience akin to an adventurous Pilgrim's Progress at sea! I look forward to making personal application of its devotional truth on completion.

Pastor Syd Doyle – Co-founder, Nations Light Ministries USA

I enjoyed reading "Sailing On With JESUS" and found it very encouraging. The message and prayer at the end of each reflection helps the reader to consider Jesus in their lives. I thank David for preparing this booklet. I think all who read this booklet will be encouraged by it.

Alex Shaw – Missionary, Global Recordings Network Australia

These reflections on the journal entries of Captain James Cook give many fascinating glimpses into the Endeavour's voyage up the East Coast of Australia. With sensitive insight David uses Cook's emotional journey of anticipation and excitement through to frustration and disappointment to point the reader to Jesus. A great read for all.

Graham McDonald – Founder, The DIDUNO Network