

Chapter 1 : George Anson's voyage around the world - Wikipedia

*In , when Magellan departed on his famous voyage to circumnavigate the globe, a sailor's daily life was not an easy one. Out at sea for months at a time, a ship's crew confronted on a nearly daily basis life-threatening danger, malnutrition, vermin, disease, filth, and exhaustion.*

Landing Sentence Examples They burst out of the light, landing hard. Suddenly, she fell, just as quickly landing in a field with waist-high grass and a bright yellow sun overhead. She stepped through and emerged on the landing overlooking the desert. It left her on the covered landing where Darkyn first brought her. Deidre trailed him numbly from the landing into the fortress. Hannah had succeeded in landing a big fish blueblood, a descendant of Italian royalty, whose old money placated the chilly welcome she received into a lifestyle far, far different from her own. He dropped fast and changed shapes too soon, landing hard on the ground near them. A boat was at the landing, ready to take him on board. The landing overlooked the parched desert surrounding the black fortress. She emerged on the landing and stopped to study the vial. She perked at the voice and strode to the landing overlooking the bottom floor. His back was shredded from landing on his weapons as well as the stones on the beach. She stood on a covered landing of a fortress made of black stones overlooking a parched desert beneath dual suns too faded to provide anything other than indirect light. Rhyn looked up at the brightest of the portals lining the otherworldly landing between worlds. His bewildered gaze traveled over her face, landing questioningly on her eyes. Latin legend represented her as landing on the coast of Latium and marrying Pilumnus or Picumnus, from whom Turnus, king of the Rutulians, was descended. He drew up two memorials representing that the landing of a considerable French force in Ireland would be followed by a general rising of the people, and giving a detailed account of the condition of the country. By the act of the state contributes half and the province a quarter of the cost of roads connecting communes with the nearest railway stations or landing places. For a moment Baratieri thought of retreat, especially as the hope of creating a diversion from Zaila towards Harrar had failed in consequence of the British refusal to permit the landing of an Italian force without the consent of France. Sulla returned to Italy in 83, landing at Brundisium, having previously informed the senate of the result of his campaigns in Greece and Asia, and announced his presence on Italian ground. Xavier was seized with fever soon after his arrival, and was delayed by the failure of the interpreter he had engaged, as well as by the reluctance of the Portuguese to attempt the voyage to Canton for the purpose of landing him. Though on her first landing Matilda only escaped capture through the misplaced chivalry of her opponent, she soon turned the tables upon him with the help of the Church and the barons of the west. It was over the Meiling Pass and down this river that, in old days, embassies landing at Canton proceeded to Peking. Plymouth was the first permanent white settlement in New England, and dates its founding from the landing here from the "Mayflower" shallop of an exploring party of twelve Pilgrims, including William Bradford, on the 21st of December N. Algoa Bay was the first landing-place of the British emigrants to the eastern province of Cape Colony in The only safe landing-place is on the north side. The medieval town was on the north side at the chief landing-place Marina Grande , and to it belonged the church of S. Dalkey Island, lying off the town, has an ancient ruined chapel, of the history of which nothing is certainly known, and a disused battery, which protected the harbour, a landing-place of some former importance. But this enabled them to proceed steadily until they came to a landing where there was a rift in the side of the mountain that let in both light and air. Another breathless climb brought our adventurers to a third landing where there was a rift in the mountain. The children and the Wizard rushed across the moving rock and sprang into the passage beyond, landing safely though a little out of breath. On the landing below, Philip, the footman, stood looking scared and holding another candle. The mirrors on the landing reflected ladies in white, pale-blue, and pink dresses, with diamonds and pearls on their bare necks and arms. From the landing where Pierre stood there was a second staircase leading to the back entrance. The landing paused at the Y of two long hallways. She darted off the landing pad with him, and the chopper went up again. The hum of a spacecraft made her pulse leap again, and her eyes found the small craft descending from the sky to a landing point a hundred meters away. She vaulted over a low stone wall, landing with a crunch in the dead grass on the

other side. The landing of Coote preserved Madras from destruction, though the war lasted through many campaigns and only terminated with the death of Hyder. Their leader, Juan Diaz de Solis, landing incautiously in on the north coast with a few attendants to parley with a body of Charrua Indians, was suddenly attacked by them and was killed, together with a number of his followers. Towards the close of the year this expedition reached the island of Rottneest, which was thoroughly explored, and early the following year a landing party discovered and named the Swan river. Still sailing northward, taking notes as he proceeded for a rough chart of the coast, and landing at Bustard and Keppel Bays and the Bay of Inlets, Cook passed over m. It was provided that a person was to be prohibited from landing in Australia who failed to write in any prescribed language fifty words dictated to him by the commonwealth officer supervising immigration. On the quay are the landing-stages, the custom-house and the railway station. The attack on Hispaniola, however, was a disastrous failure, and though a landing at Jamaica and the capture of the capital, Santiago de la Vega, was effected, the expedition was almost annihilated by disease; and Penn and Venables returned to England, when Cromwell threw them into the Tower. On this island Bartholomew Diaz made his second landing in South Africa some time after the 3rd of February , and from the cross which he is thought to have erected on it the island gets its name. His oration at Plymouth, on the 22nd of December , on the second centennial anniversary of the landing of the Pilgrims, placed him in this rank. Grimsby Grimesbi is supposed to have been the landing-place of the Danes on their first invasion of Britain towards the close of the 8th century. Near the landing there is a beautiful little spring, which Helen calls "squirrel-cup," because I told her the squirrels came there to drink. She shoved him away, landing hard on her backside while he careened into the bathroom wall. Damian followed him across the dusty landing pads to the helo-hangar. Both were outwardly calm, though tense enough that a hair landing on their arms would make them snap. For the first time since landing in the human world, he had the intense urge to track, hunt and bring down something capable of eluding him. Landing at Nice on the 24th of June , he placed his sword at the disposal of Charles Albert, and, after various difficulties with the Piedmontese war office, formed a volunteer army strong, but shortly after taking the field was obliged, by the defeat of Custoza, to flee to Switzerland. He drew up a scheme for the construction of a pier at Madras, to avoid the dangers of landing through the surf, and instructed his brother-in-law in England to obtain estimates from the engineers Brindley and Smeaton.

Chapter 2 : Pav's Creamery | Best Ice Cream in Akron

*Evening talk at Parideha Forest Monastery on the dangers of life, the dangers for evil-doers, and the dangers for doers of good. Monastery Website.*

What happens to the body on Everest In May, British TV personality Ben Fogle was put to the test when his oxygen regulator exploded a few hundred meters from the summit. One of his mountain guides, Ming Dorjee Sherpa, was able to sacrifice his oxygen mask, regulator and cylinder and descend to a lower camp without supplemental oxygen. Journey to the roof of the world "Standing on the summit of Everest is the most beautiful and the most hideous experience of my life," said British TV personality Ben Fogle. Hide Caption 1 of 11 Photos: Journey to the roof of the world Fogle and Pendleton began the expedition by trekking to Everest Base Camp, m above sea level. Hide Caption 3 of 11 Photos: Journey to the roof of the world To acclimatize to the ever-decreasing levels of oxygen, the team did several rotations to Camp 1 and 2, reaching an elevation of 6,m. Hide Caption 4 of 11 Photos: Journey to the roof of the world But the expedition was dogged by problems along the way. Pendleton, who struggled with altitude sickness, was advised to cut her trip short. Hide Caption 5 of 11 Photos: Journey to the roof of the world "It is a dangerous mountain and the reality is that a lot of it is a bit of a gamble," said Fogle, who also suffered from setbacks at extreme altitude. Hide Caption 6 of 11 Photos: Journey to the roof of the world Fogle said it was the selflessness of the Sherpas that saved him. Journey to the roof of the world After six weeks on the mountain, Fogle managed to summit on May He dedicated his Everest expedition to his son who was delivered stillborn in Hide Caption 9 of 11 Photos: Journey to the roof of the world "When you hold a little life that was never able to be. The breath was never -- he never had a breath. I think I resolved then and there that I wanted to live my life brightly. I felt his presence and it was very powerful. If luck is on your side, you might get about 20 minutes to take it all in before it becomes intolerable, explains high-altitude medical expert Sundeep Dhillon. Though physically fit and strong, Pendleton struggled with oxygen deficiency at high altitude. After complications at camp two, 6, meters above sea level, she was advised to pull out of the summit bid. Endurance at altitude is all down to genetics. Surviving Everest is in your genes To explore the biology behind human oxygen efficiency on Everest, Dhillon took part in two scientific expeditions to Everest in and At 8, meters above sea level, on the balcony of Everest, Dhillon and the Caudwell Xtreme Everest team collected the least-oxygenated human blood samples ever recorded in "healthy" humans. The oxygen levels recorded in the first expedition in were on par with those collected from critically ill patients close to death. The team went back in to test the "superhuman" physiology of the Sherpa population of the Himalayas, who have lived at high altitude for centuries. The aim of this research was to identify how different people adapt to low oxygen levels -- or hypoxia -- at high altitude and to apply this understanding to critically ill patients. A similar study in analyzed the genetic adaptations for high altitude found in residents of the Tibetan plateau. Everest is the tallest mountain in the world, at 8, meters above sea level. Low oxygen at that altitude pushes human endurance to its limits. Hide Caption 1 of 9 Photos: Having lived in the Himalayas for centuries, Sherpas have adapted to easily breathe the thin air. Hide Caption 2 of 9 Photos: In , the Xtreme Everest research team conducted experiments on Sherpas and other volunteers at high altitudes to discover how Sherpas thrive at such heights.

## Chapter 3 : Guangzhou – Travel guide at Wikivoyage

*It was a voyage fraught with dangers, encounters and conflicts. The Voyagers is an exhibition about Svenska Ost-Indiska Compagniet (the Swedish East India Company). Curiosity, the desire to travel and money.*

The actual route was adjusted to fit the modern world better. Among other destinations Singapore, Shanghai, Hongkong and Cape Town was added to the route, that also returned via the Suez chanel that did not exist at the time. The trip was directed to its first historical stop in Cadiz, historically correct north of Scotland and west of Ireland. Traditional activities is to add on provisions, and a more modern one, fuel, plus some upkeep that is impractical or hard to make at sea. Change of student crew and introduction. Cadiz to Recife, 28 Nov - 30 Dec Departure:: Cadiz 28 November Arrival: The leg wet through two stilt area. By the help of the trade winds and the northern equatorial current the leg was calculated to take about one month. Christmas and New Year was celebrated on board. Cape Town is considered one of the most breathtaking harbors in the world. It was specifically founded by the Dutch to serve as a useful stopover destination to replenish the many ships being used in the Dutch East India trade concentrating mainly on spices and their crews. During the earlier part of the 18th century Cape Town was avoided by the swedes due to worries regarding the competitive nature of the Swedish trade. Eventually all worries was dispersed and Cape became a popular place to renew water and food supplies as well as enjoying some firm land. This was this voyages longest leg of totally 4 nautical miles. Strong westerns winds slightly north of "the roaring forties" gave a fast passage over the South Indian Ocean in about 40 days. The arrival to the twin city of Fremantle-Perth in western Australia was the 13th of May During its more than 80 years long history of the original Swedish East India Company no Swedish Ships ever visited Australia, not even by mistake, so this was a long awaited first. Fremantle to Jakarta, May 25 - June 18 Departure: This was historically the correct thing to do and the navigational experience should have been perfectly historically correct. Due to the prevailing winds this was a necessity. During this trip the crew was on the sharp lookout for pirates and typhoons. With the help of modern technology both dangers could be avoided. The reception was amazingly generous to the Swedish East Indiaman, the first of its kind to be sighted on this river for more or less precisely years. Guangzhou - Shanghai, Aug, Departure: The trip took around twelve days and we arrived in Shanghai the 29th of August First stop was the Islands of Zhoushan outside of Shanghai for her to be taken up at a shipyard where a complete renovation of the rigging was made and plus docking and painting of the bottom hull. Hong Kong - Singapore, Dec, Departure: Singapore - Chennai Madras , January Departure: Chennai - Djibouti, Feb March 14, Departure: The trip was continued without any extra diesel. Thanks to good winds and the crews new and invented ways of setting as much sails as possible we arrived to Djibouti the 14th of march where fresh food - and diesel - could be taken onboard. Djibouti - Alexandria, March April 1, Departure: Alexandria - Nice, April , Departure Alexandria: Nice - London, April May 19, Departure: For the first time in more than years a Swedish East Indiaman, a sailing wooden ship and as close a replica that we would be allowed to sail, arrived back to Gothenburg after a successful voyage to China and back. Thank you all for sharing our dream and making it your own! Jan-Erik Nilsson One of the original founders of the project 1 The International Hydrographic Organization, whose membership includes essentially all seafaring nations, and the International Bureau of Weights and Measures use M as the abbreviation for the nautical mile. Pages under this section are the actual, or based on, the original web site that was created by Jan-Erik Nilsson mainly during the years as part of the East Indiaman Gotheborg III Project. The content has been updated graphically to work equally well with modern browsers as it did when it was designed. All information is for entertainment or educational purposes only. All expressed opinions are my personal. Submitted material gratefully appears on this website due to the implied or expressed consent of the rights owners.

**Chapter 4 : Oman | SILK ROADS**

*Sailing in the 15th century was not an easy thing, It took a good amount of skill and a large number of sailors to run the ship. With six sails, a bowsprit, foresail, mizzen, spritsail and two topsails, these ships were a burden to steer and commandeer.*

Oman Oman While all efforts have been made to present an accurate account of the status of the Silk Road in the countries covered, some part of the information provided and the analyses thereof are those of the contributors, and does not imply the expression of any opinion on the part of UNESCO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries. The contributors are responsible for the choice and representation of the facts contained in this portal and for the opinions expressed therein, which are not necessarily those of UNESCO and do not commit the Organization. It is a country of vast spaces and stark contrasts, its boundaries defined by nature at its most extreme and frequently its most majestic. Its 1, km coastline overlooks the Sea of Oman and the Persian Gulf, known in ancient times as the Erythraean Sea, and protects an interior that rises from flat coastal plains to a central massif averaging 1,m above sea level and reaching at its highest the 3,m peak of Jebel Al-Akhdhar. Separated from the main land mass of the Sultanate by the United Arab Emirates is the Omani enclave of Musandam on the Strait of Hormuz, the strategic narrow passage through which the waters of the Persian Gulf empty into the Sea of Oman on their way to the Indian Ocean. Along the coast, fishing has been an important source of sustenance and revenue from the time of the earliest human settlement in Oman, identified at Wattia near present day Muscat and dating to the 10th millennium BC. Fishing would have provided the initial impulse for the growth of the seafaring tradition for which the Omanis became justifiably famous over time; along with a natural and open curiosity for faraway lands and cultures that fuelled the growth of its shipbuilding industry and, ultimately, mastery of Indian Ocean trade as far as India, China and East Africa. They are thought to have pioneered the use of mast and sail. This enabled them to supplement their trading exchanges with the products of the Indian subcontinent and the Persian Gulf on a single voyage. The journey from Muscat to Kolham Mele on the southern coast of India took approximately a month, after which the ships sailed on to Serendib Sri Lanka , and then crossed the Bay of Bengal to the Andaman Islands. An additional navigational route linked the Persian Gulf directly with the Sind Pakistan. These journeys were fraught with political as well as navigational dangers, and were frequently adapted to cope with onshore turmoil. Over time the Omanis developed these islands into important trading centres for goods such as gold, silver, silk, cotton, textiles, Chinese money, incense, sandalwood, ivory, coral, pearl, perfume, minerals, land and sea turtle shells, musical instruments, ebony, cotton and timbers. This reached a point where at the end of the 10th century the Chinese Emperor had to send a high-ranking delegation to persuade traders to return to China. With trade and diplomatic relations fully restored under the Sung Dynasty, the Arabs and Chinese developed a new trading route: Along this journey, the ships were sailed across the Indian Ocean to Dhofar then to Aden, after which the traders have got goods and commodities from the Gulf of Aden, the Red Sea and Africa during the summer. They worked out how to avoid tropical storms by heading towards the south, taking curved sea routes to Sumatra, and returned to China in the month of August or September. On the return journey, goods unloaded at Basra travelled by overland caravanserai to a junction with the land caravans from the East at the ports of the Mediterranean, and thence to Europe. From the great storehouses of Sohar, meanwhile, goods destined for Europe or Africa made onward journeys overland to join the great Arabian caravans heading northwest to Red Sea ports, or by sea to the East African coast. This predated the opening of the sea route to China by Omani navigators. West to Africa and Europe Sohar was also the starting point for the main trading route from Oman to East Africa, and link port, along with Muscat, for a major exchange of goods between East and West. The maritime route hugged the coastline to Mahra and Shihr Hadramaut and then Aden, before setting a course due southwest. Merchant ships stopped off at the island of Socotra to take aboard aloes, before sailing onwards to the East African coast, travelling with the monsoon winds. Safala in Mozambique was the furthest southerly extent of this perilous voyage to the four geographical regions known

to Omani sailors as Berbera Abyssinia , Zinj, Safala and Waq Waq. Through the Zanzibar canal, the ships made for the island of Zanzibar, which was known intimately to Omani sailors, according to Ibn Majed, along with its surrounding waters, nearby islands and natural geography. Although scholarly opinions differ, it is believed by at least some that Zanzibar was the mysterious island of Qanbaloo much cited by mediaeval geographers and travellers. The winter passage from Oman to East Africa took three to four weeks, although the voyages were extended by the port visits. The return journey was accomplished in summer, supported by the prevailing southwesterly winds, for which they waited up to two months, making for a total return trip of six to eight months. Tidal factors, swells, depths and rains all had to be taken into account in breaking the journey into stages and skilled Omani sea captains, oarsmen and navigators were in great demand by the merchant trade, most often in the employ of their own countrymen. Alternatively, overland caravans crossed the Arabian Peninsula diagonally from Oman or north from Yemen, converging at major trading centres such as Petra, then on to Gaza or north to Damascus and Palmyra. They carried ideas, creeds, fashions, customs and languages from one extremity to the other, much as the internet does today. South Arabians taught the Indians astronomy, philosophy, maths and astrology several centuries before the dawn of the Hellenistic Era. The great Omani mariners Ahmed Ibn Majed and Suleiman Al-Mahri studied the science of navigation and then transmitted these principles, enriched by their encyclopaedic practical knowledge of the Indian Ocean, to generations of mariners and sea captains around the world. Most significantly, Omani merchants were greatly responsible for the spread of Islam. Islam Oman was one of the earliest communities to adopt Islam, in the lifetime of the Prophet Mohamed himself, and went on to carry the tolerant, peaceful message of Ibadhi Islam wherever its trading interests or cultural curiosity lured it. Omani merchants introduced Islam to East Africa, to the Malaysian archipelago, the Indian sub-continent and beyond. When Basra was a hub of early Islamic learning in the first century of the Hejira, Omani scholars were among its leading lights in the generation of new ideas and then communication of these to the expanding Islamic world. The celebrated Omani frankincense merchant Al-Qassim, later joined by another prominent Omani businessman, Al-Nadhar bin Maymoun, settled in China in the second century of the Hejira, where they married Chinese women, raised families and erected mosques in Chinese cities, including the Grand Mosque in Guang Zhou, which dates probably to AD. An Omani expedition led by Hashim bin Abdullah and cited in Chinese sources, notes that he brought gifts including pearls, dates, rosewater and textiles to the Chinese emperor. He returned to Oman in These and others like them contributed greatly to the spread of Islam in China. Muslim traders saw themselves as both merchants and teachers. Islam had the most profound impact on the lives of those who adopted it, from the manner of worship, to male and female dress, to public behaviour, marriage and family, inheritance, the treatment of women, orphans and of followers of other religions who came under Muslim rule. Scholarship Probably the most significant Omani scholar of this time period was Al-Khalil bin Ahmed Al-Omani, who pioneered the study of prosody and poetic metre and became the premier teacher of language in Iraq. All of them travelled vast distances to other centres of learning, particularly to Iraq and Persia, and wrote extensively. Pacifism Undoubtedly the most significant product of all of this Omani scholarship was the emergence and dissemination of what became to be known as Ibadhi Islam, which eschewed violence and appealed to the Omani preference for negotiation and pacifism, reflecting the true spirit of Islam. Ibadhism flourished in Oman and in North Africa and contact was maintained between mashraq and maghreb over the centuries, sometimes despite suppression by the ruling powers. The key to spreading the message of Islam, according to its leader Abu Ubaidah, was to repudiate difference and embrace unity, and to cultivate reticence when rivalry was present, a philosophy he told his followers that he had learned from personal experience. Trade The Islamic Era was a time of great flowering for Oman, ruled by peaceful and devout leaders who welcomed all visitors to its shores and offered safe harbour, sweet water and transit facilities to mariners. The very extent of the distances covered by Omani merchants, and their reputation for diplomacy, piety and integrity, gave them an edge in negotiating trade agreements, in interacting with other cultures and extending their influence. Oman exported horses in great quantities to India, pearls and ambergris to Africa, along with dates, copper and, of course, frankincense. In addition, it prospered from the trade in spices from India and Serendib by way of its own entrepot ports and overland caravans across the Arabian Peninsula to the

Mediterranean. Merchants also traded cotton, gold, silver, perfumes, gemstones, ivory and ebony from India and the Andaman Islands, and silk, musk, clay and sable from China. From East Africa, they shipped ivory to China for use in the carving of chess pieces and other ornaments, and imported ebony, teak and sandalwood for their own thriving shipbuilding industry. Chinese references record that rhinoceros horns were imported to China from various parts of Asia, but that the finest quality of all were those brought by Omani tradesmen from Zanzibar. Travel, pilgrimage and language Trading objectives spawned the emergence of the travelling geographer, historian and observer of human life and culture, who most often followed merchant or pilgrim routes or accompanied merchants on their voyages. These intrepid men, through their written chronicles, supported the spread of knowledge far and wide and fed such literary masterpieces as the Thousand and One Nights, in which Sindbad, who may have been a real person, set sail from fabled Sohar. Islam, meanwhile, was fuelling great movements of devout pilgrims, who travelled in caravans across desert and ocean to reach Mecca. On one such caravan from North Africa male births were recorded, along with an undefined number of female births and uncompleted pregnancies. On all of these journeys, ideas and customs were exchanged across tribal lands and settlements. Precious commodities, such as Omani frankincense and pearls, smoothed diplomatic introductions. The coastal culture of the East African littoral was born of the intercourse of Bantu Africans and the Arab and Persian traders who visited its shores and often intermarried and settled there. The Swahili from the Arabic word for coast language, today the most widely spoken language of East Africa, is deeply infused with Arabic vocabulary. Over time, waves of Zanzibaris crossed to Oman and settled there, bringing African traditions with them. Art and ornamentation Oman was a thriving country in mediaeval times and its prosperous citizens had direct access to the most exotic of the luxuries arriving at its ports: A fashion for classic blue and white Ming chinaware drove soaring demand in the 14th century. The geometric themes of Islamic art spread west and east along the trade routes, inspiring ceramists, engravers and architects to soaring new heights of creativity and beauty. Not all such exchanges were appreciated, as Pliny complained: And at the lowest computation, India and the Seres [China] and that Peninsula together drain our empire of one hundred million of sesterces every year. That is the price that our luxuries and our womankind cost us! By the midth century, however, Oman had liberated Muscat and was fast rebuilding its naval fleet, which gradually regained its prominence over the ensuing two centuries. With the rise of the Al Bousaidi State, coinciding with increasing focus by Western imperial powers on the region, Oman could call on many centuries of interaction with disparate cultures, creeds and political systems to demonstrate a gift for diplomacy which since that time has spared it many tribulations and supported its standing as a strong sovereign State, independent, peaceful, respected and respectful of its neighbours and of its own people and environment. When Sultan Qaboos bin Said succeeded his father as ruler of Oman in , he inherited nevertheless a country that was poor and undeveloped. Over the course of the next 45 years he opened up and diversified the economy of the Sultanate, investing newfound oil wealth in an ambitious infrastructural development plan. Under the umbrella of the Modern Renaissance, Oman has carefully nurtured its relevance as a trading hub. Among its many ports, Salalah Port in Dhofar is today listed as one of the 20 most pivotal port destinations for container transfer worldwide. Sohar Port still thrives today, having undergone successive expansions. Qalhat specialises in the export of natural gas. The Sultanate enjoys positive health statistics, a high literacy rate and a thriving economy. Its well-equipped navy protects strategic shipping lanes in the Gulf. A history of pacifism and quiet diplomacy, and a refusal to interfere in the internal affairs of others, has earned it outstanding success in the resolution of local and regional disputes, as exemplified by its own peaceful borders. There can be few more fitting tributes to the core purpose of the Silk Roads than the attainment of peaceful relations between nations. In the words of Al-Maqdisi: On a day, 27, km study trip from Venice, Italy to Osaka, Japan, scientists and 45 journalists from 34 countries engaged in an exchange of ideas about the cultural interactions, common heritage and plural identities that emerged and developed along these maritime routes over the centuries. Twenty seven historical ports in 16 countries along the Maritime Silk Roads were visited, most of them old trading grounds of the Omanis themselves. From a nation with such a strong connection with the sea and seafarers, it was an appropriate, and typically generous, gift. This contribution will enable the Online Platform to reach a wider public, particularly in the Arabic-speaking countries, and to disseminate knowledge and scholarship developed

by academic and cultural institutions in these countries.

**Chapter 5 : Gotheborg and The Swedish East India Company Trading to China**

*The spotless RMS Canton departed on her maiden voyage on October 7, , from London (Tilbury) Tangier, Gibraltar, Marseilles, Malta, Port Said, Aden, Bombay, Colombo, Penang, Singapore, Hong Kong, and Yokohama and return via the same ports homewards, with various exceptions as required.*

Background[ edit ] In , the riches that Spain derived from the New World were well known throughout Europe. Huge quantities of silver were shipped from Peru, carried over the isthmus at Panama and then loaded on another ship at Portobelo bound for Spain. Other ships carried luxury goods from Manila to Acapulco from where they were taken to Vera Cruz and loaded along with Mexican silver. Britain had negotiated a treaty the Asiento that allowed the South Sea Company to send one trading vessel per year to Spanish territory plus supply slaves but private British vessels, many operating out of Jamaica , carried illegal cargoes which the Spanish attempted to intercept. Various schemes were proposed to attack Spanish possessions. Edward Vernon captured Portobelo in November with just six ships, and a second squadron to be led by George Anson, was to sail around Cape Horn with six warships carrying troops with instructions that might be described as ambitious. These were to capture Callao in Peru the port that served the nearby capital Lima and if possible take Lima as well, capture Panama with its treasure, seize the galleon from Acapulco and lead a revolt of the Peruvians to Spanish colonial power. An earlier proposal to also capture Manila was dropped. The attacks were suggested by Hubert Tassell and Henry Hutchison, previously factors agents of the South Sea Company who had a significant recent information about the area which the government lacked but who also stood to gain if the area was opened up to British trade. Given the length of the voyage, it was expected that it would be necessary to buy provisions along the way. In friendly ports, bills of exchange would have been used. In enemy ports it may not have been possible to buy anything, though outright seizure would be possible if the town was captured. The relationship of Tassell and Hutchison to the squadron was further complicated by them supplying victuals food and that they would come along on one of the ships to oversee the trade goods. The squadron based in Portsmouth was composed of six warships: The provision of troops was farcical. No regular troops were made available so invalids were to be collected from the Chelsea Hospital. In this case, the term invalid referred to soldiers that were too sick, wounded or old for active duty but might be able to perform lighter duties. In any case, on hearing details of the proposed voyage, those that could get away did and only came aboard, many on stretchers. To make up for the missing, marines were ordered aboard but these were such fresh recruits that few of them had yet been trained how to fire a gun. The squadron was as ready as it was going to get by mid-August but strong winds kept the ships in harbour. Before heading to South America, Anson was required to escort a huge fleet of transports and merchant vessels out of the English Channel and the initial attempt to get to sea was abandoned as ships crashed into each other. Finally the squadron sailed from Spithead on 18 September overseeing a convoy of ships. Unfortunately, with the long delays, French agents had picked up word of the expedition and passed the information to Spain. Voyage[ edit ] Map of Cape Horn The squadron reached Madeira on 25 October , the journey taking four weeks longer than normal. Portuguese officials reported that warships, probably Spanish, had been seen at the western end of the island so Anson sent a boat out to investigate but it returned without sighting them. Fresh food and water were taken on with extra urgency and the ships slipped out without incident on 3 November. After taking three days at sea to transfer supplies, Industry turned back on 20 November. By now, food had started to rot and the ships were infested with flies. There was a desperate need to provide additional ventilation to the lower decks. Normally the gun ports would be opened but since the ships were riding so low in the water with the weight of provisions, this was impossible so six air holes were cut in each ship. However, this was only part of a bigger problem that was to have disastrous consequences. Typhus , or ship fever, is spread by body lice which thrived in the hot, humid and unsanitary conditions. After two months at sea, this disease and dysentery raced through the crews. A thorough cleaning then commenced with the below-deck areas first scrubbed clean, then fires lit inside and the hatches closed so that the smoke would kill rats and other vermin, then everything was washed down with vinegar. Anson had hoped to stay only long enough to

pick up firewood, fresh water and provisions but the main mast of Tryal needed repairs that took almost a month. Meanwhile, the men on shore in makeshift tents were exposed to mosquitoes and malaria. Although 28 men from the Centurion had died while in port, the number of sick taken back on board when they left on 18 January had increased from 80 to 100. The official account noted a "great plenty" but one journal keeper said it was enough only to feed all the crew for a single day. Although waiting for provisions, Pizarro immediately put to sea sailing south to get around Cape Horn before the British. Four days later, in a storm, the repaired mast of Tryal broke, forcing the Gloucester to take it in tow. During the same storm, the Pearl was separated from the squadron and her captain died, with First Lieutenant Sampson Salt taking command. Sampson then sighted five ships with the lead ship bearing English colors, but was dismayed to find at the last moment it was the Spanish ships. The crew frantically threw overboard everything not immediately needed and hoisted extra sail. The Spanish ships held back from chasing believing Pearl was headed for a shoal but it was spawning fish, not rocks, that were disturbing the water, and the Pearl was able to escape as darkness fell. Even though the Spanish ships were known to be somewhere in the area, the squadron had no choice but to stop at St Julian, which was found to have no trees or fresh water and barely any salt. The ships reached Strait of Le Maire, the entrance to the path around Cape Horn, on 7 March in unseasonably fine weather but shortly afterwards it turned to a violent gale from the south. Having avoided being blown onto Staten Island, Anson ordered Tryal to lead, on the lookout for ice. However, carrying sufficient sail to keep ahead of the other ships left the ship dangerously unstable, with the men on deck frequently exposed to the freezing water. What little useful information available on its prevention was ignored and it is unlikely that the navy could have procured sufficient vitamin C for 1,000 men even if it had recognized the need. Hundreds of men died of disease in the weeks during and immediately after battling around the Horn. They fired cannon and lit lamps to warn the others and they were just able to claw their way out to sea although there was great concern that the Severn and Pearl were already lost as they had not been sighted since the 10th. Another storm hit just as the Wager fell from sight and on 24 April, both Centurion and Gloucester reported that every sail was torn or loose but the crew was too few and too weak to attempt repairs until the next day by which time the ships were scattered. After waiting two weeks and seeing no other ships, Anson decided to sail for Juan Fernandez, the third rendezvous point, since the second, Valdivia, was on the coast and would be too dangerous to find being on a lee shore. Turning back west, it took nine days to reach the area he had left during which time 70-80 men died. Juan Fernandez was then sighted at daybreak on 9 June. However, by now there were only eight men and the remaining officers and their servants able to work the ship. After anchoring for the night they were too weak to lift the anchor the following morning but were lucky to be blown free by a sudden squall. As they manoeuvred into the bay they were appalled to find no other ships waiting there but then sighted the tiny Tryal approaching. Of the 86 crew and marines, 46 had died and now only the captain, Charles Saunders, his lieutenant and three seamen were able to stand on deck. Those still able worked desperately to get the sick ashore. On 21 June a ship was sighted with only one sail, apparently in trouble but it was another six days before the ship was close enough to be identified as Gloucester. A long boat was sent out to meet the ship and but they were unable to get the ship into the anchorage at Cumberland Bay. The ship was then blown out to sea and it was not until 23 July that Gloucester was finally able to make anchorage. Since leaving Port St Julian, had died leaving 92 men, most debilitated by scurvy. Fresh greens and fish allowed some to recover quickly but others were too weak and died ashore. Remarkably, the Anna was sighted on 16 August and without apparent difficulty worked its way into Cumberland Bay. After losing sight of the other ships on 24 April, she had attempted to make the rendezvous at Socorro and had been blown ashore. For two months they stayed to perform makeshift repairs to the ship and allow the crew to recover their health before departing for Juan Fernandez. The harbour had a good fresh water supply, wild greens and game. Given the abundant provisions and minimal crew on the merchant ship, the crew was in much better health even than those on the warships at the time she was blown ashore. However, a survey after arrival at Juan Fernandez reported that she was so badly damaged that she was beyond repair so Anson had the ship broken up and the crew transferred to Gloucester. Anson prepared to sail in September but before leaving took a census which found that of the original that had left Britain on Centurion, Gloucester and Tryal, or roughly two-thirds, had died. The missing

ships[ edit ] Severn and Pearl lost sight of the other ships during the night of 10 April although it is not clear if they also lost sight of each other until morning. There were accusations later that Captain Edward Legge on the Severn had made some arrangement with Captain George Murray on Pearl to break away from the group. Before the storm both captains reported severe problems with sickness with men dying every day and damage to ship but Anson brushed them off responding that their situation was no different from the others. The two ships headed north together attempting to rejoin the squadron but on the 13th they also sighted land which they believed to be hundreds of miles behind them. Luckily, they made landfall in daylight so they had better warning. As fog descended and not knowing what had become of the other ships, Severn and Pearl headed west to get some sea room and the officers agreed that unless the winds became favorable, they would return around the Horn to safety. Then on the 17th violent gales from the north-west pushed them back toward the land and lookouts believed they saw land, so to save the ships and the crew, the order was given to turn the ships south and east and retreat around Cape Horn. This does not count the invalids and marines, nearly all of whom died. After a month in Rio, Murray wanted to make another attempt to reach the Pacific but Legge, the more senior officer overruled him saying that both ships still had insufficient able-bodied men and in any case, even if Anson had survived the storms, he may well be headed home by now. Wager Mutiny The Wager was more a freighter than a fighting ship and so even though only Tryal was smaller, she carried the largest number of invalids and marines, outnumbering the crew of plus substantial stores for the other ships and guns and ammunition for the soldiers to fight with on shore. David Cheap was her third captain since leaving England but had been sick during much of the voyage and was below decks, sick in his cabin, when the damaged ship lost sight of the others after the narrow escape off Cape Noir. After feeling they had made sufficient distance out to sea, he gave orders to head for the first rendezvous point, the island of Socorro just off the coast. His lieutenant Robert Baynes and the gunner John Bulkeley had argued that it was too dangerous to approach a target on the lee shore in a disabled ship with just 12 men fit for duty and so they should instead head toward Juan Fernandez in the open ocean. On 13 May, the carpenter John Cummins thought had glimpsed land to the west. This seemed unlikely as the mainland was to the east of them but they had no proper chart and so the report was ignored. As they were soon to realize, they had sailed into a large bay with a peninsula blocking their progress to the north. After a struggle to turn the ship around with so few men, they were struck by a large wave causing Cheap to fall down a ladder dislocating his shoulder. The surgeon gave opium to Cheap for the pain and he slept below. Instead of taking command, Baynes took to the bottle and also disappeared below. Lashed by the storm, the ship crashed onto rocks at 4 am. For the next few hours she lurched from one rock to another and then just before sinking became completely stuck. At this point there was a complete breakdown of discipline as the crew helped themselves to liquor and arms. He tried to maintain control but most blamed him for the loss of the ship and their current awful situation by his insistence on making Socorro. Admiralty regulations meant that wages would not be accrued after a wreck so most now held Cheap in contempt rather than authority. He now carried pistols at all times. His hasty decision to shoot a drunken crew member on 10 June followed by his refusal to allow the doctor to treat him meant that the victim took two weeks to die and alienated most of his remaining supporters. After his death, about remained alive on the beach with limited food salvaged from the wreck and little shelter against the ferocious winds and driving rain of winter.

**Chapter 6 : Life at Sea in the Time of Magellan by Ralph Heymsfeld**

*Near the end of the voyage Zheng He's ships encountered pirates in the Sumatran port of Palembang. The pirate leader pretended to submit, with the intention of escaping. However, Zheng He started a battle, easily defeating the pirates – his forces killing more than 5,000 people and taking the leader back to China to be beheaded.*

Jump to navigation Jump to search "Canton" redirects here. For other uses, see Canton disambiguation. Guangzhou is a huge city with several district articles that contain information about specific sights, restaurants, and accommodation. Canton is the capital of Guangdong Province in southern China. According to the census, it has a population of 13.5 million. In the era of tea clippers, Guangzhou was known in the West as "Canton". The food and the language of the area are still known as "Cantonese" and it is perfectly acceptable to use either the western or Chinese terms interchangeably. The Cantonese are proud and hard working people known throughout China and the world over for their famous cuisine and talent for business. Cantonese drivers seem to follow the rules of the road a bit more than in other cities where it is generally more chaotic. However, in between the seemingly endless skyscrapers, shopping malls and building sites there is a lot of culture and history. While Guangzhou is not usually high on the list of Asian tourist destinations, it is amazing how much the city actually has to offer. Understand[ edit ] At first sight, Guangzhou appears less as a city that is developing than one that is about to explode. Every corner seems to be packed with high-rise buildings, overpasses, and people running marathons. It can be overwhelming, and the initial instinct of many visitors is to leave as soon as possible. However, those that overcome this urge and stay around will discover a gentler and more personable side to the city. As a major entry point for overseas culture for many centuries, foreigners are not the anomaly here that they are in other Chinese cities. Consequently, travellers are afforded more personal space and freedom. In addition, tucked away in the back streets, the old Guangzhou of traditional neighbourhoods still moves at an age-old pace, with families and friends often sitting outdoors enjoying tea and banter. Guangzhou also has the largest urban park in China, an island of refurbished colonial buildings, and some world class galleries and exhibition spaces. However, despite being an international trading hub, there is still a lack of English signs. Outside of the business districts and tourist areas, very few locals converse well in English. It is highly recommended to bring a phrasebook. Navigating Guangzhou without a phrasebook or understanding of the language will prove to be a difficult task. Guangzhou is often negatively referred to as the Los Angeles of China, thanks to its sprawl of highways, shopping malls, smog, traffic jams, diverse population and its comparatively high crime-rate. Despite claims of Guangzhou being a dangerous city, it is not dangerous at all, in comparison to any large western city. Districts[ edit ] Layout of Guangzhou Like many Chinese cities, Guangzhou municipality includes a vast rural area in addition to the urban core. There are 11 districts in Guangzhou. It is also home to most expat communities. North and east districts These districts are mostly rural: Highlights include the Baiyun Mountain. Highlights include the former Huangpu Military Academy. History[ edit ] Formerly known as Canton to the West, the city of Guangzhou has a history dating back roughly 2,000 years. The symbol of Guangzhou -- the five Rams A legend tells of five celestial beings riding into the area that is now Guangzhou on five rams carrying sheaves of rice. The celestials bestowed blessings on the land and offered the sheaves to the people of the city as a symbol of prosperity and abundance. After the celestials left, the rams turned into stone, and Guangzhou quickly developed into an affluent and influential city. Due to this legend, Guangzhou has gained several popular nicknames: The name Guangzhou actually referred to the prefecture in which Panyu was located. As the city grew, the name Guangzhou was adopted for the city itself. As a result of its links with the Middle East, a mosque was established in the city in 675, and a small Muslim community continues to live in Guangzhou to this day. Additionally, the sixth patriarch of Zen Buddhism was born in Guangzhou and taught the famous Platform Sutra in the city. As a result, Guangzhou has retained a strong connection with this school of Buddhism, and the monastery where the sixth patriarch studied is considered a local treasure. This started the spread of Christianity in the country. In modern times, Guangzhou is also notable for being home to the largest African population in China. In the city was sacked by the Persians. In the Portuguese were the first Europeans that

arrived in Canton. They obtained a monopoly on the trade in China and took Macau as a base; their monopoly lasted until the Dutch arrived in the 17th century. In the British East India Company established a trading post here. In , the government designated the city as the only port allowed business transactions with foreign nations. This continued until when the Treaty of Nanking was signed, when four other " treaty ports " were added. Losing the exclusive privilege pushed Guangzhou to become more industrialized later. When to visit[ edit ].

*The Age of Discovery. In the years from the mid-15th to the mid-16th century, a combination of circumstances stimulated men to seek new routes, and it was new routes rather than new lands that filled the minds of kings and commoners, scholars and seamen.*

Van Dyke Living at Whampoa, where foreigners resided for several months each year, involved many hardships. The foreign cemeteries were sober testimony to these perils, and the lists of ship crews routinely described sailors who fell overboard, died of disease, or were killed by pirates. A slave in Algiers at last accounts. Died and thrown overboard off Cape Horn. Lost overboard off Japan. Murdered by the Chinese near Macao. Died on board an English Indiaman. Was drowned at Whampoa in 1602. Died with the small-pox at Whampoa in 1603. Shot and died at Whampoa in 1604. Drowned off Java Head in 1605. Murdered by the Chinese. Died with the leprosy at Macao. Killed by Chinese pirates. As each ship would have between 50 and 100 people on board, together they formed a large concentration of souls and the death rate was high. Since pirates also infested the waters, Chinese patrol boats helped defend the trading ships. Chinese and Western artists delighted in portraying the multitude of Chinese boats of all sizes that dominated life on the rivers and coasts. The riverboats, generally long with flat hulls, contained enough space to hold both cargo and families living on them. Oceangoing junks had traveled the waters of East Asia, Southeast Asia, and the Indian ocean ever since the Song dynasty in the 10th century. Small sampans supported families engaged in a great variety of niche activities— including selling provisions and even raising ducks to sell to the merchants in and around Canton. Native water life on rivers and seas. Oceangoing junk.

**Chapter 8 : RMS Canton 3 - to**

*First Voyage to Canton Ship and crew. The first voyage of the Company was that of the Fredericus Rex Sueciae, which set sail from Gotheburg on 9 February Colin Campbell was supercargo - carrying all the authority of the Company - to whom the First Captain, Georg Herman Trolle had to defer.*

The work of a seaman was hard and punishment for disobedience was brutal. The ships ranged in weight from 75 to tons. It is not known what types the remaining ships were, but they were likely either caravels or carracks, two ships commonly seen on the Iberian peninsula. Both caravels and carracks were three masted. Caravels were smaller and lighter with a shallow draught, while carracks had a deeper draught. Carracks were less maneuverable but could hold more cargo and therefore were useful on expeditions for storing provisions. Regardless of whether a caravel or a carrack, the ships offered little in the way of creature comforts for the crew. The various ships would have had a small cabin for the captain and officers, but not for the seamen. Hammocks had only recently been brought to Europe by Columbus who had discovered them in the Bahamas. The shipmen would have bed down on the deck wherever they might find a bare plank or coil of rope. Regardless, they would not have been able to get much sleep. The sea never rests and therefore seldom could the crew. The crew was divided into three watches which would rotate throughout the night. A strict hierarchy was maintained among the crew, and the duties of a sailor varied according to his position. At the bottom of this hierarchy were the pages, young boys who ranged in age from about 8 to 15 years old. There were actually two classes of page: Predictably the daily lives of the two classes of page were strikingly different. The peasant pages led a hard existence scrubbing the decks, cleaning up after meals, and in general performing any menial tasks that might arise. Life was kinder to the privileged pages who were assigned to officers and under their protection. The privileged pages came from well-connected families and were expected to be training for a career at sea. One of their duties was to maintain the sand clocks on which the ship relied for both timekeeping and navigation. Apprentices would range in age from about seventeen to twenty. The tasks of the grumetes and marineros were diverse and depended on circumstance as well as their individual skills. Onboard a ship one might be called to climb the lookout post, furl and unfurl the sails, or worst of all man the bilge pumps. The bilge pump was an absolute necessity and a good example of the many Renaissance technologies which enabled the Age of Discovery. Even when they were in the best repair, ships of the day would take on water. Prior to the invention of the suction pump, this bilge water would have to be bailed with buckets, and if a ship was taking on water too fast the sailors might not have been able to keep up. The first suction pumps were made of a tube - likely a hollowed out log - with a plunger that had a handle attached at one end and a leather flange at the other. The pump moved water more effectively than the buckets ever could have hoped too, but the work was exhausting. Even worse, the bilge water was notoriously vile and sailors would be overcome by the stench. In addition to the general crew there were a number of specialists at sea. The pilot was in charge of navigation. The boatswain would have been the most experienced sailor, in charge of the sails and in general charge of the crew making sure the orders of the officers were carried out. With such hardships and terror at sea, it was difficult to keep order aboard a ship. To maintain authority punishments were swift and severe. The most common form of punishment was flogging or whipping with a rope. The number of strikes was proportioned to the degree of the offense. Stealing food might earn as many as 99 strikes. There were other forms of punishment borrowed from the tortures of the Spanish Inquisition. In the strappado the offender was suspended from the ceiling by the wrists which were tied behind the back. In the toca, similar to waterboarding, the offender had a cloth placed over his mouth while water spilled from a jar created the impression of drowning. The most severe infractions at sea - notably mutiny - were punishable by death. Diet aboard a 16th century Spanish vessel would have consisted primarily of salted meat and hardtack. It was a cracker made of flour and water with perhaps a little lard or perhaps not. Other foods would have included fish, oil, cheese, and beans. It was difficult for ships of the day to carry enough provisions to last an entire voyage so rationing was common. It was also difficult to keep food fresh and free from vermin. Of the many effects of malnutrition, by far the most devastating was scurvy. Scurvy is caused by vitamin C

deficiency but at the time of Magellan this relationship was not understood. Vitamin C is necessary for the production of collagen. Scurvy begins with fatigue, spots on the skin, and bleeding from the gums and mucous membranes. As the disease progresses, the victim becomes increasingly weak to the point of being immobilized, teeth fall out, and old scars reopen. Although the condition is easily cured with fresh fruits and vegetables or citrus juice, left untreated the result is death. It is believed that more sailors in the Age of Discovery succumbed to scurvy than to storms, shipwrecks, and hostile encounters combined.

*At Canton on the return voyage to England, following Cook's death in Hawai'i, the crew sold their surplus pelts for \$ apiece, a remarkable price at the time. News of the fabulous value of Northwest furs sparked the interest of traders in America, England and Spain and led to the beginning of the sea-based fur trade in the Northwest.*

Bring fact-checked results to the top of your browser search. The Age of Discovery In the years from the mid-15th to the mid-16th century, a combination of circumstances stimulated men to seek new routes, and it was new routes rather than new lands that filled the minds of kings and commoners, scholars and seamen. First, toward the end of the 14th century, the vast empire of the Mongols was breaking up; thus, Western merchants could no longer be assured of safe-conduct along the land routes. Second, the Ottoman Turks and the Venetians controlled commercial access to the Mediterranean and the ancient sea routes from the East. Third, new nations on the Atlantic shores of Europe were now ready to seek overseas trade and adventure. World map by J. Contarini, 1571, depicting the expanding horizons becoming known to European geographers in the Age of Discovery. Courtesy of the trustees of the British Museum; photograph, J. The sea route east by south to Cathay Henry the Navigator, prince of Portugal, initiated the first great enterprise of the Age of Discovery—the search for a sea route east by south to Cathay. His motives were mixed. He was curious about the world; he was interested in new navigational aids and better ship design and was eager to test them; he was also a Crusader and hoped that, by sailing south and then east along the coast of Africa, Arab power in North Africa could be attacked from the rear. The promotion of profitable trade was yet another motive; he aimed to divert the Guinea trade in gold and ivory away from its routes across the Sahara to the Moors of Barbary North Africa and instead channel it via the sea route to Portugal. European exploration of the African coast. Prince Henry died in 1482 after a career that had brought the colonization of the Madeira Islands and the Azores and the traversal of the African coast to Sierra Leone. All seemed promising; trade was good with the riverine peoples, and the coast was trending hopefully eastward. Then the disappointing fact was realized: In 1488 he rounded the Cape of Storms in such bad weather that he did not see it, but he satisfied himself that the coast was now trending northeastward; before turning back, he reached the Great Fish River, in what is now South Africa. On the return voyage, he sighted the Cape and set up a pillar upon it to mark its discovery. In 1492 Columbus had apparently reached the East by a much easier route. Interest was therefore renewed in establishing the sea route south by east to the known riches of India. This he did after a magnificent voyage around the Cape of Storms which he renamed the Cape of Good Hope and along the unknown coast of East Africa. Soon trading depots, known as factories, were built along the African coast, at the strategic entrances to the Red Sea and the Persian Gulf, and along the shores of the Indian peninsula. In the Portuguese established a base at Malacca now Melaka, Malaysia, commanding the straits into the China Sea; in 1512 and 1513, the Moluccas, or Spice Islands, and Java were reached; in 1557 the trading port of Macau was founded at the mouth of the Canton River. Europe had arrived in the East. But Portugal was soon overextended; it was therefore the Dutch, the English, and the French who in the long run reaped the harvest of Portuguese enterprise. Some idea of the knowledge that these trading explorers brought to the common store may be gained by a study of contemporary maps. The delineation of the west coast of southern Africa from the Guinea Gulf to the Cape suggests a knowledge of the charts of the expedition of Bartolomeu Dias. The coastlines of the Indian Ocean are largely Ptolemaic with two exceptions: The Contarini map of 1571 shows further advances; the shape of Africa is generally accurate, and there is new knowledge of the Indian Ocean, although it is curiously treated. Peninsular India on which Cananor and Calicut are named is shown; although too small, it is, however, recognizable. There is even an indication to the east of it of the Bay of Bengal, with a great river running into it. East again, as on the map of Henricus Martellus, the Malay Peninsula appears twice. The sea route west to Cathay It is not known when the idea originated of sailing westward in order to reach Cathay. Many sailors set forth searching for islands in the west; and it was a commonplace among scientists that the east could be reached by sailing west, but to believe this a practicable voyage was an entirely different matter. Christopher Columbus, a Genoese who had settled in Lisbon about 1485, argued that Cipango lay a mere 2,000 nautical miles west

of the Canary Islands in the eastern Atlantic. He could not convince the Portuguese scientists nor the merchants of Lisbon that his idea was worth backing; but eventually he obtained the support of King Ferdinand and Queen Isabella of Spain. The sovereigns probably argued that the cost of equipping the expedition would not be very great; the loss, if it failed, could be borne; the gain, should it succeed, was incalculable—indeed, it might divert to Spain all the wealth of Asia. From the Canaries he sailed westward, for, on the evidence of the globes and maps in which he had faith, Japan was on the same latitude. If Japan should be missed, Columbus thought that the route adopted would land him, only a little further on, on the coast of China itself. With the help of the local Indians, the ships reached Cuba and then Haiti. Although there was no sign of the wealth of the lands of Kublai Khan, Columbus nevertheless seemed convinced that he had reached China, since, according to his reckoning, he was beyond Japan. At the time, however, his efforts must have seemed ill-rewarded: He died at Valladolid in 1492. Did he believe to the end that he indeed had reached Cathay, or did he, however dimly, perceive that he had found a New World? Whatever Columbus thought, it was clear to others that there was much to be investigated, and probably much to be gained, by exploration westward. In England, Bristol, with its western outlook and Icelandic trade, was the port best placed to nurture adventurous seamen. In the latter part of the 15th century, John Cabot, with his wife and three sons, came to Bristol from Genoa or Venice. His project to sail west gained support, and with one small ship, the *Matthew*, he set out in May, taking a course due west from Dursey Head, Ireland. His landfall on the other side of the ocean was probably on the northern peninsula of what is now known as Newfoundland. From there, Cabot explored southward, perhaps encouraged to do so, even if seeking a westward passage, by ice in the Strait of Belle Isle. The coasts between the landfalls of Columbus and of John Cabot were charted in the first quarter of the 16th century by Italian, French, Spanish, and Portuguese sailors. Sebastian Cabot, son of John, gained a great reputation as a navigator and promoter of Atlantic exploration, but whether this was based primarily on his own experience or on the achievements of his father is uncertain. The map of Contarini represented a brave attempt to collate the mass of new information, true and false, that accrued from these western voyages. The land explored by Columbus on his third voyage and by Vespucci and de Ojeda is shown at the bottom left of the map as a promontory of a great northern bulge of a continent extending far to the south. In the wide sea that separates these northern lands from South America, the West Indies are shown. Halfway between the Indies and the coast of Asia, Japan is drawn. A legend placed between Japan and China reveals the state of opinion among at least some contemporary geographers; it presumably refers to the fourth voyage of Columbus in 1498 and may be an addition to the map. Christopher Columbus, Viceroy of Spain, sailing westwards, reached the Spanish islands after many hardships and dangers. Weighing anchor thence he sailed to the province called Ciambra [a province which then adjoined Cochinchina]. To more and more people it was becoming plain that a New World had been found, although for a long time there was little inclination to explore it but instead a great determination to find a way past it to the wealth of Asia. The voyage of the Portuguese navigator Ferdinand Magellan, from 1499 to 1502, dispelled two long-cherished illusions: Ferdinand Magellan had served in the East Indies as a young man. Familiar with the long sea route to Asia eastward from Europe via the Cape of Good Hope, he was convinced that there must be an easier sea route westward. His plan was in accord with Spanish hopes; five Spanish ships were fitted out in Sevilla, and in August they sailed under his command first to the Cape Verde Islands and thence to Brazil. The Gulf of St. Lawrence. In September a southward course was set once more, until, finally, on October 21, Magellan found a strait leading westward. It proved to be an extremely difficult one: It was a miracle that three of the five ships got through its mile km length. After 38 days, they sailed out into the open ocean. Once away from land, the ocean seemed calm enough; Magellan consequently named it the Pacific. The Pacific, however, proved to be of vast extent, and for 14 weeks the little ships sailed on a northwesterly course without encountering land. At last, on March 6, exhausted and scurvy-ridden, they landed at the island of Guam. Ten days later they reached the Philippines, where Magellan was killed in a local quarrel. The survivors, in two ships, sailed on to the Moluccas; thus, sailing westward, they arrived at last in territory already known to the Portuguese sailing eastward. One ship attempted, but failed, to return across the Pacific. Cano, not having allowed for the fact that his circumnavigation had caused him to lose a day, was greatly puzzled to find that his carefully kept log was one

day out; he was, however, delighted to discover that the cargo that he had brought back more than paid for the expenses of the voyage. Not all the major problems of world geography were, however, now solved. Two great questions still remained unanswered. The emergence of the modern world The centuries that have elapsed since the Age of Discovery have seen the end of dreams of easy routes to the East by the north, the discovery of Australasia and Antarctica in place of Terra Australis Incognita, and the identification of the major features of the continental interiors. While, as in earlier centuries, traders and missionaries often proved themselves also to be intrepid explorers, in this period of geographical discovery the seeker after knowledge for its own sake played a greater part than ever before. In a trading company, later known as the Muscovy Company, was formed with Sebastian Cabot as its governor. Under its auspices numerous expeditions were sent out. Soon, attempts to find a passage to Cathay were replaced by efforts to divert the trade of the ancient silk routes from their traditional outlets on the Black Sea to new northern outlets on the White Sea. The Dutch next took up the search for the passage. The English navigator Henry Hudson, in the employ of the Dutch, discovered between and that ice blocked the way both east and west of Svalbard Spitsbergen. The Northwest Passage, on the other hand, also had its strong supporters. In the English explorer Sir Martin Frobisher found the bay named after him. Between and, three English voyagers—Robert Bylot, Sir Thomas Button, and William Baffin—thoroughly explored the bay, returning convinced that there was no strait out of it leading westward. As in the quest for a Northeast Passage, interest turned from the search for a route leading to the riches of the East to the exploitation of local resources. Lawrence estuary and Hudson Bay. Further search for the passage itself did not take place until the 19th century: It was left to the Norwegian explorer Roald Amundsen to be the first to sail through the passage, which he did in. It was the Dutch, trading on the fringes of the known world, who were the explorers. Victualing their ships at the Cape, they soon learned that, by sailing east for some 3, miles 5, km before turning north, they would encounter favourable winds in setting a course toward the Spice Islands now the Moluccas. In a farsighted governor general of the Dutch East India Company, Anthony van Diemen, sent out the Dutch navigator Abel Tasman for the immediate purpose of making an exploratory voyage, but with the ultimate aim of developing trade. He sailed north without finding Cook Strait, and, making a sweeping arc on his voyage back to the Dutch port of Batavia now Jakarta, Indonesia, he discovered the Tonga and the Fiji Islands. Westward voyages to the Pacific The earlier European explorers in the Pacific were primarily in search of trade or booty; the later ones were primarily in search of information. The traders, for the most part Spaniards, established land portages from harbours on the Caribbean to harbours on the west coast of Central and South America; from the Pacific coast ports of the Americas, they then set a course westward to the Philippines. Many of their ships crossed and recrossed the Pacific without making a landfall; many islands were found, named, and lost, only to be found again without recognition, renamed, and perhaps lost yet again.