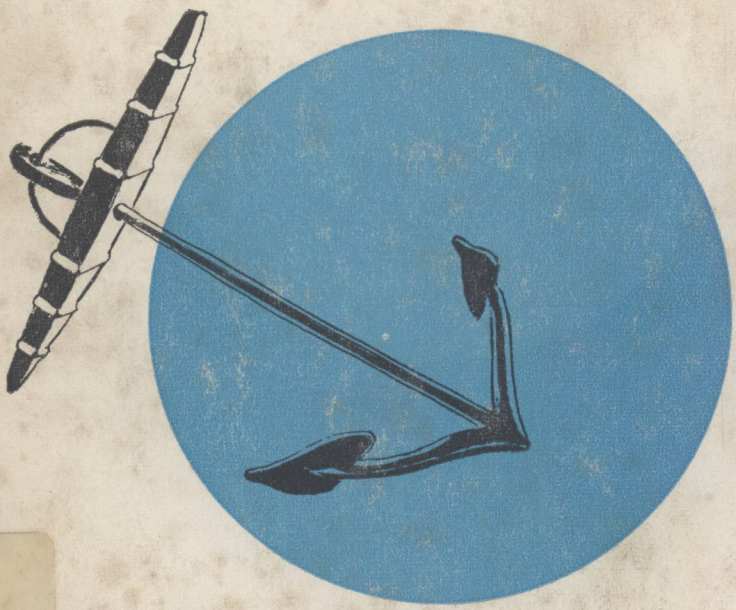
HAKLUYT

Voyages

IN EIGHT VOLUMES

VOLUME ONE



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RICHARD HAKLUYT

Voyages

IN EIGHT VOLUMES · VOLUME ONE

Introduction by
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INTRODUCTION.

RICHARD HAKLUYT, the scholar who edited these Voyages, was born (it is thought) in London, of a good Herefordshire family, about the year 1553. He was educated at Westminster School; and it was as a Westminster boy that he received his bent towards the study of books of travel. While on a visit to the Temple his cousin (another Richard Hakluyt) showed him a map of the world, and gave him "a lesson in geography," to such good purpose that the boy, full of "rare delight," resolved, "by good assistance, to prosecute that knowledge and kind of literature," if ever he should go to the University. In 1570, while Drake was "prospecting" for his Nombre de Dios voyage, he went to Christ Church, Oxford, where he soon acquired some five or six languages to help him in his study. He read all the books of Voyages, and all the mariners' journals, to be obtained at Oxford; and besides this, he studied the arts of map-making and navigation; and began to put together a first collection of Voyages (to America and the West Indies) which was published long after he had taken his degree, in the year 1582.

A year after the publication of this book he went to Paris, as chaplain to the English ambassador, with whom he remained for five years. During his stay in France he worked at his great collection, *The Principal Navigations*, which was published, in one folio volume, in 1589, the year after the Armada. In 1590 he became rector of Wetheringsett in Suffolk, where he must have lived until 1602, when he was made prebendary (and afterwards archdeacon) of Westminster. In 1612, he became rector of Gedney, Lincs., where, in 1616, he died, aged sixty-three.

His *Principal Navigations* were issued in their final form (three black letter folios) in 1599; but they contain only a small fraction of his life's work. He published besides these folios, a *Discourse of Western Planting*, and three or four translations from the French and the Portuguese. An immense mass of manuscript was in his possession when he died; and this was afterwards published by Samuel Purchas, in the four huge quartos of the

Pilgrims. This collection, though of great interest, is a less perfect thing than the *Principal Navigations.* Purchas was a bad, Hakluyt an almost perfect editor; and the voyages which fell into Purchas' hands were mutilated and garbled, foolishly contracted, and then published, with much foolish editorial comment.

Michael Drayton, the poet, always a felicitous critic, speaks of Hakluyt as the "industrious." Industry was a common virtue in the time of Elizabeth; but the industry of Hakluyt was extraordinary. His great work, the result of many years of weary labour, is a monument of industry. His "three severall Volumes" were only collected "after great charges and infinite cares, many watchings, toiles and travels, and wearying out of his weake body." He had to ride on many far journeys, to search into many libraries, to look through vast stacks of manuscript and black letter, and to talk with many seamen and geographers, before his great work could be begun. He was not only "industrious"; he was wise and far-seeing. In his beautiful dedications, where he reveals himself most clearly, without laying aside his humility, he shows how eager he was to advance his country among the nations. He wished that a lectureship might be established in or near London "for the banishing of our former gross ignorance in marine causes." He grieved to see Englishmen without employment, begging in the streets, or going to the gallows for petty thefts. He wished to see such wasted lives made profitable in the New World, where he writes, "we of England," might "share and part stakes" with our fore-runners; as in fact we did before Richard Hakluyt died. He had ever before him the vision of England, a queen among the nations, prosperous and peaceful, beautiful with all noble arts, busy with all honest labour, perfect in all knightly virtue. His love of England, his desire for the honour of England, "devoured all difficulties"; and pricked him forward in his "troublesome and painful" work. His *Principal Navigations* is our English epic. It is a great and noble poem, which commends the sailors of our nation, with fit humility and truth, "for their high courage and singular activity." The poets of that great period, living in the kingdom of the imagination, have left the deeds of our heroes unsung. It was left to Richard Hakluyt, a humble preacher, to bring together the stray records of them, that future ages might admire, and coming generations imitate,

"the high heart and manly resolution" of those who tried "the fortune of the sea," under such hard conditions, for the advancement of their country's honour.

The life of a sailor is pleasant only at brief intervals, when the weather is fine, the ship comfortable, and the treatment of the officers considerate. As a rule, it is a harsh life, with few pleasures to make amends for its hardships. In Elizabethan times, it was harder than it is to-day; though perhaps not very much harder than it was to those who sailed with Anson, in the middle of the eighteenth century. In considering the achievements of the Elizabethan sailors, it is well to bear in mind the conditions under which they lived and worked, when at sea; for, with those remembered, we cannot but pay more honour to their resource, their stoutness of heart, their "manly resolution." They had other dangers to fight than those of storm and calm. They put forth upon seas full of pirates, along coasts uncharted, among the cruizers of enemies and of privateers. Their ships were often slow, unseaworthy, leaky, ill-found, unhandy, and pestilential. The voyages were long and dangerous, the sea provisions often of bad quality, and the scurvy, their immediate resultant, as deadly as the plague. There will not be space in this paper to discuss the sea conditions at great length, or in detail; but a short description of the ships, their arms, equipment, and complements, may help to interest the reader in the study of our old sea history.

The Elizabethan ships were neither graceful nor beautiful. They were short, squat, and clumsy, without the lovely curving sweep from the fo'c's'le to the counter, which makes the modern iron sailing ship so perfect an image of beauty, and gives to her that indefinable air of potential swiftness. The Elizabethan shipwrights built with wood; and for various reasons it is impossible to build a long wooden ship of any great burden. The Elizabethan ship was seldom more than thrice as long as her extreme breadth.

The man-of-war was the typical Elizabethan ship. In many ways she was the greatest naval achievement of the reign. There were two general types of man-of-war, and both types had a strong professional following. The one was the "great ship" type, of ships of large size "high charged," or built up high at stern and bow, "for maiesty, and terror of the enemy";

the other a flush-decked type, without forecastle and sometimes without poop, lying "low and snug in the water," unhampered by any "tottering cagework." Both types had one complete gun-deck running the length of the ship below the spar or upper deck. It is not known whether any Elizabethan ship had two complete covered gun-decks; but it is probable that no genuine two-decker then existed of the Nelson or Anson type. The high charged ships had, however, other batteries of guns in the "half decks" made by the great towering topgallant poops, and in the square forecastles forward; though these batteries, being high above the water, contained comparatively light guns. Some Elizabethan drawings show that two or more heavy guns were sometimes mounted on the half deck, or orlop, below the true gun-deck.

The "high-charged" man-of-war described.—Between the ship's superstructures of poop and forecastle, there was an open space called the waist, where the sail-trimmers did their duty, and where the smaller boats (the pinnaces and skiffs) were stowed, when the ship was at sea. The after bulkhead of the forecastle, and the forward bulkhead of the poop, were pierced for quick-firing guns, mounted so as to sweep this open space, if the ship were boarded by an enemy. The poops, of which there were sometimes two, one abaft and above the other, sloped aft at a considerable angle; and the whole elaborate counter of the ship slopingly overhung the sea for a distance of some twenty feet, without any support from the keel. The sides of the ship "tumbled home," or sloped in, considerably, so that the breadth of the spar-deck was much less than the breadth of the ship at the water line. Under the poops were the sleeping quarters of the master and captain, the steering gear and binnacle, and the great cabin, where the captain took his meals and entertained his guests. In the forecastle (a much smaller space), there was room for the berths of some of the hands, and perhaps also for some of the stores in daily use in a ship, such as coils of rope, tackles, spare blocks, marline stuff, etc. Below the upper deck was the main, gun, or berth deck, where the heavy guns were ranged in batteries, and where the men were berthed. On this deck a number of hanging canvas screens made little temporary cabins, berths, or messes, between the guns, so as to give privacy to the men. These screens could be rolled up and secured to the beams when the decks were cleared for battle. Below the gun deck there was, in some ships, a false, or partially

decked, orlop or overlop. On the decked part of this orlop stood the bread room and other store rooms, the cable tiers, and the cabins of the petty officers. Below this orlop there was the hold, containing the gravel ballast, the powder-magazines, the beer, water and provision casks; and the ship's galley or cook-room. The galley was built upon a strong brick floor laid on the ballast; and lying so low down in the ship its cooking fires sometimes heated and spoiled the provisions in the store rooms; while in the tropics they made the whole ship uncomfortably hot.

The great after overhang made these ships pitch badly in anything like a sea. The bow was therefore fitted with a powerful wooden "beakhead," projecting outboard, which shattered the seas at each plunge and kept them from sweeping fore and aft. A great ship had usually a stern walk or galley, running round the stern, on which the captain could walk, or from which stern chase guns could, on occasion, be fired. Ships without high-charged sterns appear to have had no stern walk; and in the drawings of such ships the beakhead is less prominent than in the others.

The upper works of the men of war were not uniformly coloured. The Pipe Office Accounts, quoted by Mr. Oppenheim, show that two ships were painted green and white, another red, and others "timber colour," and black and white. All had a quantity of carved and gilded work at bow and stern, and most bore a figure-head painted in fitting colours. The interiors of cabins are said to have been painted green. The ship's sides along the gun-deck, within board, were probably painted red or green, but in some instances they may have been painted white, in order that the dark decks might be made as light as possible.

The rig of the Elizabethan ship.—The rig of the Elizabethan ships (we do not speak of small craft) was not unlike that employed in sailing ships at the present time; though they were different in one particular, they had neither jibs nor staysails to help them in working to windward. Their only head sail was the sprit sail, a square sail setting from a yard below (but attached to) the bowsprit. On the foremast, two sails were set, the foresail and foretop sail, both of which were square sails, setting from yards which could be easily lowered to the deck. The mainmast had also a square course and topsail, setting from moveable yards. The mizen mast had a lateen, or mizen yard, carrying a single fore and aft sail. If the ship had a fourth, or jigger mast (then called a

bonaventure mizen), it was rigged like the mizen, with one lateen yard and sail. The fore and main masts carried moveable topmasts, which could be easily struck in bad weather. The bowsprit, and the mizen and jigger masts were all pole, or single, spars.

The fore and main topsails were comparatively small sails. Neither they nor the courses seem to have been fitted with reef bands, and therefore their area could not have been reduced gradually as the wind increased. In fine weather the greatest Elizabethan ships may have set light top gallant sails above the topsails; but such sails are only shown in one or two drawings of the time. Another device for increasing the sail area was that of the drabler and the bonnet. The bonnet, which is not quite obsolete even now, was a strip of canvas which laced to the foot of a course. The drabler was a second strip which laced to the foot of the bonnet. The sails (especially the courses) had a great spread. The masts were comparatively short and stumpy, but the lower yards were great spars, carrying sails which must have been awkward to handle, even when the yard had been lowered down "a port last," or almost to the bulwarks. Mr. Oppenheim has shown that the favourite type of man-of-war ranged from 400 to 600 tons, while the greatest ship in the navy was of rather less than 1000 tons. This great ship's mainmast was probably about 90 feet in length, her bowsprit and foremast each rather more than 70 feet; her foreyard between 60 and 65 feet; and her mainyard, about 80 feet, or very little less than the length of the mast. Her topsail yards were only about 35 feet long, so that the topsails, which sheeted home to yards from 60 to 80 feet in length, had a much greater spread at the foot than at the head. In the ships of from 400 to 600 tons, the mainmasts varied in length according to the length of the ships' keels. The following figures will show the reader the probable approximate lengths of their principal masts and spars.

Mainmast, 70 to 85 feet.	Mainyard, 60 to 80 feet.
Foremast, 60 to 70 feet.	Foreyard, 45 to 60 feet.
Bowsprit, 60 to 70 feet.	Topsail Yard, 25 to 30 feet.

The mizen masts were made one half the length of the mainyards; and were therefore small and unimportant.

Above the lower yards on each mast there was a strong wooden platform or top, surrounded by a cagework, some four

feet high. These tops were generally armed with quick-firing guns, and manned in time of action by picked marksmen, archers and musketeers, who tried to clear the upper deck of the opposing ship by rapid fire from their guns and bows. The yard-arms and sheer poles were sometimes fitted with heavy iron sickles, known as sheer hooks, which were supposed to be of use in close actions, when the hooks could catch and tear the enemy's sails and rigging.

The armament of an Elizabethan ship.—The ships were armed with heavy (brass or iron) muzzle loading "long" guns, of considerable range; with "short," short-ranged guns of the "carronade" type; with mortar pieces; with quick-firing breech-loading guns; with calivers and arquebuses, firing both shot and heavy arrows; and with bills, pikes, bows and arrows, of the kinds then in use. The men were expected to provide their own swords and daggers; but the ship supplied them with all other weapons, and with morions and corselets, the only defensive armour usually worn.

The guns in the main batteries were pointed through portholes. The lower tiers of guns pointed through square ports, fitted with heavy swinging port-lids. The upper tiers seem to have pointed through small round ports, not fitted with lids. The guns were mounted upon four-wheeled wooden carriages, which could be run in or out by means of side and train tackles attached to the carriages and to ring bolts in the deck and bulwarks. To elevate or depress the gun, the gunner had to raise his piece by iron crows, or by wooden handspikes, so as to thrust (or to remove from) underneath it, a wedge of wood known as a quoin. To load a gun, the gun's crew had first to run the piece in, so that the loader could pass the cartridge (usually made of canvas, flannel or parchment) down the muzzle. On the top of the cartridge, a wad of oakum or ropeyarn was rammed down, then the shot, and lastly another wad. The missile was generally a smooth ball of cast iron, kept (free from rust) in racks about the hatches and along the sides of the ship; but there were many varieties of bar, chain and hail shot, each with its special use; and English gunners knew how to make and fire shells containing quick fire or other combustibles.

Priming and firing.—When the gun was loaded, the gunner primed it. He thrust a wire down the touchhole, to prick the

cartridge; and filled the touchhole with fine mealed powder from a horn which he carried in his belt. The gun was then run out by means of the side tackles. It was brought to bear upon the mark by the insertion or withdrawal of the quoin, or by the slueing of the carriage aft or forward. When aim had been taken, the gunner took his linstock, or wooden fork, about which his match was twisted, and applied the burning end of the match to the priming in the touchhole. The gun recoiled violently, when fired; but the force of the recoil was checked by a stout rope called the breeching, which kept the gun from flying back too far. After each discharge it was sponged out with a sheepskin mop, sometimes wetted in ley. The guns did not fire very true; for the shot was always so much smaller than the bore of the piece that it wobbled about inside the gun, and made it impossible to aim exactly. Scales were cut upon the quoins, and perhaps upon the guns themselves, to help the gunner to lay his piece with accuracy.

Breech-loading guns, etc.—The breech-loading guns were mounted in the tops and cageworks "for murdering near at hand." They were not mounted on wheeled carriages, but on pivots, and strong wooden stanchions, upon which they could be turned, raised or depressed, by one or two hands. Some of them had iron handles by which their gunners could turn them in any direction. These breech-loading guns had open "beds," or "tails," in the breech, to receive the "chambers" containing the charge. The chambers were fixed into the beds or tails by means of iron or wooden wedges. After firing, the chamber was taken out, and another driven in. These guns could be fired rapidly, some thirty times an hour, or nearly as fast as a man could fire and load; but perhaps they were never fired quite so rapidly in action, as they would have become almost red hot, and very violent in their kick. The big M.L. guns could be fired about once in five or six minutes. If they became hot through repeated firing, they had to be sponged within and without, and allowed to rest.

Large guns were generally painted about the touchholes with the Royal arms and the name of their ship. They were very littie worse than the guns in use at the time of the battle of Trafalgar. The largest gun in general use in our navy in the reign of Elizabeth was the demi cannon, which threw a ball of about 30 lbs.

and had a range of about a mile. Nelson's chief weapon was the 32 pr. gun, which carried about a mile and a half, when elevated 10 degrees. The ships were generally mounted with more guns than they needed, and the excessive strain of so many guns must have shortened their terms of service. Even merchant ships and the smaller ships of Elizabeth's navy carried powerful armaments; and our sea victories in this reign were directly due to the comparative excellence of our sea artillery; and to our recognition of the fact that a war ship is a moveable battery rather than a floating parade ground, or battering ram.

The Seamen.—The ships were manned by both volunteers and pressed men. In raids likely to bring plenty of prize-money there was probably never any want of hands. For cruizes likely to bring more hard knocks than money, there seems to have been occasional difficulty in getting enough men of the right kind. All seamen were liable to serve in the navy. When men were needed, the seaport authorities summoned the local seamen, and ordered a certain number of them to repair to a named rendezvous, giving them small sums of money for their outfit and for their "conduct" or road-money. On their arrival at the rendezvous they were drafted to particular ships, and "stationed" in watch and quarters by the masters and gunners. Until 1585, the pay of the seaman was 2½d. daily, with rations. After 1585, he received 4d. daily (paid quarterly); but besides his pay he had always a share of the prize-money earned; and a hand (if not both hands) in the pillage of all ships taken. Wounded men sometimes received small pensions, or money gifts in addition to their pay; but with all this the navy was not a popular service; for the life and pay were less attractive than in merchantmen and privateersmen.

Some, perhaps most, of the ships carried "slop-chests" or stores of clothing, mostly of canvas and calico, with thick "rug" gowns, which were sold to the men who needed them. Hammocks appear to have been issued towards the end of the 16th century; but till then, and perhaps for long afterwards, many of the seamen slept on deck, wrapped in blankets, canvas, or whatever bedding they had. The men were "messed" in messes of four together. The provisions were issued with liberality; but the quality of some of them (notably the beer) was bad; and as a rule the men received only two thirds of their allowance. They were,

however, paid for the third not issued to them. The full daily allowance for each man was as follows:

Beer,[1]	one gallon.
Biscuit or bread,	one pound.
Salt beef, or salt pork with pease,	one pound, on Sundays, Mondays, Tuesdays, and Thursdays.
Salt fish, ling, or cod,	½ of a side on Wednesdays and Saturdays. ⅛ of a side on Fridays.
Butter, or olive oil,	7 oz. on Wednesdays and Saturdays.
Cheese,	14 oz. on Wednesdays and Saturdays. 3½ oz. and 7 oz. respectively on Fridays.[2]

The ships were dark, crowded, badly ventilated, wet and noisome. The provisions were of poor quality, the beer acid. The men who were sometimes without shifts of clothes, were often unclean in habit and person. They suffered much from epidemics of scurvy, of typhus or gaol fever, and of a kind of acute dysentery. caused, or thought to be caused, by the beer. The mortality aboard the ships was terrible; but before condemning the ships as more than ordinarily pestilential, one should remember that the whole of Elizabethan England was liable to similar epidemics, for similar reasons.

The crews of ships in commission were divided into two watches, and subdivided into stations roughly corresponding to the divisions which lasted in our service till within the memory of man. The able seamen, the best and most experienced men, who knew the art of seamanship, corresponded to the "forcastlemen" of later years. They seldom went aloft; but they set up the rigging and kept the sails trimmed, and all the gear in beautiful order. The ordinary seamen and "younkers," corresponded to the later "topmen" who did the work aloft. The cabin boys and swabbers corresponded to "waisters," the ship's scavengers and cleansers, who were unfit for other duty.

[1] It must be borne in mind that no man drank water at sea until the beer was expended.

[2] Prisoners received two thirds of the above allowances; or perhaps two thirds of the two thirds issued to the crew.

Those who offended against the rules of the service were generally flogged with a cane or a whip. Lazy, mutinous and thievish seamen, and those who slept in their watch on deck, were ducked from the yard arm, or "violently let fall into the sea, sometimes twice, sometimes three several times." Other punishments were: sousing with a bucket of water; tying to the mast with weights hung about the neck, "till their back be ready to break"; confinement to the bilboes or irons; holding a marlinespike in the mouth (for swearing); or for very grave offences, death by shooting or hanging. Those detected in a lie were placed for a week under the swabbers, to do the dirtiest work of the ship at the swabber's bidding.

The Officer.—The Captain was not always able to navigate his ship; and sometimes he was not even a seaman. He ruled the entire company, kept a muster book and an account of stores, and judged and sentenced the offenders in his complement. If the ship carried *a lieutenant*, a rank first known at the end of the Queen's reign, he acted as a captain's proxy, or as a general overseer deputed by the captain to carry on the work of the ship. Below, or in place of a lieutenant, there was the *master*, a certificated navigator, whose duties were like those of the lieutenant but more responsible. Some ships seem to have carried a *pilot*, or junior master, a man of great sea experience, who took charge when the ship was entering or leaving port. The *gunner* was the chief of a small band of men skilled in the art of gunnery. He shared with the captain the power of directing a fight. He was expected to know how to sight, mount, dismount, lay, secure, or cast loose his guns, how to make powder, "fireworks," priming powder, cartridges, etc., and to stow his magazine so that everything should be dry, ready to hand, and clean. He had to keep his guns ready primed, and a match ready lit to fire them. He and his mates were responsible for the good order of the guns and all connected with them. A master-at-arms, or *corporal*, was responsible for the small arms. He kept the bandoliers filled with cartridges, and the muskets clean and neat in racks in the armoury. The *boatswain* had charge of the ship's rigging, her boats and anchors, her sails, flags and ropes, her blocks and deadeyes. He had a whistle on which he piped before he repeated an officer's order. He and his mates acted as the ship's gaolers and executioners. A *coxwain* kept the captain's boat in order, and steered her when

the captain went ashore. He had to choose his boat's crew from the best men in the ship, and to see that they wore a gay livery or uniform. He, too, wore a whistle "to chear up and direct his Gang of Rowers." The hold was stowed and kept clean by *quartermasters*. The ship's accounts were kept, and the ship's provisions issued, by a *purser* who had to be "an able Clerk." The *steward* was the purser's assistant, with direct authority over the ship's candles and the bread-room. A *cook* ruled in the galley, to dress the provisions. A *carpenter* kept the ship in repair. A *cooper* looked after the casks (especially the beer and water casks). A *trumpeter* blew a trumpet on the poop when the ship went into action; and also at the changing of watches, and when welcoming or losing a distinguished guest. A *chaplain* read prayers two or three times a day, preached, and celebrated the Holy Communion on Sundays, and visited the sick and wounded at odd times. A *chirurgeon* prepared and administered medicines, searched and dressed the wounded, and lived below the gun-deck, in a cabin of his own, attended by a boy, who mixed his medicines.

These officers were paid[1] (after 1582, when an old irregular system of "deadshares and rewards" was abolished) according to the size of the ships in which they served, or according to the urgency of the work in hand. The scale of wages allotted to a master from two guineas to a pound a month, to a gunner ten shillings a month (besides perquisites), to a purser and chief carpenter from 16s. 8d. to 11s. a month, and to a trumpeter, 15s. A captain drew from half-a-crown to 6s. 8d. daily, in addition to perquisites of considerable value.

Before going into action, the crew made certain preparations. A heavy canvas cloth was rigged along the ship's side, above the gun tiers, partly to hinder boarders, and partly to hide the sail trimmers working on the decks and in the open waist. This cloth was called a pavesse, or war-girdle, or close fight. It was usually painted with coats of arms in gay colours. The tops were rigged with similar cloths. Under the masts, nettings were spread, to catch wreck falling from aloft. Buckets of salt and fresh water were placed beside each gun. Powder was handed up in latten tubs from the magazine. The men were stationed at their guns

[1] Mr. Oppenheim, in his *Administration of the Royal Navy, 1509-1660*, a work of great research, gives particular details of this, and of nearly every other subject connected with Elizabethan ships.

and other quarters; a gun's crew varying from ten to two men, according to the size of the piece. Matches were lighted, and left to smoulder over tubs of water. The ports were opened, and the guns loaded and run out. The flag (St. George's cross, red upon a ground of white) was hoisted; and the trumpeter, dressed in his tabard, with his trumpet hung with a cloth of the same colour, took his station on the poop, ready to sound a point before the enemy was hailed.

Other curious details of sea-customs, and of the ordering of ships at sea, may be read in Hakluyt's book, especially in lists of ordinances and instructions, such as those issued by Sebastian Cabot in his Cathay voyage of 1553, to the ships in his squadron; and those given by the Russia merchants to the pursers in their employ.

The present volumes of Hakluyt's *Principal Navigations, Voyages, Traffiques and Discoveries of the English Nation* contain his "Epistles Dedicatorie" to Sir Francis Walsingham (1589), to Lord Charles Howard (1598), and to Sir Robert Cecil (1599 and 1600); his address to the Favourable Reader (1598); his Preface to the Reader (1598); and the "Voyages to the North and North East quarters, with the Ambassages, Treatises, Privileges, Letters and other observations, depending upon these voyages." For various reasons it has been found necessary to exclude the Latin versions of the Letters and Treatises; and all those voyages and Treatises which are not English. Through the kindness of Messrs. MacLehose & Sons, the text used is that of their beautiful complete reprint, in twelve volumes, which was edited by Mr. S. Douglas Jackson.

JOHN MASEFIELD.

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at any time within the compass of these 1500 years, 1589. The publication which came out 1598–1600 was a larger edition of the above work. The title page of the first volume of this edition was altered in later copies, as the account given in it of the expedition to Cadiz was suppressed. Hakluyt also completed two translations: *A notable History, containing four Voyages made by certain French Captains into Florida*, 1587, was from the French journal by Laudonnière; *Virginia richly Valued*, 1609, from the Portuguese work of Ferdinand de Soto; a facsimile of this was published by the Holbein Society, 1888.

The Manuscripts left by Hakluyt were in part used by Purchas in his *Pilgrimes*.

BIOGRAPHY: E. W. O'F. Lynam, *Richard Hakluyt and his Successors*, 1946.