

comes to an anchor again above the uppermost ship as before, or proceeds forward, according as they find by the soundings, by which they know that they have past the dangers they were afraid of and gets into a safe track, where they can depend upon the compass course, then they set and carry all the sail possible to get or keep a-head of each other.'

A second point of interest to Turnbull Library readers, rests in Hutchinson's reference, in drawing his reader's attention to an illustration, to the 'much more masterly delineation in Falconer's Marine Dictionary'. For the Turnbull Library holds three copies of different editions of this volume; not the original 1769 edition, but a 1789 one, together with later ones of 1815 and 1830. And while the two men produced their books differently, they have many points of contact. There is one slight mystery which I am unable to solve; it arises out of Hutchinson's remark that Falconer's plate 'came out a good while after my plates were struck off'. Now as Hutchinson did not publish until eight years after Falconer, it would therefore seem that Hutchinson's plates were 'struck off', and his accompanying notes presumably in draft form, about ten years before publication.

There are other clues which support, but do not confirm, this theory – as already noted, the failure to mention Cook is significant; and in the end papers is a chart of the approaches to Liverpool originally dated 1771, but corrected to 1776; and finally, in as much as they appear to be out of order, the last few entries appear to be a postscript.

Hutchinson, had certainly seen Falconer's book before going to press, and so one would expect his own to show some advances – which I think it does – but whereas Falconer's Dictionary is inevitably 'Verra interesting, but awfu' disconnected', and Hutchinson is more readable and more opinionated, the former ran to several editions over sixty years or more, with little amendment beyond up-dating, while Hutchinson as far as I am aware reached only the second edition.

Falconer is undoubtedly an easier and much more complete Book of Reference, suitable for any seaman's bookshelf; whereas Hutchinson wrote for men who wanted to be not just seamen, but good ones. For this reason he introduces almost another dimension when compared with Falconer, and is the more interesting for it.

Hutchinson's biography, as I have sketched above, leaves wide gaps. Falconer's life is well documented, from his birth in poverty in Edinburgh, through service at sea in Royal and Merchant Navies, through two shipwrecks and a celebrated poetic work 'The Shipwreck', to his loss at sea on *HMS Aurora*, when that ship vanished without trace on a voyage to India in 1769; (the year his Dictionary was first published). His manner is described by the Editor of the 1815 edition as 'Blunt, awkward, and forbidding – but a thorough seaman'. His own original introduction endorses this view, in his abrupt dismissal of