

SHIPWRECKS IN THE GULF OF CADIZ
A CATALOG OF HISTORICALLY DOCUMENTED WRECKS
FROM THE FIFTEENTH THROUGH THE NINETEENTH CENTURIES

A Thesis
by
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ABSTRACT

Shipwrecks in the Gulf of Cadiz

A Catalog of Historically Documented Wrecks from the
Fifteenth through the Nineteenth Centuries. (May 1987)

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From April 1984 through July 1985 the Institute of Nautical Archaeology, with Spain's Ministerio de Cultura, conducted a underwater archaeological survey of the Bay of Cadiz. The most significant accomplishment of the project was the gathering of historical information on more than 400 shipwrecks in the Gulf of Cadiz.

For the underwater archaeologist working on ships of the post-medieval period, a list of ships known through historical reference to have wrecked in a given area is a necessary tool, like artifact catalogs and bibliographies. Yet the few shipwreck catalogs which have been published are marginally useful at best.

This thesis formulates criteria for gathering and synthesizing shipwreck information, creates a format for presenting that information, and establishes a database of shipwrecks in the Gulf of Cadiz.

The thesis discusses the problems encountered in compiling a such a catalog. The inventory includes not only

the sources consulted for each wreck, but also the documents and publications those sources used, thus serving as a base for additional research.

In order to relate the historical information to the geography of the Gulf of Cadiz, a detailed description and maps are included. The thesis also summarizes five major events which resulted in a significant number of wrecks: 1581 Diego Flores de Valdes armada; 1587 Francis Drake's preemptive strike; 1596 English attack; 1805 Battle of Trafalgar; and 1810 French seige.

The results of the field survey are summarized and related to the historical information presented in the catalog. The remains of a portion of a late 18th- or early 19th- century ship were recorded and the possibility of its being the French warship Bucentaure is discussed. Other hull remains on display at the Spanish naval base at la Carraca are also briefly described.

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I INTRODUCTION

From April 1984 through July 1985 the Institute of Nautical Archaeology, at the invitation of Subdirección de Arqueología of Spain's Ministerio de Cultura, conducted a joint underwater archaeological survey of the Gulf of Cadiz. The project was divided into two phases, the background geographical and historical research and the field survey. Since an archaeological survey of the Gulf of Cadiz would be a project of such magnitude as to require several years to complete, we elected to begin the survey in the Bay of Cadiz because of its long history as a maritime center. Although the survey and the background research focused on the Bay, information on wrecks elsewhere in the Gulf was gathered when convenient.

Several aspects of the project - equipment, logistics, environmental data, selection of specific survey areas, the survey itself, and the project review - are discussed in the Preliminary Report (Lakey, 1985). The field work was conducted in two distinct phases: 1) magnetometric and diving, and 2) acoustic. The first phase located six underwater sites, four modern and two historic. Of the two historic sites, only one remained intact enough to be of archaeological value. The other had been the scene of

This thesis employs the International Journal of Nautical Archaeology and Underwater Exploration (IJNA) as the pattern for format and style.

considerable pot hunting. The acoustic phase of the survey located nothing of archaeological interest (Demian, 1986: 15).

The most important accomplishment of the project was the cataloging from literary sources of more than 400 shipwrecks in the Gulf of Cadiz, mostly in the Bay and at the mouth of the Guadalquivir. In the course of our gathering this information, it became evident that a reliable, well-documented list of all wrecks noted by the investigative team should be compiled and presented for the use of future archaeologists.

The Shipwreck List

For the underwater archaeologist working on ships of the post-medieval period - and to a lesser extent those of the medieval period - a list of ships that are known through historical reference to have wrecked in a given area is a necessary tool, like artifact catalogs and bibliographies. Yet the few shipwreck catalogs which have been published are marginally useful at best.

Robert Marx has published several shipwreck lists (1969, 1971, 1981, and 1983) but as often as not cites only the archives in which he gathered his material, a defect somewhat analogous to stating that the Titanic sank in the Atlantic Ocean. Catalogs which do not state specific sources of information for each wreck are almost useless to anyone wishing to further the investigation.

Patrick Lize has personally published some of his research on wrecks in French waters in his Répertoire de Naufrages. He does not cite his sources either, although he does advertise in the book that anyone wanting more information on a given wreck may write to him.

Angeles Flores, on the other hand, cites sources for each wreck in "Naufragios en el Golfo de Cádiz." Unfortunately, some of the information in the article is unreliable (see Chapter II, METHOD AND SOURCES, p. 17).

Without precise, reliable, accessible source citations, subsequent investigators are required to repeat the work of the previous researchers. It was obvious early in the historical research phase of the Gulf of Cadiz survey project that a well-documented inventory of all wrecks noted by the investigative team should be not only compiled for use by the project but also published for future use.

The list presented in this thesis, spanning the 15th through the 19th centuries, is not comprehensive. One hundred and eighteen of the entries, nearly 33% of the total 377, came from a single facsimile page of Proyecto para mejorar la navegación del río Guadalquivir en su región marítima (El Río, 1985: 131). These 118 were lost in a 48-year period, all at the mouth of the Guadalquivir. The numbers do not reflect increased trade during the 18th century nor higher risk for ships entering the mouth of the Guadalquivir than the Bay of Cadiz; they reflect the research limitations. A catalog of shipwrecks in the Gulf of Cadiz

could conceivably contain thousands of entries and take years of research. Our historical investigation was limited to approximately one-half of the project funding period: August 1984 to the beginning of the field survey in April 1985.

It is the purpose of this list to 1) make available to anyone else doing subsequent work in the Gulf of Cadiz, especially the Bay of Cadiz or the mouth of the Guadalquivir, the information which we gathered; 2) present a foundation for a database of shipwrecks in the Gulf of Cadiz; 3) present the information in a format useful to future researchers; and 4) promote the idea of publishing well-documented shipwreck inventories.

II METHOD AND SOURCES

The historical research was conducted by four members of the survey project, both Spanish and American. Material was gathered from the Museo Naval in Madrid, the Archivo General de Indias (AGI) in Seville, and the Escuela de Estudios Hispano-Americanos (EEHA), also in Seville. A preliminary list was compiled prior to the field survey, but synthesis of the information was not completed until 1986.

Criteria

The greatest problem in compiling an index of wrecked vessels is distinguishing one ship from another, be it mentioned in a documentary source or a published one. In the case of the latter, the problem of misinterpretation by the author or compiler is added. Thus it was necessary to develop criteria for distinguishing an individual ship from any other. Those nine criteria are vessel name, nickname, type, origin, size, commander, owner, pilot, and fleet.

Vessel name alone is insufficient in distinguishing ships from one another. Of the 17 ships of Luy's Alfonso Flores's Nueva España fleet lost in the 1596 English attack on Cadiz, two were known as Nuestra Señora del Rosario (#114 and #115/116) and three were called La Concepción (#117, #118, #119/120). "Nuestra Señora" is frequently omitted altogether: Nuestra Señora de la Concepción is referred to as La Concepción (#118 and #119). The phrase is also

interchanged with "Santa Marfa" occasionally, even when referring to the same vessel (see #40 and #41). The exchange is not difficult to understand when one considers that "Nuestra Señora" and "Santa Marfa" both refer to the mother of Jesus Christ. Finally, a ship with an extremely long name will have a shortened one in the documentation. What scribe would want to write Nuestra Señora de la Concepción, San José, y las Animas (#204) repeatedly?

One aid to the above problem of identical names is that vessels most often had nicknames - for example, Christopher Columbus's famous Nifa was named formally Santa Clara. Whenever the two names are used in conjunction in a document, the identity of the vessel is virtually unmistakable. Unfortunately, the tendency is to use one or the other but seldom both.

One unfortunate practice has arisen among maritime historians in confusing a vessel's position in a fleet with her nickname. Frequently in the historical documentation a ship is referred to by her fleet position only, capitana or almiranta: The capitana carried the Capitán General (fleet commander) and usually proceeded at the head, while the almiranta, carrying the Almirante, brought up the rear (Haring, 1964: 222). Given that this fleet position may be the only "name" we now have for a ship - for instance, the capitana of Columbus's fourth voyage, a vessel abandoned in St. Ann's Bay, Jamaica - we can do little else but call her that. However, to capitalize and underline/italicize the

word as if it were the ship's name or nickname is misleading. Any such vessel sailing in a subsequent voyage would not necessarily hold that same position.

Vessel type is a helpful, but most often unreliable, clue in distinguishing ships. The best-known example of the inexactness of vessel type is the long-argued issue of whether or not Columbus's first Santa Marfa was a nao or a caravela. It is beyond the scope of this thesis and my expertise to settle the issue of exactly what constitutes a caravela. It is sufficient to say that the use of the words nao/caravela or navio/fragata in connection with a given ship is not a substantial basis for distinction. Nao and navio are too often used in a generic sense: In one document, the same vessel is called a "navio genovés" and a "fragata genovesa" (AGS Marina 303).

Authors who translate ship types from one language to another further complicate the research by adding another level of interpretation. Hence I have chosen, in both the text and catalog to leave the vessel types as I encountered them in the primary documents. In cases where my sources were secondary, I could only use what the author presented. The exception is the summary of Francis Drake's 1587 attack on the Bay of Cadiz. There my sources were in English, but for some measure of consistency I converted don Pedro de Acuffa's "galleys" back to "galeras." When no type was evident, I used "ship" or "vessel" or "boat." I have not.

however, treated the vessel types as foreign words since to do so would be to overload the thesis with underlined words.

Origin, given in such phrases as "nao vizcaina" or "nao portuguesa" or "pingue siciliana," may not necessarily refer to where the ship was built, but may refer to her home port or owner's nationality. I simply do not have enough unambiguous documentary examples to make a generalization.

A statement of ship's size can serve as a general guide in distinguishing vessels. Using stated size to distinguish a 100-tonelada Santa Marfa from a 350-tonelada Santa Maria, however, makes no assumptions of and draws no conclusions about the vessels' dimensions or actual carrying capacity. Also of importance is the practice of stating the size of later military vessels in terms of number of guns. While the usage is fairly standardized (i.e. 74-guns, 80-guns, 100-guns) by the 18th century, it is not always the same for a given vessel. The best illustration is the famous Spanish super-warship of 1805, Santisima Trinidad (#336), whose number of guns is listed variously at 130 to 144. Another example, though not part of this catalog since she sank in the Caribbean in 1730, is the Genovesa, whose gun capacity is given variously as 54 and 60.

Other than name and/or nickname, the vessel's commander is the single most important item in distinguishing ships. In some respects it is more important: Documents often name the commander and not the ship; people's names are more varied than those of ships. Given also that a person can be

commander of only one ship at a time, this item of information is most useful in linking data from various sources. Spanish documents most often give the commander's name as follows: la nao de Juan García. Ownership can be given in this form but unless the commander's name is also listed, it is naming him not the proprietor.

At this point it is important to discuss the title of the commander of the vessel: *maestre*. This term has been erroneously translated as "first mate" by the eminent maritime historian and Columbus scholar, Samuel Eliot Morison, who assumes that "*capitan*" is equivalent to the modern English captain, i.e. commander of the vessel. This error has led him to misinterpret the number of supply vessels sent to Santo Domingo in 1498 (Morison, 1942: v. 2, 232). In reality, the *capitán* was the expedition commander, and was often nothing more than a political appointee or a friend of a major financial backer or the financier himself. He needed to know nothing of the sea or sailing.

In the wreck inventory, I have used the term *capitán* as the title of the vessel commander for all wrecks taken from Proyecto para mejorar la navegación del río Guadalquivir because that is how it is listed on the facsimile page illustrated in El Río (1985: 131). Given that Spanish documentation on vessels includes the ship's commander before that of the owner or any other, it appears that the commander's title had undergone some change in usage. In cases where I was uncertain of the title, I used the term

commander. Concerning the vessels lost after the Battle of Trafalgar: given that my sources were secondary and in English, my use of the word captain is based strictly on those sources and cannot be compared to the above problem of Spanish "maestre" vs. "capitán."

Whereas both the owner and the pilot are seldom mentioned in the documentation, the fleet in which a vessel is sailing frequently is. Most often, the fleet is identified by the name of its commander, the Capitán General. Sometimes additional information, such as it being the Flota de Nueva España or that of Tierra Firme, is included.

In summary, each of the above items of information is seldom sufficient by itself to distinguish one vessel from another. The combination of these bits of data, used in conjunction with other information such as the date and place of wrecking, and the port of departure and destination, enables the researcher to synthesize information from various sources with reasonable confidence that each refers to the same vessel.

Format

For each entry, the shipwreck inventory includes not only the sources consulted but, more importantly, the documents and publications those sources used. Thus confusions such as the one over San Miguel (#52) and San Michael (#54), or mistakes which readers may discover in this list, can be checked against the original sources. Of equal

importance, the catalog can serve as a starting point for further research.

The list is organized chronologically and wrecks resulting from a single event are grouped together even if that event extended over a period of days - such as the storm which followed the Battle of Trafalgar. Each entry has an identification number to set it apart from the many other vessels of the same name. The entry for each wreck includes:

year, date, month, identification number;
 name, vessel type (and origin), size;
 commander, owner, pilot, fleet;
 port of departure, destination;
 location wrecked;
 sources consulted;
 future references.

None of the entries has data for each category. Some have little more than an identification number, a year, and a general location. However, each bit of information is helpful in identifying a wreck, i.e. in distinguishing it from any other.

Duplications were eliminated except in cases where I could not be absolutely certain that the wrecks were the same (e.g. 1553 Anunciada, entries #18 and #19) or I could not be certain which particular ship wrecked in which specific place (e.g. wrecks #54 through #57, the Diego Flores de Valdes armada of 1581).

A list of abbreviations follows the catalog and notes in Chapter V. The notes explain problems of interpretation with some wrecks, or in many cases simply give further data on the vessel, cargo, wrecking, and salvage. In compiling the

catalog and the notes. I realized the need for a summary of each of the major events that left shipwrecks in the waters of the Bay of Cadiz. Chapter IV, IMPORTANT HISTORICAL EVENTS, grew from that need.

Chapter VI is a second version of the catalog, organized by wreck location and divided into three parts: the Gulf of Cadiz, the mouth of the Guadalquivir, and the Bay of Cadiz. The format is abbreviated to year, name, and identification number. Further information must be obtained from the main entry in Chapter V. Organizing the list by location required an understanding of the historical geography of the Gulf and especially the Bay of Cadiz, a requirement which resulted in Chapter III, DESCRIPTION OF THE BAY OF CADIZ, and accompanying map (Fig. 1).

Repositories

For the most part, the library at the Museo Naval contains published material and manuscript copies of documents from archives such as the AGI and the Archivo General de Simancas (AGS, outside Valladolid). The Sans Barutell, Fernández de Navarrete, and two Vargas Ponce collections are of the latter type. The Colección de documentos y manuscritos compiladas por Fernández de Navarrete has been republished in 32 volumes by the Kraus-Thomson company (1971). None of these collections, however, is an exceptionally rich source of shipwreck information. The index to Fernández de Navarrete has no entries for

shipwrecks (Veila, 1946). On the other hand, the index to the first series of the Vargas Ponce papers does contain some shipwreck entries (San Pfo and Zamarrón, 1979). Although there is a section on shipwrecks in the card catalog, the library is most useful for its cartographic collection and its extensive holdings of published material on Spanish maritime subjects.

The library at the Escuela de Estudios Hispano-Americanos is useful not so much for maritime information, but for its collection of Spanish publications on the colonial period.

The AGI, as expected, is an excellent source of information on shipwrecks. Two sections of the archive are outstanding for this type of information: the papers from the Casa de Contratación, the government body controlling trade to and from the Indies, and those from the Consulado de Cargadores a Indias (1543-1860) and the Consulado Nuevo de Sevilla (1621-1890), both merchants' organizations. Nevertheless, other sections - Indiferente General (miscellaneous papers not cataloged in their respective sections), Patronato Real (papers ostensibly of greater importance to history and therefore grouped together), and Gobierno (divided by audiencia), for example - contain a great deal of information on lost vessels.

The fact that ships were the only means of communication and transportation between Spain and her colonies means that their importance cannot be overestimated and information on

losses can be found scattered throughout the entire archive. In one legajo (Contratación 4929) which I consulted for information on early 16th-century artillery, I encountered, quite unexpectedly, references to 20 different shipwrecks!

In the AGI's Contratación section, one of the first groups of documents routinely consulted in shipwreck research are the Libros de Registro (Contratación 2898 through 2902). These Libros are quite simply a list of the ship registers that were turned in to the Casa when a vessel sailed for or returned from the Indies. Although by law these registers were to be handed over, if for whatever reason they were not, chances are the vessel is not listed in the Libro. In the very early years of the Casa it seems the bureaucratic mechanism did not function as smoothly as intended. Only three ships are listed for 1504 and none are listed as leaving or returning in 1505. Yet it is doubtful that no ships made the trip that year. Even more indicative of the failure of the Libros to record all ships is the number of vessels making subsequent trips to the Indies without being listed in the Libro as having returned from the previous voyage.

These Libros de Registro have served as the basis for three studies of the shipping between Spain and her colonies: the Chaunus, García-Baquero, and García Fuentes. Except for the years 1701-1716 - the years that followed the fall of the House of Hapsburg and preceded the firm establishment of the Bourbon rule in Spain (basically the years of the Wars of the

Spanish Succession) - these three works cover the entire span of the Libros de Registro, 1503-1783. Of the three, only the Chaunu study is extremely useful in shipwreck research. For the years after 1650 (termination date of the Chaunu volumes), it is still necessary to consult the documents in the AGI.

Another valuable set of documents are those loosely titled "Autos entre partes." These documents can be found in various sections: Contratación, Escribanía, and Justicia among others. Their value lies in their nature: legal actions taken by one party against another. When one considers that in the loss of any vessel and its cargo, a number of people have lost a substantial investment and wish to claim compensation (in a variety of manners beyond the scope of this thesis), it is easy to understand the richness of these papers for shipwreck research.

Sources

Since the purpose of the inventory is to aid in further research, a great deal of care was taken to include in the bibliography as much information as possible on each source and on its location if unpublished. The bibliography is divided into two main sections, References and Supplementary Sources. Each of these sections is further subdivided into published and documentary sources since the forms for citing the two differ greatly.

The nature of a shipwreck catalog - a compilation of information from thousands of documents and other sources which often are scant in detail - makes errors unavoidable. For this reason it is necessary that the list give complete, detailed information on each source for each shipwreck, but most publications fail to include such information.

Despite the large number of published sources cited, only one is really notable in its usefulness and reliability for Spanish shipwreck research: Pierre and Hugette Chaunu's Séville et l'Atlantique. Because they published the raw data upon which they based the statistical analyses in the later volumes, the Chaunu work is immensely valuable to archaeologists and historians seeking information on specific vessels. Volumes 2 - 4 are a tabular re-creation of the Libros de Registro up to the mid-17th century, recording almost all vessels that left for or returned from the Indies between 1503 and 1650. In addition, the information in these volumes is supplemented by extensive footnotes. The notes are so precise that the researcher can know whether six items of information on a vessel came from one document or six. No other source in shipwreck research is so finely detailed.

I must note, however, that the Chaunu work does not give all of the ships that legally plied the waters to and from the Indies in the Hapsburg era nor does it include all of those which wrecked on the route. These omissions are especially common in the early years of the 16th century and

largely reflect the shortcomings of the Libros de Registro, the basis of the Chaunu study.

In addition, there are located in the AGI several ships' registers from this early period which are not listed in the Libro. Despite the fact that the Chaunus consulted the legajo in which these registers are found, the vessels do not appear in their tabulations. This omission is because Séville et l'Atlantique uses the Libros de Registro as its framework, supplementing information on ships listed there, but never adding ships.

Another source is Angeles Flores Moscoso's article on 16th-century wrecks, "Naufragios en el Golfo de Cádiz," but it is unreliable. Not only does the article omit Francis Drake's 1587 attack, an important event in the history of Cadiz, but despite archival sources cited, it appears that information on numerous wrecks was actually copied from Chaunu (1955-1959). Repeated discrepancies in ship type and tonnage were noted in comparing the wrecks in Chaunu to those in Flores. Comparison with the source documents in the Archivo General de Indias revealed the errors are in Flores.

The Chaunus' reproduction of the Libros de Registro for the Indies fleets is presented in tabular form requiring two pages. The ship's name and the symbol indicating it wrecked are on the far side of the left-hand page, whereas the type and tonnage are on the right-hand page. In binding, the rows are sometimes misaligned making it extremely easy to get on the wrong line in reading across the two pages. This mistake

is invariably the cause of the discrepancies between Flores and Chaunu. Hence it was necessary to reconfirm most of the wrecks listed in Flores by returning to the archival sources cited.

One might expect Antonio García-Baquero González's Cádiz y el Atlántico (1717-1778), being a continuation of the Chaunu work in the Libros de Registro, to be an excellent source of shipwrecks. Unfortunately, García-Baquero does not detail each time a ship enters and leaves Cadiz. Rather he summarizes which ships were involved in the Indies trade and in a short section, names those wrecked. Presenting the information in this condensed manner limits the usefulness of the book.

Because it is based on the Libros de Registro, as are the Chaunu and García-Baquero studies, Lutgado García Fuentes's El comercio español con América (1650-1700) must be mentioned: It provides no shipwreck information at all.

Cesáreo Fernández Duro's nine-volume Armada Española also lists a large number of wrecks. Unfortunately, he does not cite specific sources for each one, nor does he include many details on the vessel: size, master, owner, etc. In addition, the location of specific sources cited in the text is often difficult, if not impossible, to ascertain. His one-volume Naufragios has the same disadvantage.

Casmiro Vigodet, a Spanish naval officer like Fernández Duro, compiled information on Spanish wrecks in his manuscript "Buques de guerra" located in the research library

at the Museo Naval in Madrid. His wrecks are cited both by Gervasio de Artífano y Galdácano (La arquitectura naval española) and by the more recent El buque en la armada española. Upon two occasions, I have found his information, specifically the date of wrecking, to be questionable. One example is that of the San Julián (see #308, #382, and #383). The second example concerns a wreck in the Caribbean which he lists as having occurred in 1740. No other documentation or published source which cannot be traced back to Vigodet lists the existence, much less the wreck, of such a vessel. Apparently Vigodet misdated a wreck which occurred in 1730.

A one-page facsimile of Cauto Carroza's 19th-century book Proyecto para mejorar la navegación del río Guadalquivir (El río, 1985: 131) indicates that this source could provide an extensive list of wrecks at the mouth of the Guadalquivir, if only for a limited period of time. Locating this source could be well worth the effort.

In addition to sources that provide data on numerous shipwrecks there are histories of specific events - the English attacks on Cadiz in 1587 and in 1596, and the Battle of Trafalgar - histories which provide information on vessels lost in the Bay of Cadiz. Sources for these events are discussed in the respective sections of Chapter IV, IMPORTANT HISTORICAL EVENTS.

III GEOGRAPHICAL DESCRIPTION OF THE BAY OF CADIZ

In order to understand a written description of a ship's wrecking, the reader must be familiar with the detailed geography of the locale. Historians can and often do get away with a less than exact understanding of specific geography. However, these details are vital in relating historical records to archaeological sites. The following description of the Bay of Cadiz is best understood in conjunction with the map in Fig. 1.

Although this thesis refers to the inner and the outer bays at Cadiz, examination of modern charts actually reveals a formation of three bays, each narrowing from the previous. The outermost is the indentation of the Atlantic, delimited by the city of Cadiz on the south and Rota on the north. The next narrowing is formed by Cadiz on the southwest and Punta de Santa Catalina del Puerto (site of modern Vista Hermosa) to the northeast. Generally, these two formations are grouped together as the outer bay. Some authors refer to it as the lower bay, meaning further downstream. Other writers seem not to include the outer, most exposed first area as part of the Bay at all. The exclusion is understandable since conditions in this area more often resemble those of the ocean rather than those of a protected embayment. As a result of this indistinct definition of the boundaries of the Bay, it is not often easy to determine just what is meant by "the entrance to the Bay of Cadiz" in any given reference.

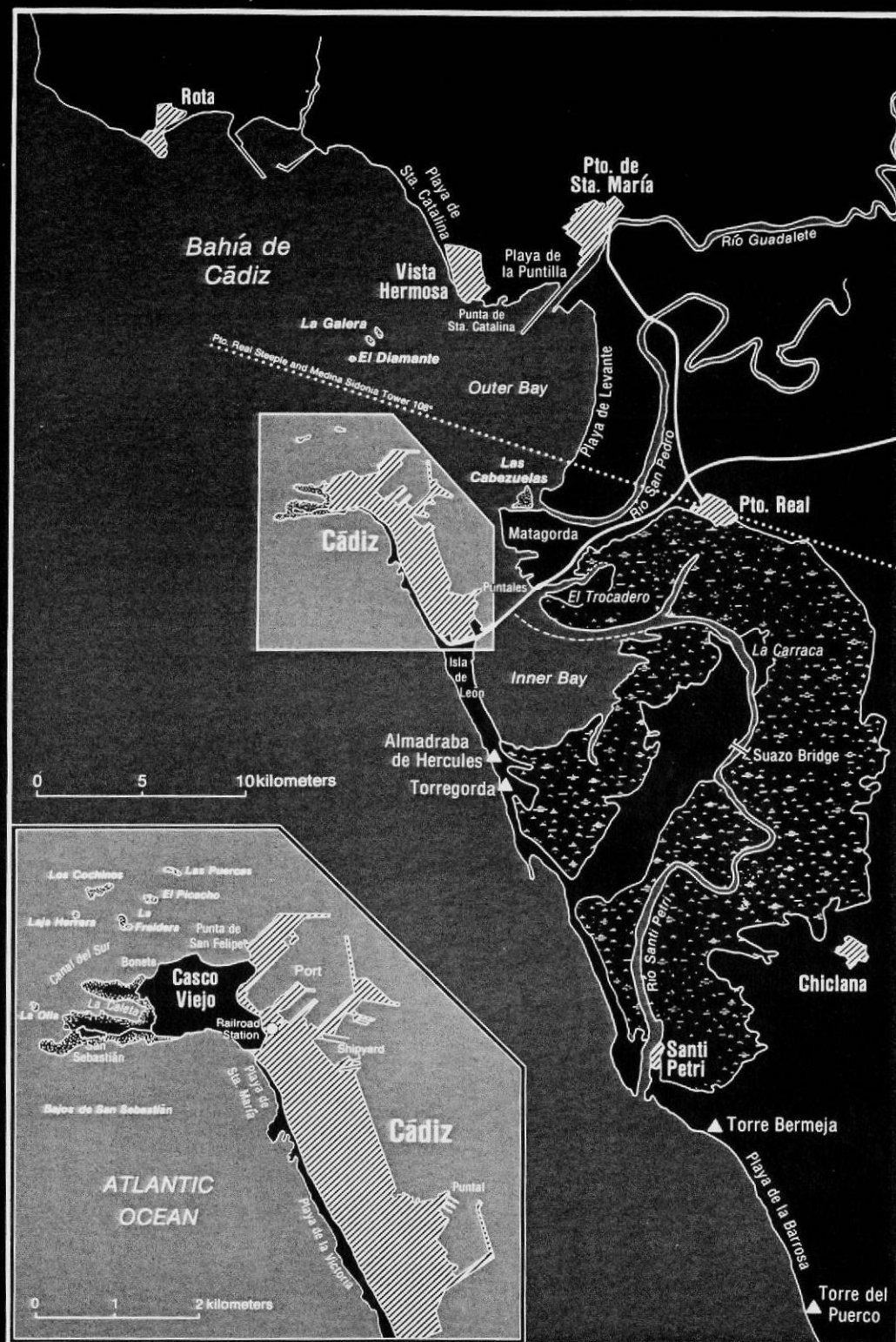


Figure 1. Cadiz and the Bay

Is it the imaginary line running from Rota to Cadiz? Is it the line from Cadiz to Vista Hermosa? Is it the channel between the rocks of las Puercas and el Diamante? Is it Punta de San Felipe?

Slightly northwest of the line between Cadiz and Vista Hermosa lie a number of hazardous rocks and shoals that have captured their share of unwary vessels. The entrance through these dangers is a channel running between el Diamante and las Puercas. Examination of old sailing charts reveals that at least as far back as the sixteenth century the ranges marking this channel were the same as they are today: the steeple of the church at Puerto Real in line with a tower on the hills of Medina Sidonia, some 25 km inland.

The city of Cadiz itself sits upon a long arm extending southeast to northwest. Although this arm no longer appears to be an island, it is known as Isla de León and older charts show it to be completely separate, though not distant, from the mainland. The modern city of Cadiz extends all the way down the narrow arm; the older part, el Casco Viejo, is perched upon the "fist" where the arm turns west. Most meanings of the word "casco" - skull, cask, nutshell, ship's hull, helmet - imply a shell or container. This Casco Viejo, contained within the old city walls, is the city of Cadiz to which the historical material refers.

The neck of water which opens into the third, or inner bay, is formed by Isla de León on the southwest and Matagorda/Trocadero on the mainland side. The constriction

is narrowest between the points known as the Puntales. It is now common to find "Puntales" referring to the point on the Isla de León side only, but at one time "Puntal" referred to each point on either side and "Puntales" meant both. This inner bay is so silted and shallow that at low tide a good portion of the bottom is exposed and one can watch the locals mucking around in the mud for shellfish. A channel still leads to the Spanish naval base at la Carraca on the east shore and a lesser channel branches off to Puerto Real on the north.

Another channel once ran between the islet of el Trocadero (where there were once a number of chandleries, rope walks, powder stores, etc.) and the mainland and then terminated at Puerto Real. The channel is now marked by a plastic bleach bottle upturned on a stick, and el Trocadero is the site of a shallow fishing port for small boats, a few foundations of old stone walls, and the crumbled Fuerte Luis on its western tip.

This inner bay has been silting in for centuries: In 1587 Drake's captains thought he was crazy for pursuing the Marques de Santa Cruz's galeón back into it where, unfamiliar with the channel and the shallows, he could have easily grounded his ship in the mud and been rendered helpless. The archaeological implications of the silting of this portion of the Bay, coupled with at least two important events and its general role in history, are discussed in Chapter VII.

The port of Cadiz begins at Punta de San Felipe, the northeasternmost tip of the arm called Isla de León. There has been some type of fortification there since at least the mid-sixteenth century if not longer. Called alternately the Castillo de San Felipe, the Baluarte de San Felipe, or the Fuerte de San Felipe, it has offered some, but - as the English proved more than once - not much, protection.

The harbor has remained essentially in the same place although extensive alteration by dredging and landfilling has taken place repeatedly. Punta de San Felipe has been greatly expanded by the Dique de San Felipe and the present dock area for shipping containers was formed by filling in a portion of the harbor with spoil from channel dredging activities. Similar dredging and a dike extension have taken place at the mouth of Rio Guadalete in Puerto de Santa Maria. The area of Matagorda and the mainland side of the Puntales also have undergone some filling and more is planned to turn Bajo de las Cabezuelas into a second shipping container dock (Alba, 1986: 25). As a result of all these alterations, two shipyards, the highway, Ramon Carranza bridge, and the modern port facilities (including the train station) probably lie atop historical deposits.

IV IMPORTANT HISTORICAL EVENTS

In the last four centuries, several events have occurred which contributed greatly to the accumulation of wrecks in the Bay of Cadiz. Information on what ships wrecked and where is more difficult to sort out in some cases than in others. Certainly whenever there is a disaster of major proportions, be it weather or war, conflicting and confusing reports abound. Thorough research into each of these events, like thorough research into each of the 400+ wrecks listed, is far beyond the scope of this thesis. The following summary of major events was compiled largely from published sources.

1581 Armada of Diego Flores de Valdes

In 1581, concerned with the ravages of Drake in the Pacific, Spain organized a fleet from whatever ships were available at Sanlucar. Commanded by don Diego Flores de Valdes, the fleet of some 23 vessels was to sail through the Strait of Magellan into the Pacific to counter Drake's menace. Chaunu (1955-1959: v. 2, 295-96) gives a good summary of the events taken from the much more detailed account found in Pastells's two-volume work on the Strait of Magellan (1920: v. 2, 15-16).

The armada left the bar at Sanlucar on 25 September but encountered no wind between Cabo Cantin (Africa) and Cabo San Vicente, in other words in the entire Gulf of Cadiz. On 3

October a furious wind struck from the southeast and wrecked four, perhaps five, of the ships. Eight hundred men from the armada were lost, either through drowning or desertion. The admiral, Estebán de las Alas, drowned.

There is a problem, however, in Pastells's account. If the armada left the bar at Sanlúcar on the 25th with little or no wind, it would have drifted with the current toward the Strait of Gibraltar for those eight days until the 3rd of October. A storm then arising from the southeast could not have driven the vessels ashore at Rota, Cadiz, and Arenas Gordas, where they allegedly wrecked, but rather would have driven them out to sea and safety. On the other hand, a storm arising from the southwest could have caused the ships to wreck in those places.

In Pastells's defense, it is easy to make such a mistake. The Spanish words for east ("este" or "leste") and west ("oeste" or "ueste") and their resulting compounds are easily confused when transcribing manuscripts. Samuel Eliot Morison (1939: 241-42) gives an excellent description of the problems he encountered in retracing Columbus's first voyage because one historian had misread northeast as northwest and every historian thereafter accepted the transcription without question, even though it resulted in interpretations that made no sailing sense. Perhaps a similar misreading of southeast for southwest occurred here.

San Michael (#54), Esperanza (#55), Guadalupe (#56), and Sanct Esteván de Arriola (#57) seem to be the four vessels

wrecked, although no single source gives all four as being part of the armada, much less their being the ships that sank. Chaunu writes that after the storm there were 16 ships of the fleet at Cadiz, 2 at Sanlucar, and 1 at Huelva. The remaining four of the 23 were lost: one in the Bay of Cadiz, one at Rota, one on Arenas Gordas, and one on el Picacho (1955: v. 2, 299). However, it is difficult to designate which one wrecked where since many sources simply state that four ships from the Flores de Valdes armada were lost in the Bay or Gulf of Cadiz. Pastells at one point says that four naos were lost at Rota in addition to Gallega (#59) lost at Cadiz (1920: v. 2, 15-16), bringing the total to five ships lost instead of four. Adding to the uncertainty, there is an el Picacho near the mouth of the Guadalquivir and one among the many shoals and rocks between los Cochinos and las Puercas at the entrance to the Bay of Cadiz.

1587 Francis Drake's attack

There is essentially only one Spanish source of information detailing the 18 vessels burned and/or sunk and six captured in Drake's attack on the Bay of Cadiz in 1587: the document in Sans Barutell's collection at the Museo Naval (articulo 6, número 91), a transcription of one at the Archivo General de Simancas (Sección Guerra, legajo 182). It is utilized by Fernández Duro, Castro, and Ribas Bensusan. Mattingly refers to a list of Spanish losses located in Florence in the Archivio di Stato di Firenze (Arch. Med.

4919, foll. 313-333) but did not publish it. In his dispatch of 27 April 1587, Francis Drake claims the sinking or capture of 33 vessels. Richard Hakluyt concludes "the whole number of ships and barkes (as we suppose) then burnt, suncke, and brought away with us, amounted to 30, at the least, being (in our Judgement) about 10000 tunnes of shipping" (1904: xiv, 440). His qualifiers indicate exaggeration, and neither he nor Drake equal the detail provided by the list in Sans Barutell.

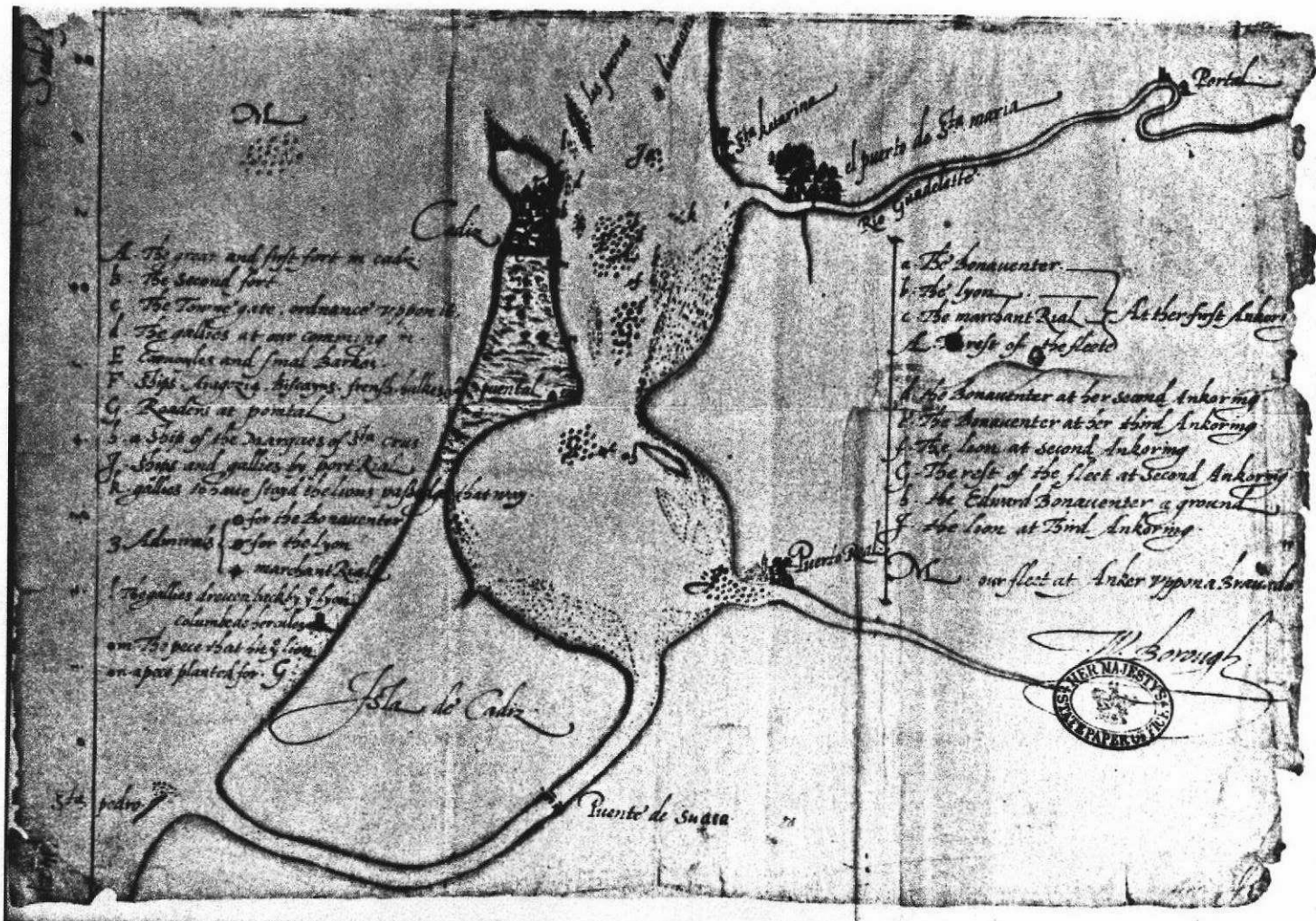
Mattingly (1959: 93-109) and Corbett (1899: 74-84) give virtually the same account of Drake's attack: At 4 PM on Wednesday, 29 April, Drake's fleet of some 30 vessels, including four warships belonging to the Queen, three large, heavily-armed vessels from the Levant Company of London, seven smaller warships, and 11 or 12 light craft, sailed into the Bay of Cadiz with the purpose of destroying the armada gathering there for the invasion of England. Although the Spaniards were certainly not prepared for such an attack, the harbor was not completely unguarded.

Don Pedro de Acuña's squadron of 6 galeras and a galeota (2 more galeras had gone to Puerto Real in the inner harbor) lay near the castillo in sufficient readiness to form a line across the entrance to the outer bay when the English invasion fleet was sighted. Neither source specifies exactly which castillo is meant, but William Borough's map of the attack (Fig. 2) indicates they were just off Punta de San Felipe, whose baluarte was sometimes referred to as a

Figure 2. William Borough's chart of Cadiz harbor, showing Drake's attack in 1587. PRO, M.P.F., 318.

Legend:

- "A. The great and first fort in cadiz
 - B. The second fort
 - c. The Towne gate, ordnance vpon it
 - d. The gallies at our comming in
 - E. Caruayles and smal Barkes
 - F. Ships, Aragozia, Biscayns, frensh, hulkes
 - G. Roaders at pointal
 - h. a ship of the Marques of Sta. Crus
 - J. ships and gallies by port Rial
 - k. gallies to haue stayd the lions passedg that way
 - (ø for the Bonaunter
 - 3 Admirals. (ø for the Lyon
 - (ø marchant Rial
 - l. The gallies dreuen back by ye Lyon
 - m The pece that hit ye lfon
 - n a pece planted for G"
-
- "a. The Bonaunter)
 - b. The lyon) At ther first Ankori[ng]
 - c. The marchant Rial)
 - A. The rest of the fleete)
 - d. the Bonaunter at her second Ankoring
 - e. the Bonaunter at her third Ankoring
 - f. The lion at second Ankoring
 - G. The rest of the Fleet at second Ankoring
 - h. The Eduard Bonaunter a ground
 - J. the lion at Third Ankoring
 - M. our fleet at Anker vpon a Brauado
-
- W. Borough" [signature]



- A. The great and first fort in Cádiz
- B. The second fort
- C. The Tower of the advanced position
- D. The gallees at our command
- E. Cannon and small boats
- F. Ships, frigates, barks, frigates, barks, gallees
- G. Readers at port
- H. A ship of the Marques of San Carlos
- I. Ships and gallees by port
- J. Gallees to serve the fleet
- K. Admirals for the Bonaventure
- L. Admirals for the Lyon
- M. Admirals for the merchant fleet
- N. Gallees drawn up by the bay
- O. Cannon and small boats
- P. The piece that is in the bay
- Q. An area planted for G.

- a. The Bonaventure
- b. The Lyon
- c. The merchant fleet
- d. The rest of the fleet
- e. The Bonaventure at her second anchoring
- f. The Bonaventure at her third anchoring
- g. The Lyon at second anchoring
- h. The rest of the fleet at second anchoring
- i. The Bonaventure at ground
- j. The Lyon at third anchoring
- k. Our fleet at anchor opposite San Pedro

castillo. Regardless, the direction in which the line was to extend is unclear.

Don Pedro's galeras valiantly tried to put up a resistance, but being no match for the large, armed sailing ships, they could only fight a delaying action. Their valiant defense gave the ships in the anchorage a chance to flee into the comparative safety of the inner bay.

Those ships which were of shallow draft or whose pilots knew the channel got away into the inner harbor; the rest, including merchantmen unlucky enough to be in the harbor when Drake arrived, could only await their fate. Only one of these helpless merchantmen fought back: a large ship of 600 tons, armed for the Levant trade, owned or chartered at Genoa with a Genoese captain, and loaded with cochineal and hides (see #79 and #82). She was soon sunk.

Drake then set to work, picking out the prizes he wanted, choosing the cargoes worth taking, and setting fire to the rest of the ships which then floated away in the evening's flood tide.

The galeras from Puerto Real and don Pedro's, which had retreated to Puerto de Santa Marfa, were only able to annoy the English squadron. By Thursday morning Drake had advanced to Puntales, the entrance to the inner bay to which he had seen the ships fleeing the day before. There, he had learned from captured sailors, lay the ship belonging to the Marqués de Santa Cruz, the intended flagship for the invasion force gathering against England. Without hesitation, he entered

the inner bay and saw to the burning of the Marqués's ship himself.

When the wind died to nothing on Thursday, the Spanish tried to take advantage of the sailing ships' loss of motive force by setting fire to some of their own smaller vessels and launching them on the current towards the enemy. But unhampered by threatening artillery fire, the English were able to tow off or fend away the fire ships, leaving them to drift ashore and finish burning. On Friday, the wind rose and Drake was off.

Entry #79 (nao levantina) and entry #82 (nao genovesa) are probably the same ship - the Genoese-based, armed-for-the-Levant-trade vessel which fired upon the English and was subsequently sunk. Was she at the docks loading (or just finished loading) cochineal and hides to take to Italy as implied by #79? Or was she anchored in the roads awaiting a turn to unload? Did she go down where she was anchored?

Information placing the Marqués de Santa Cruz's ship inside the inner bay when she was set afire seems secure, and apparently the other vessels which had escaped into the inner bay were not harmed, but what about the vessels that the English set afire on Wednesday night? An incoming tide would imply that at least they were not carried into the outermost parts of the Bay, but their final resting place depends upon just where they were when set afire.

Indications are that at least part of the English fleet was in the outer bay, between Cadiz and Puerto de Santa

Marfa, when the Spanish sent out their own fireships in hopes of exacting some revenge for the previous night. Did the Spanish fireboats drift onto Playa de Santa Catalina (or Mediarena), Playa de la Puntilla, Playa de Levante, or la Cabezuela? In other words where along the entire outer bay coastline from east of Rota past Puerta de Santa Marfa all the way down to the entrance into the inner harbor did these vessels come to rest?

In summary, Francis Drake's attack left some 18 major vessels on the bottom of the Bay: one large merchant nao (#79/82) may have gone down at the dock; the Marqués de Santa Cruz's galeón (#70) was set afire inside the inner bay, maybe in the Puntal/Trocadero zone; of the remaining 16 (5 naos, 8 urcas, 2 navetas, and 1 navío), at least 14 burned - perhaps in the Puntal/Trocadero zone. In all probability a greater number were lost but, being smaller vessels (perhaps those set afire by the Spanish), were not included in the list compiled by 16th-century observers.

1596 The English attack on Cadiz

If the shipwreck list for the Bay of Cadiz seems inordinately weighted towards the sixteenth century, it is a result of the number of vessels lost in the two English attacks on Cadiz: Drake's in 1587 and Lord Howard of Effingham's in 1596. Drake revealed the King of Spain's vulnerability on his own coasts and was satisfied to lay waste to the ships in the harbor. Howard not only destroyed

Spanish shipping in Cadiz but proceeded to destroy the city as well. One of the regrettable aspects of the latter attack is that the archives in Cadiz were destroyed, resulting in the survival of only a handful of documents from one of the most important port cities in the first century of European expansion into the New World.

It is difficult to recount precisely the events of the naval portion of the attack due to the contradictions of various historians concerning the number of vessels, the order of some events, the cause of certain actions, and the hours that they took place, but the basic information from Marengo (1903: 27-31), Anton Solé (1971: 223-230), Ribas Bensusan (1974: 173-174), and Castro (1982: 394-397) is as follows:

The English fleet left Plymouth on 1 June 1596, passing Chibiona on 29 June and sinking one of five naos bound for Cadiz to join the Nueva España fleet. Meanwhile, the harbor at Cadiz held Juan Portocarrero's fleet of 16 to 20 galeras; Diego de Sotomayor's (also called Diego de Soto) armada of 4 galeones (San Felipe almiranta, San Mateo vice-almiranta, San Tomás, and San Andrés); 3 fragatas (galeones levantiscos in Anton Solé, 1971: 223); 2 galeones loaded with wheat from Portugal; and Capitán General Luis Alfonso Flores' Nueva España fleet of at least 12 naos from Cadiz and 11 from Sanlúcar plus the almiranta Los Tres Reyes and capitana San Francisco. Like the rest of Europe, Spain had her spy network and was not unaware that the enemy fleet was bound

for her southwestern port, but with such an array of armed vessels present, could there be reason to panic?

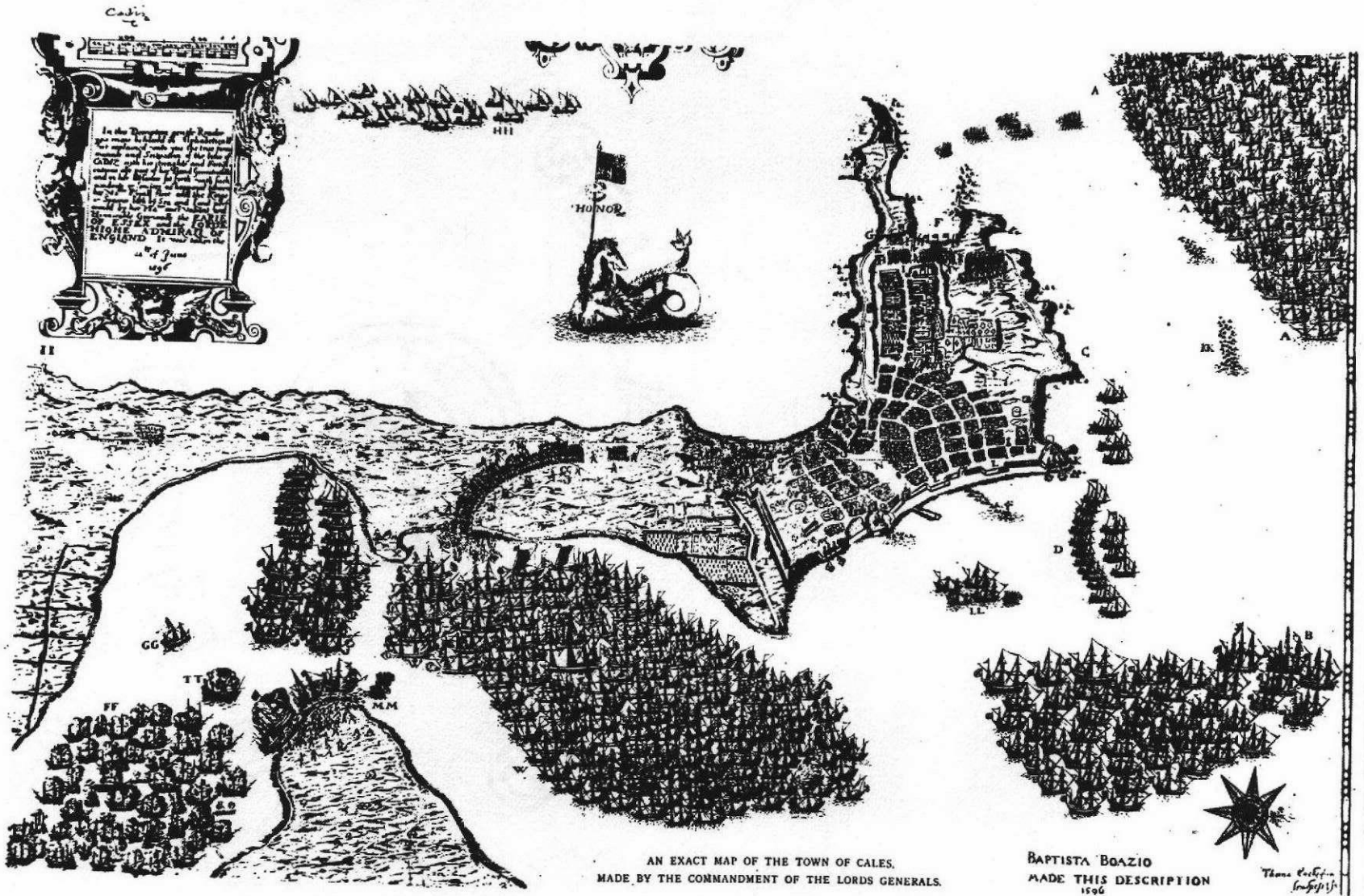
Sunday morning, June 30, dawned on a combined English and Dutch fleet of 164 to 200 major ships off Punta San Sebastián on the western side of Cadiz. The commanders of the galeones had held counsel the day before to determine their line of defense against the imminent attack. The decision was made for Sotomayor's four galeones, Portocarrero's galeras, and the three fragatas to form a line "a la boca y entrada de la bahía, frontera del baluarte de San Felipe, y que las demás de la flota, que eran 40, más dos extranjeras llegadas con trigo de Lisboa" (Marengo, 1903: 27). The less-well-armed merchant vessels were withdrawn to the area of the Puntales.

Figure 3 reproduces an excellent map from the British Museum. The map, drawn by Thomas Coxon and described by Baptista Boacio, shows the progressive positions of the attackers and the defenders. For the initial stage of the confrontation, it places four Spanish galeras between las Puercas and the city, ready to rush to la Caleta (on the west of the city) should the English try to land any ships there. The remaining 16 or so galeras form a line extending east from the Baluarte de San Felipe. Forty to 56 Spanish galeones and merchant ships ride at anchor just further east, placing them in the vicinity of las Cabezuelas at the mouth of the Rio San Pedro when the English arrived.

Figure 3. An exact map of the town of Cales, made by the commandment of the Lords Generals. Baptista Boazio made this description 1596. Thoma Cocksonus Sculptist. British Museum, Map Room, R. Ac. 8109. By permission of the British Library.

Relevant portions of the legend, paraphrased:

- A. First anchorage of Anglo-Dutch fleet of 150 ships.
 - B. Spanish galleons and merchant ships when invasion began.
 - C. Four galleys to prevent invasion at la Caleta.
 - D. Remaining 16 galleys when the Anglo-Dutch fleet arrived.
 - K. The Baluarte de San Felipe with 7 pieces of ordnance.
 - O. The Spanish storehouse of munition and provision.
 - W. The place where the second day the the Earl of Essex and the Lord Admiral (Howard of Effingham), anchored after they had chased the King's galleons with the rest of his fleet before them up the river.
 - X. The Puntal, or a point of sand with a blockhouse on it.
 - Y. Seven of her Majesty's ships of war.
 - Z. The Spanish men-of-war and galleys at anchor fighting the above seven.
-
- AA. San Felipe, San Tomás, San Mateo, and San Andrés grounded: first two burned, others captured.
 - FF. Spanish men-of-war and 52 merchant ships set afire.
 - GG. "Argosy" fleeing to river grounded in shallow water.
 - HH. Galleys which escaped via Río Santi Petri.
 - K. Rocks of las Puercas completely underwater at high tide.
 - MM. The Lord Admiral and the Vice-Admiral go to prevent Spanish galleons from being set afire.
 - TT. Place where San Tomás was set on fire.



By 6 PM the English fleet was at the Baluarte de San Felipe. It is unclear whether the Spanish withdrew first and the English followed them in or whether the Spanish, seeing the English entering the Bay, decided to retreat. Regardless, they left the entrance unguarded and succeeded in bottling themselves into the inner bay.

It seems that after the appearance of the English on the 30th, don Francisco Tello, the official of the Casa de Contratación in charge of dispatching the Indies fleet under preparation in Cadíz, had taken charge and held another counsel where it was decided that the ships would give up their position and retire to the inner bay. Apparently the commercial desire to avoid unprofitable risk won out over military defensive strategy. Tello later tried to justify the action by saying that the anchorage was too wide an area to defend and they feared the English would get through the line and attack from both directions.

The retreat took place in the early morning darkness of 1 July with the galeones, fragatas, and galeras situating themselves between the Puntales. The fighting started by 9 AM and after anywhere from three to eight hours of battle (sources differ), the Spanish were running low on munitions. The galeras suffered so much damage in the fighting that they were forced to retire behind the Puntales.

Then, as if the defense were not going poorly enough for the Spanish, some of the defending galeones found themselves stranded in the shallows of the inner bay behind the

Puntales/Trocadero line as the tide receded. Sotomayor, on board San Felipe, set fire to his ship and ordered the rest do the same to prevent them and their bronze guns from falling into the hands of the enemy. This the crews did, then jumped ship and swam to the beach nearby, coming ashore at the Baluarte del Puntal. At least two of the ships, San Felipe (#127) and San Mateo (#129), burned; San Andrés fell into enemy hands. It is unclear if Santiago was one of the galeones lost. Only Marengo names her as participating in the battle and then he does not clearly state that she was set afire. Anton Solé also mentions the burning of "la almiranta Urquiola", and even though he clearly interprets her as a third vessel, he may be mistaken (see list note #127). One, two, or three English ships were sunk, by the galeras or galeones or both.

With the retreating of the galeras and the burning of the galeones, it was apparent that the safety of the inner harbor had become a trap. Portocarrero broke down the Suazo bridge, and the shallow draft galeras escaped down the Río Santi Petri into the Atlantic.

The merchant vessels and remaining galeones could not follow, and by 5 July the galeones had either been lost or captured and the naos were mostly emptied then set afire by order of the Indies fleet's Capitán General Flores, in order to prevent their falling into English hands. The fires lasted three days.

The galeras could only stand by at Rota and watch. Later, there were accusations that the galeras fled when they should have fought and that the naos were burned unnecessarily. But a great deal was later salvaged, including clothing, mercury, and artillery, and taken to Sanlucar.

The Coxon/Boacio map (Fig. 3) is basically in agreement with this summary. There, the Spanish men-of-war and galeras are seen just inside the inner bay doing battle on a line between the Puntales with the English fleet in the channel connecting the inner and outer bays. The map shows the English trying to prevent the Spanish from setting fire to their galeones on the tip of el Trocadero. It shows an "argosy" grounded while trying to flee up the channel of the inner bay and lists nearby the St. Thomas being set afire. Coxon and Boacio perhaps have St. Thomas confused with one of the other Sotomayor galeones. And furthest inside the inner bay, the map shows the fleet of 52 merchant ships and men-of-war which were also burned.

Marengo (1903: 28) places the merchant ships "en el estero de la Carraca, frontero a Puerto Real" when they were burned. Documents on the salvage of some of these vessels (AGI Consulados 834) also place them "en el estero de la Carraca, al fin de Puerto Real." In other words, the ships burned and sank in the present-day salt marshes and tidal creeks near Puerto Real and la Carraca. While such placement, in relative terms of most shipwreck information,

is quite specific, the location covers a large area between Puerto Real and la Carraca, both under the present shore and in the oozing mud and swamp.

In summary, Lord Howard's attack resulted in the following losses: One to three English vessels were sunk by the Spanish defenders firing from their line at the Puntales. Seventeen naos of the Nueva España fleet were burned, and salvage documents on at least four of the 17 place them in "el estero de la Carraca." Seven more vessels which may or may not correspond to any of the remaining 13 from the Nueva España fleet were salvaged from that same area. At least two galeones of Diego de Sotomayor's armada were burned while fighting in the vicinity of the line between Puntal and Trocadero. These sums reflect anywhere from 20 to 30 ships lost in the attack, or even as many as 52 if the Coxon/Boacio map is taken literally.

Also of interest regarding the location of vessels lost in the attack is "En el acta capitular de 18 de noviembre de 1695 [sic] consta el siguiente estado de la bahía, después del saqueo" printed in Pedro de Abreú's Historia del saqueo de Cádiz (1866: 43-44). The document is a review, made by local pilots, of the wrecks in the Bay resulting from the two recent English attacks on Cadiz. The document lists:

- His Majesty's galeón San Felipe in el Trocadero
- another nao sunk in el Trocadero
- 1 nao at the entrance to the Río de la Puente de Suazo [Río Santi Petri which is crossed by Suazo bridge]
- 5 naos lost at the entrance to the "estero de la Carraca," 3 on the east side, 2 on the west

- 4 naos lost further inside "el estero de la Carraca," 2 together and the other 2 separated
- 3 fragatas lost in the [Suazo] bridge river on the east side
- 1 Genoese nao lost on the coast of Puerto Real
- 1 nao lost on the cantón (high point?) outside the channel
- 1 nao from Scotland on the shoals of Puntal, outside the channel

The document continues with the statement that many of the lost ships can be detected only by the eddies that they cause. A proposal is made that the river crossed by the Suazo bridge be cleaned out to permit ships to pass under the bridge for careening - the deeper the dredging, the better. The pilots are less concerned with the remainder of the lost ships since they will break up over time, leaving nothing but their very bottoms and their ballast piles, of which there are quite a few in Cadiz.

There has been some discussion among a very few archaeologists, based upon unspecified pictorial depictions of the 1596 attack, that the vessels were sunk near las Cabezuelas and the Río San Pedro because of a fleet shown in that area. Certainly, the Coxon/Boacio map shows a fleet anchored there when the English arrived, but the map is showing the progressive locations of the fleets, not their locations at a single given moment. Combining the map information with verbal accounts, salvage documents of no less than 11 ships, and the 1596 navigational hazards report, creates a certain picture of numerous sixteenth-century vessels in and around the inner bay (see also FIELD SURVEY pp. 195-198).

Besides leaving potentially valuable archaeological sites, what was the effect of the 1596 disaster? For the economy of the Spanish Empire, it is difficult to assess the impact. The losses took place at one the high points of Spanish colonial traffic and at the end of a cycle of price revolution. All information on 1596 income is dominated by the two heavily laden convoys arriving that year. The amounts of gold and silver with which they returned broke all previous records (Anton Solé, 1971: 230).

But without doubt the Cadiz disaster was deeply felt by the colonists across the Atlantic. It would be another 12 months before a fleet could be readied to leave for Vera Cruz, Porto Bello, and other New World ports. Lord Howard managed to severely upset the equilibrium of the Spanish Indies trade and no doubt enhanced the possibilities in contraband for which the English were notorious.

1805 The Battle of Trafalgar

In reality, only one vessel was sunk in the Battle of Trafalgar, and even at that, the battle had been over more than an hour before she exploded. All of the other losses were a result of the terrible tempest that began the following day and for more than three days beat upon ships that had been anywhere from slightly to severely disabled in battle.

Since so much has been written on the Battle of Trafalgar - the formations, the tactics, the strategy, the

implications - and since the ships sank in the storm not the battle, this summary based upon Howarth (1969: 83-239), Pivka (1980: 92-101), and Pope (1960: 174-374) is brief.

After blockading Napoleon's ports for two years, the English finally succeeded in forcing his fleet into battle. The battle itself was not the crushing blow to Napoleon's naval power: the English had already won by successfully thwarting the gathering of the French fleet. "Trafalgar itself was like the knock-out blow at the end of a prize-fight: one of the fighters had won all the previous rounds on points, and the other was worn out by trying to dodge the punches" (Howarth, 1969: 19-20).

Finally on Saturday, 19 October, Admiral Villeneuve's combined French and (reluctant) Spanish fleet left the harbor at Cadiz for the Mediterranean, and Admiral Nelson began stalking. On Monday, 21 October, Nelson caught them off Cabo Trafalgar.

The first shots were fired just before noon that day, and the fighting was finished by 4:30 in the afternoon. Only Achille (#332) was sunk in the battle. Nineteen disabled French and Spanish warships were captured and were being taken to Gibraltar, under their own sail if possible, under tow if not.

The next morning, the wind began to rise and by noon was blowing at gale force from the west, straight on to shore. The storm continued to worsen and by the morning of Thursday, the 24th, Admiral Cuthbert Collingwood, Nelson's replacement

as commander of the fleet, ordered that the men be withdrawn from the prizes and the vessels be destroyed; the British ships would be lost in the tempest if he persisted in trying to take the disabled ones out. The British limped into Gibraltar all during the days between 24 October and 4 November with only four of the 19 captured ships, but no English vessels were lost (Howarth, 1969: 83-239).

A great deal has been written on the battle, but with less concern for the specific fate of each vessel than for battle strategy, tactics, and the long-lasting implications of Nelson's victory. I have attempted to sort out the conflicts and give the most specific information on location and date of loss from the sources consulted. Unfortunately, for many of the losses the best available location remains "off Cabo Trafalgar" even if the vessel went down two or three days after the battle and surely was nearer Cadiz or Gibraltar by then.

I have cited in the list, under the entry for the battle itself, other sources to consult. The majority of that bibliography was taken from Pope, Decision at Trafalgar. Some other references were obtained from Fremantle's Trafalgar. Unfortunately, in neither source is all the bibliographic information complete (to aid in locating a source), although Pope is much more thorough and reliable than Fremantle.

Four sources which are important because they are from the point-of-view of the French and/or Spanish are Desbrière,

La campagne maritime de 1805, Trafalgar; Fraser, The enemy at Trafalgar: An account of the battle from eye-witness narratives and letters and despatches from the French and Spanish fleets; and Pérez Galdos, Trafalgar (a fictionalized account). Also the Report of a committee appointed by the admiralty to examine and consider the evidence relating to the tactics used by Nelson at the battle of Trafalgar should be consulted for its review of the entire battle and citation and inclusion of several first-hand reports.

1810 Severe storm strikes Cadiz during French siege

Five years after the Spanish served as their reluctant allies, the French lay siege to Cadiz. Successful in his war in Austria, Napoleon sent 100,000 troops to invade the Iberian peninsula. Three divisions of French troops under Napoleon's brother, Joseph Bonaparte, crossed into Andalucía and took Cadiz's neighbors - Seville, Jerez, Sanlúcar, Rota, Puerto de Santa María, Puerto Real, and Chiclana - virtually unopposed. The Consejo de Regencia, last vestige of Spanish government, took refuge in Cadiz. The Duke of Albuquerque with a force of 10,000 augmented by 5,000 English troops (now allies of the Spanish) and 8,000 militiamen fortified the city. With the help of the English squadron under Admiral Purvis, who had succeeded Lord Collingwood (Nelson's successor), General don Ignacio de Alvala and his Spanish squadron kept the sea free to bring supplies to Cadiz which

was effectively cut off from the mainland by the surrounding French.

Because the channel of el Trocadero was considered strategic in its relation to Puntales, its possession was of importance both to the Spanish and the French. The English had a garrison at Castillo de Matagorda and kept el Trocadero from French control until Napoleon's troops finally overran them.

In an effort to cut Cadiz off from her sea supply routes, the French established an arsenal at Sanlucar to supply the more than 20 vessels sent against the defenders, but the English/Spanish forces were able to keep them in check. The Spanish were preoccupied with the number of men being held aboard the prison ships within the Bay and were slowly transferring them to the Canary and Balearic islands.

Perhaps fearing the increasing number of enemy vessels would eventually trap them in the Bay, the English sought to transfer their squadron elsewhere. Even though there were plenty of vessels to mount a defense they were useless: the Spanish were low on ammunition and, even worse, they were insufficient in number to man their ships.

Then on 5/6 March, a terrible storm struck and lasted more than two days. Virtually every vessel, English and Spanish, suffered some damage, and many were flung ashore between the mouth of the Rio San Pedro and el Trocadero. By 8 March the wind had begun to abate and rescue operations could begin. The French also took advantage of the change in

weather. Establishing themselves in their batteries along the beach, they began firing on the rescuers, impeding their operations. By firing heated shot, the French set fire to a number of the stranded ships. In the end, 25 to 27 vessels were lost.

Certainly the storm was one of unusual strength and duration, but other factors contributed greatly to the disaster: 1) the vessels were in a poor state of repair, many had only old, rotten cables which parted under the strain; 2) the number of crewmen on each vessel was so small that in at least one case they were unable to get the cable out of the hold in time to deploy another anchor; and 3) a large number of the crewmen present were not seamen but impressed sailors who took the first opportunity to desert (Fernández Duro, 1972-1973: v.9, 19-28).

V A CATALOG OF SHIPWRECKS IN THE GULF OF CADIZ*

15th Century

1473 (??-X1) # 1

<Names unknown> 3 navios
 Owner-Anton Bernal
 Wrecked-Cadiz, burned by Portuguese fleet pursuing
 French pirate Coulom

Consulted:
 Conte Lacave Cadiz 25

1496 (08-II) The following four caravelas (#2 - #4), sent to supply new colony on Española, were outfitted under contract with Juanoto Bernardi. He died and Amerigo Vespucci took over final fulfillment of the contract. The four left Sevilla in January 1496 and left Sanlucar on 3 February (Wednesday). They were caught in a storm and attempted to return, but all four were wrecked.

1496 (08-II) # 2

<Name unknown> caravela 100 toneladas
 Pilot-Pedro Alonso Nino Maestre-Juan de Sasueta of
 San Sebastian Owner-Bartolome Colin Fleet-Jorge
 de Sosa (capitan)
 Departure-Sevilla Destination-España [La
 Isabela]
 Wrecked-near Rota

Notes: It was the largest caravela of the fleet. All the cargo was ruined.

Consulted:
 AGI Cn 3249 ff 46, 55, 62-102
 Ortega La Rábida 2: 281-86

1496 (08-II) # 3

<Name unknown> caravela
 Pilot-Juan de Ombria Maestre-Juan de Salazar of
 Puerto de Santona Fleet-Jorge de Sosa (captain)

*List of abbreviations on page 162.

Departure-Sevilla Destination-Española [La
Isabela]
Wrecked-near Cadiz, "a la parte de Ercules cerca
del Almadrava"

Consulted:
AGI Cn 3249 ff 46, 55, 62-102
Ortega La Rábida 2: 281-86

1496 (08-II) # 4

<Name unknown> caravela
Pilot-Domingo Martin of Moguer Maestre-Francisco
OJuelos of Moguer Fleet-Jorge de Sosa (captain)
Departure-Sevilla Destination-Española [La
Isabela]
Wrecked-near Tarifa

Notes: On the trip between Sevilla and Sanlucar, the
caravela overturned in the Guadalquivir and lost
13,872 1/2 maravedis worth of goods (including the
transportation costs).

Concerning the later wrecking, the document says
the vessel was lost on the island of Tarifa or near
Tarifa (perhaps meaning the village of Tarifa). Three
persons drowned, the only fatalities from any of the
four wrecks. Salvage was conducted until at least
16 April according to Juan Zamora, scribe aboard the
vessel. At first the vessel seemed quite salvageable,
but it soon became too late. Much of the wine was sold
immediately in Tarifa since the casks were ruined.

Consulted:
AGI Cn 3249 ff 46, 55, 62-102
Ortega La Rábida 2: 281-86

1496 (08-II) # 5

<Name unknown> caravela
Pilot-Pedro Sanchez de Puebla Maestre-Gomez
Fernandez de Puebla of Cadiz Fleet-Jorge de Sosa
(captain)
Departure-Sevilla Destination-Española [La
Isabela]
Wrecked-near Cadiz, "a la parte de almadrava de
Ercules"

Consulted:
AGI Cn 3249 ff 46, 55, 62-102
Ortega La Rábida 2: 281-86

16th Century

1513 () # 6

<Name unknown> nao
Wrecked-near Puerto de Santa Marfa

Consulted:
Fernández Duro Naufraios 4
Guardia Cronicón 83

1525 () # 7

<Name unknown> galeón
French corsairs Fleet-4 naves, 1 galeón
Wrecked-foundered on shoals at Chipiona

Consulted:
Fernández Duro Armada Española 1: 204
Flores Naufraios 355

1525 () # 8

<Names unknown> 4 naves
French corsairs Fleet-4 naves, 1 galeón
Wrecked-foundered on shoals at Chipiona

Consulted:
Fernández Duro Armada Española 1: 204
Flores Naufraios 355

1537 (summer) # 8a

<Name unknown> nao
nao of Gaspar Rotulo

Notes: Probably the same vessel as #8b. 18 November 1537 document claims Contratación officials are still trying to salvage a sacre and its shot from the Bay.

Consulted:
AGI IG 1092 ramo 9 numero 259 18 November 1537

1537? () # 8b

<Name unknown> nao
nao of almirante of fleet, Juan Rotulo Fleet-C.G.
Blasco Nunez Vela
Departure-Sanlucar Destination-[Santo Domingo]
Wrecked-in the Bay of Cadiz

Notes: Document of 10 July 1537 says they are looking for the artillery and ship's gear. Two culebrinas destined for Santo Domingo were lost.

Consulted:

AGI IG 1092 ramo 9 numero 235 10 July 1537

1541 () # 9

<LA TRINIDAD> nao 130 toneladas
Maestre-Juanes de Ypesticu
Departure-Las Indias
Wrecked-bar at Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 2: 330, 333,
342, 347

Flores Naufragios 355

Future Reference:

AGI Cn 2898 ff 116v, 121v

1544 () # 10

<SANTA MARIA DE RAICES> nao 130 toneladas
Maestre-Juan Quintero
Destination-Nueva España
Wrecked-in this kingdom

Consulted:

Chaunu Séville et l'Atlantique 2: 364, 367
Flores Naufragios 355

Future Reference:

AGI Cn 2898 f 127

1544 (16-II) # 11

<SAN MEDEL Y CELEDON> nao/galeón 180 toneladas
Maestre-Juanes de Lubelza (Luberza?)
Departure-Nueva España
Wrecked-in port (Huelva) or on the coast near
Huelva, "en el portil"

Notes: Boxes of gold and silver went into the sea, but some were salvaged. Twenty men drowned.

Consulted:

APS Catálogo 2: 158

Chaunu Séville et l'Atlantique 2: 368, 370

Fernández Duro Armada Española 1: 432

Flores Naufragios 355

Future Reference:

AGI Cn 2898 f 127

APS XV (1544) Libro II f 356v

Real Academia Col. Muñoz tomo 83 f 205v

1546 () # 12

<SAN ANTON> nao 130 toneladas
 Maestre-Miguel (or Manuel?) Gomez
 Destination-Las Indias
 Wrecked-burned in this kingdom while preparing to
 leave

Consulted:

Chaunu Séville et l'Atlantique 2: 388, 392-93

Flores Naufragios 355

Future Reference:

AGI Cn 2898 f 137v

AGI Cons. 837

AGI Contaduría 1452 24 February 1547

1550 () # 13

<CONCEPCION> nao 120 toneladas
 Maestre-Pedro Paloniesto
 Departure-Monte Cristo de la Española
 Wrecked-off a port in Portugal

Consulted:

Chaunu Séville et l'Atlantique 2: 454-55, 458

Future Reference:

AGI Cn 2898 f 164v

1551 () # 14

<SANTA LUCIA> nao 120 toneladas
 Maestre-Miguel de la Borda
 Departure-Puerto de la Plata/Santo Domingo (13 March)
 Wrecked-Arenas Gordas

Consulted:

Chaunu Séville et l'Atlantique 2: 474, 480

Flores Naufragios 355

Future Reference:

AGI Cn 2898 f 171

AGI IG 2000 2 June 1551

1551 () # 15

<SANTA CATALINA> nao 120 toneladas
 Maestre-Diego Corbalan(?)
 Departure-Española
 Wrecked-coming to these kingdoms

Consulted:

Chaunu Séville et l'Atlantique 2: 454-55, 458

Future Reference:

AGI Cn 2898 f 170v

1551 () # 16

<Name unknown> nao
 Maestre-Alzola Owner-Alzola Fleet-armada of
 Capitan General Sancho de Biedma
 Wrecked-burned 15 leguas from Sanlucar when powder
 caught fire; nothing saved

Consulted:

AGI IG 1093 f 117

1551 (??-I) # 17

<N.S. DE LA CONCEPCION> nao 120 toneladas
 Maestre-Cristobal Dorta
 Departure-Santo Domingo Destination-Cadiz
 Wrecked-? uncertain; Chaunu symbol indicates vessel
 lost, notes state she arrived in Cadiz

Consulted:

Chaunu Séville et l'Atlantique 2: 474, 480

Future Reference:

AGI Cn 2898 f 170v

AGI IG 2000 19 January 1551

1553 () # 18

<ANUNCIADA> nao 120 toneladas
 Maestre-Pedro Camino
 Departure-Santiago de Cuba
 Wrecked-in Chipiona

Notes: Manuel Gomez of La Anunciación, an advice nao
 or caravela, brought the news of the grounding. See
 further notes with #19.

Consulted:

Chaunu Séville et l'Atlantique 2: 504, 506

Future Reference:
 AGI Cn 2898 f 184v
 AGI IG 2000 f 100

1553 () # 19

<ANUNCIADA> nao 120 toneladas
 Maestro-Pedro Camino
 Departure-Monte Cristi [Española]
 Wrecked-in Rota; salvaged

Notes: This vessel is most likely the same as the #19 listed above. The year, name, and master are the same. However, the points of departure differ as do the locations of the wrecks. Given the number of ships that were lost on the coast between Rota and Chiptona, the two major towns delimiting the zone between the mouth of the Guadalquivir and the entrance to Bay of Cadiz, this latter difference carries little weight: the wreck could simply be on the coast between the two.

Chaunu and Flores each list only one Anunciada. The only difference in the sources cited by both authors is the folio number in IG 2000, and it seems likely, given the other similarities of information, that the two authors are referring to the same vessel which possibly called at both Monte Cristi and Santiago de Cuba before departing for Spain. A crosscheck of the folios in IG 2000 is necessary to state positively that these two entries refer to a single vessel.

Consulted:
 Flores Naufragios 355

Future Reference:
 AGI Cn 2898 f 184v
 AGI IG 2000 f 102v

1553 () # 20

<N.S. DE LA CONCEPCION> nao 200 toneladas
 Maestro-Gaspar Luys
 Departure-Puerto Plata
 Wrecked-in Villanueva de Portiman [Portugal]

Notes: Chaunu cites AGI Cn 2898 margin note that testimony of the loss is with the register. Location of the register is not given.

Consulted:
 Chaunu Séville et l'Atlantique 2: 504, 506

Future Reference:
 AGI Cn 2898 f 184v

1553 () # 21

<SAN BARTOLOME> nao
 Maestre-Marciel de Villafana
 Departure-Puerto Rico Destination-Sevilla
 Wrecked-Guadalquivir, next to Coria

Notes: The vessel docked in Lisbon and the gold was sent overland. The ship was then lost in the upper Guadalquivir on its way to Sevilla. The majority of the remaining cargo was saved.

Consulted:
 AGI Cn 2898 f 185v
 Chauu Seville et l'Atlantique 2: 504, 506
 Flores Naufragios 355

1555 () # 22

<Name unknown> caravela
 Fleet-T.F., C.G. Cosme Rodriguez Farfan
 Destination-Spain
 Wrecked-coast of Zahara between Tarifa and Vejer

Consulted:
 Fernández Duro Armada Española 1: 445

Future Reference:
 AGI Cn Registro

1555 (22-1) # 23

<SANTA CRUZ> nao 220 toneladas
 Capitan-Cosme Bultron Maestre-Juan de Mondragon
 Owner-Cosme Bultron Fleet-T.F., C.G. Cosme
 Rodriguez Farfan
 Departure-Tierra Firme Destination-Spain
 Wrecked-on beach at Zahara between Tarifa and
 Vejer

Notes: The wrecking of the Santa Cruz was the ironic culmination of a long tale of shipwrecks, survival, and salvage. She was returning to Spain with the treasure recovered from three ships - San Estebán, Santa María de Yciar, and Espíritu Santo - lost on Padre Island, Texas, in 1554. One of the three wrecks was destroyed when the Mansfield Cut was dredged in the late 1950s. Treasure hunters from Platoro, Ltd. worked the second site in the late 1960s. The third was archaeologically excavated by the Texas Antiquities Committee between 1972 and 1975. For the complete story, see Arnold and Weddie (1978) and McDonald and Arnold (1979).

Consulted:

AGI Cn 708 numero 1
 AGI IG 1093 f 137
 AGI IG 2001 f 10v
 APS Catálogo 4: 413
 Arnold and Weddle Padre Island 131-32, 149-53
 Chauu Séville et l'Atlantique 2: 516-17, 530,
 534
 Fernández Duro Armada Española 1: 215, 445-46
 Flores Naufragios 355
 McDonald and Arnold Documentary Sources xii, 135

Future Reference:

AGI Cn 58 f 103v
 AGI Cn 2898 ff 192, 194
 AGI Cn 5010
 AGI Cn Registro
 AGI IG 737 Farfan 16 March 1555
 AGI IG 737 Tello 11 June 1555 (f 130)
 AGI IG 1561 30 January 1555
 AGI IG 2000 ff 253-54v
 AGI Patronato 265 ramo 4
 APS III (1520) Libro II 12 July 1572
 Real Academia Col. Muñoz A/114 (872) ff 59,
 303-06v

1556 () # 24

<LA PIEDAD> nao 120 toneladas
 Maestre-Alexos Alvarez
 Departure-Puerto de Plata
 Wrecked-near los Puercos [las Puercas]

Consulted:

Chauu Séville et l'Atlantique 2: 540, 544

Future Reference:

AGI Cn 2898 ff 196v, 197

1557 () # 25

<LA TRINIDAD> nao 200? toneladas
 Capitan-Juan de Vallealla Maestre-Sebastian de
 Quesada Fleet-T.F., C.G. Pedro de las Roelas
 Destination-[Las Indias]
 Wrecked-bar at Sanlucar

Consulted:

AGI Cn 2898 f 200v
 Chauu Séville et l'Atlantique 2: 550, 554
 Flores Naufragios 355

1558 () # 26

<Name unknown> nao
 Fleet-T.F.
 Wrecked-struck bottom leaving the bar at Sanlucar;
 people and most of the goods saved

Consulted:
 AGI IG 2001 f 57

1560 () # 27

<Names unknown> 3 galeones
 Fleet-armada
 Wrecked-off Arenas Gordas

Notes: artillery salvaged; document dates 1561 but
 wrecks occurred in 1560

Consulted:
 AGI IG 1093 f 218

1561 () # 28

<SANCT ANTONIO> nao 120 toneladas
 Maestre-Francisco Hernandez Fleet-P. Menendez de
 Aviles & Bernardino de Andino?
 Departure-Las Indias Destination-[Sevilla]
 Wrecked-"pilares de Guadalquivir frontero de San
 Juan de Aznalfarache"

Notes: Vessel may have been returning from the Indies
 alone rather than with the fleet listed. At least she
 came from Cabo San Vicente in the company of the Armada
 Guardacosta of Alvaro de Bazan.

Consulted:
 Chauu Seville et l'Atlantique 3: 16
 Flores Naufragios 356

Future Reference:
 AGI Cn 2898 f 216v

1563 () # 29

<ESPIRITU SANCTO> nao 120 toneladas
 Maestre-Gaspar Gonzalez
 Departure-Santo Domingo
 Wrecked-next to Palos; everything lost

Consulted:
 Chauu Seville et l'Atlantique 3: 46, 51
 Flores Naufragios 356

Future Reference:
AGI Cn 2898 f 225v-226

1563 () # 30

<Names unknown> 15 naos
Fleet-Indias
Destination-[Las Indias]
Wrecked-on the coast of Cadiz when cables broke in
storm (a levante); many people drowned

Consulted:
Fernández Duro Armada Española 2: 495
Fernández Duro Naufraios 13
Flores Naufraios 356

1565 () # 31

<SAN JOSE> nao
Fleet-Cristobal de Eraso
Departure-Sanlucar
Wrecked-leaving Sanlucar

Notes: Juan Vazquez Coronado, adelantado of Costa
Rica, was onboard.

Consulted:
Fernández Duro Armada Española 2: 495
Flores Naufraios 356

1565 () # 32

<SANTA LUCIA> nao 120 toneladas
Maestre-Pedro del Corro
Departure-Nueva España and Iaguana (Española)
Destination-Sevilla
Wrecked-Guadalquivir; gold and silver partially
salvaged

Consulted:
Chaunu Seville et l'Atlantique 3: 76, 78
Flores Naufraios 356

Future Reference:
AGI Cn 2898 f 234v

1566 () # 33

<LA TRINIDAD> nao 450 toneladas
Maestre-Vicente Paje Fleet-probably with T.F.,
C.G. Cristobal de Eraso

Departure-Tierra Firme Destination-Sevilla
 Wrecked-Guadalquivir; gold and silver salvaged

Consulted:

Chaunu Seville et l'Atlantique 3: 88, 95
 Flores Naufragios 356

Future Reference:

AGI Cn 2898 ff 236v, 238

1566 () # 34

<N.S. DE LA CONCEPCION> navio 120 toneladas
 Maestre-Francisco de Morales Camacho
 Fleet-returning separate from the fleet
 Departure-Santo Domingo
 Wrecked-port of the village of Lagos (Portugal)

Consulted:

Chaunu Seville et l'Atlantique 3: 90-91, 95

Future Reference:

AGI Cn 2898 ff 236v, 238

1566 () # 35

<SAN ANTON> nao 120 toneladas
 Maestre-Benito Perez Carrasco
 Departure-Santo Domingo
 Wrecked-port of Sanlucar

Consulted:

Chaunu Seville et l'Atlantique 3: 88, 95
 Flores Naufragios 356

Future Reference:

AGI Cn 2898 f 239

1566 () # 36

<SAN ANTONIO> nao 120 toneladas
 Maestre-Juan de Arce (Juan Arze)
 Departure-Puerto Rico
 Wrecked-Arenas Gordas

Consulted:

Chaunu Seville et l'Atlantique 3: 88, 95
 Flores Naufragios 356

Future Reference:

AGI Cn 2898 ff 236v, 238

1568 () # 37

<LA CONCEPCION> nao 400 toneladas
 Maestre-Vicencio Paje
 Departure-Puerto Rico
 Wrecked-off Conil

Notes: robbed of gold and silver by Turks off Conil

Consulted:
 Chauu Séville et l'Atlantique 3: 122-23, 127

Future Reference:
 AGI Cn 2898 f s/n

1568 () # 38

<Names unknown> 3 galeones
 Fleet-Menendez Aviles, 12 galeones for Armada Real
 Wrecked-Cadiz, burned by Turkish corsair squadron
 in late summer

Consulted:
 Reynolds Command of the Sea 127

1569 () # 39

<SANTA MARIA LA MAYOR> nao
 Maestre-Juan de Agosto. Fleet-T.F., C.G. Diego
 Flores de Valdez
 Destination-Nombre de Dios
 Wrecked-burned at anchor in port of Bonanza or of
 Sanlucar de Barrameda

Consulted:
 AGI Cn 712 numero 6

1569 (??-VIII) # 40

<SANTA MARIA DE BEGONA> urca
 Maestre-Bernal Garcia or Juan Griego Fleet-N.E.,
 C.G. Cristobal Eraso
 Wrecked-on coast nearer Chipiona while sailing
 between Rota and Chipiona.

Notes: Although the year differs in the two sources,
N.S. de Begonia (#41), master also listed as Juan
 Griego, may well be the same vessel since "Santa Maria"
 can and "Nuestra Señora" does refer to the Virgin Mary
 (see note with #108). Either there is some confusion
 among the primary sources which may also explain the
 listing of two masters for this vessel, or there is
 confusion in the interpretation. Documents frequently

do not specify the exact date of a wrecking event. Regardless, the coincidence of name, type, master, and wreck location make these two listings being two separate vessels somewhat suspect.

Consulted:

AGI Patronato 255 2-E numero 1, ramo 2

1570 () # 41

<N.S. DE BEGONA> urca
Maestre-Juan Griego
Wrecked-Guadalquivir at Chipiona (see #40 above)

Consulted:

Flores Naufragios 356

Future Reference:

AGI Justicia 898

1573 () # 42

<SAN MIGUEL> nao 300 toneladas
Maestre-Francisco Ruiz
Destination-Tierra Firme
Wrecked-after the bar at Sanlucar

Consulted:

AGI Cn 2898 ff 266, s/n

Chaunu Seville et l'Atlantique 3: 184, 186

Flores Naufragios 356

1574 () # 43

<Name unknown> galeón 1000 toneladas?
Fleet-armada of Pedro Menendez de Aviles
Destination-Tierra Firme
Wrecked-bar at Sanlucar (or mouth of the port of Santander?)

Notes: Merchandise and equipment recovered. Chaunu and Flores give the wreck location as the bar at Sanlucar. Fernández Duro lists the location as the port of Santander. Flores's source is Chaunu, Chaunu's is Fernández Duro, Fernández Duro's is unknown. However, Fernández Duro states that the vessel was in the Pero [Pedro] Menendez de Aviles armada. According to Chaunu, Menendez de Aviles's fleet, under Capitán General Diego Flores de Valdes and Almirante Francisco Carreno, was destined for Tierra Firme from Sevilla/Sanlucar, the normal staging point for the fleets to las Indias. It is therefore reasonable to judge that Fernández Duro's Santander is in error.

Consulted:

Chaunu Séville et l'Atlantique 3: 194, 198
 Fernández Duro Armada Española 2: 496
 Flores Naufragios 357

Future Reference:

AGI Cn 2898 Add.
 AGI Cn 5185 27 January 1574

1574 () # 44

<Names unknown> several naos
 Fleet-T.F.
 Departure-Bay of Cadiz
 Wrecked-lost leaving Cadiz in a storm

Consulted:

Chaunu Séville et l'Atlantique 3: 194
 Fernández Duro Armada Española 2: 496
 Flores Naufragios 357

1578? () # 45

<Names unknown> various ships
 Wrecked-Bay of Cadiz in a storm

Note: letter mentioning wreck dated 4 October 1578

Consulted:

Fernández Asís Epistolario #430

Future Reference:

Museo Naval MS 500-224

1579 () # 46

<Name unknown>
 capitans of fleet Fleet-N.E.
 Wrecked-leaving Sanlucar

Consulted:

Fernández Duro Armada Española 2: 496

1579 () # 47

<Name unknown> nao
 Fleet-N.E.
 Wrecked-leaving Sanlucar

Consulted:

Fernández Duro Armada Española 2: 496

1579 () # 48

<Name unknown> nao
 Owner-Gonzalo Ronquillo, governor of Philippines
 Wrecked-leaving Sanlucar; many drowned

Consulted:
 Fernández Duro Armada Española 2: 496

1580? () # 49

<Name unknown> galera
 Wrecked-Bay of Cadiz entrance

Note: letter mentioning wreck dated 17 February 1580

Consulted:
 Fernández Asís Epistolario #605

1580? () # 50

<Name Unknown [LA TRINIDAD?]> nao
 Maestre-Juan Bautista Machorro Fleet-N.E.,
 Francisco Luxan
 Departure-Sanlucar Destination-Cadiz, then San
 Juan de Ulua
 Wrecked-bar at Sanlucar

Notes: Vessel may be La Trinidad, 350 toneladas,
 headed for Nueva España. Chaunu lists La Trinidad's
 master as Juan Bautista Machorro and places the vessel
 in Luxan's fleet, but does not mention a wreck. The
 coincidence of the master's name and the fleet make
 this identification likely. Neither Fernández Duro nor
 the APS catalog name the vessel.

Consulted:
 APS Catálogo 2: 358-59, 377
 Chaunu Séville et l'Atlantique 3: 276
 Fernández Duro Armada Española 2: 497

Future Reference:
 APS II (1580) Libro I f 778
 APS XX (1580) Libro IV f 560

1581 () # 51

<Names unknown> 2 ships
 Fleet-T.F., C.G. Antonio Manrique
 Departure-Tierra Firme Destination-Spain
 Wrecked-lost in gulf (which one?)

Note: unclear connection to any in Chaunu

Consulted:

Fernández Duro Armada Española 2: 497

1581 () # 52

<SAN MIGUEL> nao 400 toneladas
Wrecked-near Palos, "en el paraje de Julianillo"

Notes: Possibly the same as San Michael (#53) although wreck location differs. Chaunu and Flores cite the same source, AGI Cn 2933, so that legajo should be consulted to see if it lists a San Michael and a San Miguel.

Consulted:

Flores Naufragios 357

Future Reference:

AGI Cn 2933

1581 () # 53

<SANTA ANA> nao
Maestre-Miguel de ? Fleet-N.E., C.G. Alvaro
Manrique de Lara
Wrecked-shoals at Salmedina near bar of Sanlucar,
in a storm; several persons drowned

Consulted:

AGI Patronato 257 1-M numero 6, ramo 4

1581 (03-X) Four or five naos (entries #54 through #58) of the Diego Flores de Valdes armada, departing Sanlucar for the Strait of Magellan, wreck in a storm: one at Rota, one at Arenas Gordas, one in the Bay of Cadiz, and one on el Picacho. See Chapter IV for further detail.

Consulted:

Chaunu Séville et l'Atlantique 3: 295-96

Fernández Duro Armada Española 2: 497

Pastells Magallanes 2: 15-16

Future Reference:

AGI Cn 5106A 8 January 1582

AGI Cn 5106A 8 October 1581

AGI Cn 5106A 13 March 1582

AGI Cn 5168 Libro IV f 130

AGI Cn 5185 Libro III

1581 (??-X) # 54

<SAN MICHAEL> 400 toneladas
 Capitán-Hector Abarca Maestre-Martin de Lecoya
 Fleet-armada of Diego Flores de Valdes
 Departure-[Spain] Destination-Strait of Magellan
 Wrecked-Guadalquivir (while leaving)

Note: See #52 also.

Consulted:

Chaunu Seville et l'Atlantique 3: 292, 299

Future Reference:

AGI Cn 2899 Libro I Add.

AGI Cn 2933

1581 (??-X) # 55

<ESPERANZA> nao
 Capitán-Pedro Estebenez de las Alas Fleet-Diego
 Florez de Valdes armada
 Departure-the bar at Sanlucar Destination-[Strait
 of Magellan]
 Wrecked-coast of Rota, in a storm

Notes: Esperanza is not listed in Chaunu as a member
 of the armada. The information on this vessel comes
 from an "auto entre partes" where Capitán Pedro
 Estebenez de las Alas's estate is being sued by his
 creditors. Estebenez de las Alas drowned in the
 wrecking. Note the similarity of his name and the name
 given by Fernández Duro as that of the drowned admiral,
 Esteban de las Alas.

Consulted:

AGI Cn 720 numero 19

1581 () # 56

<GUADALUPE> fragata 80 toneladas
 Capitán-Alvaro de Busto Maestre-Domingo Fernandez
 Owner-King Fleet-Diego Flores de Valdes armada
 Destination-Strait of Magellan
 Wrecked-Cadiz

Consulted:

Chaunu Seville et l'Atlantique 3: 292, 299

Flores Naufragios 357

Future Reference:

AGI Cn 2899 Libro I

AGI Cn 2933

1581 () # 57

<SANCT ESTEVAN DE ARRIOLA> nao 500 toneladas
 Capitán-Juan Gutierrez de Palomar, pilot-Bartolome
 Vazquez Maestro-Juan de Villaviciosa Owner-Martin
 de Arriola Fleet-Flores Valdes armada
 Destination-Straits of Magellan
 Wrecked-Gulf of Cadiz; 300 drowned

Notes: Fernández Duro lists four vessels from the
 Diego Flores de Valdes armada being lost in 1581, but
 gives 1582 as the year of loss for the Arriola, part of
 the Diego Flores de Valdes armada to the Straits of
 Magellan. There is no doubt that he means this ship.

Consulted:

Chaunu Séville et l'Atlantique 3: 292, 299
 Fernández Duro Armada Española 2: 497
 Flores Naufrajos 357
 Pastells Magallanes 2: 135 ff

Future Reference:

AGI Cn 2899 Libro I Add.
 AGI Cn 2933
 AGI Cn 5168 Libro IV f 130
 AGI Cn 5186 Libro III .16 October 1581
 AGI Patronato(old style) I-I-2/33 numero 3,
 ramo 29

1581 () # 58

<JESUS MARIA (of Cadiz)> galeón/nao 1096 toneladas
 Maestro-Martin de Gamon Owner-Juan de la Salde of
 Burgos Fleet-Diego Flores de Valdes armada?
 Destination-Straits of Magellan?
 Wrecked-Bay of Cadiz?

Note: Only Pastells says that this vessel may be one
 of those lost from the Flores Valdez armada. Chaunu's
 information comes from Pastells.

Consulted:

Chaunu Séville et l'Atlantique 3: 295
 Pastells Magallanes 2: 15

1581 (03-X) # 59

<GALLEGA> nao
 In addition to the 4 naos of same fleet
 Fleet-Flores de Valdes armada
 Departure-Sanlucar Destination-Straits of Magellan
 Wrecked-at entrance to Bay of Cadiz

Consulted:
Pastells Magallanes 2: 16

1584 (10-III) # 60

<SANTO DOMINGO Y SAN DIEGO> nao
Pilot-Miguel Rodriguez Owner-Domingo de Zuniga
Fleet-T.F. (capitana), C.G. Jeronimo de Sandoval
Departure-Spain Destination-T.F.
Wrecked-Guadalquivir, near Guadanacal shoals in
front of la Torreçilla

Notes: The ship left about midday of Monday, 9 March, from Horcedas, being towed by two boats to the port of Bonanza at the city of Sanlucar de Barrameda. With nine codos depth at the bow and 8 1/4 at the stern, midway through ebb tide, they anchored. At midnight of that same Monday, they weighed anchor with the outgoing tide. The following daybreak, Tuesday the 10th, the vessel found itself near Guadanacal (in front of la Torreçilla), where it ran aground and sank: "viniendo a la vela con el trinquete y adorno a la banda y recibió el agua por la porta de entrecubierta."

Not only does Chaunu not list this vessel as wrecked nor even list her as bound for las Indias in 1584, there is no fleet to Tierra Firme under a Capitán General Jeronimo de Sandoval for that year, the year before, the year after, or 1548. While it is not uncommon for the wrecking of a vessel to go unmentioned in the Libros de Registro nor is it uncommon for a vessel of a fleet to be omitted from the lists in the Libros, it is difficult to reconcile there being no mention of a Tierra Firme fleet under Capitán General Jeronimo de Sandoval in Chaunu. A Tierra Firme fleet left Spain on 16 January and arrived in Cartagena on 2 March under Capitán General Francisco de Novoa Feijo with Almirante Francisco de Valverde. A second Tierra Firme fleet left under Capitán General Antonio Osorio and Almirante Alonso de Chaves Galindo on 30 November of that same year. I am certain that something in entry #60 is erroneous, but I have no clue as to what it is. The source legajo will have to be rechecked.

Consulted:
AGI Cn 892 numero 3, ramo 2

1584 (16-VI) # 61

<LA MADELENA> nao 600 tons
capitana of fleet Maestre-Bartolome Gonzalez?
Fleet-N.E., C.G. Diego de Alceda
Wrecked-bar at Sanlucar

Consulted:
 Chaunu Seville et l'Atlantique 3: 342
 Flores Naufragios 357

Future Reference:
 AGI Cn 2899 Libro I Add.
 AGI Cn 2942

1584 (16-VI) # 62

<CONCEPCION> nao 400 tons
 Maestre-Rodrigo Rizo Fleet-N.E., C.G. Diego de
 Alceda
 Destination-Nueva España
 Wrecked-on or just outside the bar at Sanlucar

Notes: carrying 189 quintales of mercury, tobacco,
 olives, iron grillwork (barretas de hierro), wax, alum,
 and labreda (undefined)

Consulted:
 Chaunu Seville et l'Atlantique 3: 342
 Flores Naufragios 357

Future Reference:
 AGI Cn 892 numero 3, ramo 2
 AGI Cn 1081
 AGI Cn 2899 Libro I f 6
 AGI Cn 2942
 AGI Cn 4324

1586 () # 63

<LA CONCEPCION> galeón
 Owner-Marquez de Santa Cruz?
 Wrecked-Sanlucar, ran aground after burning

Consulted:
 Flores Naufragios 357

Future Reference:
 AGI Cn 5108 16 February 1586

1586 () # 64

<Name unknown> nao
 Maestre-Gaspar Nunez
 Wrecked-Sanlucar, burned; great cargo of iron

Consulted:
 Flores Naufragios 357

Future Reference:

AGI Cn 5108 16 February 1586

1587 () # 65

<Names unknown> 6 naos

Fleet-T.F.

Departure-Tierra Firme

Wrecked-bar at Sanlúcar, while entering mouth of Guadalquivir; treasure and people saved

Consulted:

Fernández Duro Armada Española 2: 498

Flores Naufragios 357

1587 () # 66

<SANTA MARIA MADALENA> nao biscayna 300 tons
Maestre-Francisco Romero Fleet-T.F., C.G. Miguel
de Eraso Aguilar

Departure-Tierra Firme

Wrecked-bar at Sanlúcar

Note: new ship carrying more than 200 quintales of
iron plus other merchandise

Consulted:

Chaunu Séville et l'Atlantique 3: 404, 410

Future Reference:

AGI Cn 1086

AGI Cn 2899 Libro I

AGI Cn 5108

1587 (29-IV) Francis Drake's attack on the Bay of Cadiz.
Eighteen or nineteen vessels (entries #67 through #82) were
burned or sunk.

Consulted:

Calderón Quijano Cartografía militar 3-4, Fig. 1

Borough's chart of operations

Corbett Drake and the Tudor navy 2 60-107Mattingly The Armada 93-109, 405-09, 411-13

Future Reference:

Arch. Stato Firenze Arch. Med. 4919 in ff.

313-333 Chamberlain's letter

Arch. Stato Firenze Arch. Med. 4919 in ff.

313-333 Relatione sopra ... Drac

Corbett The Spanish WarHakluyt Voyages IV A briefe relation ... DrakeHaslop Newes out of ... SpaineLeng Sir Francis Drake

Mason Life of Francis Drake

PRO M.-P.-F. 318 Borough's chart of operations
 PRO State Papers 12 Eliz. 202 f.20 Borough's
 chart of operations
 Vatican Spagna 34 Novara's report to Sixtus V

1587 (29-IV) # 67

<Name unknown> nao vizcaina
 Capitán-Esteban de Mugarrieta Owner-Esteban de
 Mugarrieta of Fuenterabia
 Wrecked-burned, possibly Puntal/Matagorda zone

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 numero 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June
 1596

1587 (29-IV) # 68

<Name unknown> nao
 Fleet-N.E.
 Wrecked-burned, Bay of Cadiz

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 numero 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 69

<Name unknown> urca
 carrying salt
 Wrecked-burned, possibly Punta/Matagorda zone

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Invencible 1: 29, 334
 Fernández Duro Armada Española 2: 12, 511
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 70

<Name unknown> galeón
 Owner-Marqués de Santa Cruz
 Wrecked-burned, possibly Punta/Matagorda zone

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 71

<Name unknown> naveta francesa
 Wrecked-sank

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso

Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 72

<Name unknown> naveta portuguesa
 Destination-Brazil
 Wrecked-burned, possibly Puntal/Matagorda zone

Note: loading with wine and other goods when attack
 began

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 73

<Name unknown> nao
 Maestre-Alvaro Gramajo Fleet-N.E.
 Wrecked-burned, possibly Puntal/Matagorda zone

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182

Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 74

<Name unknown> nao
 Maestre-Diego Lorenzo Jorge de Miza Fleet-N.E.
 Wrecked-burned, possibly Puntal/Matagorda zone

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 75

<Name unknown> nao
 Maestre-Francisco Bernal Fleet-N.E.
 Wrecked-burned, possibly Puntal/Matagorda zone

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 76

<Name unknown> urca
 Owner-the King
 Departure-Málaga
 Wrecked-burned, possibly Puntal/Matagorda zone

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 77

<Name unknown> urca 400 toneladas
 Wrecked-burned, possibly Puntal/Matagorda zone

Note: This urca and #80 were carrying 392 pipes of
 wine between them.

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 78

<Name unknown> navio portugues
 Wrecked-burned, possibly Puntal/Matagorda zone

Note: loaded with 3288 fanegas of wheat

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada Invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 79

<Name unknown> nave levantina 600 tons
 Destination-Italy
 Wrecked-sank, possibly Puntal/Matagorda zone

Note: cargo of cochineal, hides, and other goods

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 80

<Name unknown> urca 200 toneladas
 Wrecked-burned, possibly Puntal/Matagorda zone

Note: see #77

Consulted:

Castro Historia del Trocadero 5
 Fernández Duro Armada Española 2: 12, 511
 Fernández Duro Armada invencible 1: 29, 334
 Horozco Discurso
 Museo Naval Col. Sans Barutell artículo 6,
 número 91
 Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
 Arch. Stato Firenze Arch. Med. 4919 in
 ff.313-333 list of losses
 Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 81

<Names unknown> 4 urcas
empty
Wrecked-burned, possibly Puntal/Matagorda zone

Consulted:

Castro Historia del Trocadero 5
Fernández Duro Armada Española 2: 12, 511
Fernández Duro Armada Invencible 1: 29, 334
Horozco Discurso
Museo Naval Col. Sans Baruteil artículo 6,
número 91
Ribas Bensusan Asaltos a Cádiz 53, 145

Future Reference:

AGS Guerra 182
Arch. Stato Firenze Arch. Med. 4919 in
ff.313-333 list of losses
Paris Arch. National K 1565 Mendoza, 10 June 1596

1587 (29-IV) # 82

<Name unknown> nao genovesa
may or may not be one of the 18 others listed
Wrecked-Bay of Cadiz in Drake's attack

Note: cargo of cochineal, hides, sugar, and other
merchandise

Consulted:

Horozco Discurso

Future Reference:

Paris Arch. National K 1565 Mendoza, 10 June 1596

1588 () # 83

<LA TRINIDAD> galeón
Departure-Tierra Firme
Wrecked-bar at Sanlucar

Consulted:

Flores Naufraios 357

Future Reference:

AGI Cn 5169 F 257v

1589 () # 84

<N.S. DE LA CONCEPCION> nao 120 tons
 Maestre-Antonio Hernandez Fleet-probably N.E.,
 C.G. Gonzalo Monte Bernardo
 Departure-Puerto Rico
 Wrecked-bar at Sanlucar

Consulted:

Chauu Seville et l'Atlantique 3: 440, 446
 Flores Naufragios 358

Future Reference:

AGI Cn 2899 Libro I f 114v

1589 () # 85

<SAN MIGUEL> nao 250 tons
 Maestre-Diego Osorio Fleet-T.F., C.G. Diego de la
 Riviera
 Destination-Tierra Firme
 Wrecked-bar at Sanlucar

Consulted:

AGI Cn 2899 Libro I f 21
 Chauu Seville et l'Atlantique 3: 428, 436
 Flores Naufragios 358

Future Reference:

AGI Cn 1088
 AGI Cn 2945
 AGI Cn 5108

1589 () # 86

<SAN PABLO> nao 550 tons
 Maestre-Francisco Marquez Fleet-T.F., C.G. Diego
 de la Riviera
 Destination-Tierra Firme
 Wrecked-bar at Sanlucar

Note: merchandise then placed on nao/patache San Pedro, 50 toneladas (?), of Alonso Maldonado

Consulted:

AGI Cn 2899 Libro I f 21
 Chauu Seville et l'Atlantique 3: 428, 436
 Flores Naufragios 358

Future Reference:

AGI Cn 1088
 AGI Cn 2945
 AGI Cn 5108

1590 () # 87

<SAN NICOLAS> nao biscayna 500 tons
 Maestre-Bartolome Gonzalez Owner-Pedro de Allo
 Destination-Havana
 Wrecked-bar at Sanlucar; carrying 216 quintales mercury

Consulted:

Chaunu Seville et l'Atlantique 3: 454, 461
 Flores Naufraios 358

Future Reference:

AGI Cn 1090
 AGI Cn 1091
 AGI Cn 2899 Libro I f 25
 AGI Cn 4324
 AGI Cn 4855
 AGI Cn 5109

1592 () # 88

<S. ALBERTO> nao sevillana 250 tons
 Maestre-Pedro Marquez Owner-Pedro Rodriguez
 Fleet-T.F., C.G. Francisco Martinez de Leyba
 Destination-Tierra Firme
 Wrecked-Bay of Cadiz

Note: listed as a new vessel and as a nine-year-old
 one; lost sometime between 17 February and 2 March;
 goods put on navio of Hernando de Ojeda

Consulted:

AGI Cons. 837 15 March 1592
 Chaunu Seville et l'Atlantique 3: 488, 496
 Flores Naufraios 358

Future Reference:

AGI Cn 1098
 AGI Cn 2899 Libro I f 29
 AGI Cn 5110 2 March 1592
 AGI Cn 5110 2 March 1592

1592 () # 89

<SAN PEDRO> nao 500 tons; built el Condado
 Maestre-Bias Milanes Fleet-T.F., C.G. Francisco
 Martinez de Leyba
 Destination-Tierra Firme
 Wrecked-Cadiz, broke cables in a storm or lost on
 bar at Sanlucar

Notes: Vessel was lost sometime between 17 February and 2 March. Artillery, arms, munitions, rigging, deadeyes, pulleys, etc. were salvaged.

Consulted:

AGI Cn 733 número 11
Chaunu Séville et l'Atlantique 3: 488, 496-97

Future Reference:

AGI Cn 1098
AGI Cn 2899 Libro I f 29v
AGI Cn 4383
AGI Cn 5110 2 March 1592
AGI Cn 5110 2 March 1592

1592 () # 90

<SANTA CATALINA> nao biscayna 350 tons
Maestre-Juan Bautista Musdientes Owner-Granillo
Fleet-T.F., C.G. Francisco Martínez de Leyba
Destination-Nombre de Dios
Wrecked-Cadiz, bad storm

Notes: carrying wine and olives; lost sometime between 17 February and 2 March

Consulted:

AGI Cn 736B número 33
AGI Cons. 837
Chaunu Séville et l'Atlantique 3: 488, 496-97

Future Reference:

AGI Cn 1097
AGI Cn 1096
AGI Cn 1098
AGI Cn 2899 Libro I f 29
AGI Cn 5110 2 March 1592, 20 March 1592

1593 () # 91

<SAN MARTIN> nao biscayna 140 tons
Maestre-Juan de Chaves Owner-Juan de Chaves
Fleet-N.E., C.G. Marcos de Aramburu
Destination-Nueva España
Wrecked-bar at Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 3: 506, 515
Flores Naufragios 358

Future Reference:

AGI Cn 1100
 AGI Cn 2899 Libro I f 32v-33
 AGI Cn 5187 f 303v

1593 (20-II) # 92

<N.S. DE LA VITORIA> nao 550 tons
 Maestre-Alonso Hidalgo Owner-the Count
 Fleet-N.E., C.G. Marcos de Aramburu
 Destination-Nueva España
 Wrecked-Cadiz, burned

Consulted:

Chaunu Séville et l'Atlantique 3: 506, 515
 Flores Nafragios 358

Future Reference:

AGI Cn 1102
 AGI Cn 2899 Libro I f 32v-33
 AGI Cn 5187 f 303v

1595 () # 93

<LA CONCEPCION> navio 100 tons
 Maestre-Hernan Perez Fleet-alone
 Departure-Santo Domingo
 Wrecked-near Ayamonte while fleeing English; partially
 salvaged

Consulted:

Chaunu Séville et l'Atlantique 3: 546, 553
 Flores Nafragios 358

Future Reference:

AGI Cn 2899 Libro I f 130

1595 () # 94

<Name unknown> nao
 Wrecked-Bay of Cadiz

Consulted:

Fernández Duro Armada Española 2: 499

1595 () # 95

<SANTA BARBARA> nao 300 toneladas
 Maestre-Juan Bautista Justiniani Owner-Francisco
 de Seguro Fleet-N.E., Pedro Menendez Marquez
 Destination-Nueva España
 Wrecked-Bay of Cadiz, burned

Notes: also known as San Francisco de Paula;
eight-year-old vessel carrying 210 quintales of
mercury; twenty-four crewmen and five Carmelite priests
died

Consulted:

Chaunu Séville et l'Atlantique 3: 546, 553
Fernández Duro Armada Española 2: 499
Flores Naufragios 358

Future Reference:

AGI Cn 1112
AGI Cn 2899 Libro I f 42
AGI Cn 4324
AGI Cn 5187 Libro V f 73

1596 () # 96

<N.S. DE MONSERRATE> nao
Maestre-Hernan Rodriguez Pereira
Departure-Puerto Rico Destination-[Spain]
Wrecked-on a rock called "el Picacho" at entrance to
bar at Sanlucar

Consulted:

AGI Cn 741 número 13

1596 () # 97

<SANTA MARIA DEL JESUS> fillibote 140 tons
Maestre-Simon de la Rosa
Departure-Santo Domingo
Wrecked-bar at Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 4: 12-13, 21
Flores Naufragios 359

Future Reference:

AGI Cn 1109
AGI Cn 2899 Libro I f 124v

1596 (14-VI) # 98

<Name unknown> carabela
Departure-Sevilla Destination-Sanlucar
Wrecked-on Granadillo in the Guadalquivir

Notes: Cargo was 150 boxes of mercury belonging to the
King to be offloaded onto vessels of Luys Alfonso
Flores fleet.

Consulted:
AGI Cn 2951

1596 (29-VI) # 99

<Name unknown> nao
Fleet-headed to join Flota de Indias
Departure-[Sanlúcar de Barrameda] Destination-Cádiz
Wrecked-Chipiona, sunk by the English attack fleet on
its way to Cádiz

Consulted:
Anton Solé Saqueo de Cádiz 224
Fernández Duro Armada Española 2: 499

1596 (30-VI to 1-VII) Lord Howard of Effingham leads a
combined English/Dutch fleet in an attack on Cádiz. The
following 31 entries (#100 through #129b) reflect an
uncertain number of vessels lost, most in the inner bay of
the Bay of Cádiz.

Consulted:
AGI Cn Inventario
Abreú Historia del Saqueo 25-35, 43-44, 83
Anton Solé Saqueo de Cádiz 223-230
Calderón Quijano Cartografía militar Coxon map
120-124, Fig. 141
Castro Historia de Cádiz 392-415
Castro Historia del Trocadero 9
Chaunu Seville et l'Atlantique 4: 12-13, 21
Concepción Emporio de el Orbe 422
Marengo Toma de Cádiz 27-31
Ribas Bensusan Asaltos a Cádiz 10, 54, 79-88,
153-54, 173-74

Future Reference:

AGI Cn 2951
AGI Cn 4324 f 119v
AGI Cn 5112 30 June 1596
AGI Cn 5170 Libro X f 57
AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
British Museum Map Room, R. Ac. 8109 Coxon map
Iglesia de Sevilla Miscelanea: mss. antiguos año
1596 Toma y saco de Cádiz
Repository uncertain Acta Capitular 18-XI-1695
Consta el estado de bahía

1596 () # 100

<EL BUEN JESUS> nao vizcaina 400 toneladas
Maestre-Juan(?) Martín Billasan (Billaran, Billaran?)
Owner-Juan de Vergara Fleet-N.E., C.G. Luys Alfonso
Flores

Departure-Cadiz Destination-Nueva España
Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 1119
AGI Cn 2899 Libro I ff 47v, add.
Chaunu Séville et l'Atlantique 4: 12-13, 21
Flores Naufraios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
AGI Cn 2951
AGI Cn 4324 f 119v
AGI Cn 5112 30 June 1596
AGI Cn 5170 Libro X f 57
AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
AGI Cons. 835 ramo 5
AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 101

<EL SPIRITU SANCTO> nao vizcaina 190 toneladas
Maestre-Christoval Garcia de la Vega Owner-Christoval
Garcia de la Vega Fleet-N.E., C.G. Luys Alfonso
Flores

Departure-Cadiz Destination-Nueva España
Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 1118
AGI Cn 2899 Libro I ff 47-47v
Chaunu Séville et l'Atlantique 4: 12-13, 21
Flores Naufraios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
AGI Cn 2951
AGI Cn 4324 f 119v
AGI Cn 5112 30 June 1596
AGI Cn 5170 Libro X f 57
AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
AGI Cons. 835 ramo 5
AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 102

<LA PURIFICACION> nao vizcaina 300 toneladas
Maestre-Pedro Sanchez de Figueroa Owner-Bartolome Juan
de Solorzano Fleet-N.E., C.G. Luys Alfonso Flores
Departure-Cadiz Destination-Nueva España
Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 1118
 AGI Cn 2899 Libro I ff 47-47v
 Chaunu Séville et l'Atlantique 4: 12-13, 21
 Flores Naufraios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 103

<LA TRINIDAD> nao vizcaina 460 toneladas
 Maestre-Luys de la Cruz Owner-Pedro de Retana
 Fleet-N.E., C.G. Luys Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 1118
 AGI Cn 2899 Libro I ff 47-47v
 Chaunu Séville et l'Atlantique 4: 12-13, 21
 Flores Naufraios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 104

<LOS TRES REYES> nao 700 tons
 almiranta of fleet Maestre-Miguel de Alcate (Alzate?)
 Fleet-N.E., C.G. Luys Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack

Note: see #127 note

Consulted:

AGI Cn 1120 f 128
 AGI Cn 2899 Libro I ff 47-47v

AGI Cons. 834
 Chaunu Seville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 105

<N.S. DE JUNCAL> nao
 Maestre-Martin de Casa Nueva Fleet-N.E., C.G. Luys
 Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 2899 Libro I ff 47-47v
 Chaunu Seville et l'Atlantique 4: 12-13, 21

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 106

<SAN FRANCISCO> nao 700 toneladas
 capitana of fleet Maestre-Juan de Lambarri
 Owner-Matheo de Quiros, Francisco Belez, Juan de
 Pollazos Fleet-N.E., C.G. Luys Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-burned, Bay of Cadiz

Consulted:

AGI Cn 1120 f 128
 AGI Cn 2899 Libro I ff 47-47v
 AGI Cons. 834
 Chaunu Seville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 107

<SAN JUAN BAUTISTA> nao 365 toneladas
 Maestre-Christoval de Zuleta Fleet-N.E., C.G. Luys
 Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack, "punte
 de ausalon"?

Consulted:

AGI Cn 1118
 AGI Cn 2899 Libro I ff 47-47v
 Chauu Séville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 108

<SANTA MARIA DE SAN BICENTE> nao vizcaina 150
 toneladas
 Maestre-Gaspar Martinez de Jua?rigui (Juaregui?)
 Owner-Gaspar Martinez de Jua?rigui Fleet-N.E., C.G.
 Luys Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack

Note: Some documents refer to her as Nuestra Señora de San Vicente.

Consulted:

AGI Cn 1118
 AGI Cn 2899 Libro I ff 47-47v
 Chauu Séville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 109

<SANTO TORIVIO> nao vizcaína 220 tons
 Maestro-Bartolome Gonzalez Owner-Bartolome Gonzalez
 Fleet-N.E., C.G. Luys Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 1119
 AGI Cn 1120 f 90
 AGI Cn 2899 Libro I ff 47-47v
 Chauu Seville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 110

<N.S. DE BEGONA> nao
 Maestro-Andres Ximenez Fleet-N.E., C.G. Luys Alfonso
 Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 2899 Libro I ff 47-47v
 Chauu Seville et l'Atlantique 4: 12-13, 21

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596

AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 111

<BEGONA> nao
 probably the same as N.S. DE BEGONA
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:
 AGI Cons. 834

Future Reference:
 AGI Cn 1112 Flores 6 June 1596
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 112

<SANTA MARIA LA FRESNEDA> nao vizcaina 550 toneladas
 Maestre-Gaspar de Bera Maldonado Owner-Gaspar de Bera
 Maldonado Fleet-N.E., C.G. Luys Alfonso Flores
 Departure-Cadiz Destination-Nueva Espafia
 Wrecked-Bay of Cadiz, burned in English attack

Consulted:
 AGI Cn 1118
 AGI Cn 2899 Libro I ff 47-47v
 Chauu Saville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:
 AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 113

<FRESNEDA>
 probably the same as SANTA MARIA LA FRESNEDA
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:
 AGI Cons. 834

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 114

<N.S. DEL ROSARIO> nao
 Maestre-Christoval Lopez Fleet-N.E., C.G. Luys Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 2899 Libro I ff 47-47v
 Chauau Séville et l'Atlantique 4: 12-13, 21

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 115

<N.S. DEL ROSARIO> nao 500 tons
 Maestre-Pedro de Balmaseda Owner-Cristobal Cuello
 Fleet-N.E., C.G. Luys Alfonso Flores
 Departure-Cadiz Destination-Nueva España
 Wrecked-Bay of Cadiz, burned in English attack

Consulted:

AGI Cn 1119
 AGI Cn 2899 Libro I ff 47-47v
 Chauau Séville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 116

<Name Uncertain (N.S. DEL ROSARIO?)>
possibly the same vessel as above Owner-Christobal de Cuello
Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:
AGI Cons. 834

Future Reference:
AGI Cn 1112 Flores 6 June 1596
AGI Cn 2951
AGI Cons. 835 ramo 5
AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 117

<LA CONCEPCION> nao vizcaina 310 toneladas
Maestre-Pedro de Madariaga Owner-Domingo de Gometa
Fleet-N.E., C.G. Luys Alfonso Flores
Departure-Cadiz Destination-Nueva España
Wrecked-Bay of Cadiz, burned in English attack

Consulted:
AGI Cn 1119
AGI Cn 2899 Libro I ff 47-47v
Chaunu Seville et l'Atlantique 4: 12-13, 21
Flores Naufragios 359

Future Reference:
AGI Cn 1112 Flores 6 June 1596
AGI Cn 2951
AGI Cn 4324 f 119v
AGI Cn 5112 30 June 1596
AGI Cn 5170 Libro X f 57
AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
AGI Cons. 835 ramo 5
AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 118

<(N.S. DE) LA CONCEPCION> nao vizcaina 520 tons
Maestre-Bernardo de Mata Fleet-N.E., C.G. Luys Alfonso Flores
Departure-Cadiz Destination-San Juan de Ulua
Wrecked-Bay of Cadiz, burned in English attack

Consulted:
AGI Cn 1118
AGI Cn 2899 Libro I ff 47-47v

AGI Cons. 834
 Chaunu Seville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 119

<(N.S. DE) LA CONCEPCION> nao vizcaína 350 toneladas
 Maestre-Francisco Hernandez Owner-Juan Perez de Portu
 (called maestre in one document) Fleet-N.E., C.G. Luys
 Alfonso Flores
 Departure-Cádiz Destination-Nueva España
 Wrecked-burned

Consulted:

AGI Cn 742 número 17
 AGI Cn 1118
 AGI Cn 1119
 AGI Cn 2899 Libro I ff 47-47v
 Chaunu Seville et l'Atlantique 4: 12-13, 21
 Flores Naufragios 359

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cn 4324 f 119v
 AGI Cn 5112 30 June 1596
 AGI Cn 5170 Libro X f 57
 AGI Cn 5187 Libro VI ff 144, 156v, 167, 180v
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 120

<Name Uncertain (N.S. DE LA CONCEPCION?)>
 possibly same vessel as above Owner-Juan (Joan?)
 Perez de Oporto
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:

AGI Cons. 834

Future Reference:

AGI Cn 1112 Flores 6 June 1596

AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 121

<INGLESILLA? (nao de Inglesillo?)> nao
 could be one of the other vessels listed
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Note: It is unclear if Inglesillo is ship's name,
 owner's name, place of origin or something else. There
 is a Playa del Inglesillo at the mouth of the
 Guadalquivir.

Consulted:
 AGI Cons. 834

Future Reference:
 AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 122

<LA SAUEGA> nao
 Maestre-Francisco de Valverde Owner-Francisco de
 Valverde
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:
 AGI Cons. 834

Future Reference:
 AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 123

<LOS DOS HERMANOS(?)>
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:
 AGI Cons. 834

Future Reference:
 AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951

AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 124

<Name unknown> nao saetia
 possibly same as one of the above Owner-Domingo Cauly
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:
 AGI Cons. 834

Future Reference:
 AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 125

<Name unknown>
 could be one of the other vessels listed
 Owner-Sebastian Asencio
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:
 AGI Cons. 834

Future Reference:
 AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 126

<Name unknown>
 could be one of the above vessels Owner-Tinoco
 Wrecked-"estero de la Carraca, termino de Puerto Real"

Consulted:
 AGI Cons. 834

Future Reference:
 AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 (01-VII) # 127

<SAN FELIPE> galeón
 almiranta, Capitán-Diego de Sotomayor Fleet-armada of
 Diego de Sotomayor
 Wrecked-near baluarte del Puntal or in el Trocadero
 (ran aground, was abandoned and burned)

Notes: Ribas Bensusan lists San Felipe as an almirante [sic] but does not mention the Fleet. However, it must belong to the four-galeón armada of Diego de Sotomayor. Los Tres Reyes was the almiranta of the Luys Alfonso Flores Nueva España fleet. With two vessels serving as almirantas of different fleets, other references simply to the almiranta become unclear. One such reference is Anton Solé's (225) to "La almiranta Urquiola." I doubt that it represents a third vessel. However, I cannot determine the significance of the word "urquiola." Does it refer to an origin, a type, an owner, a nickname? Anton Solé's reference to three vessels being stranded by the receding tide and subsequently set afire is probably in error.

Consulted:

Abreu Historia del Saqueo 32
 Anton Solé Saqueo de Cádiz 224
 Castro Historia de Cádiz 397
 Castro Historia del Trocadero 9
 Marengo Toma de Cádiz 30
 Ribas Bensusan Asaltos a Cádiz 173

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 () # 128

<SAN JUAN(?) DE LA MADALENA>
 Wrecked-"estero de la Carraca, término de Puerto Real"

Consulted:

AGI Cons. 834

Future Reference:

AGI Cn 1112 Flores 6 June 1596
 AGI Cn 2951
 AGI Cons. 835 ramo 5
 AGI IG 1098 Juan Berengal 29 June 1596

1596 (01-VII) # 129

<SAN MATEO> galeón
 vice-almiranta Fleet-armada of Diego de Sotomayor
 Wrecked-burned fighting on line between Punta and
 Trocadero

Notes: Anton Solé (225) spells the name San Matias and
 Ribas Bensusan San Mantias. Ribas Bensusan's book,
 however, is full of typographical errors.

Consulted:

Castro Historia de Cádiz 397

Future Reference:

AGI Cn 1112 Flores 6 June 1596

AGI Cn 2951

AGI Cons. 835 ramo 5

AGI 1G 1098 Juan Berengal 29 June 1596

1596 (01-VII) #129b

<Names unknown> 1-3 English ships
 Fleet-combined English/Dutch fleet attacking Cádiz
 Wrecked-Bay of Cadiz, somewhere outside of
 Punta/Trocadero line

Consulted:

Anton Solé Saqueo de Cádiz 225

Marenco Toma de Cádiz 30

Ribas Bensusan Asaltos a Cádiz 87

17th Century

1600 () # 130

<N.S. DEL ROSARIO> galeón 500 toneladas
 Maestre-Mateo de Pedrosa Fleet-Guardia de Carrera,
 Marcos de Aramburu
 Departure-Tierra Firme
 Wrecked-off Faro (Portugal)

Consulted:

Chaunu Seville et l'Atlantique 4: 108-09

Future Reference:

AGI Cn 2899 Libro I f 142

1600 () # 131

<Name unknown> galeón
Fleet-Las Indias
Wrecked-off Cabo San Vicente

Consulted:

Fernández Duro Armada Española 3: 487

1600 () # 132

<SANTA BARBARA> nao vizcaína 400 toneladas
vessel from San Juan de Luz (Vizcaya) Maestre-Melchor
Palomo Fleet-N.E., Pedro d'Escobar Melgarejo
Destination-San Juan de Ulua
Wrecked-bar at Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 4: 92-93, 100
Flores Naufragios 359

Future Reference:

AGI Cn 1136B
AGI Cn 2899 Libro I F 54
AGI Cons. 837

1601 () # 133

<Name unknown> nao
Fleet-T.F.
Wrecked-leaving the bar at Sanlucar

Consulted:

Fernández Duro Armada Española 3: 487

1601 () # 134

<Name unknown> galeón
Fleet-Las Indias
Wrecked-off Cabo San Vicente

Consulted:

Fernández Duro Armada Española 3: 487

1601 () # 135

<Names unknown> 2 galeras
Wrecked-off Cabo San Vicente trying to help galeón
from Las Indias fleet

Consulted:

Fernández Duro Armada Española 3: 487

1602 () # 136

<TODOS LOS SANTOS>
Maestre-Miquel de Alzate
Wrecked-bar at Sanlucar

Consulted:
Heredia Herrera Inventario de los Fondos 49-50

Future Reference:
AGI Cons. 480

1603 () # 137

<SAN PEDRO> nao 350 toneladas
Maestre-Francisco de Mesa Fleet-T.F.. C.G. Hieronimo
de Torre y Portugal
Destination-Tierra Firme
Wrecked-shoals at Salmedina, leaving port of Sanlucar,
near convent N.S. de la Regia

Consulted:
AGI Cons. 837
Chaunu Seville et l'Atlantique 4: 154-55, 159

Future Reference:
AGI Cn 2899 Libro I f 59-60

1605 () # 138

<Name unknown> nao
Wrecked-leaving Sanlucar

Consulted:
Fernández Duro Armada Española 3: 488

1605 (10-[X]) # 139

<N.S. DEL ROSARIO> nao vizcaina 450 toneladas
capitana of the fleet Maestre-Santiago de Aniete from
Guipuzcoa Owner-Pedro de Aguirre Fleet-N.E., Juan
Gutierrez de Garibay
Departure-Honduras Destination-[Spain]
Wrecked-bar at Sanlucar

Consulted:
Chaunu Seville et l'Atlantique 4: 200-01, 203

Future Reference:
AGI Cn 1144B
AGI Cn 2899 Libro II f 324
AGI Cn 5170 Libro II f 93v

1608 () # 140

<SANTO DOMINGO> navio 50 toneladas
 dispatch vessel Maestre-Matheo de Orosen Fleet-alone
 Departure-[Spain] Destination-Nueva España
 Wrecked-bar at Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 4: 250-51, 263

Future Reference:

AGI Cn 2899 Libro II ff 333, Add.

1609 () # 141

<S. ANTONIO> flibote 200 toneladas
 Maestre-Gonzalo de la Roche Fleet-alone
 Departure-Santo Domingo Destination-[Spain]
 Wrecked-beach at Getores on the road to Gibraltar

Consulted:

Chaunu Séville et l'Atlantique 4: 296-97, 300

Future Reference:

AGI Cn 2899 Libro II f 336

AGI Cn 4425

AGI Cn 5171 Libro XIII f 46

1610 () # 142

<SANTO DOMINGO> barco 30 toneladas
 dispatch vessel Maestre-Juan Alonso Owner-Mateo de
 Morgas Fleet-maybe N.E., Lope Diaz de Armendariz
 Departure-[Spain] Destination-Tierra Firme
 Wrecked-bar at Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 4: 308-09, 321

Future Reference:

AGI Cn 1473

AGI Cn 2899 Libro II f s/n

1611 () # 143

<LA VERACRUZ> navio 150 toneladas
 Maestre-Jorge Perez
 Departure-Puerto Rico Destination-[Spain]
 Wrecked-coast of Spain, maybe at village of Conil

Consulted:

Chaunu Séville et l'Atlantique 4: 352-53, 357

Future Reference:
AGI Cn 2899 Libro II f 346v

1611 () # 144

<SAN JUAN BAUTISTA> navio 150 toneladas
Maestre-Simon de Verachiga Fleet-alone
Departure-Santo Domingo and maybe Puerto Rico
Destination-[Spain]
Wrecked-coast of Spain, perhaps in the bay at Sanlucar

Consulted:
Chaunu Séville et l'Atlantique 4: 352-53, 357-58

Future Reference:
AGI Cn 2899 Libro II f 347
AGI Cn 5171 Libro XIII f 323

1611 () # 145

<SAN JUAN BAUTISTA>
Maestre-Simon de Madariaga
Wrecked-bar at Sanlucar

Consulted:
AGI Cons. 837 bis

1612 () # 146

<SAN ESTEBAN> nao/galeón 400 toneladas
Maestre-Bernardo (de) Andino Owner-Agustin de Paz(?)
Fleet-N.E., Antonio de Aquendo
Departure-Nueva España Destination-[Spain]
Wrecked-bar at Sanlucar or Arenas Gordas

Consulted:
AGI Cons. 837 bis
Chaunu Séville et l'Atlantique 4: 378-79, 383

Future Reference:
AGI Cn 2899 Libro II f 355v
AGI Cn 4228
AGI Cn 5171 Libro XIII f 491v
AGI Cn 5189 Libro IX f 26

1612 () # 147

<N.S. DE LA CONSOLACION> navio 150 toneladas
Maestre-Pedro de Urbina Cerbera Fleet-probably T.F.,
Antonio de Oquendo
Departure-Campeche Destination-[Spain]
Wrecked-bar at Sanlucar, Arenas Gordas

Consulted:

AGI Cons. 837 bis

Chaunu Séville et l'Atlantique 4: 380-81, 383

Future Reference:

AGI Cn 2899 Libro II f 357

1612 (??-III) # 148

<SAN PEDRO Y LAS ANGIUSTIAS> navío 150 toneladas
 Maestro-Francisco de Uncibay Fleet-alone
 Departure-Puerto Rico Destination-[Spain]
 Wrecked-on the coast of Carbonero, 3 leguas from
 Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 4: 376-77, 382

Future Reference:

AGI Cn 2899 Libro II f 352v

1614 () # 149

<N.S. DEL ROSARIO Y ARANCAZU> nao 350 toneladas
 Maestro-Gaspar de Vera Maldonado Fleet-N.E., Juan de
 la Cuerva y Mendoza
 Departure-Cadiz Destination-Nueva España
 Wrecked-bar a Sanlucar

Consulted:

AGI Cons. 837 bis

Chaunu Séville et l'Atlantique 4: 412-13, 420

Future Reference:

AGI Cn 2899 Libro II f 97

AGI Cn 4324 Libro II f 40v

AGI Cn 4437

AGI IG 2664

1615 () # 150

<N.S. DEL JUNCAL> nao vizcaina 450 toneladas
 capitana of fleet Maestro-Francisco Diaz de Acosta
 Owner-Martin Sanz de Ubajo Fleet-N.E., Martin de
 Valecilla
 Departure-[Spain] Destination-Honduras
 Wrecked-leaving Cadiz, between Cadiz and las Cananos

Consulted:

Chaunu Séville et l'Atlantique 4: 434-35, 442

Future Reference:

AGI Cn 2899 Libro II f s/n

AGI Cn 4324 Libro II f 43v
 AGI Cn 5114 Benavides 8 July 1615
 AGI Cn 5171 Libro XIII f 289
 AGI Cn 5172 Libro XIV ff 155v, 219
 AGI IG 2009

1616 () # 151

<LA CARIDAD> nao criolla 350 toneladas
 Almiranta de Honduras Maestre-Francisco Monte Manzera
 Owner-Bernardino de Torres Fleet-N.E., Diego de
 Santorze Orosco
 Departure-Honduras Destination-[Spain]
 Wrecked-near Chipiona, bar at Sanlucar, Salmedina,
 beach at convent of N.S. de la Regla

Consulted:

AGI Cons. 837 bis
 AGI Cons. 841
 Chaunu Séville et l'Atlantique 4: 470-01, 477

Future Reference:

AGI Cn 2899 Libro II f 376v
 AGI Cn 4439
 AGI Cn 5172 Libro XIV ff 155v, 364

1620 () # 152

<N.S. DE CANDELARIA> nao 150 toneladas
 Maestre-Pedro Perez de Lara Fleet-probably T.F.,
 Miguel de Chazarreta
 Destination-Margarita
 Wrecked-in Cadiz

Consulted:

Chaunu Séville et l'Atlantique 4: 558-59, 580

Future Reference:

AGI Cn 2899 Libro II ff s/n, Add.

1620 () # 153

<SAN JOSEFE> nao portuguesa 150 toneladas
 Maestre-Cristobal Sanchez de Ruysenada Owner-Cristobal
 Sanchez de Ruysenada Fleet-probably T.F., Miguel de
 Chazarreta
 Destination-Margarita
 Wrecked-in Cadiz

Consulted:

Chaunu Séville et l'Atlantique 4: 558-59, 580

Future Reference:
 AGI Cn 1169
 AGI Cn 2899 Libro 11 ff s/n, Add.

1620 (02-1) # 154

<SAN FRANCISCO> galeón?
 capitana of fleet? Fleet-squadron, Lorenzo de Zuazola
 y Loyola
 Destination-Philippines and Moluccas
 Wrecked-near Conil, wind and current carrying toward
 Strait of Gibraltar

Consulted:
 Fernández Duro Armada Española 3: 364

Future Reference:
 Museo Naval Col. Fernández Navarrete tomo 28 número
 77 and others
 Museo Naval Col. Vargas Ponce legajo 1 número 63
 Museo Naval? Dir. de Hidrografía 4 estante 23, tomo
 IV
 Pinedo Registro de Consejo

1620 (02-1) # 155

<SAN JOSE> galeón
 Fleet-squadron, Lorenzo de Zuazola y Loyola
 Destination-Philippines and Moluccas
 Wrecked-Tarifa, taken by winds and currents toward
 Strait of Gibraltar

Consulted:
 Fernández Duro Armada Española 3: 364

Future Reference:
 Museo Naval Col. Fernández Navarrete tomo 28 número
 77 and others
 Museo Naval Col. Vargas Ponce legajo 1 número 63
 Museo Naval? Dir. de Hidrografía 4 estante 23, tomo
 IV
 Pinedo Registro de Consejo

1620 (02-1) # 156

<SAN JUAN BAUTISTA> galeón?
 almiranta of fleet? Fleet-squadron, Lorenzo de
 Zuazola y Loyola
 Destination-Philippines and Moluccas
 Wrecked-near Conil, wind and current carrying toward
 Strait of Gibraltar

Consulted:
 Fernández Duro Armada Española 3: 364

Future Reference:
 Museo Naval Col. Fernández Navarrete tomo 28 número
 77 and others
 Museo Naval Col. Vargas Ponce legajo 1 número 63
 Museo Naval? Dir. de Hidrografía 4 estante 23, tomo
 IV
 Pínelo Registro de Consejo

1620 (02-I) # 157

<SANTA ANA LA REAL> galeón
 Fleet-squadron, Lorenzo de Zuazola y Loyola
 Departure-Cádiz Destination-Philippines and Moluccas
 Wrecked-lost zone of Gibraltar because of winds and
 currents

Consulted:
 Fernández Duro Armada Española 3: 364

Future Reference:
 Museo Naval Col. Fernández Navarrete tomo 28 número
 77 and others
 Museo Naval Col. Vargas Ponce legajo 1 número 63
 Museo Naval? Dir. de Hidrografía 4 estante 23, tomo
 IV
 Pínelo Registro de Consejo

1621 (07-VII) # 158

<SANTA ANA> patache 107 toneladas
 Maestre-Gaspar de los Reyes Owner-Francisco de Vargas
 Fleet-N.E., Fernando de Sousa
 Departure-Cádiz Destination-Vera Cruz
 Wrecked-in waters of Cadiz, three days after leaving
 the Bay

Consulted:
 Chauvin Séville et l'Atlantique 5: 10-11, 15

Future Reference:
 AGI Cn 1170B
 AGI Cn 2899 Libro II ff s/n

1621 (??-VII) # 159

<SAN IGNACIO> nao biscayna 750 toneladas
 Maestre-Simon de Beydazar Owner-Simon de Beydazar
 Fleet-N.E., Fernando de Sousa
 Departure-Cádiz Destination-Vera Cruz
 Wrecked-Cabo San Vicente

Consulted:

Chaunu Séville et l'Atlantique 5: 10-11, 15

Future Reference:

AGI Cn 1170B

AGI Cn 2899 Libro II f 47

1621 (??-VII) # 160

<SANTA CATALINA> nao bizcayna 270 toneladas
Maestre-Alonso Sanchez Fleet-N.E., Fernando de Sousa
Departure-Cadiz Destination-Vera Cruz
Wrecked-Cabo San Vicente

Consulted:

Chaunu Séville et l'Atlantique 5: 8-9, 15

Future Reference:

AGI Cn 1170A

AGI Cn 2899 Libro II f 47

AGI Cn 4324 Libro II ff 51-52

1622 () # 161

<N.S. DE LOS REMEDIOS> galeón 600 toneladas
capitana of Guardia Fleet-Guardia de Carrera, Lope de
Armendariz
Departure-Sanlucar Destination-Tierra Firme
Wrecked-leaving Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 5: 26-27, 32

Fernández Duro Armada Española 4: 449

Future Reference:

AGI Cn 2899 Libro II f Add.

AGI Cn 4324 Libro II f 52-52v

AGI Cn 5116 26 February 1622

1622 () # 162

<SAN FRANCISCO DE PAULA> galeón 600 toneladas
Fleet-Guardia de Carrera, Lope de Armendariz
Departure-Sanlucar Destination-Tierra Firme
Wrecked-leaving Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 5: 26-27, 32, 37

Fernández Duro Armada Española 4: 449

Future Reference:

AGI Cn 2899 Libro II f Add.

AGI Cn 4324 Libro II f 52-52v
 AGI Cn 5116 26 February 1622

1622 () # 163

<SAN FRANCISCO> navío 150 toneladas
 Maestro-Juan de Aguilar Fleet-N.E., Fernando de Sousa
 Departure-Vera Cruz Destination-Spain
 Wrecked-on the bar at Sanlucar

Consulted:

Chaunu Seville et l'Atlantique 5: 28-29, 35

Future Reference:

AGI Cn 1473

AGI Cn 2899 Libro II f 417v

AGI Cn 5173 Libro XVI ff 10, 28v

AGI Cn 5189 Libro IX f 57

1622 () # 164

<SANTA CATALINA> nao bizcayna 270 toneladas
 Maestro-Alonso Sanchez Fleet-N.E., Fernando de Sousa
 Departure-Vera Cruz Destination-Spain
 Wrecked-at the bar at Sanlucar

Consulted:

Chaunu Seville et l'Atlantique 5: 38-39, 43

Future Reference:

AGI Cn 1621A f 27

AGI Cn 2899 Libro II f 417-417v

1623 () # 165

<SAN JUAN BAUTISTA> nao 600 toneladas
 Maestro-Luis Ortíz Fleet-N.E., Juan de Benavides
 Departure-Cadiz Destination-Vera Cruz
 Wrecked-on Las Puercas

Consulted:

Chaunu Seville et l'Atlantique 5: 46-47, 55

Future Reference:

AGI Cn 2899 Libro II f s/n

AGI Cn 4324 Libro III ff 98, 99v

1625 () # 166

<SAN NICOLAS> galeón
 Fleet-armada of Fadrique de Toledo

Departure-Brazil
Wrecked-at La Línea, abandoned because was taking on water

Consulted:
Fernández Duro Armada Española 4: 449

1625 () # 167

<30 ships of English armada, names unknown>
Wrecked-Bay of Cadiz, during English attack

Consulted:
Pérez de Sevilla Artillería de Cádiz 39

1625 (07-XI) # 168

<Name unknown> galeón
Wrecked-burned inside port of Cadiz during English attack

Consulted:
Castro Historia de Cádiz 428

1625 (07-XI) # 169

<Names unknown> 2 urcas
Wrecked-mouth of Río Santi Petri, sunk during English attack

Consulted:
Ribas Bensusan Asaltos a Cádiz 122

1626 () # 170

<LA CANDELARIA>
Maestre-Pascual Lopez
Wrecked-bar at Sanlúcar, Bonanza

Consulted:
AGI Cons. 840

1626 () # 171

<N.S. DE ARANZAZU> neo
Maestre-Capitán Francisco Melgarejo Fleet-T.F., Tomas de Larraspuru
Departure-Tierra Firme
Wrecked-bar at Sanlúcar

Consulted:
AGI Cons. 840

1626 () # 172

<N.S. DE LA ENCARNACION> nao 300 toneladas
 Maestre-Andres Diaz Ynsula Fleet-T.F.
 Departure-Santo Domingo
 Wrecked-bar at Sanlucar

Consulted:

Chaunu Séville et l'Atlantique 5: 130-31, 133

Future Reference:

AGI Cn 2899 Libro II f 277
 AGI Cn 2900 Libro I f 277
 AGI Cn 5173 Libro XVII f 147

1628 () # 173

<N.S. DE LA MUELA> fragata
 dispatch vessel Maestre-Santiago Ramiro
 Departure-Santo Domingo
 Wrecked-port of Lagos (Portugal)

Consulted:

AGI Cn 2900 Libro I f 282v

1629 () # 174

<SAN NICOLAS (DE LOS REYES)>
 Maestre-Antonio Gallardo
 Wrecked-on the bar at Sanlucar

Consulted:

AGI Cons. 840

1632 () # 175

<N.S. DE LAS MERCEDES> fragata
 Maestre-Andres Arias Altamirano Fleet-of Luis
 Fernandez de Cordoba
 Destination-Isla Margarita
 Wrecked-in the Bay of Cadiz, before leaving

Consulted:

AGI Cn 2900 Libro I f 13

1633 () # 176

<N.S. DE LA MISERICORDIA> carabela 200 toneladas
 Maestre-Jorge de Segura Fleet-T.F., Luis Fernandez de
 Cordoba
 Departure-Cadiz Destination-Santo Domingo
 Wrecked-in the Bay of Cadiz, before leaving

Notes: Ships bound for Española, Puerto Rico, and other Caribbean islands would usually travel with the Nueva España or Tierra Firme fleet (or both when they went together) and split off for their destination when the fleet entered the Caribbean.

Consulted:

Chaunu Séville et l'Atlantique 5: 232-33, 240, 241, 256

Future Reference:

AGI Cn 1180

AGI Cn 2900 Libro I ff 15v, 17

1633 () # 177

<Names unknown> 11 naos
Fleet-Marques de Cadereyta
Wrecked-Bay of Cadiz, as they were leaving

Consulted:

Fernández Duro Armada Española 4: 451

1633 () # 178

<SAN BUENAVENTURA> nao biscaya 230 toneladas
Maestre-Mauricio Salgado Owner-Lope de Arze
Fleet-N.E.
Departure-Cadiz Destination-San Juan de Ulua
Wrecked-in Cadiz, in a storm before leaving

Consulted:

Chaunu Séville et l'Atlantique 5: 234-35, 240

Future Reference:

AGI Cn 1179

AGI Cn 2900 Libro I ff 16v, 102

1633 () # 179

<SAN DIEGO> fragata 35 toneladas
vessel from Puerto Rico Maestre-Nicolas Caballero
Fleet-N.E.
Departure-Cadiz Destination-Puerto Rico
Wrecked-Bay of Cadiz

Consulted:

Chaunu Séville et l'Atlantique 5: 234-35, 240

Future Reference:

AGI Cn 1179

AGI Cn 2900 Libro I ff 16v, 102

1633 () # 180

<SAN JUAN Y SANTA CLARA> nao sevilla 320 toneladas
 patache of capitana of fleet Maestre-Francisco de
 Olano Owner-Andres de las Casas Fleet-N.E.
 Departure-Cadiz Destination-San Juan de Ulua
 Wrecked-(Cadiz?) before beginning route

Consulted:

Chaunu Séville et l'Atlantique 5: 232-33, 240

Future Reference:

AGI Cn 1179

AGI Cn 2900 Libro I ff 16, 102

1642 () # 181

<N.S. DE GUIA> navío frances 50 toneladas
 Maestre-Pedro Rodriguez de la Roca Owner-Sebastian de
 los Santos Fleet-N.E., Pedro de Ursua y Aresmendí
 Departure-Cadiz
 Wrecked-off Salmedina before the voyage

Consulted:

Chaunu Séville et l'Atlantique 5: 390-91, 396, 397

Future Reference:

AGI Cn 1186

AGI Cn 2900 Libro I f 43v-44

1642 () # 182

<Name unknown>
 capitana of fleet Fleet-N.E.
 Departure-Las Indias Destination-Spain
 Wrecked-lost on bar at Sanlucar while entering

Consulted:

Fernández Duro Armada Española 4: 452

1656 () # 183

<SAN FRANCISCO JAVIER> galeón
 almiranta of fleet, pilot-Gaspar Gonzalez
 Maestre-Nicolas de ?lacana Fleet-T.F., C.G. Marco del
 Puerto
 Departure-Cartagena de Indias Destination-[Spain]
 Wrecked-burned in view of Cadiz while fighting English

Consulted:

AGI Cn 3122

1658 () # 184

<Name uncertain> navío 64 guns
capitana of Naples squadron (?)
Wrecked-Cádiz, lost in a strong levante

Consulted:

Fernández Duro Armada Española 5: 437

1658 () # 185

<Names unknown> 14 barcones
also called barcos longos
Wrecked-Cádiz, in a strong levante

Consulted:

Fernández Duro Armada Española 5: 437

1659 (08-XI) # 186

<Names unknown> 4 navíos
bringing troops from Milan
Departure-Milan
Wrecked-off Cadiz

Consulted:

Fernández Duro Armada Española 5: 437

1659 (08-XI) # 187

<Names unknown> 7 navíos
Fleet-Pablo Fernandez de Contreras
Departure-Cádiz
Wrecked-off Cadiz at Las Puercas in a storm

Consulted:

Fernández Duro Armada Española 5: 49, 437

1660 () # 188

<DRAGON> nao
Wrecked-Bay of Cadiz, lost in storm

Consulted:

Fernández Duro Armada Española 5: 437

1660 () # 189

<Names unknown> several ships
Fleet-Roque Centeno
Wrecked-almost entire fleet lost on bar at Sanlúcar

Consulted:
Castro Historia de Cádiz 483

1660 () # 190

<Names unknown> many galeones
not part of Rogue Centeno's fleet
Wrecked-inside the Guadalquivir

Consulted:
Castro Historia de Cádiz 483

1663 () # 191

<Names unknown> several vessels
Fleet-armada of Admiral Miguel Oquendo
Wrecked-on the coast of Rota

Consulted:
Fernández Duro Neufrágios 17

1663 (07-X) # 192

<Names unknown> 7 bajeles
Fleet-Duke of Alburquerque's armada
Wrecked-off Rota

Consulted:
Fernández Duro Armada Española 5: 437

1671 () # 193

<Names unknown> various buques
Wrecked-Bay of Cadiz, in a storm [probably vessels
lost in storm of 15 May, listed below:]

Consulted:
Fernández Duro Neufrágios 17

1671 (15-V) # 194

<LA FRANCISCA> nao
Departure-Lisbon Destination-east (the Levante?)
Wrecked-Bay of Cadiz, in a bad storm

Consulted:
Concepción Emporio de el Orbe 479-82

1671 (15-V) # 195

<Name unknown> bergantín
Capitán-Jorge de Soils, customs vessel
Wrecked-Cadiz, during bad storm

Consulted:
 Concepción Emporio de el Orbe 479-82
 Fernández Duro Armada Española 5: 438

1671 (15-V) # 196

<Name unknown> polacra francesa
 Capitán-Micaelo
 Wrecked-Bay of Cadiz, in bad storm

Consulted:
 Concepción Emporio de el Orbe 479-82

1671 (15-V) # 197

<Name unknown> navío
 Wrecked-Bay of Cadiz, in a bad storm

Consulted:
 Concepción Emporio de el Orbe 479-82

1671 (15-V) # 198

<Names unknown> 10 gabarras
 Wrecked-Cadiz, in a bad storm

Consulted:
 Fernández Duro Armada Española 5: 438

1671 (15-V) # 199

<SAN NICOLAS> nao
 Capitán-Pedro Poybin (from France)
 Wrecked-Bay of Cadiz, in a bad storm

Consulted:
 Concepción Emporio de el Orbe 479-82

1672 () # 200

<ISABELA> nao
 Capitán-Juan de Ugarte Fleet-Duque de Veragua
 Wrecked-off Cabo Santa María

Consulted:
 Fernández Duro Armada Española 5: 438

1680 (17-VII) # 201

<JESUS NAZARENO> navío 390 3/4 toneladas
 Maestre-Jose Castano Owner-Antonio Castano
 Fleet-N.E., Gaspar Manuel de Velasco

Destination-Las Indias
Wrecked-ran aground on El Diamante (Cadiz)

Consulted:
AGI Cn 2900 Libro II f 261v
AGI Cons. 842

18th Century

1702 () # 202

<Names unknown> 2 navios
Wrecked-entrance of Puntales, defending against enemy
fleet

Consulted:
Fernández Duro Armada Española 6: 20

Future Reference:
Real Academia estante 16 gr. 5

1705 () # 203

<N.S. DE REGLA> navio
Owner-Francisco Blanco
Wrecked-Cadiz, between the Puntales (ran aground next
to Matagorda)

Consulted:
Museo Naval Col. Fernández Navarrete tomo II f 150,
doc. 150 (index # 547)
Museo Naval Col. Fernández Navarrete tomo I, f
151, doc. 151 (index #548)

1707 () # 204

<N.S. DE LA CONCEPCION, SAN JOSE, Y LAS ANIMAS> navio
68 2/10 toneladas, built in England
Owner-Francisco Charcalstegui
Destination-Spain
Wrecked-ran aground on beach at Conil fleeing English

Consulted:
AGI Cn 2901 Libro I f 21v

1707 (02-III) # 205

<N.S. DE LA PIEDAD Y SANTIAGO> navio 262 2/5 toneladas
built in Vizcaya Capitanes-S. de Cabrera and M. A.
Fernandez Fleet-Armada de Barlovento

Departure-Campeche Destination-Spain
Wrecked-entrance to the bar at Sanlucar

Consulted:
AGI Cons. 849 bis
AGI IG 2752

1737 () # 206

<N.S. DE BELEN> navio 224 1/6 toneladas
built in England Owner-Luis Herrera Fleet-with other
vessels to T.F.
Destination-Tierra Firme
Wrecked-Bay of Cadiz, between los Cochinos and the
Baluarte del Bonete

Consulted:
AGI Cn 1360
AGI Cn 2901 Libro II ff 78v-79
AGI Cons. 860
García-Baquero Cádiz y el Atlántico 1: 382

1737 () # 207

<S. ANTONIO DE PADUA> navio 224 1/6 toneladas
built in England Owner-Luis Herrera Fleet-other
vessels head for T.F.
Destination-Tierra Firme
Wrecked-Bay of Cadiz, between los Cochinos and the
Baluarte de Bonete

Consulted:
AGI Cn 1360
AGI Cn 2901 Libro II ff 78v-79
García-Baquero Cádiz y el Atlántico 1: 382

1737 () # 208

<SAN FRANCISCO DE ASIS> navio 224 1/6 toneladas
built in England Owner-Luis Herrera Fleet-with other
vessels headed for T.F.
Departure-(Spain) Destination-Tierra Firme
Wrecked-Bay of Cadiz, between los Cochinos and the
Baluarte de Bonete

Consulted:
AGI Cn 1360
AGI Cn 2901 Libro II ff 78v-79
García-Baquero Cádiz y el Atlántico 1: 382

1740 (14-VII) # 209

<SAN TELMO> barco español 50 toneladas
 Capitán-Juan Silvestre
 Destination-Sevilla
 Wrecked-Laja de Nevaros (Sanlucar); cargo of 400
 quintales of powder partially salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1742 (25-XI) # 210

<REY GASPAR> bergantin francés
 Capitán-Jose Guantier
 Destination-Sevilla
 Wrecked-coast of San Jacinto (Sanlucar) in B.N.
 weather; sailing in ballast; a total loss

Note: B.N. refers to the weather conditions at the
 time of the wreck. Other abbreviations from the source
 are: B., B.D., D.B., D.M., M., M.D., M.N., M.P., and N.
 However, I have been unable to locate what type of
 weather each abbreviation specifically represents.

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1743 (23-II) # 211

<N.S. DEL BUEN FIN> caravela portuguesa
 Capitán-Javier Diaz
 Wrecked-Salmedina; cargo of codfish, lard, and hides
 partially salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1743 (27-X) # 212

<N.S. DE LA MISERECORDIA> polacra catalán 100
 toneladas
 Capitán-Eusebio Velasco Owner-Francisco Ledesma
 Departure-Cadiz Destination-Cartagena de Indias

Wrecked-coast of San Jacinto; cargo of books and general merchandise partly salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131
García-Baquero Cádiz y el Atlántico 1: 382

Future Reference:

AGI Cn 1639
Cauto Carroza Proyecto para Mejorar

1743 (16-XII) # 213

<N.S. DE LA VIDA> corbeta portuguesa 150 toneladas
Capitán-Francisco Veloso
Destination-Cadiz
Wrecked-coast of Carboneros; cargo of 1850 quintales codfish partly salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1745 (21-VI) # 214

<N.S. DEL CABO> bergantín portugués 120
Capitán-Joaquín Acosta
Destination-Sanlucar
Wrecked-Salmedina in M.N. weather

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1747 (03-I) # 215

<N.S. DE BEGONA> fragata
Maestre-Bernardo de Sousa
Departure-Vera Cruz Destination-Spain
Wrecked-coast west of Sanlucar, beaches of Sanlucar

Consulted:

AGI Cn 2902A Libro I f 177
AGI Cons. 856
García-Baquero Cádiz y el Atlántico 1: 391

1749 (22-XII) # 216

<Name unknown> balandra inglesa
 Capitán-Francisco Puvial
 Wrecked-coast of Salabal; total loss

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1750 (25-V) # 217

<FRIENDSHIP> bergantín inglés
 Capitán-Varry Power
 Wrecked-coast of San Jacinto; some rigging salvaged

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1750 (08-VIII) # 218

<FLOPWELL> balandra inglesa 90 toneladas
 Capitán-Roberto Trail
 Destination-Cádiz
 Wrecked-Restinga del Perro in M.N. weather; cargo of
 wheat

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1750 (16-XI) # 219

<GEORGE> paquebot inglés 200 toneladas
 Capitán-Jorge Pope
 Destination-Sevilla
 Wrecked-coral de Parra in B.N. weather; cargo of
 codfish partly salvaged

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1752 () # 220

<SAN DIEGO alias LA ESPERANZA> navio
 Maestre-Salvador Cruaria Owner-Salvador Arizon
 Destination-Cartagena de Indias
 Wrecked-ran aground on beach in front of Torre
 Asperillo (Arenas Gordas)

Consulted:
 AGI Cons. 856

1752 (01-II) # 221

<S. FRANCISCO DE ASIS alias SOBERBIO>
 Maestre-Juan Francisco de Pena Owner-Marques de
 Cainada
 Departure-Vera Cruz Destination-Cadiz
 Wrecked-reefs at la Barrosa (Chiclana de la Frontera)
 between Torre del Puerco and la Bermeja

Consulted:
 AGI Cn 2902A Libro I ff 53v, 182v
 AGI Cons. 863
 Garcia-Baquero Cádiz y el Atlántico 1: 391

1752 (02-XI) # 222

<N.S. DE LA CONCEPCION> gabarra portuguesa 100
 toneladas
 Capitán-Luis Mesina
 Destination-Sevilla
 Wrecked-a shoal of the bar at Sanlucar in B.N. weather

Notes: Cargo of esparteria was partly salvaged.
Esparteria - a place where esparto is worked or sold.
 Esparto (Stipa tenacissima) is a tough, wiry grass from
 North Africa yielding a fiber used in making paper and
 cordage; also known as feather grass, esparto grass,
 Spanish hemp grass, stipa. Perhaps this cargo
 consisted of esparto leaves ready to be made into
 cordage and paper, or perhaps items already
 manufactured of esparto.

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1754 (14-VII) # 223

<WILHELMINA> queche holandés
 Capitán-German Rievouchierts
 Destination-Cadiz
 Wrecked-Laja de Enmedio in B.N. weather; cargo of iron,
 wood, shoe soles, partly salvaged along with some
 rigging

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1755 () # 224

<Name unknown> Swedish vessel
 Wrecked-Bay(?) of Cadiz, sank in earthquake

Consulted:
 Oleashea Carta de Antonio de Ulloa 85-7

1755 () # 225

<Names unknown> small boats
 Wrecked-Bay (?) of Cadiz, sank in earthquake

Consulted:
 Oleashea Carta de Antonio de Ulloa 85-7

1755 (19-II) # 226

<SANTO CRISTO DE VERACRUZ> barco español 65 toneladas
 Capitán-Juan Mora
 Departure-Sevilla Destination-Cadiz
 Wrecked-Laja de Enmedio in B.D. weather; cargo of wine,
 vinegar, bricks partly salvaged

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1755 (15-VI) # 227

<FRANCES> fragata inglesa
 Capitán-Silvestre Werneuwal
 Destination-Sevilla
 Wrecked-on a shoal of the bar at Sanlucar in B.D.
 weather; rigging partly salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1756 (02-IX) # 228

<JUANA> queche holandés
 Capitán-Abraham Vandich
 Departure-Sevilla
 Wrecked-Salmedina in B.D. weather; partly salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1757 (27-X) # 229

<FLIN ET MARGREC> bergantín inglés
 Capitán-Guillermo Holchín
 Wrecked-coast de San Jacinto; some rigging saved

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1758 (28-?) # 230

<SAN BRUNO> navío
 Maestre-Antonio Larrea
 Departure-Lima
 Wrecked-Tuta(?) on the coast of Ayamonte

Consulted:
 AGI Cn 2902A Libro I ff 230-30v

1758 (03-I) # 231

<N.S. DEL ROSARIO alias EL VENECIANO> navío
 Maestre-Juan Gonzalez Valdez
 Departure-Cadiz Destination-Cartagena
 Wrecked-in front of Asperillo, coast of Sanlucar

Consulted:
 AGI Cn 2902A Libro I f 15v

1758 (03-I) # 232

<PAZ Y FORTUNA> queche sueco
Capitán-Martin Gaanz
Departure-Barcelona Destination-Coruna
Wrecked-coast of Carboneros; cargo of wine partly
salvaged along with some rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1758 (06-III) # 233

<MARIA> queche holandés
Capitán-Reilof Wistrom
Wrecked-coast of Carbonero; cargo of lard and salt meat
partly salvaged along with rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1758 (20-IV) # 234

<N.S. DEL ROSARIO> fragata española
Wrecked-coast of Asperillo; partly salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1758 (04-XII) # 235

<AMADA> goleta portuguesa
Capitán-Sebastian Coello
Wrecked-Punta de Montijo; cargo of figs partly salvaged
along with some rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1758 (05-XII) # 236

<N.S. DEL ROSARIO> bergantín ragueso
 Capitán-Pascual Pugliese
 Departure-Oporto Destination-Mediterranean
 Wrecked-beach at La Regla in B.N. weather; sailing in
 ballast; some rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1758 (05-XII) # 237

<WILLIAM> bergantín inglés
 Capitán-Lucas Mariton
 Departure-Sevilla
 Wrecked-shoals of the bar at Sanlucar; rigging partly
 salvaged; cargo was oranges

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1758 (06-XII) # 238

<ELIZABETH> bergantín inglés
 Capitán-Samuel Smith
 Departure-Sevilla Destination-Mediterranean
 Wrecked-coast of La Higuera in M.N. weather; cargo of
 oranges; rigging partly salvaged; six persons drowned

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1759 (24-II) # 239

<SAN JOSE> paquebot español
 Capitán-Juan Arana
 Departure-San Sebastian Destination-Cadiz
 Wrecked-Salmedina in B.N. weather; cargo of iron,
 whiskey, wine; rigging partly salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1759 (24-II) # 240

<GUSTAVO> queche sueco
 Capitán-Pedro Batrickic
 Wrecked-Salmedina in B.N. weather; cargo of wood and
 iron partly salvaged along with some rigging

Consulted:

El Rio, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1759 (20-IV) # 241

<SULTANA> bergantín inglés
 Capitán-Pablo Valwell
 Destination-Sevilla
 Wrecked-shoals on the bar of Sanlucar; sugar, coffee,
 indigo partly salvaged

Consulted:

El Rio, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1759 (03-V) # 242

<CONCORDIA> paquebot español
 Capitán-Antonio Morales
 Departure-Hamburg Destination-Malaga
 Wrecked-Restinga del Perro in B.N. weather; linen,
 lard, rigging partly salvaged

Consulted:

El Rio, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1759 (17-X) # 243

<CARLOF ARUND> bergantín inglés
 Capitán-Tomas Ibboston
 Wrecked-coast of Carboneros; some rigging salvaged

Consulted:

El Rio, Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1760 () # 244

<BIZARRA> fragata de guerra
Wrecked-Puntales, burned

Consulted:
Fernández Duro Armada Española 7: 456

Future Reference:
Fernandez Duro Nafragios

1761 (12-XII) # 245

<SAN ANTONIO> balandra portugués
Capitán-Manuel de Luz
Departure-Dublin Destination-Cádiz
Wrecked-Restinga del Perro in M.N. weather; cargo of
lard partly saved along with rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1762 (26-XI) # 246

<LOS CAPITANES> fragata holandesa
Capitán-Cornelio Van Reis
Wrecked-coast of San Jacinto; some rigging saved

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1762 (02-XI) # 247

<NORTHLAND> queche sueco
Capitán-Andres Aspiunt
Wrecked-beach at La Regla; total loss

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1764 (11-III) # 248

<MARCORELO> fragata inglesa
 Capitán-Juan Milu
 Wrecked-a shoal of the bar at Sanlucar; tobacco, flour,
 rigging partly saved

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1765 (20-I) # 249

<SAN RAFAEL> londro español
 Capitán-Jose Lopez
 Departure-Valencia Destination-Ferrol
 Wrecked-coast of San Jacinto; cargo was wine and
 whiskey; some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1765 (17-V) # 250

<ESPERANZE> paquebot francés
 Capitán-Juan d'Equivanville
 Wrecked-Salmedina in N. weather; some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1765 (22-XII) # 251

<VILLE DE QUIMP> fragata francesa 303 toneladas
 Capitán-Juan Lepont
 Departure-Quimper Destination-Cadiz
 Wrecked-Laja de Enmedio in D.M. weather; cargo of 9000
 fanegas barley partly salvaged along with rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1766 (15-II) # 252

<ENTREPRISE> fragata francesa
 Capitán-Claudio Ravier
 Wrecked-Punta de Chipiona; salvage-general goods, wheat

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1766 (02-II) # 253

<NANCY> balandra inglesa 80 toneladas
 Capitán-Juan Cowrry
 Wrecked-coast of Salabal; salvage-lard, salt meat, some rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1766 (15-V) # 254

<SAN PEDRO> pingue español
 Capitán-Bartolome Rozo
 Destination-Sevilla
 Wrecked-coast of San Jacinto; salvage-iron in bars and plates along with some rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1767 (13-I) # 255

<SAN ANTONIO alias EL FENIX> barco tartana 60 or 81 toneladas, built in France
 Maestro-Pedro Vazquez Varela
 Owner-Antonio Piruental
 Destination-Honduras
 Wrecked-on the beach between Algeciras and La Línea de Gibraltar, storm

Consulted:
 AGI Cn 1601
 AGI Cn 2902A Libro I f 117

AGI Cons. 866
García-Baquero Cádiz y el Atlántico 1: 382

1767 (15-III) # 256

<SALLY> bergantín inglés
Capitán-Jorge Carlton
Wrecked-coast of Chipiona; salvage-flour and some rigging

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1767 (31-III) # 257

<N.S. DEL ROSARIO> saetia española
Capitán-Mariano Mas
Departure-Sevilla
Wrecked-Juan Puñ in D.B. weather; total loss; cargo of beans and olives

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1767 (14-IV) # 258

<FENIX> bergantín holandés
Capitán-Lorenzo Roos
Destination-Sevilla
Wrecked-coast of San Jacinto; cargo of tobacco; some rigging salvaged

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1768 (09-IV) # 259

<TARUEP> fragata inglesa
Capitán-Guillermo Joory
Departure-Maryland Destination-Cádiz
Wrecked-Salmedina in B.N. weather; salvage-corn and some rigging

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1768 (27-XII) # 260

<BINNEVECH> fragata dinamarque
 Capitán-Siens Peters
 Wrecked-Coast of Salabal; some rigging saved

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1769 (30-III) # 261

<ADVENTURE> bergantín inglés
 Capitán-Tomas Porkman
 Departure-Guernesey Destination-Gibraltar
 Wrecked-Tres Piedras de Chipiona in M.D. weather;
 salvaged-cider and wine from Burdeos, some rigging

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1769 (08-IV) # 262

<CERES> balandra inglesa
 Capitán-Tomas Parkman
 Wrecked-coast of Salabal; some rigging saved

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1769 (16-VIII) # 263

<EUMANL> bergantín dinamarq
 Capitán-Juan Steen
 Wrecked-Salmedina in B.N. weather; cargo of rigging
 partly salvaged

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1769 (02-XI) # 264

<MARIE MARCHE> paquebot francés
 Capitán-Juan Terceñere
 Departure-Málaga Destination-Ostende
 Wrecked-coast of San Jacinto; cargo of wine, raisins,
 figs partly salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1771 (03-III) # 265

<SAINT JEAN> tartana francesa
 Capitán-Juan Bertran
 Departure-Bilbao Destination-Cádiz
 Wrecked-a shoal on the bar of Sanlúcar; cargo of iron
 partly salvaged along with some rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1771 (22-III) # 266

<GAIZOTA> galeaza holandesa
 Capitán-Benjamin Stensen
 Wrecked-coast of San Jacinto in M.D. weather; some
 rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1772 (18-II) # 267

<SAN MATIAS> paquebot español
 Capitán-Diego Merida
 Departure-Habana Destination-Cádiz
 Wrecked-beach at La Regla; carrying troops and tobacco;
 some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1772 (26-VII) # 268

<SAINT PETER> balandra inglesa
 Capitán-Jose Benuet
 Departure-Terranova Destination-Cádiz
 Wrecked-Chilpiona; cargo-codfish; some riggin saved

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1772 (02-XII) # 269

<GEAC NIJMPH> paquebot inglesa
 Capitán-Samuel Caulis
 Wrecked-coast of San Jacinto; some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1772 (19-XII) # 270

<CHANING SELLY> fragata inglesa
 Capitán-Felipe Hourneau
 Departure-New Orleans Destination-Cádiz
 Wrecked-coast of Carboneros; salvaged-codfish, salmon,
 some rigging

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1772 (08-III) # 271

<SAN JULIAN> tartana española
 Capitán-Francisco Brioso
 Departure-Cádiz Destination-Sevilla
 Wrecked-coast of San Jacinto in M.N. weather; general
 merchandise partly salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1775 (15-I) # 272

<MOUTINI> paquebot francés
 Capitán-Nicolas Laney
 Wrecked-Salmedina; some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1775 (18-XII) # 273

<MARGARITA> fragata española
 Capitán-Juan Doudal
 Departure-Havana Destination-Cádiz
 Wrecked-Salmedina in B.N. weather; salvaged-sugar,
 tobacco

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1776 (26-IX) # 274

<POSTILLON DE BILBAO> paquebot español
 Capitán-Manuel de la Sota
 Departure-Bilbao Destination-Cádiz
 Wrecked-coast of Salabel in M.N. weather; sailing in
 ballast; total loss

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1776 (11-VI) # 275

<SAN JOSE> charanguero español
 Capitán-Romauldo Ruiz
 Departure-Sevilla Destination-Cádiz

Wrecked-Grajuela in M.D. weather; carrying passengers, fine china, garlic; some cargo salvaged; five persons drowned

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1778 (15-I) # 276

<VIRGEN DEL CARMEN> bergantin español

Capitán-Ramon Deliz

Departure-Sevilla Destination-London

Wrecked-coast of San Jacinto in M. weather; carrying oranges; some rigging saved

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1778 (15-III) # 277

<HART> balandra inglesa

Wrecked-coast of Asperillo

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1778 (20-VI) # 278

<SAN JOSE Y ANIMAS> barco español

Capitán-Diego Mesa

Departure-Sevilla

Wrecked-coast of Chipiona; some of the 20 pipes of oil saved

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1778 (13-X) # 279

<SAN MIGUEL> pingue siciliano

Capitán-Lorenzo del Auro

Departure-Cádiz Destination-Betanzos
Wrecked-coast of Carboneros; general goods and whiskey
partly salvaged

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1779 (19-XI) # 280

<SAN PEDRO ALCANTARA> falucho portugués
Capitán-Joaquín Santana
Departure-Tanger Destination-Faro
Wrecked-Salmedina in M.D. weather; eight drowned; cargo
of hides partly salvaged

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1779 (19-XII) # 281

<VIRGEN DEL CARMEN> polacra siciliana
Capitán-Cayetano Cacace
Destination-Cádiz
Wrecked-coast of Salabal in M. weather; five drowned;
wine and vinegar and rigging partly salvaged

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1780 (16-1) # 282

<SANTO DOMINGO> navío 74 guns
Commander-Ignacio Mendizabal Fleet-squadron of
Langara
Wrecked-Cabo de Santa María (allegedly)

Notes: Langara's squadron, sighting an English
squadron of superior force, set course for Cadiz in a
strong SW wind. The English, headed towards Gibraltar
under the command of Admiral Rodney, engaged them in
combat and Santo Domingo was overtaken. With the
strong wind, she caught on fire, exploded, and sank at
about 4:30 PM somewhere in the vicinity of Cabo de
Santa María.

Consulted:

Castro Historia de Cádiz 516-18

Fernández Duro Armada Española 7: 254-60

1780 (16-I) # 283

<SAN JULIAN>

Wrecked-Cádiz, in a storm after combat; captured by the English then retaken by Spanish

Notes: Although the source does not say so, given that this loss was on the same date as that of the Santo Domingo (#282) above and that she had been engaged in combat with the English, San Julian must have been part of Langara's squadron which fought with Rodney's forces off Cabo Santa Maria. Vigodet lists a San Julian (#308), member of Langara's squadron, sinking on 17 January 1786 after battle with the English. It is probable that #283 and #308 are the same vessel and Vigodet is in error about the year (see Chapter II).

Consulted:

Artinano y Galdacano Arquitectura Naval 359

1780 (29-I) # 284

<SANTO CRISTO> tartana española

Capitán-Alonso de Herrera

Wrecked-Inglesillo in M. weather; four drowned; general cargo and rigging partly salvaged

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1780 (02-II) # 285

<JUANA CATARINA> proque holandés 250 toneladas

Capitán-Klaas Visser

Departure-Ferrol Destination-Cádiz

Wrecked-Punta de Montijo; salvaged-flour and some rigging

Consulted:

El Río, Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1780 (05-II) # 286

<SANTO CRISTO> tartana española
Wrecked-coast of Salabal; some salvage

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1780 (02-VIII) # 287

<SPERIK ELISAVET> paquebot holandés 200 toneladas
Capitán-Lorenzo Deuce1
Departure-Doncick Destination-Cadiz
Wrecked-Salmedina in B.N. weather; wheat, sea biscuit,
rigging partly salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1780 (03-IX) # 288

<Name unknown> unknown type
Wrecked-coast of Salabal; a little rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1782 (23-III) # 289

<ANFITRITE> polacra francesa
Capitán-Roudier
Wrecked-coast of Carboneros; some rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1783 (10-II) # 290

<HERMANOS SEGUIN> fragata francesa
Capitán-Bernardo Bousigue
Wrecked-coast of Carboneros; some rigging salvaged

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1783 (22-III) # 291

<POSTILLON DE GENOVA> tartana francesa
 Capitán-Antonio Alexandri
 Wrecked-in front of Chiplona; some rigging salvaged

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1783 (31-XII) # 292

<HOPWELL> bergantín inglés
 Capitán-Juan Murray
 Wrecked-Inglesillo; some rigging salvaged

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1784 () # 293

<SAN FRANCISCO DE PAULA> navío 224 1/6 toneladas
 Wrecked-La Carraca, burned

Consulted:
 Fernández Duro Armada Española 7: 459
 Vigodet Buques de Guerra f 13

Future Reference:
 Fernandez Duro Naufragios

1784 (02-I) # 294

<DEVARA MARIA> queche dinamarqués
 Capitán-Matias Opuarn
 Wrecked-Inglesillo; one drowned; total loss

Consulted:
El Río, Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1784 (29-I) # 295

<VERDADERO FLAMENCO> fragata anustriaca
Capitán-Antonio Junqui
Departure-Ostende Destination-Cadiz
Wrecked-coast of San Jacinto in M.D. weather; linen,
cloth, and some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1784 (20-III) # 296

<THE FRIENDS> bergantín inglés
Capitán-Tomas Muckelt
Wrecked-coast of San Jacinto; cargo of tin plates along
with some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1784 (21-XII) # 297

<CONCORDIA> fragata francesa
Wrecked-coast of Chipiona; some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1785 (02-I) # 298

<ARHENS> bergantín dinamarqués 270 toneladas
Capitán-Joren Hestiernd
Departure-Texel Destination-Cadiz
Wrecked-Salmedina, Restinga del Perro in M.N. weather;
cheese and beans partly salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1785 (12-I) # 299

<N.S. DE LA GUIA> tartana española 45 toneladas
 Capitán-Nicolas Vega
 Departure-Cádiz Destination-Sevilla
 Wrecked-Punta de Montijo in B.D. weather; some salvage

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1785 (06-II) # 300

<SAN JOAQUIN> bergantín portugués 120 toneladas
 Capitán-Antonio de la Cruz
 Departure-San Sebastian Destination-Cádiz
 Wrecked-Restinga del Perro in B.N. weather; iron,
 pitch/tar/sackcloth, and some rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1785 (05-IV) # 301

<SANTO CRISTO> tartana española
 Capitán-Jose Clavero
 Departure-Sevilla Destination-Cádiz
 Wrecked-coast of Salabal in M.D. weather; cargo of wool
 and bricks; some rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1785 (07-IV) # 302

<SAN JOSE> tartana española
 Capitán-Pedro Cantillana
 Departure-Sevilla
 Wrecked-Chalupa de Fuera in B.D. weather; cargo of wood
 and bricks; some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1785 (09-IV) # 303

<VIRGEN DEL ROSARIO> tartana española 60 toneladas
 Capitán-Isidro Gallardo
 Departure-Sevilla Destination-Cádiz
 Wrecked-Riza in B.D. weather; oil and wood partly
 salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1785 (02-VII) # 304

<VIRGEN DE LOS DOLORES> tartana española 90 toneladas
 Capitán-Diego Ortega
 Departure-Puerto de Santa María Destination-Sevilla
 Wrecked-Salmedina in B.D. weather; cargo-1600 fanegas
 wheat; some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1785 (12-VII) # 305

<SAN ANTONIO> bergantín español
 Capitán-Juan Basalona
 Departure-Santander Destination-Sevilla
 Wrecked-Riza in B.D. weather; wheat and some rigging
 salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1786 (01-I) # 306

<BEATA> fragata sueca
 Capitán-Niels Soderbeg
 Departure-Memel Destination-Cádiz

Wrecked—a shoal on the bar at Sanlúcar in B.N. weather;
wood, wheat, and some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1786 (03-I) # 307

<HUBERT> fragata inglesa
Capitán-Benjamin Stiane
Wrecked—coast of La Higuera in M. weather; flour and
some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1786 (17-I) # 308

<SAN JULIAN> 74 guns
Commander—the Marques de Medina
Wrecked—Cadiz, lost in storm after combat with the
English; see #283 notes

Consulted:
Vigodet Buques de Guerra f 12

1786 (17-I) # 309

<N.S. DE LOS DOLORES> fragata española 297 toneladas
Capitán—Jose de Soria
Departure—Havana Destination—Cadiz
Wrecked—coast of San Jacinto in M.D. weather; 41
persons drowned; sugar, tobacco, wood, and some rigging
salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1786 (05-III) # 310

<POSTILLON> paquebot española 200 toneladas
Capitán—Jose Lopez
Departure—Ostende Destination—Sevilla

Wrecked-coast of San Jacinto in M. weather; cargo-assorted linen; some rigging salvaged; one person drowned

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1786 (13-III) # 311

<COMMERCE> fragata americana

Capitán-Edmundo Wingate

Departure-Newburuper Destination-Cadiz

Wrecked-coast of Salabal in M. weather; staves, woods, and some rigging salvaged; five drowned

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1786 (04-IV) # 312

<HEDWIG> droque dinamarques 170 toneladas

Capitán-Andres Simchens

Departure-Ceste Destination-Guernesey

Wrecked-coast of San Jacinto in M.D. weather; wine, whiskey, soap, and some rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1786 (02-XI) # 313

<REUSBURG> paquebot dinamarques

Capitán-Pedro Boysent

Departure-Dunquerque Destination-Genova

Wrecked-coast of San Jacinto in M. weather; assorted linen, other goods, and some rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1786 (02-XI) # 314

<BRITISH QUEEN> fragata inglesa
 Departure-Quebec Destination-Cadiz
 Wrecked-coast of San Jacinto in M. weather; cargo was
 wheat; rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1786 (23-XII) # 315

<N.S. DEL ROSARIO> tartana española 75 toneladas
 Capitán-Juan Perejon
 Departure-Cadiz Destination-Sevilla
 Wrecked-Grajuela in M.P. weather; cocoa and other cargo
 partly salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1786 (23-XII) # 316

<SAN PEDRO> tartana española
 Capitán-Juan Rodríguez
 Departure-Cadiz Destination-Sevilla
 Wrecked-coast of Chipiona in M.D. weather; cargo was
 cocoa; rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1786 (25-XII) # 317

<N.S. DE MONSERRATE> saetia española
 Capitán-Jose Antonio Cot
 Wrecked-a shoal on the bar at Sanlucar

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
 Cauto Carroza Proyecto para Mejorar

1787 (11-1) # 318

<MARIA> bergantín dinamarques
 Capitán-Juan Hausen
 Departure-Fonheim Destination-Genova
 Wrecked-coast of La Higuera in M. weather; cargo of
peque-palo (meaning unknown to me); rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1787 (12-1) # 319

<PRINCIPE GUSTAVO> bergantín sueco
 Capitán-Chaas Lichard
 Departure-San Lucar
 Wrecked-coast of Carboneros in M. weather; sailing in
 ballast; rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1788 (17-1) # 320

<SAN SEBASTIAN> canario español 96 toneladas
 Capitán-Francisco Llorens
 Departure-Barcelona Destination-Cadiz
 Wrecked-Salmedina in B. weather; some of 192 pipes of
 wine and some rigging salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:

Cauto Carroza Proyecto para Mejorar

1788 (02-XII) # 321

<CORONEL FULLARIN> bergantín inglés
 Capitán-Hugo Boyer
 Wrecked-coast of Salabal in M. weather; some rigging
 salvaged

Consulted:

El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1788 (02-XII) # 322

<MARGARET> bergantín inglés
Capitán-Juan Hunte
Wrecked-coast of Salabal in M. weather; salmon and some rigging salvaged

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1789 (12-I) # 323

<PROVIDENCIA> bergantín español
Capitán-Juan Muso
Departure-Arbeira Destination-Cadiz
Wrecked-Juan Pul in M.D. weather; cargo was wheat; no salvage

Consulted:
El Rfo. Bajo Guadalquivir 131

Future Reference:
Cauto Carroza Proyecto para Mejorar

1797 () # 324

<ELENA> fragata
a Spanish vessel
Departure-Americas
Wrecked-beach at Conil in 15 brazas of water

Note: probably the same as #325 below; not enough information to be sure

Consulted:
Conte Lacave Ataque de Nelson 38
Fernandez Duro Neufragios 127-31

1797 (26-IV) # 325

<SANTA ELENA> 34 guns
Fleet-Armada Española
Wrecked-near Cadiz, destroyed by 74-gun irresistible

Note: see #324

Consulted:
Pivka Navies of Napoleonic Era 236

Future Reference:
Clowes Royal Navy

1798 (12-IV) # 326

<LIVELY> 32 guns
Fleet-English Royal Navy
Wrecked-near Rota point

Consulted:
Pivka Navies of Napoleonic Era 219

Future Reference:
Clowes Royal Navy

1798 (03-XII) # 327

<KINGFISHER> 18 guns
Fleet-English Royal Navy
Wrecked-on Lisbon bar

Consulted:
Pivka Navies of Napoleonic Era 219

Future Reference:
Clowes Royal Navy

19th Century

1800 (21-I) # 328

<WEYMOUTH> armed transport
Fleet-British Royal Navy
Wrecked-on Lisbon Bar

Consulted:
Pivka Navies of Napoleonic Era 220

Future Reference:
Clowes Royal Navy

1803 (26-V) # 329

<RESISTANCE> 36 guns
Fleet-British Royal Navy
Wrecked-on Cabo San Vicente

Consulted:
Pivka Navies of Napoleonic Era 239

Future Reference:
Clowes Royal Navy

1804 (01-III) # 330

<WEAZEL> 14 guns
Fleet-British Royal Navy
Wrecked-near Gibraltar

Consulted:
Pivka Navies of Napoleonic Era 239

Future Reference:
Clowes Royal Navy

1805 (29-I) # 331

<RAVEN> 18 guns
Fleet-British Royal Navy
Wrecked-in Cadiz Bay

Consulted:
Pivka Navies of Napoleonic Era 240

Future Reference:
Clowes Royal Navy

1805 (21-X) Nelson defeats combined French/Spanish fleet in the Battle of Trafalgar. Fifteen vessels (#332 through #346) were lost in battle or within the next four days in a violent storm. See also Chapter IV.

Consulted:
Howarth Trafalgar: Nelson Touch 83-239
Pivka Navies of Napoleonic Era 92-101, 152-177,
203-205
Pope Decision at Trafalgar 174-374

Future Reference:
Abell Prisoners of War
Admiralty committee Report on Trafalgar
Allen Memoirs of Sir Hargood
Beatty Death of Nelson
Bevan and Woiryche Journal of Capt. Hoffman
Brenton Naval History
Broadley & Bartlett Three Dorset Captains
Clarke and McArthur Life and Services
Collingwood Correspondence
Corbett Campaign of Trafalgar
Cumby Captain Cumby's Letter

Desbrière Projets
 Desbrière Trafalgar
 Fernández Duro A la Mar Madera v. 5
Five Naval Journals
 Fraser Bellerophon
 Fraser Enemy at Trafalgar
 Fraser Sailors Whom Nelson Led
 Fremantle, Anne The Wynne Diaries
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 Halloran, Lt. Journal extracts
 Jackson Logs of Great Sea Fights
 James Naval History
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 Mackenzie The Trafalgar Roll
 Mahan Influence of Sea Power
 Mahan Life of Nelson
 Moorhouse Letters of English Seamen
 Murray Memoirs of Sir P. Durham
 NMH MS 9735 Thorpe Minutes of the Action
 NMM Wellcome MSS 30 Rivers Notes on Trafalgar
 Nicolas Letters of Lord Nelson
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 PRO Admiralty 53/3669 part II Log Book of the
Pickle
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Possible sources:

Blackwood Memoir
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 Manwaring Bibliography

Mariani Historia del Combate
 NMM Defiance's carpenter Report
 Newbolt Year of Trafalgar
 Nicolas in Bijou magazine 1929
 Thursfield Nelson
 Troude Batailles Navales

1805 (21-X) # 332

<ACHILLE> 74 guns
 Captain-Gabriel de Nieport Fleet-French at Battle of
 Trafalgar
 Wrecked-off Cabo Trafalgar, exploded after battle

Notes: According to Howarth, Achille never struck her colors (surrendered). Even when the fire had burned down near the waterline, her ensign still flew from the poop. She exploded at ten of six the evening of the battle whereupon the British boats went in to collect the last of the survivors, including a black pig (later eaten aboard Euryalus) and a naked woman, the stowaway wife of one of the sailors. They were later reunited.

Consulted:

Howarth Trafalgar: Nelson Touch 204-06, 213
 Pivka Navies of Napoleonic Era 98-9, 248
 Pope Decision at Trafalgar 361

1805 (22-X) # 333

<REDOUBTABLE> 74 guns
 Captain-Jean Jacques Etienne Lucas Fleet-French at
 Battle of Trafalgar
 Wrecked-off Cabo Trafalgar? (taken by British but
 sank)

Consulted:

Howarth Trafalgar: Nelson Touch 186, 215-19
 Pivka Navies of Napoleonic Era 98-9, 248
 Pope Decision at Trafalgar 361

1805 (22?-X) # 334

<INTREPIDE> 74 guns
 Commander-Louis Antoine Cyprian Infernet Fleet-French
 at Battle of Trafalgar
 Wrecked-off Cabo Trafalgar? (taken by British but
 burned)

Consulted:

Howarth Trafalgar: Nelson Touch 199-204
 Pivka Navies of Napoleonic Era 99, 248
 Pope Decision at Trafalgar 361

1805 (237-X) # 335

<BUCENTAURE> 80 guns
 Captain-Jean Jacques Magendie Fleet-French at Battle
 of Trafalgar, flagship
 Wrecked-entrance to the Bay of Cadiz after capture by
 British, then recaptured by French

Note: see Chapter VII.

Consulted:

Conte Lacave Días de Trafalgar
 Fernández Duro Naufraios 196-202
 Howarth Trafalgar; Nelson Touch 219-20, 222
 Pivka Navies of Napoleonic Era 98-9, 248
 Pope Decision at Trafalgar 361

1805 (24-X) # 336

<SANTISIMA TRINIDAD> 130-144 guns 1900 tons
 flagship, built 1769 in Havana of mahogany
 Commander-Francisco de Uriarte Fleet-Armada Española
 at Battle of Trafalgar
 Wrecked-off Cabo Trafalgar? (badly damaged in battle,
 scuttled by English after capture)

Note: largest warship afloat at that time; Admiral
 Hidalgo Cisneros aboard

Consulted:

El buque en la Armada 417
 Fernández Duro Armada Española 8: 342
 Habron Spanish Ship of the Line 116-129
 Howarth Trafalgar; Nelson Touch 216, 229-30
 Pivka Navies of Napoleonic Era 98
 Pope Decision at Trafalgar 361

1805 (247-X) # 337

<AIGLE or L'AIGLE> 74 guns
 Captain-Pierre Paul Gourrege Fleet-French at Battle
 of Trafalgar
 Wrecked-on the coast of Puerto de Santa Maria after
 capture by British

Notes: Although none of the sources consulted say so,
Aigle was most likely cut loose from tow and no longer
 under British control when she sank in the Bay of
 Cadiz, probably on the 24th or later.

Consulted:

Conte Lacave Días de Trafalgar

Fernández Duro Naufragios 196-202
 Howarth Trafalgar: Nelson Touch 191-93
 Pivka Navies of Napoleonic Era 98-9, 248
 Pope Decision at Trafalgar 361

1805 (247-X) # 338

<FOUGUEUX> navfo 74 guns
 Captain-Louis Baudoin
 Fleet-French at Battle of Trafalgar
 Wrecked-between Santi Petri and Torregorda after being
 badly damaged in battle and then captured by British

Consulted:

Conte Lacave Días de Trafalgar
 Fernández Duro Naufragios 196-202
 Howarth Trafalgar: Nelson Touch 176-77, 186
 Pivka Navies of Napoleonic Era 98-9, 248
 Pope Decision at Trafalgar 361

1805 (247-X) # 339

<ARGONAUTA> 80 guns, built in El Ferrol in 1799
 Commander-Antonio Pareja
 Fleet-Armada Española at Battle of Trafalgar
 Wrecked-off Cabo Trafalgar? (captured by British then
 scuttled)

Notes: Howarth says Argonaute was scuttled at
 Collingsworth's command on the 24th. His diagrams show
 a French Argonaute and a Spanish Argonauta in the
 fleet. The index lists only Argonauta but on the two
 pages cited one refers to Argonauta the other to
Argonaute. Pivka and Pope both list the scuttled
 vessel as the Spanish Argonauta not the French
Argonaute.

Consulted:

El buque en la Armada 418
 Fernández Duro Armada Española 8: 342
 Howarth Trafalgar: Nelson Touch 196, 229
 Pivka Navies of Napoleonic Era 99, 258
 Pope Decision at Trafalgar 361

1805 (247-X) # 340

<SAN AGUSTIN (AGUSTINO?)> 74 guns
 Captain-Felipe Xado Cagigal Fleet-Armada Española at
 Battle of Trafalgar
 Wrecked-off Cabo Trafalgar? (badly damaged in battle,
 taken by British then burned)

Consulted:

Fernández Duro Armada Española 8: 342
 Howarth Trafalgar: Nelson Touch 202, 229
 Pivka Navies of Napoleonic Era 99, 258
 Pope Decision at Trafalgar 361

1805 (247-X) # 341

<RAYO> navío 100 guns
 Commander-Enrique Macdonell Fleet-Armada Española at
 Battle of Trafalgar
 Wrecked-Arenas Gordas (leeward of Rota), or Torre
 Carbonera (6 millas NW of Sanlúcar)

Notes: Lightly damaged in battle, she entered Cadiz harbor on 21 October and left again on 23 October with San Francisco de Asís and the French Neptune and Heros to escort some of the British prizes which had broken adrift in the storm. Fernández Duro claims her masts were in bad shape as a result of the battle. Pivka says Rayo was captured by the British; Howarth does not. Pope says that during the storm she was forced to anchor off Sanlúcar but then "rolled her masts over in the heavy seas." She was captured by the British the next day, but soon went ashore. There she burned, probably on 24 October.

Consulted:

Conte Lacave Días de Trafalgar
 Fernández Duro Armada Española 8: 342-43
 Fernández Duro Naufraios 196-202
 Howarth Trafalgar: Nelson Touch 199, 224, 231
 Pivka Navies of Napoleonic Era 98-9, 258
 Pope Decision at Trafalgar 361

1805 (247-X) # 342

<NEPTUNO>
 Commander-Cayetano Valdez Fleet-Armada Española at
 Battle of Trafalgar
 Wrecked-Puerto de Santa María coast, next to Castillo
 Santa Catalina after British capture

Notes: She was lightly damaged in battle according to Pivka, but dismasted according to Fernández Duro. Captured in battle, she broke adrift during the storm. A group of four vessels (see note above for Rayo #342) set out again from Cadiz harbor to escort Neptuno and other drifting and damaged vessels to safety. She sank on the 23rd or 24th.

Consulted:

El buque en la Armada 418-19

Fernández Duro Armada Española 8: 342
 Howarth Trafalgar: Nelson Touch 199, 224
 Pivka Navies of Napoleonic Era 98-9, 258
 Pope Decision at Trafalgar 361
 Vigodet Buques de Guerra f 17v

1805 (25-X) # 343

<MONARCA> navfo 74 guns
 badly damaged in battle, captured, then sank,
 Commander-Teodoro Argumosa Fleet-Armada Española at
 Battle of Trafalgar
 Wrecked-Cádiz or on Arenas Gordas between Torre del
 Sandoval y el Asperillo

Consulted:

El buque en la Armada 418
 Conte Lacave Días de Trafalgar
 Fernández Duro Armada Española 8: 342-43
 Fernández Duro Naufraios 196-202
 Howarth Trafalgar: Nelson Touch 225, 229
 Pivka Navies of Napoleonic Era 99, 258
 Pope Decision at Trafalgar 361

1805 (25?-X) # 344

<SAN FRANCISCO DE ASIS> 74 guns, built Gautier 1767
 Commander-Luys de Flores
 Fleet-Armada Española at Battle of Trafalgar
 Wrecked-coast of Puerto Santa María or ran aground
 near Cádiz

Notes: Lightly damaged in battle, she returned to
 Cádiz night of 23 October but was later lost because of
 lack of cables.

Consulted:

El buque en la Armada 417
 Fernández Duro Armada Española 8: 343
 Howarth Trafalgar: Nelson Touch 224
 Pivka Navies of Napoleonic Era 99
 Pope Decision at Trafalgar 361
 Vigodet Buques de Guerra f 11v

1805 (25?-X) # 345

<BERWICK> navfo 74 guns
 Captain-Jean Gilles Filho Camas Fleet-French at
 Battle of Trafalgar
 Wrecked-badly damaged in battle; captured by British;
 set on fire when could not be saved from storm and sank
 between Santi Petri and Torregorda

Consulted:
 Conte Lacave Dias de Trafalgar
 Fernández Duro Naufraquios 196-202
 Howarth Trafalgar: Nelson Touch 229
 Pivka Navies of Napoleonic Era 98-9, 248
 Pope Decision at Trafalgar 361

1805 (257-X) # 346

<INDOMPTABLE> navío 80 guns
 Captain-Jean Joseph Hubert Fleet-French at Battle of
 Trafalgar
 Wrecked-on the coast of Puerto de Santa María or off
 Rota; most of crew plus 500 survivors taken from
Bucentaure drowned

Consulted:
 Conte Lacave Dias de Trafalgar
 Fernández Duro Naufraquios 196-202
 Howarth Trafalgar: Nelson Touch 160-61
 Pivka Navies of Napoleonic Era 98, 248
 Pope Decision at Trafalgar 361

1808 () # 347

<SAN GABRIEL> 74 guns
 Wrecked-La Carraca, foundered

Consulted:
 Vigodet Buques de Guerra f 14

1808 (04-IV) # 348

<Names unknown> 2 gunboats
 Fleet-Armada Española
 Wrecked-off Cadiz, destroyed by English squadron

Consulted:
 Pivka Navies of Napoleonic Era 259

Future Reference:
 Clowes Royal Navy

1808 (07-V) # 349

<Names unknown> 4 gunboats
 Fleet-Armada Española
 Wrecked-near Trafalgar, destroyed by British

Consulted:
 Pivka Navies of Napoleonic Era 259

Future Reference:
Clowes Royal Navy

1808 (27-VII) # 350

<PICKLE> 10 guns
Fleet-British Royal Navy
Wrecked-off Cadiz

Consulted:
Pivka Navies of Napoleonic Era 242

Future Reference:
Clowes Royal Navy

1809 () # 351

<SAN JUAN BAUTISTA> 74 guns
Wrecked-la Carraca, foundered

Consulted:
Vigodet Buques de Guerra f 14

1809 (??-II) # 352

<VIPER> schooner 8 guns
Fleet-British Royal Navy
Wrecked-supposedly foundered off Gibraltar

Consulted:
Pivka Navies of Napoleonic Era 242

Future Reference:
Clowes Royal Navy

1810 (5/6-III) A severe storm strikes during French siege of Cadiz. Twenty-five to 27 vessels (entries #353 through #363) are wrecked between Rio San Pedro and el Trocadero.

1810 (06-III) # 353

<CASILDA>
Destination-Montevideo
Wrecked-ran aground off la Cabezuela

Consulted:
Fernández Duro Armada Española 9: 27

Future Reference:
Repository uncertain Arc. Ministerio de Marina
Villavicencio 13 March 1810
Repository uncertain Diario de Regencia

1810 (06-III) # 354

<Name unknown> corbeta inglesa
Wrecked-on beach between Río San Pedro and el
Trocadero in storm

Consulted:

Artífano y Galdácano Arquitectura Naval 360
Fernández Duro Armada Española 9: 27, 405-06

Future Reference:

Repository uncertain Arc. Ministerio de Marina
Villavicencio 13 March 1810
Repository uncertain Diario de Regencia

1810 (07-III) # 355

<CONCEPCION or PURISIMA CONCEPCION> navío 112 guns
Commander-Rafael Maestre Fleet-Marina de Guerra
Wrecked-on coast between el Trocadero and Río San
Pedro in storm, later set afire by French

Consulted:

Artífano y Galdácano Arquitectura Naval 360
Fernández Duro Armada Española 9: 27-8, 406
Fernández Duro Nafragios 206-14

Future Reference:

Repository uncertain Arc. Ministerio de Marina
Villavicencio 13 March 1810
Repository uncertain Diario de Regencia

1810 (07-III) # 356

<MONTANES> navío 74 guns, built at el Ferrol 1794
Commander-Jose de Quevedo
Fleet-Marina de Guerra
Wrecked-mouth of Río San Pedro, in storm

Consulted:

Artífano y Galdácano Arquitectura Naval 360
Fernández Duro Armada Española 9: 27-8, 406
Fernández Duro Nafragios 206-14

Future Reference:

Repository uncertain Arc. Ministerio de Marina
Villavicencio 13 March 1810
Repository uncertain Diario de Regencia

1810 (08-III) # 357

<Names unknown> 18 merchant ships
Wrecked-5 at mouth of Río San Pedro, at least 12 on
beach from there to Trocadero, in storm

Consulted:

Artífano y Galdácano Arquitectura Naval 360
Fernández Duro Armada Española 9: 405-06

Future Reference:

Repository uncertain Arc. Ministerio de Marina
Villavicencio 13 March 1810

Repository uncertain Diario de Regencia

1810 (08-III) # 358

<MARIA> navío 74 guns
Portuguese vessel
Wrecked-on beach between el Trocadero and Río San
Pedro in storm, later set afire by French

Consulted:

Artífano y Galdácano Arquitectura Naval 360
Fernández Duro Armada Española 9: 405-06

Future Reference:

Repository uncertain Arc. Ministerio de Marina
Villavicencio 13 March 1810

Repository uncertain Diario de Regencia

1810 (08-III) # 359

<Name unknown> fragata mercante
probably one of the 18 merchant ships
Wrecked-Bay of Cadiz in a terrible storm

Consulted:

Fernández Duro Armada Española 9: 27, 405-06

Future Reference:

Repository uncertain Arc. Ministerio de Marina
Villavicencio 13 March 1810

Repository uncertain Diario de Regencia

1810 (10-III) # 360

<PAZ> fragata 34 guns, built at el Ferrol 1785
Commander-Rafael Lobo
Fleet-Marina de Guerra
Wrecked-Bay of Cadiz, foundered on 7 or 10 March

Consulted:

Fernández Duro Armada Española 9: 27, 40, 44
 Fernández Duro Naufraios 206-14
 Vigodet Buques de Guerra f 27

Future Reference:

Repository uncertain Arc. Ministerio de Marina
 Villavicencio 13 March 1810
 Repository uncertain Diario de Regencia

1810 (10-III) # 361

<SAN RAMON> navio 68 guns, built Havana 1775
 Commander-Fernando Bustillo
 Fleet-Marina de Guerra
 Wrecked-on coast between el Trocadero and Rio San
 Pedro in storm, later set afire by French

Consulted:

Artífano y Galdácano Arquitectura Naval 360
 Fernández Duro Armada Española 9: 27-8, 406
 Fernández Duro Naufraios 206-14

Future Reference:

Repository uncertain Arc. Ministerio de Marina
 Villavicencio 13 March 1810
 Repository uncertain Diario de Regencia

1810 (10-III) # 362

<CONCECCION> 120 guns
 Fleet-Marina de Guerra
 Wrecked-Cadiz

Notes: Only Artífano y Galdácano lists this vessel, whose name seems to be a misspelling of Concepción. There is not enough information to determine if it is the same as the other vessel named Concepción (#355) lost in the March 1810 tempest. Both are listed as belonging to the Marina de Guerra, and the number of guns differs only slightly. Artífano lists both #355 Concepción and #362 Concepción, indicating there were two such vessels. However, his sources are the manuscripts of Admiral Vigodet (see Chapter II) so he could be in error.

Consulted:

Artífano y Galdácano Arquitectura Naval 360

1810 (08?-III) # 363

<TIGRE> canonera
 Commander-Lorenzo Parra

Wrecked-Huelva, on the bar, between 6 and 8 March, in same bad storm that struck Cadiz

Consulted:

Fernández Duro Armada Española 9: 28, 406

Future Reference:

Repository uncertain Arc. Ministerio de Marina

Villavicencio 13 March 1810

Repository uncertain Diario de Regencia

1810 (15-V) # 364

<CASTILLA> navío 58 guns, built in el Ferrol 1780, being used as prison ship
Fleet-Marina de Guerra
Wrecked-on the beach at el Trocadero not far from the point in the second bad storm that year

Consulted:

Fernández Duro Armada Española 9: 29, 406

Fernández Duro Naufraios 206-14

Future Reference:

Repository uncertain Diario de Regencia

1810 (26-V) # 365

<ARGONAUTA> navío 74 guns, French built, being used as prison ship
Fleet-Marina de Guerra
Wrecked-Puerto Santa María on coast of Trocadero near Puerto Santa María, burned after storm

Consulted:

Fernández Duro Armada Española 9: 30, 406

Fernández Duro Naufraios 206-14

Vigodet Buques de Guerra f 18

Future Reference:

Repository uncertain Diario de Regencia

1811 (27-III) # 366

<TIGRE> goleta 6 guns
Commander-Dionisio Capaz
Wrecked-Cadiz

Consulted:

Fernández Duro Armada Española 9: 407

1811 (27-III) # 367

<CENTINELA> perlebot 5 guns
 Commander-Benito Ruíz de la Escalera
 Wrecked-Cadiz

Consulted:

Fernández Duro Armada Española 9: 407

1811 (26-XII) # 368

<EPHIRA> 10 guns
 Fleet-British Royal Navy
 Wrecked-near Cadiz

Consulted:

Pivka Navies of Napoleonic Era 243

Future Reference:

Clowes Royal Navy

1812 (02-I) # 369

<NUMERO 27> falucho
 Commander-Nicolas Guasconi
 Wrecked-Tarifa

Consulted:

Fernández Duro Armada Española 9: 407

1812 (02-I) # 370

<NUMERO 78> observa
 Wrecked-Tarifa

Consulted:

Fernández Duro Armada Española 9: 407

1812 (02-I) # 371

<AGUILA> escampavía
 Wrecked-Tarifa

Consulted:

Fernández Duro Armada Española 9: 407

1812 (11-VII) # 372

<ENCOUNTER> 12 guns
 Fleet-British Royal Navy
 Wrecked-off Sanlucar

Consulted:
Pivka Navies of Napoleonic Era 244

Future Reference:
Clowes Royal Navy

1812? () # 373

<EL SAAVEDRA> bergantín español
Wrecked-Cadiz?

Consulted:
Museo Naval card catalog

Future Reference:
Urquinaona y Pardo Neufragio del Bergantín

1820 (31-III) # 374

<FAMA> corbeta 26 guns
Commander-Casimiro Vigodet
Wrecked-entering Bay of Cadiz at los Cochinos

Consulted:
Fernández Duro Armada Española 9: 409
Fernández Duro Naufraios 275

1822 () # 375

<SORPRESA> bergantín/goleta 7 guns
Commander-Joaquín Fosquilla
Wrecked-off Chipiona

Consulted:
Fernández Duro Armada Española 9: 409

1829 () # 376

<EL DEFENSOR DE PEDRO> bergantín, being used as
pirate vessel
Departure-Brazil
Wrecked-beach of Santa María (Cadiz), less than 3
millas from Cadiz

Consulted:
Gomez Pallette El Defensor de Pedro 307-11

1868 () # 377

<Name unknown> boat
 Owner—Leopoldo de Toro
 Wrecked—Bay of Cadiz

Consulted:

Museo Naval MS 1936, documento 15, f 96v (Fernández Duro)

List of Abbreviations

Add.	Addendum
AGI	Archivo General de Indias (Seville, Spain)
AGS	Archivo General de Simancas (Simancas, Spain)
APS	Archivo de Protocolos de Sevilla (Spain)
Arch.	Archive
B.	see note for #210
C.G.	Capitán General
Cn	Contratación (section of AGI)
Col.	Colección
Cons.	Consulados (section of AGI)
Cont.	Contaduría (section of AGI)
D.B.	see note for #210
Dir.	Dirección
D.M.	see note for #210
doc.	documento
f	folio
ff	folios
IG	Indiferente General (section of AGI)
M.	see note for #210
M.D.	see note for #210
M.N.	see note for #210
M.P.	see note for #210
MS	manuscript
MSS	manuscripts
N.	see note for #210
N.E.	Nueva España
NMM	National Maritime Museum (Greenwich, England)
N.S.	Nuestra Señora
PRO	Public Records Office (London)
s/n	sin número (folio not numbered)
T.F.	Tierra Firme
[]	enclosed information Inferred

VI WRECK LOCATIONS

Gulf of Cadiz (see Fig. 4)

Arenas Gordas

- 14 (1551) SANTA LUCIA
- 27 (1560) Names Unknown
- 36 (1566) SAN ANTONIO
- (1581) one of four lost from Flores de Valdes armada
- 146 (1612) SAN ESTEBAN
- 147 (1612) N.S. DE LA CONSOLACION
- 343 (1805) MONARCA

Ayamonte

- 93 (1595) LA CONCEPCION
- 230 (1758) SAN BRUNO

Cabezo del Asperillo

- 220 (1752) SAN DIEGO alias LA ESPERANZA
- 231 (1758) N.S. DEL ROSARIO alias EL VENECIANO
- 234 (1758) N.S. DEL ROSARIO
- 277 (1778) HART

Cabo San Vicente

- 131 (1600) Name Unknown
- 134 (1601) Name Unknown
- 135 (1601) Names Unknown
- 159 (1621) SAN IGNACIO
- 160 (1621) SANTA CATALINA
- 329 (1803) RESISTANCE

Cabo Santa Maria/Faro

- 130 (1600) N.S. DEL ROSARIO
- 200 (1672) ISABELA
- 282 (1780) SANTO DOMINGO

Cabo Trafalgar

- 332 (1805) ACHILLE
- 333 (1805) REDOUBTABLE
- 334 (1805) INTREPID
- 336 (1805) SANTISIMA TRINIDAD
- 339 (1805) ARGONAUTA
- 340 (1805) SAN AGUSTIN (AGUSTINO?)
- 349 (1808) Names Unknown

Conil

- 37 (1568) LA CONCEPCION
- 143 (1611) LA VERACRUZ
- 154 (1620) SAN FRANCISCO



Figure 4. Gulf of Cadiz

156 (1620) SAN JUAN BAUTISTA
 204 (1707) N.S. DE LA CONCEPCION SAN JOSE Y LAS ANIMAS
 324 (1797) ELENA

Coria

21 (1553) SAN BARTOLOME

Gibraltar zone

141 (1609) S. ANTONIO
 157 (1620) SANTA ANA LA REAL

Gibraltar/La Linea

166 (1625) SAN NICOLAS
 255 (1767) SAN ANTONIO alias EL FENIX
 330 (1804) WEAZEL
 352 (1809) VIPER

Gulf of Cadiz

57 (1581) SANCT ESTEVAN DE ARRIOLA
 158 (1621) SANTA ANA

Gulf of Cadiz?

10 (1544) SANTA MARIA DE RAICES
 12 (1546) SAN ANTON
 13 (1550) CONCEPCION
 15 (1551) SANTA CATALINA
 17 (1551) N.S. DE LA CONCEPCION
 51 (1581) Names Unknown

Huelva/Palos

11 (1544) SAN MEDEL Y CELEDON
 29 (1563) ESPIRITU SANCTO
 52 (1581) SAN MIGUEL
 363 (1810) TIGRE

Lagos/Portimao

20 (1553) N.S. DE LA CONCEPCION
 34 (1566) N.S. DE LA CONCEPCION
 173 (1628) N.S. DE LA MUELA

Lisbon

327 (1798) KINGFISHER
 328 (1800) WEYMOUTH

Rota/Chipiona

40 (1569) SANTA MARIA DE BEGONA

San Juan Aznalfarache

28 (1561) SANCT ANTONIO

Tarifa

4 (1496) Name Unknown
 155 (1620) SAN JOSE

369 (1812) NÚMERO 27
 370 (1812) NUMERO 78
 371 (1812) AGUILA

Torre de Carbonero

148 (1612) SAN PEDRO Y LAS ANGUSTIAS
 213 (1743) N.S. DE LA VIDA
 232 (1758) PAZ Y FORTUNA
 233 (1758) MARIA
 243 (1759) CARLOF ARUND
 270 (1772) CHANING SELLY
 279 (1778) SAN MIGUEL
 289 (1782) ANFITRITE
 290 (1783) HERMANOS SEGUIN
 319 (1787) PRINCIPE GUSTAVO
 341 (1805) RAYO

Torre de la Higuera

238 (1758) ELIZABETH
 307 (1786) HUBERT
 318 (1787) MARIA

Zahara

22 (1555) Name Unknown
 23 (1555) SANTA CRUZ

Mouth of the Guadalquivir (see Fig. 5)

Bajo Juan Pul

257 (1767) N.S. DEL ROSARIO
 323 (1789) PROVIDENCIA

Bajo Salmedina

53 (1581) SANTA ANA
 137 (1603) SAN PEDRO
 151 (1616) LA CARIDAD
 181 (1642) N.S. DE GUIA
 211 (1743) N.S. DEL BUEN FIN
 214 (1745) N.S. DEL CABO
 228 (1756) JUANA
 239 (1759) SAN JOSE
 240 (1759) GUSTAVO
 250 (1765) ESPERANZE
 259 (1768) TARUEP
 263 (1769) EUMANL
 272 (1775) MOUTINI
 273 (1775) MARGARITA
 280 (1779) SAN PEDRO ALCANTARA
 287 (1780) SPERIK ELISAVET
 298 (1785) ARHENS

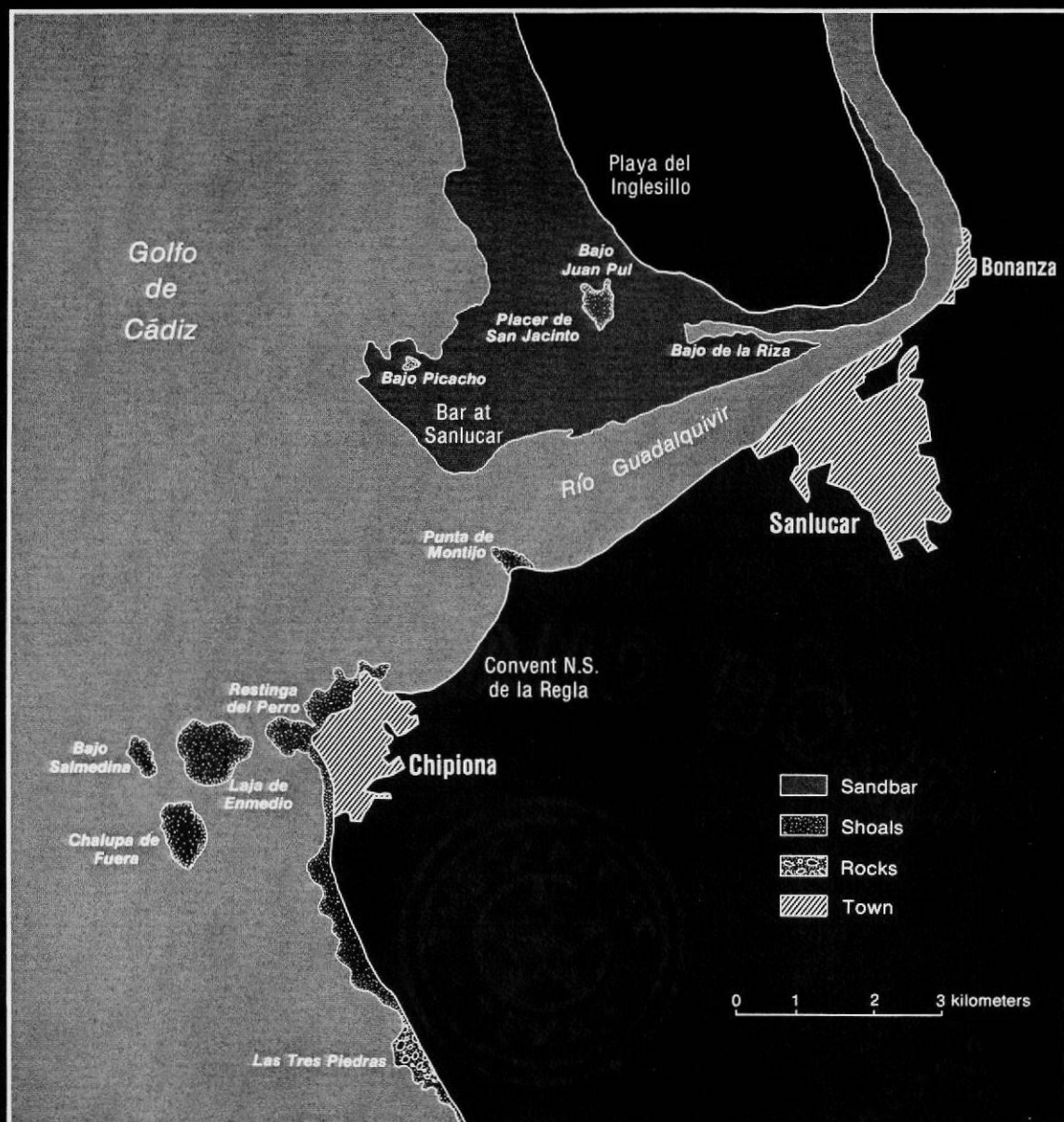


Figure 5. Mouth of the Guadalquivir

304 (1785) VIRGEN DE LOS DOLORES
 300 (1785) SAN JOAQUIN
 320 (1788) SAN SEBASTIAN

Bajo de la Riza

303 (1785) VIRGEN DEL ROSARIO
 305 (1785) SAN ANTONIO

Bonanza

39 (1569) SANTA MARIA LA MAYOR
 170 (1626) LA CANDELARIA

Chalupa de Fuera

302 (1785) SAN JOSE

Chipiona

7 (1525) Name Unknown
 8 (1525) Names Unknown
 18 (1553) ANUNCIADA
 41 (1570) N.S. DE BEGONA
 97 (1596) Name Unknown
 252 (1766) ENTREPRISE
 256 (1767) SALLY
 268 (1772) SAINT PETER
 278 (1778) SAN JOSE Y ANIMAS
 291 (1783) POSTILLON DE GENOVA
 297 (1784) CONCORDIA
 316 (1786) SAN PEDRO
 375 (1822) SORPRESA

El Picacho

-- (1581) one of four lost from Flores
 de Valdes armada
 96 (1596) N.S. DE MONSERRATE

Guadalquivir

32 (1565) SANTA LUCIA
 33 (1566) LA TRINIDAD
 54 (1581) SAN MICHAEL
 60 (1584) SANTO DOMINGO Y SAN DIEGO
 99 (1596) Name Unknown
 190 (1660) Names Unknown

Guadalquivir area

219 (1750) GEORGE
 275 (1776) SAN JOSE
 315 (1786) N.S. DEL ROSARIO

Laja de [En]medio

223 (1754) WILHELMINA
 226 (1755) SANTO CRISTO DE VERACRUZ
 251 (1765) VILLE DE QUIMP

N.S. de la Regla

- 236 (1758) N.S. DEL ROSARIO
- 247 (1762) NORTHLAND
- 267 (1772) SAN MATIAS

Playa del Inglesillo

- 284 (1780) SANTO CRISTO
- 292 (1783) HOPWELL
- 294 (1784) DEVARA MARIA

Punta de Montijo

- 235 (1758) AMADA
- 285 (1780) JUANA CATARINA
- 299 (1785) N.S. DE LA GUIA

Restinga del Perro

- 218 (1750) FLOWELL
- 242 (1759) CONCORDIA
- 245 (1761) SAN ANTONIO
- 298 (1785) ARHENS
- 300 (1785) SAN JOAQUIN

Salabal (could not locate; not included on map)

- 216 (1749) Name Unknown
- 253 (1766) NANCY
- 260 (1768) BINNEVECH
- 262 (1769) CERES
- 274 (1776) POSTILLON DE BILBAO
- 281 (1779) VIRGEN DEL CARMEN
- 286 (1780) SANTO CRISTO
- 288 (1780) Name Unknown
- 301 (1785) SANTO CRISTO
- 311 (1786) COMMERCE
- 321 (1788) CORONEL FULLARIN
- 322 (1788) MARGARET

San Jacinto

- 210 (1742) REY GASPAR
- 212 (1743) N.S. DE LA MISERECORDIA
- 217 (1750) FRIENDSHIP
- 229 (1757) FLIN ET MARGREC
- 246 (1762) LOS CAPITANES
- 249 (1765) SAN RAFAEL
- 254 (1766) SAN PEDRO
- 258 (1767) FENIX
- 264 (1769) MARIE MARCHE
- 266 (1771) GAIZOTA
- 269 (1772) GEAC NIJMPH
- 271 (1772) SAN JULIAN
- 276 (1778) VIRGEN DEL CARMEN
- 295 (1784) VERDADERO FLAMENCO
- 296 (1784) THE TRIENDS
- 309 (1786) N.S. DE LOS DOLORES

310 (1786) POSTILLON
312 (1786) HEDWIG
313 (1786) REUSBURG
314 (1786) BRITISH QUEEN

Sanlucar

63 (1586) LA CONCEPCION
64 (1586) Name Unknown
144 (1611) SAN JUAN BAUTISTA
372 (1812) ENCOUNTER

Sanlucar area

16 (1551) Name Unknown
209 (1740) SAN TELMO

Sanlucar, bar at

9 (1541) LA TRINIDAD
25 (1557) LA TRINIDAD
26 (1558) Name Unknown
42 (1573) SAN MIGUEL
43 (1574) Name Unknown
50 (1580) Name Unknown
61 (1584) LA MADELENA
62 (1584) CONCEPCION
65 (1587) Names Unknown
66 (1587) SANTA MARIA MADELENA
83 (1588) LA TRINIDAD
84 (1589) N.S. DE LA CONCEPCION
85 (1589) SAN MIGUEL
86 (1589) SAN PABLO
87 (1590) SAN NICOLAS
91 (1593) SAN MARTIN
98 (1596) SANTA MARIA DEL JESUS
132 (1600) SANTA BARBARA
133 (1601) Name Unknown
136 (1602) TODOS LOS SANTOS
139 (1605) N.S. DEL ROSARIO
140 (1608) SANTO DOMINGO
142 (1610) SANTO DOMINGO
145 (1611) SAN JUAN BAUTISTA
146 (1612) SAN ESTEBAN
147 (1612) N.S. DE LA CONSOLACION
149 (1614) N.S. DEL ROSARIO Y ARANCAZU
163 (1622) SAN FRANCISCO
164 (1622) SANTA CATALINA
170 (1626) LA CANDELARIA
171 (1626) N.S. DE ARANZAZU
172 (1626) N.S. DE LA ENCARNACION
174 (1629) SAN NICOLAS (DE LOS REYES)
182 (1642) Name Unknown
189 (1660) Names Unknown
205 (1707) N.S. DE LA PIEDAD Y SANTIAGO
222 (1752) N.S. DE LA CONCEPCION

227 (1755) FRANCES
 237 (1758) WILLIAM
 241 (1759) SULTANA
 248 (1764) MARCORELO
 265 (1771) SAINT JEAN
 306 (1786) BEATA
 317 (1786) N.S. DE MONSERRATE

Sanlucar, leaving

31 (1565) SAN JOSE
 46 (1579) Name Unknown
 47 (1579) Name Unknown
 48 (1579) Name Unknown
 138 (1605) Name Unknown
 161 (1622) N.S. DE LOS REMEDIOS
 162 (1622) SAN FRANCISCO DE PAULA

Sanlucar, port of

35 (1566) SAN ANTON
 39 (1569) SANTA MARIA LA MAYOR

Sanlucar, west beaches

215 (1747) N.S. DE BEGONA

Tres Piedras

261 (1769) ADVENTURE

Bay of Cadiz (see Fig. 6)

Almadraba de Hercules

3 (1496) Name Unknown
 5 (1496) Name Unknown

Bay of Cadiz

1 (1473) Names Unknown
 38 (1568) Names Unknown
 45 (1578) Names Unknown
 -- (1581) one of four lost from Flores de Valdes armada
 58 (1581) JESUS MARIA (of Cadiz)
 68 (1587) Name Unknown
 71 (1587) Name Unknown
 82 (1587) Name Unknown
 88 (1592) S. ALBERTO
 94 (1595) Name Unknown
 95 (1595) SANTA BARBARA, alias SAN FRANCISCO DE PAULA
 100 (1596) EL BUEN JESUS
 101 (1596) EL SPIRITU SANCTO
 102 (1596) LA PURIFICACION
 103 (1596) LA TRINIDAD
 104 (1596) LOS TRES REYES

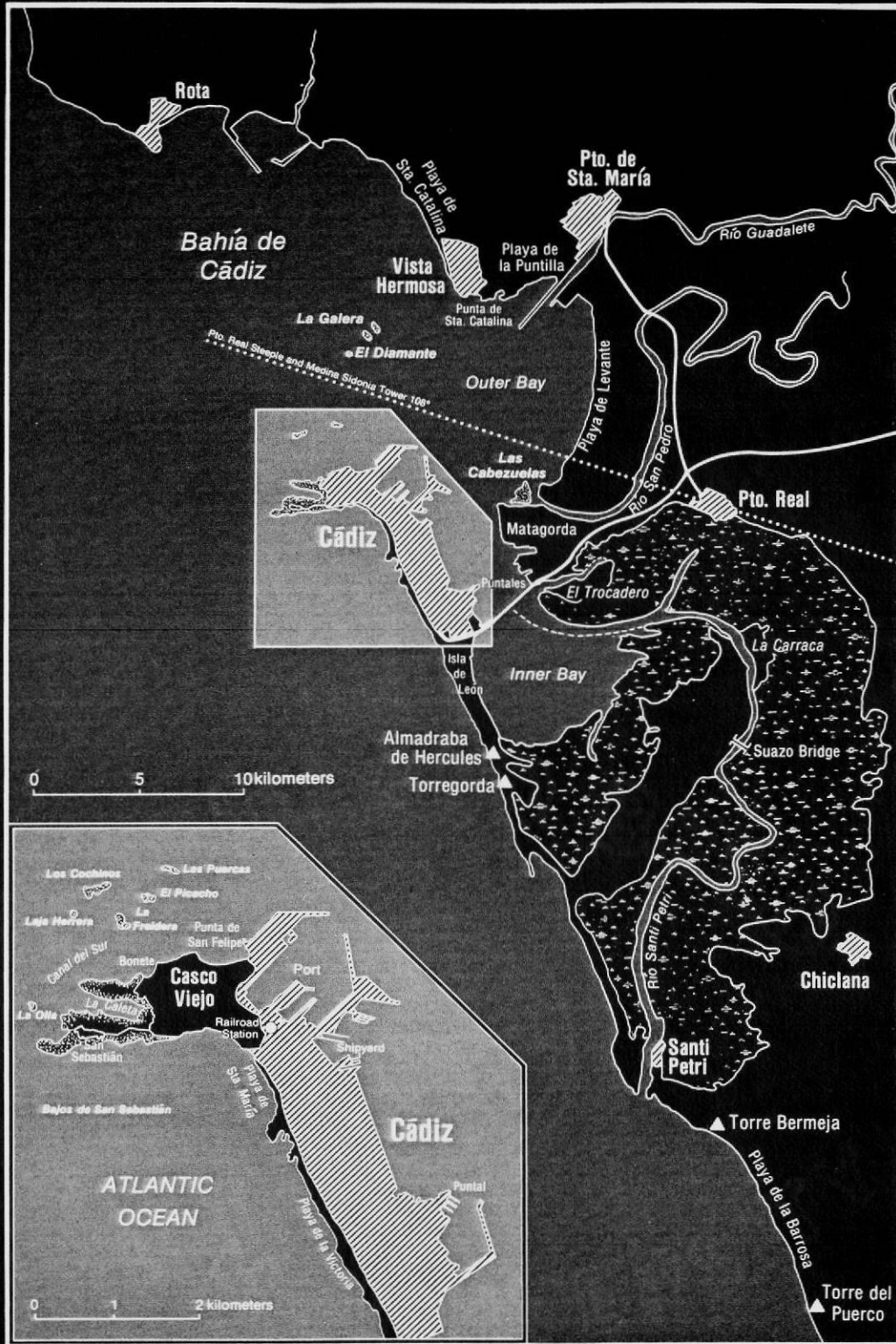


Figure 6. Bay of Cadiz

105 (1596) N.S. DE JUNCAL
 106 (1596) SAN FRANCISCO
 107 (1596) SAN JUAN BAUTISTA
 108 (1596) SANTA MARIA DE SAN BICENTE
 109 (1596) SANTO TORIVIO
 110 (1596) N.S. DE BEGONA
 112 (1596) SANTA MARIA LA FRESNEDA
 114 (1596) N.S. DEL ROSARIO
 115 (1596) N.S. DEL ROSARIO
 117 (1596) LA CONCEPCION
 118 (1596) (N.S. DE) LA CONCEPCION
 119 (1596) (N.S. DE) LA CONCEPCION
 167 (1625) 30 ships of English armada, names unknown
 175 (1632) N.S. DE LAS MERCEDES
 176 (1633) N.S. DE LA MISERICORDIA
 179 (1633) SAN DIEGO
 188 (1660) DRAGON
 193 (1671) Names Unknown
 194 (1671) LA FRANCISCA
 196 (1671) Name Unknown
 197 (1671) Name Unknown
 199 (1671) SAN NICOLAS
 224 (1755) Name Unknown
 225 (1755) Names Unknown
 331 (1805) RAVEN
 359 (1810) Name Unknown
 360 (1810) PAZ
 377 (1868) Name Unknown

Bay of Cadiz, entrance

44 (1574) Names Unknown
 49 (1580) Name Unknown
 59 (1581) GALLEGA
 177 (1633) Names Unknown
 335 (1805) BUCENTAURE

Cadiz

56 (1581) GUADALUPE
 89 (1592) SAN PEDRO
 90 (1592) SANTA CATALINA
 92 (1593) N.S. DE LA VITORIA
 152 (1620) N.S. DE CANDELARIA
 153 (1620) SAN JOSEFE
 178 (1633) SAN BUENAVENTURA
 180 (1633) SAN JUAN Y SANTA CLARA
 184 (1658) Name Uncertain
 185 (1658) Names Unknown
 195 (1671) Name Unknown
 198 (1671) Names Unknown
 283 (1780) SAN JULIAN
 308 (1786) SAN JULIAN
 343 (1805) MONARCA

362 (1810) CONCECCION
 366 (1811) TIGRE
 367 (1811) CENTINELA
 373 (1812) EL SAAVEDRA

Cadiz, near

30 (1563) Names Unknown
 150 (1615) N.S. DEL JUNCAL
 183 (1656) SAN FRANCISCO JAVIER
 186 (1659) Names Unknown
 325 (1797) SANTA ELENA
 344 (1805) SAN FRANCISCO DE ASIS
 348 (1808) Names Unknown
 350 (1808) PICKLE
 368 (1811) EPHIRA

Cadiz, port of

168 (1625) Name Unknown

El Diamante

201 (1680) JESUS NAZARENO

El Picacho

-- (1581) one of four lost from Flores de Valdes armada

La Carraca

293 (1784) SAN FRANCISCO DE PAULA
 347 (1808) SAN GABRIEL
 351 (1809) SAN JUAN BAUTISTA

La Carraca/Puerto Real

111 (1596) BEGONA
 113 (1596) FRESNEDA
 116 (1596) Name Uncertain (N.S. DEL ROSARIO?)
 120 (1596) Name Uncertain (N.S. DE LA CONCEPCION?)
 121 (1596) INGLESILLA? (nao de Inglesillo?)
 122 (1596) LA SAUEGA
 123 (1596) LOS DOS HERMANOS(?)
 124 (1596) Name Unknown
 125 (1596) Name Unknown
 126 (1596) Name Unknown
 128 (1596) SAN JUAN(?) DE LA MADALENA

Las Puercas

24 (1556) LA PIEDAD
 165 (1623) SAN JUAN BAUTISTA
 187 (1659) Names Unknown

Los Cochinos

374 (1820) FAMA

Los Cochinos/Bonete

- 206 (1737) N.S. DE BELEN
- 207 (1737) S. ANTONIO DE PADUA
- 208 (1737) SAN FRANCISCO DE ASIS

Playa de Santa Marfa

- 376 (1829) EL DEFENSOR DE PEDRO

Playa de la Barrosa

- 221 (1752) S. FRANCISCO DE ASIS alias SOBERBIO

Puerto de Santa Marfa

- 6 (1513) Name Unknown
- 337 (1805) AIGLE or L'AIGLE
- 342 (1805) NEPTUNO
- 344 (1805) SAN FRANCISCO DE ASIS
- 346 (1805) INDOMPTABLE
- 365 (1810) ARGONAUTA

Puntales

- 202 (1702) Names Unknown
- 244 (1760) BIZARRA

Puntales/Matagorda

- 67 (1587) Name Unknown
- 69 (1587) Name Unknown
- 70 (1587) Name Unknown
- 72 (1587) Name Unknown
- 73 (1587) Name Unknown
- 74 (1587) Name Unknown
- 75 (1587) Name Unknown
- 76 (1587) Name Unknown
- 77 (1587) Name Unknown
- 78 (1587) Name Unknown
- 79 (1587) Name Unknown
- 80 (1587) Name Unknown
- 81 (1587) Names Unknown
- 203 (1705) N.S. DE REGLA

Puntales/Trocadero

- 127 (1596) SAN FELIPE
- 129 (1596) SAN MATEO

Rota

- 2 (1496) Name Unknown
- 19 (1553) ANUNCIADA
- (1581) one of four lost from Flores
de Valdes armada
- 55 (1581) ESPERANZA
- 191 (1663) Names Unknown
- 192 (1663) Names Unknown
- 326 (1798) LIVELY
- 346 (1805) INDOMPTABLE

San Pedro/Trocadero

- 353 (1810) CASILDA
- 354 (1810) Name Unknown
- 355 (1810) CONCEPCION or PURISIMA CONCEPCION
- 356 (1810) MONTANES
- 357 (1810) Names Unknown
- 358 (1810) MARIA
- 361 (1810) SAN RAMON
- 364 (1810) CASTILLA
- 365 (1810) ARGONAUTA

Santi Petri

- 169 (1625) Names Unknown

Santi Petri/Torregorda

- 338 (1805) FOUGUEUX
- 345 (1805) BERWICK

VII THE SURVEY

The survey strategy was to target prime shipwreck areas using the historic information gathered, local diver information, and observation of obvious sailing hazards. Running parallel lines to form a grid pattern, we would systematically cover each area with the magnetometer seeking indications of deposits of ferrous materials such as cannons and anchors. A real-time positioning system would be used to plot runs with the magnetometer. The following four areas were selected (Fig. 7):

Area I - reefs in the outer bay down to the main entrance channel;

Area II - the reefs to the north and west of the city of Cadiz;

Area III - in the inner bay, due south of el Trocadero and the channel to la Carraca;

Area IV - in the inner bay, between Puerto Real and la Carraca.

The plan was modified, however, as soon as the field season began: Available charts were of such a scale that the 30 m lane spacing which we had chosen would be too narrow for legibility on the available positioning system's plotter; therefore, 50 m lane spacing, giving much less thorough coverage, was necessary. Perpendicular lanes also spaced 50 meters apart were to be employed to improve the coverage. In addition, the shore stations for the positioning system, located to cover an acoustic survey of the outer bay between Rota, Vista Hermosa, and Cadiz, would not cover the Areas III



Figure 7. Survey areas, Bay of Cadiz.

and IV in the inner bay. Third, the positioning system was available for only five days, instead of the 50 originally agreed upon (Lakey, 1985: 15, 33-35).

Area II was partially surveyed by the grid method before the positioning system was removed to another vessel for the acoustic survey. In the five days available to conduct the tracked survey, we completed every other lane; thus the lanes were spaced 100 m apart. Such distant spacing means that wide strips of Area II were not systematically covered, a result which effectively negates our having surveyed any of the area by the grid method. Given the limited availability of the positioning system, we made no attempt to survey Areas I, III, and IV by the grid method.

Relying upon information from local divers, we selected smaller areas within Area II to survey. Using visual ranges to distinct landmarks, we covered the Canal del Sur, part of the triangle formed by los Cochinos, Laja Herrera, and la Freidera, and part of la Galera/el Diamante in Area I.

By diving on the pinpointed source, we tested the magnetometric anomalies whose signatures indicated possible shipwreck material. Of the 15 anomalies tested in 25 days, five were identified positively as shipwreck remains. Two (Sites 4 and 5) are of archaeological and historical interest, but only Site 4 is of sufficient integrity to warrant further investigation.

La Galera/El Diamante Pesquero (Site 1)

This 20th-century vessel lay between the two reefs in about 15 m (low tide level) of water. The wreck was badly broken and scattered around the marker buoy that had been placed to guide divers down to it. The largest piece of wreckage was a portion of the iron hull and unidentified machinery. Diving on this wreck provided our first encounter with poor visibility which usually originates with the waters of the San Pedro and the Guadalete rivers flowing into the bay near Puerto de Santa Marfa.

Las Puerças Pesquero (Site 2)

Encountered during trial runs on our first day at sea, the wreck we came to call the pesquero (Spanish fishing trawler) is a 20th-century wooden vessel. It is located about 100 m WNW of the lighthouse at las Puerças in 10 m of water. Approximately 24 m long, the wreck was largely in one piece and apparently little salvaged, if at all, since the propeller and other brass fittings remained. (The brass has since been salvaged by the Spanish navy dive team.) Machinery for raising and lowering nets was intact on the wreck, and that, along with the vessel's engines, was the source of the anomaly.

Barge (Site 3)

Looking like a 4 m by 4 m by 1.25 m iron box, this section of a barge was found near the los Cochinos marker buoy. It was surrounded by a scattering of junk, cable pieces, a fire extinguisher, sheet metal, etc.

While none of the above three finds held interest for us, we reported them to Comandante Vienna Pita of the Nucleo de Buceo of the Armada Espanola since, as commander of the area's navy dive team, he has an interest in knowing what lies on the bottom of the Bay.

Ceramic Deposit (Site 5)

This site was encountered while we searched for the reputed remains of the Bucentaure, lost after the Battle of Trafalgar in 1805. It lies alongside an underwater cable, one of the guides used by the local divers to find their way to the alleged Bucentaure. Apparently, locals were well aware of this ceramic stockpile also, since in a 10 m by 10 m square of coarse, earthenware sherds, not one diagnostic piece could be found! Two large storage vessels were observed, but both had been broken off at the shoulders and both were well concreted to the rocky sea bottom. No other types of artifacts were noted, but the extent of the ceramic deposit suggests a shipwreck. The deposit was located too far from Site 4, the Copper Scupper Wreck, to be considered part of that site without further investigation.

Copper Scupper Wreck (Site 4)

Located in the Canal del Sur near a large rock called la Olla, this wreck is what some locals refer to as the Bucentaure, the flagship of French Admiral Villeneuve, sunk by a storm while returning to the Bay of Cadiz after the Battle of Trafalgar in 1805. The visual ranges and other indications given to us by local divers as leading the way to the Bucentaure coincide with the location of these remains. It should be noted that different informants placed the Bucentaure in another nearby location. However, it may be that pieces of the vessel are scattered over a wide area (see below).

The remains - five large cannons aligned along the bottom, an anchor, and remnants of one side of the hull - represent only a portion of the ship (Fig. 8). That the wooden remnants are from the side of the hull above the water line is indicated by the presence of two copper scuppers (devices to channel water off the decks and out the side of the vessel) protruding through the wood (Fig. 9).

The size and style of the five guns hint at a fairly late date for the wreck. A single ceramic sherd (Fig. 10) found wedged between the frames of the hull (affirming it had not chanced to intrude upon the wreck) indicates a date of late 18th or early 19th century. The greenish tint of the glaze around the molded acanthus leaf decoration indicates the sherd is creamware. It may be from the body of a chamber

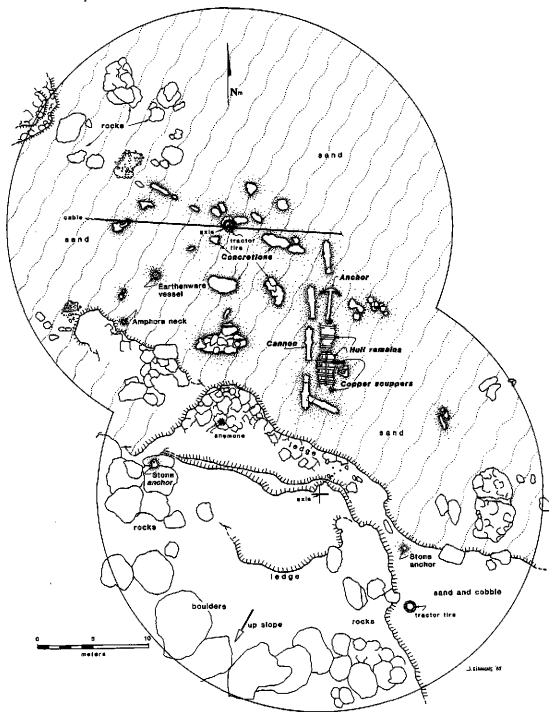


Figure 8. Site plan of the Copper Scupper Wreck (Site 4), Bay of Cadiz.

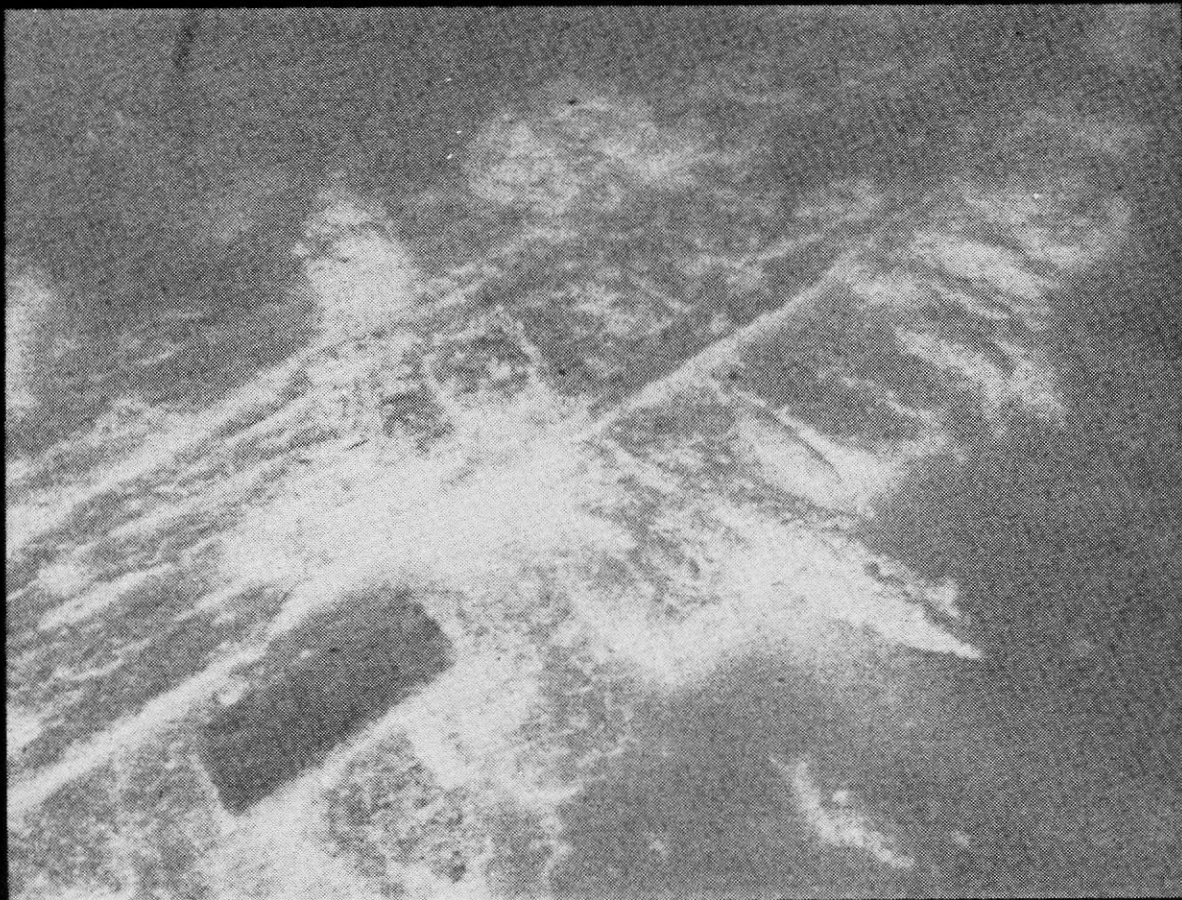


Figure 9. Side of ship's hull showing two concreted copper scuppers (Site 4).

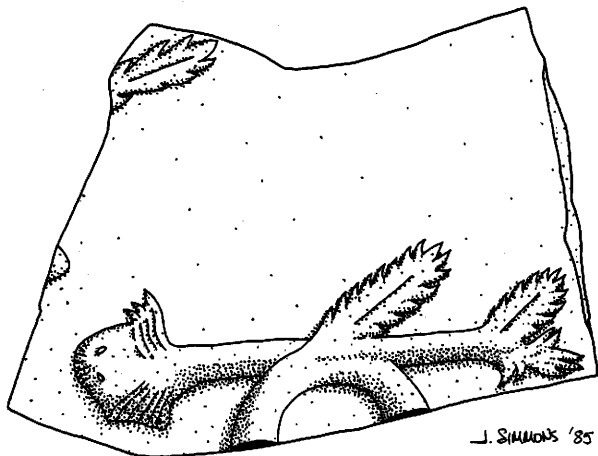


Figure 10. Creamware sherd with acanthus leaf design (from Site 4).

pot of a type in use primarily during the last quarter of the 18th century (Noël Hume, 1976: 124-129, 148).

Because these ship remains are of historical interest, we mapped the site. In order to produce an accurate map (Fig. 8) under the conditions of limited visibility (0.0 to 0.25 m) that we experienced here, we established two center-pivot points on the sea floor near where the buoys had been dropped to mark the major magnetic anomalies. From these two points, we ran radial survey lines each 30° to complete the circles around the two points. One diver swam the line, which was knotted every two meters and double knotted at 10 m, out to its full 20 m distance on the given compass bearing. The second diver confirmed the proper bearing and then followed the line out while sketching in the artifacts encountered by sight or feel along the way, using the knots as a guide to plot the artifacts' positions on the sea bottom.

The technique worked well as we confirmed when we found that our two circles overlapped and the data could be joined without distortion. On our final day at this wreck site, a clean flood tide blessed us with exceptional 10 m of visibility enabling us to see and photograph (Fig. 9) what we had previously mapped by touch.

Olga Vallespín (1985: 64, 72) describes a wrecksite also claimed to be that of the Bucentaure. From her description, it is obvious that it is not Site 4, but it is in the same general area. Her figure indicating the wreck's location is

ambiguous: The remains that she pictures lie somewhere in the northwest quadrant off Punta San Sebastián within a radius of 2 to 3 km, a 12.5- to 28-square-km area. The site lies at a depth of 16.6 m on a sand bottom and consists of a keel, some frames, and about 30 iron cannons slightly more than 2 meters in length. Some of the cannons lie atop others on the wooden remains while some lie a short distance from the hull. Atop the keelson and running the length of the wreck is something she describes as one of the masts.

It would be worthwhile to determine if the Vallespin site and Site 4 are parts of the same vessel. The former should be mapped and located in relation to the latter. Only general information such as basic configuration and approximate length and outer diameter of the muzzle of the cannons could be ascertained by simple bottom measurements, but information obtained on their position relative to the hull and to one another could be useful.

Another technique to quickly gather information from cannons is to chip the concretion from the trunnion ends or other carefully selected areas to reveal important markings. This technique was applied on two adjacent sites in the Bay of Campeche, Mexico. As a result, we learned immediately that what we had thought were two separate wrecks is really only one. Furthermore, the date, manufacturer, and serial numbers on the five cannons tested have already enabled us to tentatively identify that wreck.

We attempted this technique on one of the Site 4 cannons. However, the concretion absorbed the hammer blows and would not crack. When some concretion was finally removed, the trunnion was found to be very poorly preserved. It seems that iron artifacts in this portion of the Bay of Cadiz do not fare well.

I must note that removal of concretion destabilizes the cannon. Until that concretion cap re-forms, the trunnion end is exposed to the corroding forces of the sea. The staff of the Bermuda Maritime Museum is currently experimenting with covering the newly exposed trunnion end with various types of protective yet reversible coatings to lessen the damage (Hoyt, 1986). Regardless, the limited damage of removing the concretion from a few trunnion ends is worth consideration when the information gained is weighed against the damage done in removing the cannon from the sea and the costs incurred in conserving it.

Could Site 4 be part of the wreck of the Bucentaure? Before answering that question, we need to look at the historical information.

The Bucentaure, a warship of 80-guns captained by Jean Jacques Magendie, was the flagship of Admiral Villeneuve, commander of the French fleet at the Battle of Trafalgar. Like the rest of the fleet, she fought bravely in spite of an outcome that was obvious from the very beginning (see Chapter IV). She was heavily damaged in the battle and forced to surrender. Villeneuve's Chief of Staff, Captain Prigny, and

the ship's first lieutenant were left aboard after the surrender, and the ship taken into tow towards Gibraltar. In the fury of the storm on the night of the 22nd, she broke loose. The English aboard were very few, unable to control the vessel in her perilous state, so they surrendered on request to the French officers who could organize their sailors to jury rig a sail and head for Cadiz. The night was black, the rain driving, and they only had a rough idea of their position. The wheel was left to a local fisherman aboard and three men who claimed to be pilots.

At last they saw the light of Cadiz and began to hope. But soon after there was a violent crash. She had struck a rock. It dismounted the rudder, which began to shake the stern frame to pieces and threatened to split the ship open. They sounded in 7 1/2 fathoms, and let go the only two anchors they had. Still hoping to save the ship, they cut the rudder away, and threw everything movable overboard, including the ship's provisions; they broached all the casks of water, wine and brandy, and pumped the mixture overboard with the bilge pumps. But in the troughs of the waves, the stern was grounding, and the water started to gain on the pumps. A boat came down from a French ship that was still under command, and asked what help they needed: anchors and warps, they said, and boats to stream them with. But nothing came, only another boat in which they began to disembark the wounded. The hold flooded, the water rose to the orlop, and Prigny gave the order to abandon. By luck and skill, they got everybody off, leaving only the hundreds of corpses: and with that macabre cargo, the Bucentaure broke up. (Howarth, 1969: 220)

The survivors were taken aboard Indomptable. But sadly, after surviving the battle and the break-up of Bucentaure, some 500 sailors finally lost their lives in view of shore and safety when Indomptable (#346) wrecked somewhere off Rota or Puerto de Santa Maria.

From a letter written aboard Príncipe de Asturias and printed in Conte Lacave (1955: 118), we have a better description of the location of the Bucentaure:

Al Bucentaure, que parece haber tocado en la relinga de piedras próximas a la Punta de San Sebastián, se le ha enviado cuantas embarcaciones menores he podido para sacarle su gente, y mandado aprontar cuatro barcas cañoneras para que no permitan el que los enemigos lo incendien.

The "Diario del navío Príncipe de Asturias" places the wreck of the Bucentaure at the reef at San Sebastián and that of the Indomptable at el Diamante (Conte Lacave, 1955: 119-120).

The location of Site 4 certainly raises the possibility that it is part of the wreck of the Bucentaure. Nothing in the above accounts eliminates that possibility. We found no artifacts to indicate that the wreck at Site 4 cannot that be of the Bucentaure, but neither did we find anything to confirm that it is. Based on the published historical information, the wreck might be that of Monarca (#343) also a participant in the Battle of Trafalgar. Furthermore, it might be San Julián (#283 and #308) or El Saavedra (#373).

Further research on the Bucentaure's loss as well as the wreckings of the other vessels above would go a long way in eliminating some of the questions of identity. Naval records are much more plentiful and substantial for the 19th century than they are for earlier periods. In addition, one unusual constructional feature on Site 4, the scuppers made of copper rather than lead, might shed light on the nationality of the vessel.

At this point, we may say only that Site 4 is a portion of the wreck of a large, late 18th- or early 19th- century vessel. Unless, or until, we have solid evidence that these remains are indeed those of the Bucentaure, we prefer to call this ship the Copper Scupper Wreck.

Inner Bay (Areas III and IV)

Because of historical evidence indicating numerous vessels had burned and/or sunk in the inner bay during the English attacks of 1587 and 1596, we were interested in surveying the area. The well-preserved hulls recovered in the immediate vicinity of la Carraca (see pp. 196-200) attests to the excellent organic preservation in the inner bay.

Additional evidence of archaeological remains in the area comes from reports from area divers, including the very experienced navy divers of the Nucleo de Buceo. These reports cite the presence of hull and other artifact remains in the inner bay. Shortly before the field season concluded, members of the Nucleo reported two heavy-timbered wooden hulls near the channel to la Carraca.

Because of the historical information, the confirmation of remains by local divers, and the excellent preservation evidenced at la Carraca, we spent several days testing in the inner bay with the magnetometer.

Area III, south of the inner bay channel was the first searched (Fig. 7). The readings were not promising: a great

deal of interference, perhaps electrical or geological or both, rendered the magnetometric data uninterpretable.

We then moved ca. 2 km east to Area IV, just east of the fork in the channel leading to la Carraca and to Puerto Real (Fig. 7), where we recorded a number of promising readings. Outside the channel, the water depth was about 1 m at high tide, with sufficient visibility to see the bottom occasionally. The inner bay is the scene of much silting, as evidenced by 3 m of mud overlying a vessel recovered at la Carraca in 1971 (see p. 200). Overlying sediments will have to be excavated in order to locate the sources of many anomalies. Since this work can often take weeks of steady digging before the source is encountered, we did not begin a survey of Area IV. In the future, however, a serious, concentrated investigation limited to the inner bay is merited.

One other important observation which will affect the formulation of further research plans is the fact that submerged ferrous artifacts generally do not fare well in the waters of the Bay of Cadiz. The various iron objects encountered in several areas of the bay were extremely degraded, as in the case of the guns from the Copper Scupper Wreck. These artifacts have not yet lain on the seabed for two centuries, but substantial portions of the guns have deteriorated to graphite and other corrosion products. The preservation of submerged iron in the Bay of Cadiz is somewhat comparable to that in Red Bay, Labrador (Canada).

Here, various characteristics of the seawater (temperature, salinity, dissolved oxygen content, etc.) have combined to form an environment in which little or no iron from several mid-16th century Basque whaling vessels wrecked there is preserved. The implications, especially to magnetometric or "iron-detecting" surveys in the Cadiz area, are considerable.

La Carraca

Prior to beginning the survey, we toured the Spanish naval base at la Carraca as guests of Capitán de Corbeta Alfonso Vierna Pita. While there, we viewed and photographed three well-preserved portions of hulls recovered in dredging operations at the base 15 to 30 years ago. At least one of the hulls was recovered "in ballast," a phrase which means that it was not carrying cargo but was laden with extra ballast. Unlike the other hull remains recovered at la Carraca, it had not been stripped and abandoned, but included some artifacts. Regardless, even hulls that have been stripped and abandoned can yield valuable archaeological information.

All of the hulls recovered still had their copper sheathing and one displayed an unusual toothed gudgeon (Fig. 11) which reads:

Ge pa
No IIII
Po 1b 257
Ao 1791.



Figure 11. Toothed gudgeon with inscription. From hull at la Carraca.

Translated as:

Name ??
 Number 4
 Weight 257 libras
 Year 1791

Despite our strong desire and concerted efforts to return to the base to fully document the remains, we were unable to do so. As a consequence, the information collected is incomplete. However, with a little research at the Museo Naval and the Archivo General de Simancas, both excellent repositories for Spanish naval records of the 18th century, one can probably identify the vessel based on the above information only.

The gudgeon is the fourth one from the top, meaning that the hull had one, doubtfully as many as two, lower gudgeon(s) obscured by the greenery surrounding the remains (Fig. 12). A vessel requiring only five gudgeon straps is of a smaller class than navío, which would have at least seven as evidenced by all of the late 18th-century plans presented in Ei buque de la Armada Española.

No names of any of the Spanish navy ships listed in Ei buque (1981: 415-428) completely match the abbreviations "G^e P^a", although there is a 34-gun fragata Preciosa (P^a?) built in la Carraca in 1791. However, the list is by no means complete: two Spanish ships that fought in the Battle of Trafalgar, San Agustín (#340) and Rayo (#341), are not on it.

In pursuing a ship's identity, one must also keep in mind that dates can be deceptive. A ship had several

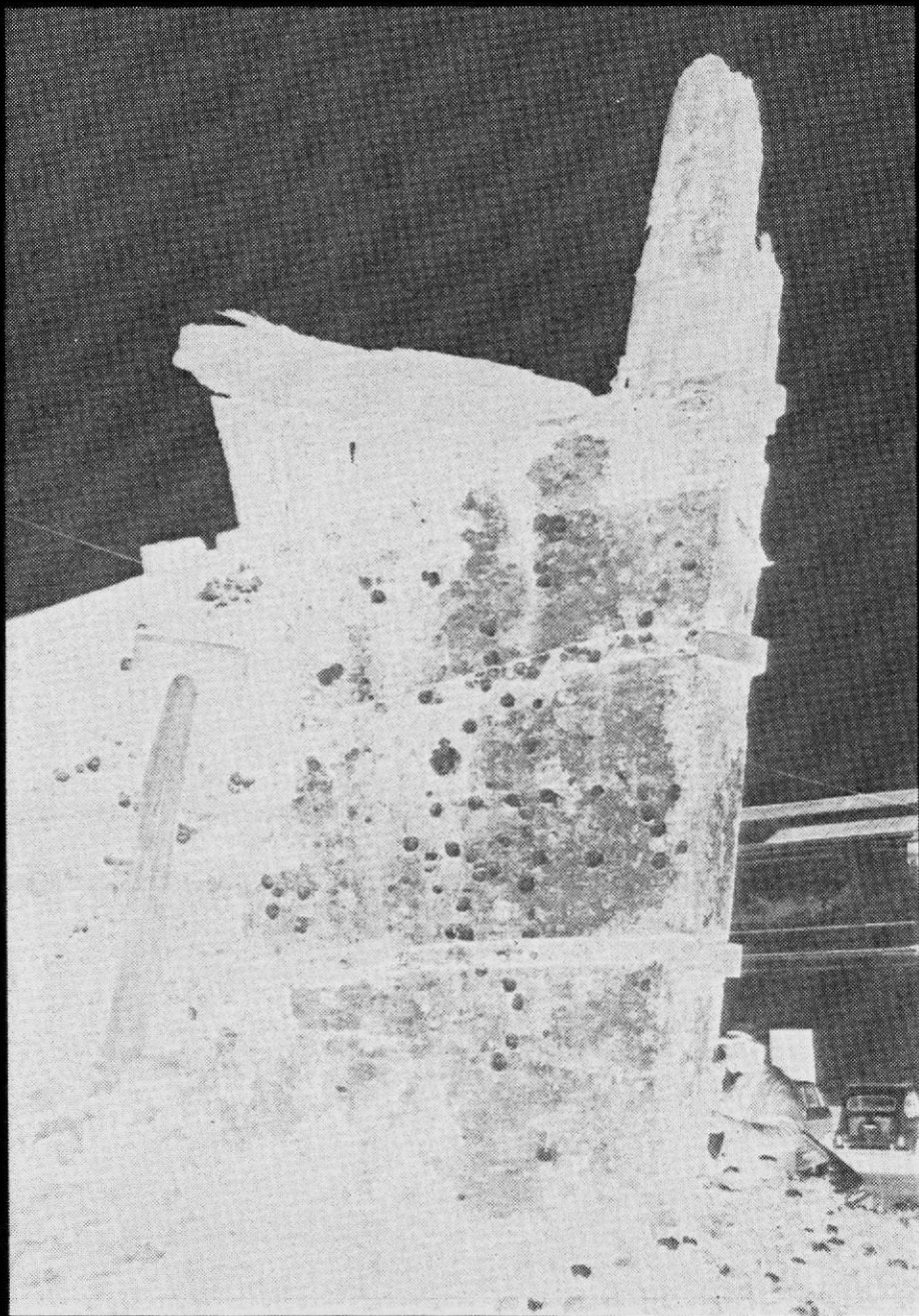


Figure 12. Toothed gudgeon (Fig. 11) in place just above observer. From hull at la Carraca.

important dates in her life: the date her building contract was made, the date her keel was laid, the date she received artillery, the date she went into service. These were often not the same year. In this case 1791 may not be the year of construction: perhaps number four gudgeon was replaced then. The other surviving gudgeons would be helpful in this case.

Information on the other two hull sections comes from a report in the local newspaper, Diario de Cádiz, on their recovery. The remains were two parts of a single ship; a third part of more than 12 m was not recovered. One of the pieces, including keel and frames, was 6 m in length and still retained some of the copper sheathing. The other piece, which included the sternpost and the complete 4.5-m-high rudder, was 11 m long and also retained its copper sheathing. Divers removed the vessel from the 3 m of overlying mud by tunneling under the keel with a high pressure water hose. According to the Servicio Histórico de la Marina, which conducted a study on the remains, the ship was probably a late 18th- or early 19th-century French ship based on the shape of the rudder and on the copper sheathing. According to the study, the French at that time coppered the entire hull below the waterline (Hallazgo de restos de un buque, 1971: 8).

Further research should include consulting the Servicio for a final report on the vessel recovered in 1971: What information was gathered? What drawings were made? Since these pieces of two late 18th- or early 19-century vessels

display a number of constructional details such as the rabbet, sheathing, sheathing tacks, caulking, and various fasteners, thorough documentation with photographs and measurements should be undertaken.

Oceanographic Survey

Between May 6 and May 15, the Instituto Español de Oceanografía conducted a sub-bottom profiling and side-scan sonar survey of area bounded by Rota, Cadiz, and Vista Hermosa (Fig. 7). Compilation of the maps produced in that survey and those produced in the magnetometric survey reveals that there was very little overlap except in Area I (la Galera/el Diamante) where a modern fishing trawler, Site 1, was located during the magnetometric survey.

In the 18 months since the termination of the project, INA has received no information from Sr. Martín-Bueno, the Spanish co-director who supervised the acoustic phase of the survey, regarding the interpretation of the data gathered with the sub-bottom profiler and side-scan sonar. Through a newspaper article, we have learned that Oreces Sendrero, director of the Instituto Español de Oceanografía which performed this survey, affirms the analysis of the data gathered by his institute has revealed nothing of interest, whereas Martín-Bueno states that the analysis is not yet complete (Demian, 1986: 15).

VIII SUMMARY

It has been the purpose of this thesis to make available in a usable form the historical information which the research team gathered in the seven months prior to the archaeological survey of the Bay of Cadiz. This catalog can now serve as a foundation for a database of shipwrecks in the Gulf of Cadiz, a database to which subsequent research can be added.

As a result of my own frustrations in researching shipwrecks, I perceived the need to present the data in a format useful to future investigators. Hence, each source consulted is cited in the entry for each wreck. Of equal if not greater importance are the future references included with most entries. These listings are the references from which the authors of the sources consulted gathered their information. They are important because they enable the catalog user to check the validity of the data by referring (in most cases) to primary sources.

I also strove to make the bibliography a tool for actually locating the sources. I cross-referenced it when necessary and included original publication facts as well as the reprint information. In many cases the citations given in my sources were incomplete, inaccurate, or confusing. Using the OCLC terminal to consult the Library of Congress catalog, I was able to correct many of the citations, but unfortunately not all.

The greatest problem in compiling an index of wrecked vessels is distinguishing one ship from another in the documentation. Thus it was necessary to develop the following nine criteria: vessel name, nickname, type, origin, size, commander, owner, pilot, and fleet. Each of these items of information is seldom sufficient by itself to distinguish one vessel from another. It is the combination of these bits of data, used in conjunction with other information such as the date and place of wrecking, and the port of departure and destination, that enables the researcher to synthesize information from various sources with reasonable confidence that each refers to the same vessel.

The resulting catalog of wrecks, covering the years 1473 through 1868, is by no means comprehensive. It contains 377 separate entries reflecting more than 400 shipwrecks in the Gulf of Cadiz, the majority being in the Bay and at the mouth of the Guadalquivir.

In addition to the catalog, this thesis presents a synthesis of geographical information on the Gulf of Cadiz, the Bay of Cadiz, and the mouth of the Guadalquivir. This information is necessary in order for the reader to understand historical accounts of a ship's wrecking and for the archaeologist to relate historical records to physical sites.

The field survey, conducted from April through May of 1985, located the remains of five shipwrecks. Two (Sites 4

and 5) are of archaeological and historical interest, but only Site 4, the Copper Scupper Wreck, is of sufficient integrity to warrant further investigation.

As evidenced by the creamware sherd, possibly from a chamber pot, the wreck dates to the late-18th or early-19th century. Historical accounts of the loss of the French Bucentaure after the Battle of Trafalgar support local belief that these are her remains. However, consultation of the shipwreck catalog shows that at least two other vessels of the period might coincide with the site. Only further historical and archaeological research, including testing of Vallespín's "Bucentaure," can identify this site positively. In the interim, the wreck should be called the Copper Scupper Wreck.

Finally, historical evidence points to numerous ship losses in the inner bay, especially as a result of the English attacks of 1587 and 1596. This historical evidence, the well-preserved hulls recovered at La Carraca, and testimony from local divers, including those from the Spanish navy's dive team, all lead to the conclusion that the archaeological deposits in the inner Bay of Cadiz are deserving of further serious investigation.

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