
Document 1526A

Introduction to the Loaysa expedition

Sources: Among others, M. F. de Navarrete, "Colección de los viages...", Vol. V, Madrid, 1837; Henry Raup Wagner, "Spanish Voyages to the Northwest Coast of America", San Francisco, 1926; Samuel Eliot Morison, "The European Discovery of America—The Southern Voyages, A.D. 1492-1616", New York, OUP, 1974; Nicholas P. Cushner, "The Isles of the West—Early Spanish Voyages to the Philippines, 1521-1564", Quezon City, Ateneo de Manila, 1966; etc.

Original organization of the Loaysa expedition

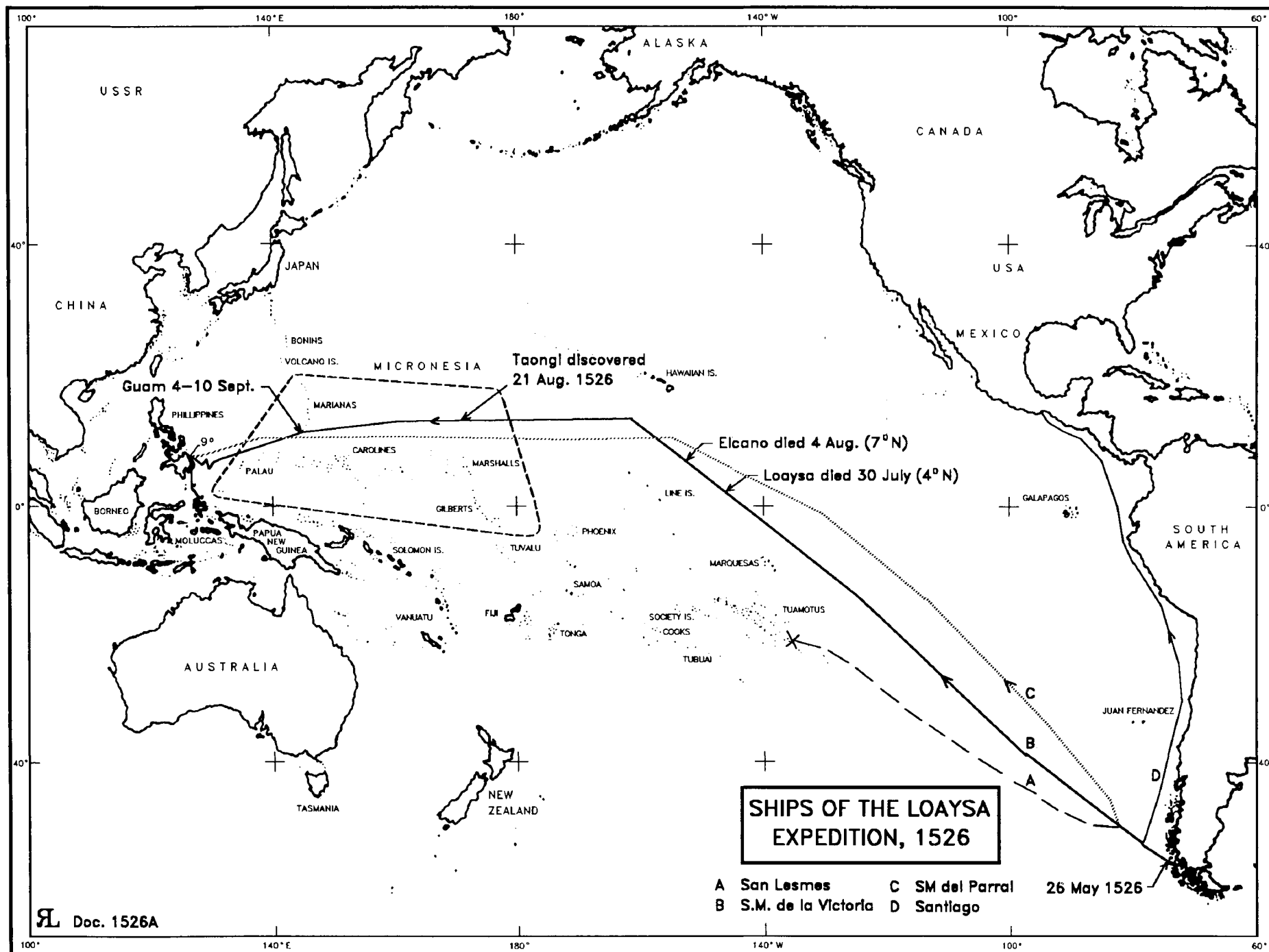
Name of the vessel	Tons	Men	Captain	Note
1. Santa María de la Victoria	300	150	García Jofre de Loaysa	1
2. Sancti Spiritus	200	(?)	Juan Sebastian de Elcano	2
3. (La) Anunciada	170	(?)	Pedro de Vera	3
4. San Gabriel	130	(?)	Rodrigo de Acuña	4
5. San Lesmes	80	(?)	Francisco de Hoces	5
6. Sta. María del Parral	80	(?)	Jorge Manrique de Nájera	6
7. Santiago	50	(?)	Santiago de Guevara	7

450 men in all.

Notes.

1. After his death, Loaysa was succeeded as captain by Juan Sebastian de Elcano, and in succession by Toribio Alonso de **Salazar** (who was in charge while the Victoria crossed Micronesia), Martín Iñíguez de Carquisano, then Hernando de la Torre. The master was Juan Huelva, and the original pilot was Martín de Uriarte. This ship was the only one that reached the Moluccas. Urdaneta says (Doc. 1526D) that the flagship had a capacity of 350 tons.

2. His ship having become a wreck in the Strait, Captain Elcano later transferred to the Victoria. Another veteran of the Magellan Expedition, Hernando de Bustamante



[Nº 125], was with him. One of Elcano's assistant was Andrés de Urdaneta who later wrote two accounts and a few declarations (See next documents).

3. Cushner says that the capacity of the *Anunciada* was only 120 tons (a misprint). Vera was a *contino*, or official of the royal court. The *Anunciada* turned back at the Strait. Navarrete says that it was seen later by the *San Gabriel*; it was said to be going to the Moluccas by way of the Cape of Good Hope, but it was never seen again.

4. Acuña was soon demoted and replaced by Martín de Valencia when the ships were off Africa (See Markham, *Early Spanish Voyages*, London, 1911, p. 42, and Medina, *Documentos inéditos para la historia de Chile*, III, pp. 346-347). After being separated from the fleet in a storm in the Strait, this ship deserted and wound up on the coast of Brazil near Santos where it was captured by French galleons. The crew walked to Pernambuco and took a Portuguese ship back to Spain (See Pastells, *Historia general*, I, page 116).

5. The caravel **San Lesmes** disappeared after they had entered the Pacific. It now seems like it chose lower latitudes and was wrecked in the Tuamotus. One whole book was written about the fate of the *San Lesmes* by Robert Langdon: *The Lost Caravel* (Sydney, 1975). See below for more details.

6. The caravel **Santa María del Parral** made it across the Pacific on its own but was driven aground at Sarangani, an island SE of Mindanao. Captain Manrique had been killed earlier by a mutinous crew.

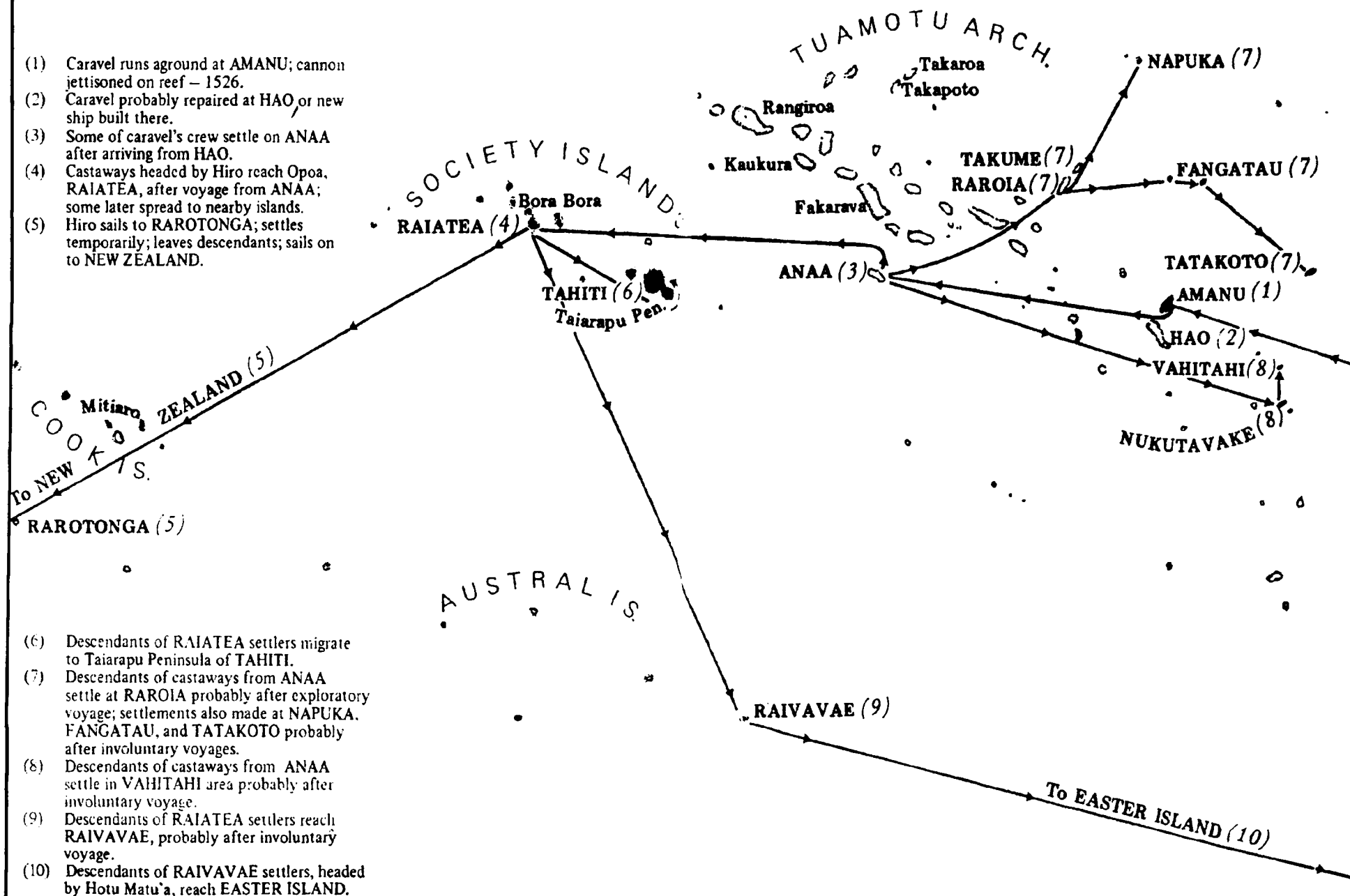
7. This patache, or pinnace, had a capacity of 50 tons, according to Spanish documents, not 70 as Morison has said. Captain Guevara was Elcano's brother-in-law. After entering the Pacific, it headed north along the coast and ended up in Tehuantepec, Mexico. None of these ships ever made it back to Spain. Out of the two ships that made it across the Pacific, only 8 men were repatriated by Portuguese ships in 1536, and the soon-to-be-famous Urdaneta was among them.

The Lost Caravel, a solved mystery?

The historian Robert Langdon has put forward the theory that the **San Lesmes** was wrecked on an atoll to the east of Tahiti, that the crew survived and intermarried with the local women, and that over the next 250 years they and their descendants spread to many Polynesian islands. He claims that the castaways established Hispano-Polynesian dynasties, that they grafted elements of Iberian culture, and that much that has previously been attributed to the genius of the Polynesians was, in fact, derived from Europe. Langdon contends, for example, that the castaways strongly influenced canoe-building and navigational techniques in Polynesia and that some of the elaborate "Polynesian" chants were actually adapted from the Bible. Two of his most remarkable conclusions are that the mysterious inscribed tablets of Easter Island owed their origin to the castaways' writing system, and that the so-called fleet that has long been thought to have carried the Maoris from eastern Polynesia to New Zealand about 1350 A.D. was, in fact, an expedition of 16th-century Spaniards trying to get home by way of the Cape of Good Hope!

APPARENT CHIEF MIGRATION TRAILS OF "SAN LESMES" CASTAWAYS AND THEIR DESCENDANTS

- (1) Caravel runs aground at AMANU; cannon jettisoned on reef – 1526.
- (2) Caravel probably repaired at HAO, or new ship built there.
- (3) Some of caravel's crew settle on ANAA after arriving from HAO.
- (4) Castaways headed by Hiro reach Opoa, RAIATEA, after voyage from ANAA; some later spread to nearby islands.
- (5) Hiro sails to RAROTONGA; settles temporarily; leaves descendants; sails on to NEW ZEALAND.



- (6) Descendants of RAIATEA settlers migrate to Taiarapu Peninsula of TAHITI.
- (7) Descendants of castaways from ANAA settle at RAROTONGA probably after exploratory voyage; settlements also made at NAPUKA, FANGATAU, and TATAKOTO probably after involuntary voyages.
- (8) Descendants of castaways from ANAA settle in VAHITAHU area probably after involuntary voyage.
- (9) Descendants of RAIATEA settlers reach RAIVAVAE, probably after involuntary voyage.
- (10) Descendants of RAIVAVAE settlers, headed by Hotu Matu'a, reach EASTER ISLAND.

Partial crew list of the flagship *Santa Maria de la Victoria*

Langdon, in his Appendix A, has given a list of 118 names that he has compiled from various sources out of a total of 450 men that comprised the Loaysa expedition. Seventy of the 150 men of the flagship are also listed. Some of the most important men aboard, as well as the known survivors, are as follows:

Last Name	First Name	Provenance	Remarks
Loaysa	García Jofre de	Ciudad Real	First captain.
Elcano	Juan Sebastián de	Guetária	Ex-Magellan N° 123. Became 2nd captain.
Salazar	Toribio Alonso de	Asturias.	Accountant. Became 3rd captain.
Iñiguez de Carquisano	Martin	Elgóibar, Quip.	Master-at-arms. 4th captain. Poisoned in Moluccas.
Torre	Hernando de la	Burgos	Soldier. Became 5th captain. Wrote a report (Doc. 1526B).
Uriarte	Martín de	Basque	Pilot. His logbook copied by De la Torre.
Montemayor	Pedro de	?	Seaman. Wrote a letter to the King of Portugal.
Maruecos	Juan de	Lepe, Andal.	Seaman. Alias de Lepe. Returned to Spain. Made a declaration.
Urdaneta	Andrés de	Villafrañca	Returned to Spain. Wrote many reports (Doc 1526C+). Later became famous.
Poyo	Macías del	From Murcia	Pilot. Returned to Spain. Made a declaration.
Paris [sic]	Francisco de	Greek	Seaman. Returned to Spain. Wrote an account. Ex-Magellan N° 17?
Bustamante	Hernando de	Mérida	Ex-Magellan N° 125. Wrote a letter.
Salinas	Diego de	?	Seaman. Killed in Moluccas. Wrote a letter.
---	Master Hans	Ghent, Belg.	Soldier. Ex- Magellan N° 186. Deserted.
Argote	Roldan de	Bruges, Belg.	Soldier. Ex- Magellan N° 142. Wounded.
Islares	Martín de	Laredo, Vizc.	Seaman. Later with Villalobos.
León	Arias de	León?	Supernumerary. Returned to Spain.

Captain Elcano, the first man around the world, came back to the Pacific to die

After all the ships of the expedition had been scattered to the four winds, the flagship *Santa Maria de la Victoria* was alone on a track a little more northward than that of Magellan. Sickness aboard killed many, including the commander, Loaysa, who died on 30 July. When they opened the sealed envelope, they discovered that Elcano had been selected to replace him. However, he himself was sick in bed, and died five days later, on 4 August 1526; his bones were committed to the sea, east of the Marshall Islands.

As far as the *Santa Maria del Parral*, nothing much is known about her independent track across the Pacific, except that she eventually reached the Philippines, and was wrecked in Mindanao. There are no separate accounts of her voyage.

The discovery of Taongi on 21 August 1526

Andrew Sharp has summarized it in this way:

“On 21 August 1526 land was discovered to the north. De la Torre said they stood off for the night, and in the morning came close to the island without finding bottom. The latitude on the south side was taken as 14 degrees 2 minutes north. Two of the sides appeared to be about 10 and 9 leagues long. In the interior of the west part there was a big lagoon, the water of which looked very green, with big trees to the east. To this island they gave the name **San Bartolomé**. They could not land because of the current. Leaving San Bartolomé on 23 August, the **Santa Maria de la Victoria** proceeded west in search of Magellan’s Ladrões, which they reached 12 days later, being hailed from a canoe by Gonzalo de Vigo...”

(Facing page) **Map of Southeast Asia in 1522 by Nuño García de Torreño.** *It is part of a map of the world drawn by this cartographer of the House of Trade, dated Valladolid October 1522. Because Captain Juan Sebastián Elcano was also in that city at the same time, in connection with an investigation into the mutiny that had occurred at San Julián in Patagonia, it has been inferred, correctly I think, that up-to-date information for the map was provided by Elcano to García. It is a pity that the only part of the map that now exists is the half from Africa to the Philippines. However, the portion reproduced on the next page is sufficient to give an idea about how the survivors of the Loaysa Expedition used it when they travelled from Mindanao to Tidore. The proof that they had a copy of this map aboard the flagship is provided by Uriarte’s log-book, under the dates 6 September 1525 and 16 June 1526 (See Navarrete, V, pages 245 & 271). The original of the above map is in the Royal Library in Turin, Italy. The Loaysa Expedition also had a copy of the official “pattern” as well, one chart authored by Diego Ribero. (From Teixeira da Mota’s “A viagem”, f.p. 522)*

