

# **HISTORY OF MICRONESIA**

## **A COLLECTION OF SOURCE DOCUMENTS**

**VOLUME 17—LAST DISCOVERIES:  
10 ISLANDS, 1795-1807**

Compiled and edited  
by

**Rodrigue Lévesque**

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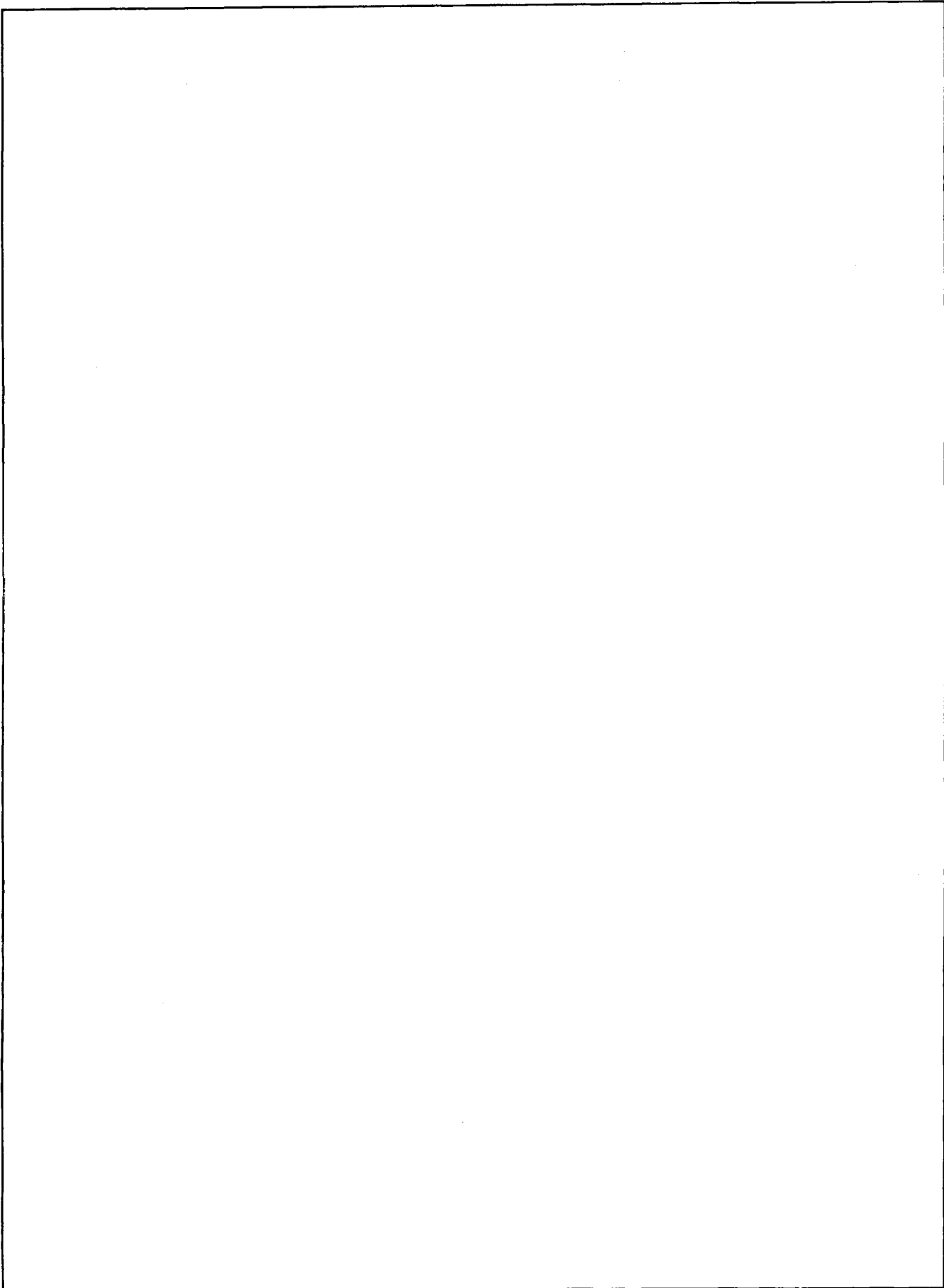
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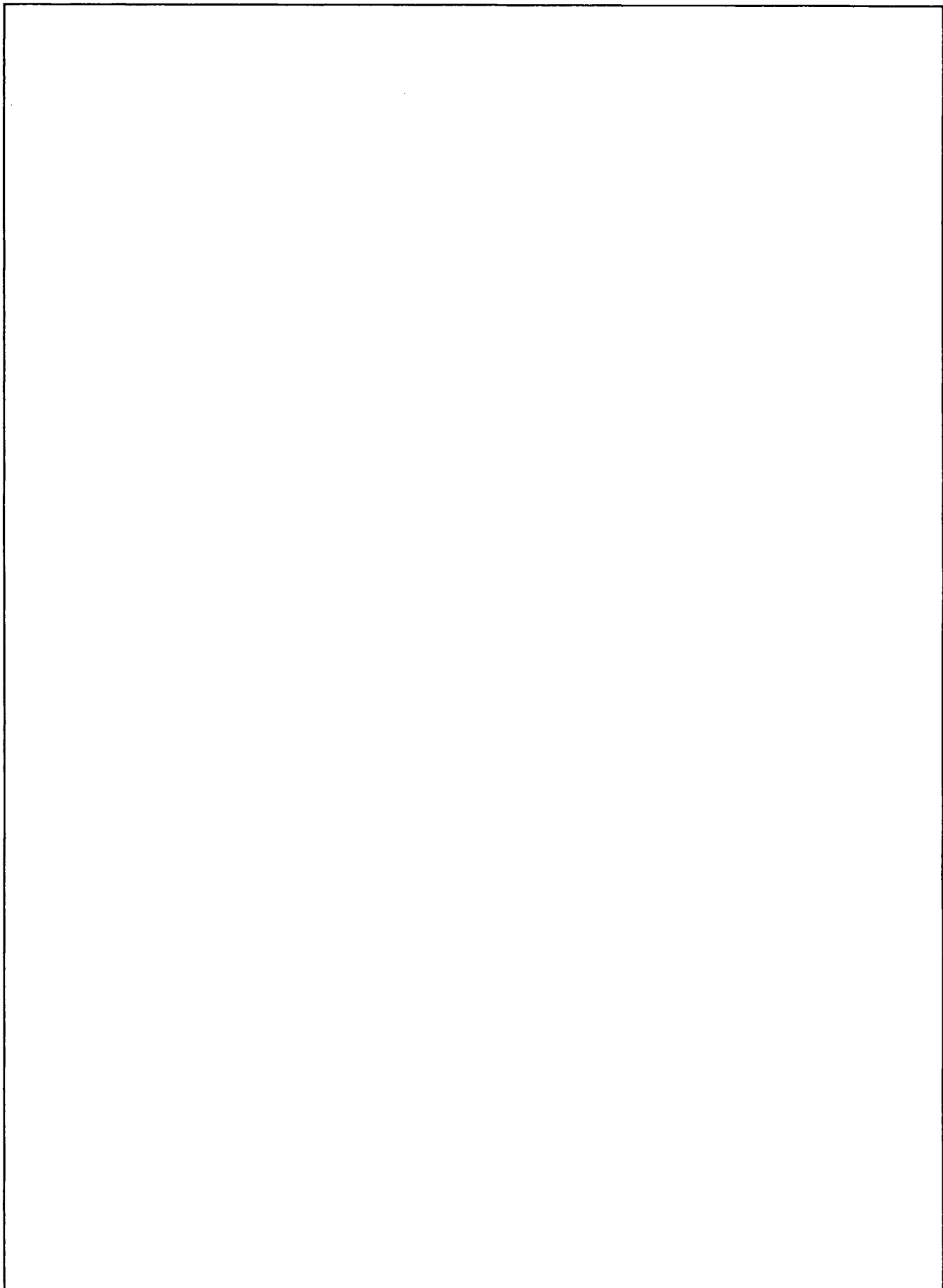
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Rear endpaper: French ship before Kosrae Island in 1804 (see Doc. 1804D).

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## Abbreviations

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ABCFM	American Board of Commissioners for Foreign Missions, Boston.
AGI	Archivo General de Indias, Seville.
AGN	Archivo General de la Nación, Mexico.
AHN	Archivo Histórico Nacional, Madrid.
ANP	Archives Nationales, Paris.
ANU	Australian National University, Canberra.
BM	British Museum/Library, London.
BNM	Biblioteca Nacional, Madrid.
BNP	Bibliothèque Nationale, Paris.
B&R	Blair & Robertson's series: The Philippine Islands.
CIMA	Coordinated Investigation of Micronesian Anthropology.
EIC	East India Company.
FSM	Federated States of Micronesia.
G&E	Gilbert & Ellice Islands Colony [= Kiribati & Tuvalu].
GPO	Government Printing Office, Washington.
HM	History of Micronesia series, by Lévesque Publications.
HMS	His [British] Majesty's Ship.
HMSO	His Majesty's Stationery Office, London.
HRAF	Human Relations Area Files, Yale University, New Haven, Connecticut.
IJN	Imperial Japanese Navy.
JPH	Journal of Pacific History, Canberra.
JPS1	Journal of the Polynesian Society, Wellington, N.Z.
JPS2	Journal of the Pacific Society, Tokyo, Japan.
LC	Library of Congress, Washington.
LMS	London Missionary Society.
MARC	Micronesian Area Research Center, University of Guam.
MBU	Museo-Biblioteca de Ultramar (All documents moved to MN).
MCF	Microfilm.
MHA	Marine Historical Association, Mystic Seaport, Connecticut.
ML	Mitchell Library, Sydney, Australia.
MN	Museo Naval, Madrid.
MSC	Missionaries of the Sacred Heart (of Issoudun, France).
NDL	National Diet Library, Tokyo.
NLA	Newberry Library, Ayer Collection, Chicago.
NMM	National Maritime Museum, Greenwich.
NSW	New South Wales, Australia.

NYK	Nihon Yusen Kaisha [Japan Shipping Line Co.]
NYPL	New York Public Library.
OFM	Ordo Fratrum Minorum (Franciscans).
OMCap	Ordo Minorum Capuchinorum (Capuchins).
OMI	Oblates of Mary Immaculate.
OP	Ordo Prædicatorum (Dominicans).
ORSA	Ordo Recollectorum Sancti Augustini (Recollects).
OSA	Ordo Sancti Augustini (Augustinians).
OSF	Order of St. Francis.
OUP	Oxford University Press.
PCCA	Palau Community Action Agency.
PMB	Pacific Manuscripts Bureau, ANU.
PNA	Philippine National Archives, Manila.
PRO	Public Records Office, London.
PSIC	Pacific Scientific Information Center, Bishop Museum, Honolulu.
RAH	Real Academia de la Historia, Madrid.
RAN	Royal Australian Navy.
RN	Royal [British] Navy.
RPC	Royal Philippine Company.
SHM	Service Historique de la Marine, Palais de Vincennes, Paris.
SJ	Societas Jesu (Jesuits).
SMS	His [German] Majesty's Ship.
SS.CC.	Missionaries of the Sacred Hearts (Picpus).
STM	"Ships Through Micronesia" [a book in this series]
TNL	The National Library, Manila.
TTPI	Trust Territory of the Pacific Islands (formerly a part of Micronesia).
UH	University of Hawaii (Hamilton Library), Honolulu.
USCC	United States Commercial Company (1946 Economic Survey of Micronesia).
UNDP	United Nations Development Program, New York.
USMC	U.S. Marine Corps [Additional R indicates Reserves].
USN	U.S. Navy [Additional R indicates Reserves].
USS	U.S. Ship.
UTK	University of Tokyo.
YC	Yen-ching Library, Harvard University, Cambridge, Massachusetts.
?	Information missing, wanted, or not available.
(?)	Information given is doubtful; confirmation needed.

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## Foreword

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*“The past, a place of both myth and reality, becomes what people make of it for present purposes.”*

Anthony Wilson-Smith, Canadian author.

It is hard to understand how mythical islands of Micronesia, specially high islands like Kosrae, might have escaped discovery by Europeans until the 19th century, but this is a reality. In fact, **ten new islands**, atolls, or island groups, were discovered during the period covered by this volume: Eauripig in 1796, Woleai in 1797, Nauru in 1798, Ebon and Puluwat in 1799, Banaba in 1801, Losap-Nama and Murilo in 1802, Kosrae in 1804, and Nukuoro in 1806. The discovery of Kosrae by a French ship is a paper discovery of mine, never before published. It occurred less than one month **before** a Yankee ship passed by, and was later credited with this discovery.

There were yearly fleets of English convict ships going from NSW to China that sailed through Micronesia, often led by a Royal Navy ship for protection. They were sighted from Saipan twice, and this led to fears of war in Guam, where **four new forts** were quickly built. The technical details of their construction are here published for the first time.

We now have Part 12 of the on-going series of documents about the history of Palau, that of Lieutenant Snook who took three Palauan women back home, aboard the sloop named **Diamante** which he had purchased in Macao. I have found the relevant documents about his 1798 voyage in the records of the India Office in London. This one-year odyssey cost much money to the East India Company, thus effectively ending their plan to finance a colony in Palau. Captain McCluer was dead, and his dream too.

The previous volume contained the details of the first voyage by a U.S. ship to Micronesia. In this volume we have the full details of the **shipwreck of the first U.S. ship** in Micronesia, which occurred at Tinian in 1797. She was a packet boat named **Experiment**. Her captain, named McClellan, had died at sea but his body was even buried ashore (along with the barrel of wine in which it had been pickled) by his widow. She, in turn, became the first white woman to be stranded in Micronesia; Betsey (that was her name) may have been an escaped convict from NSW, a colony that the packet had visited earlier. The story of Bengalese sailors who were abandoned on Tinian is also told. The site of this shipwreck is the reef that encloses the harbor at Tinian. Although the site has been disturbed by modern dredging operations, marine archaeologists may yet be able to find parts from the poop and bow sections of this packet boat that fell into deep water after the wreck was burned by the Spanish.

The papers of two successive governors of Guam, Governor Muro (1798-1801) and Governor Blanco (1802-1806), were found in the Library of Congress in Washington. I have looked through all of them, and summarized or transcribed the more important letters or proclamations. They describe life in Guam during this period, as no other documents could have done. For instance, the damages done to crops by an excessive number of deer caused the governors to allow extensive hunting of them.

A mystery ship passed by Guam in November 1801; only one man could speak Spanish. My many efforts to identify this stranger have failed. Two days later, a U.S. ship was at Tinian, but I doubt it was the same ship. This brings up the point that many ships from North and South Americas came through Micronesia at the beginning of this new century (some as prizes, with prize crews), but they will forever remain unidentified, unless their logbooks have been preserved. The present collection of documents has solved many mysteries of the sea so far, and it is always exciting for me to solve some new mysteries, for the present purpose of recreating history.

One mystery that has been fully solved is that of the frigate **Paloma** (wrongly recorded in the annals of Australia as the Plumier). She was a Peruvian ship that had been made a prize by three English whalers and brought to NSW, sold and taken to New Zealand for a cargo of timber. Captain Reid was taking her to Macao when he had to divert to Guam, where she almost sank upon arrival. Anyhow, it was no secret that she was a prize; she was retaken and the Englishmen made prisoners. One of the gentlemen on board this ship was a Reverend Palmer, who insisted upon corresponding officially with the Governor of Guam in Latin. Fortunately, the local Spanish friars were up to the task of translating his letters on behalf of the presumed owners. Imagine the fun I had translating modern ship terminology from the Latin; this is probably the last time that Latin will appear in this series.

The last document in this volume is the bizarre story of a French warship visiting Manila (the **Canonnière**), that got talked into becoming a Spanish galleon, to escort minor ships to Acapulco, and back. Captain Bourayne, her commander, got a handsome payment from the Manila traders as a result, but I have not been able to find documents in France to tell me what he did with this reward...

Finally, the appendices are a treasure trove of ship information, not the least of which is a typical set of ship signals used among English ships at the turn of this century.

Rod Lévesque  
Gatineau, November 2001

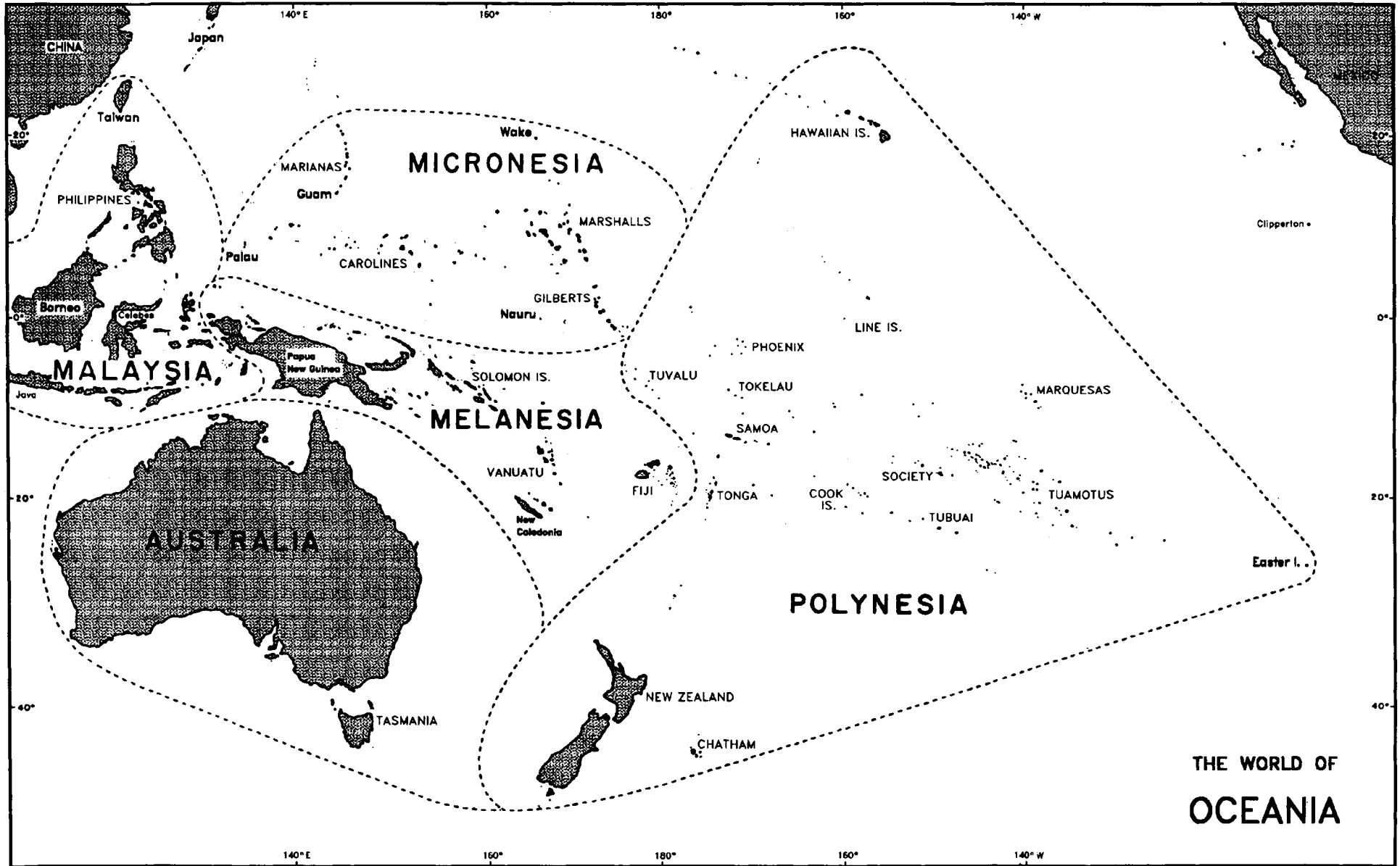
**Errors and corrections**

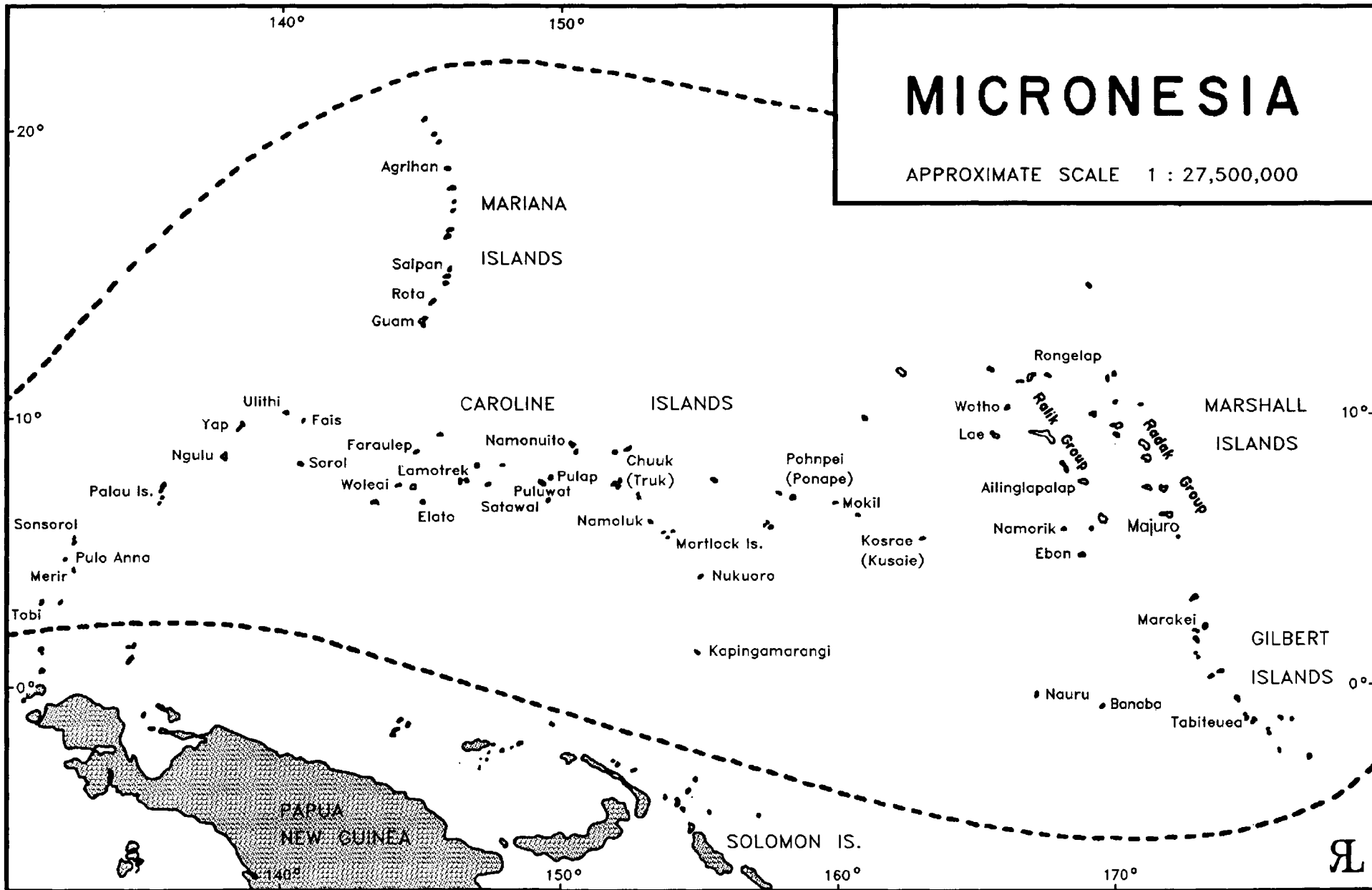
Despite every effort to check the facts, minor errors have undoubtedly remained. For these, as well as for the judgments expressed, the editor takes full responsibility. However, readers who spot factual errors are sincerely invited to submit corrections.

**Note on place names**

Place names are given as they appear in the original documents, except that the more common or modern spelling is given in brackets, whenever necessary; the latter form is used in the index to refer to all equivalent forms.







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## Document 1795D

---

# Captain James Mortlock, in the ship *Young William*, re-discovers the Mortlocks

*Sources: Log 427A, India Office, London; AJCP M1622.*

*Note: Captain Mortlock re-discovered Satawan and discovered Puluwat.*

### Extract from the logbook

**A Journal of the Proceedings of the Ship *Young William* in a Voyage from London to Port Jackson and China and back to London Commencing 11th September 1794 Ending the 4th August 1796. By James Mortlock Master.**

...

Transactions at Port Jackson New South Wales

Wednesday 28th [October 1795]

In searching the ship this day for convicts who might have secreted themselves, found three male convicts. I was informed the Chief Mate had a female convict secreted in his chest, she was found upon examination and sent on shore. He was likewise discharged at his own request.

At 3 weighed and run down the Harbour. At 5 anchored abreast the Sow and Pigs' Rock 13 fathoms.

...

Course NNW Wind N. **Remarks on Friday 27th November 1795.**

Moderate and fair weather Employed as above.

Wind NE. During the night squally with small showers.

At 4:30 p.m. obs. in Long 155°37' E.

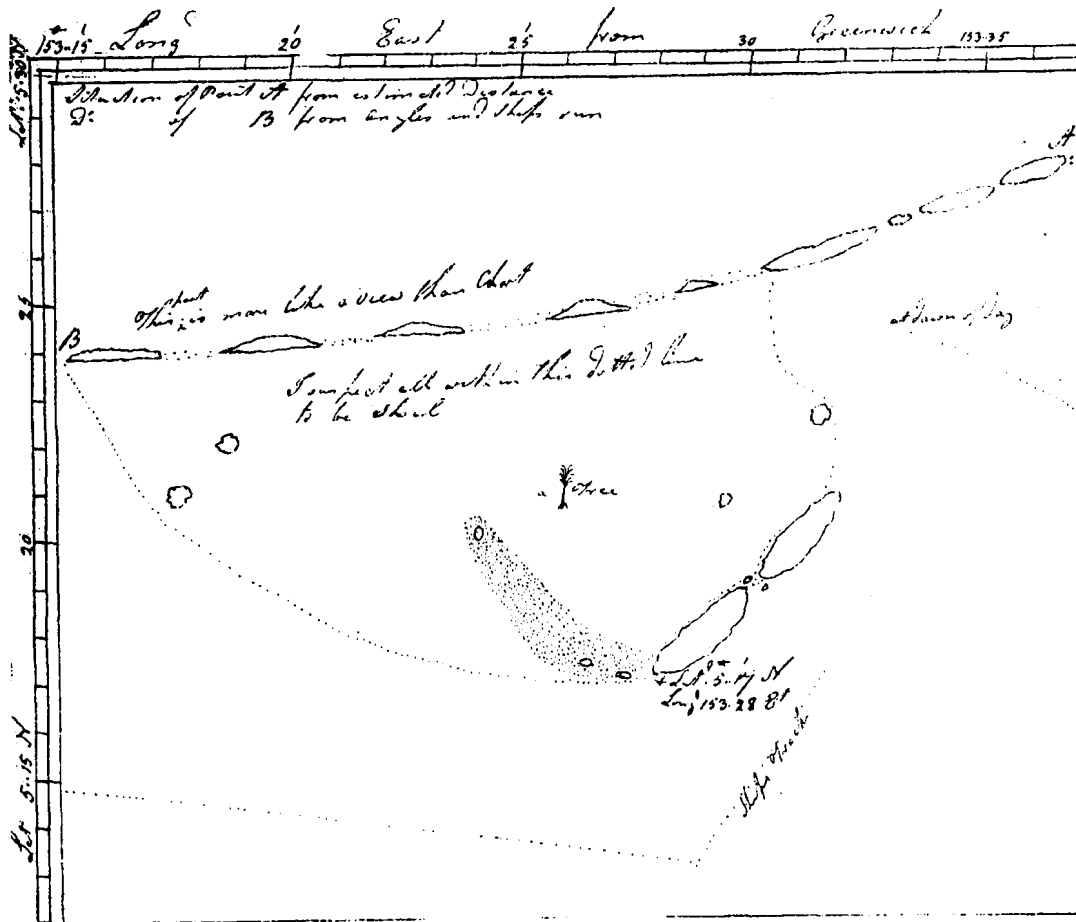
Squally. At daybreak saw **Land** from N by W to S by W. Wore ship and stood to the SE.

Wind N by E. At 6 a.m. bore up made sail and steered as per Log along the south side of the Islands as may be seen by the Sketch on the opposite side which is but very imperfect though the Lat. and Long. of the southernmost Island I take to be pretty well ascertained.<sup>1</sup>

---

<sup>1</sup> Ed. note: The southernmost point of Satawan lies in 5°17' N & 153°40' E.

Wind NE. Noon. Lat. obs.  $5^{\circ}15' N$ . Long in  $153^{\circ}10' E$ . Thermometer 85 [degrees Fahrenheit].



**Captain Mortlock's original sketch of Satawan.** (From his logbook).

Captain Mortlock's remarks read as follows:

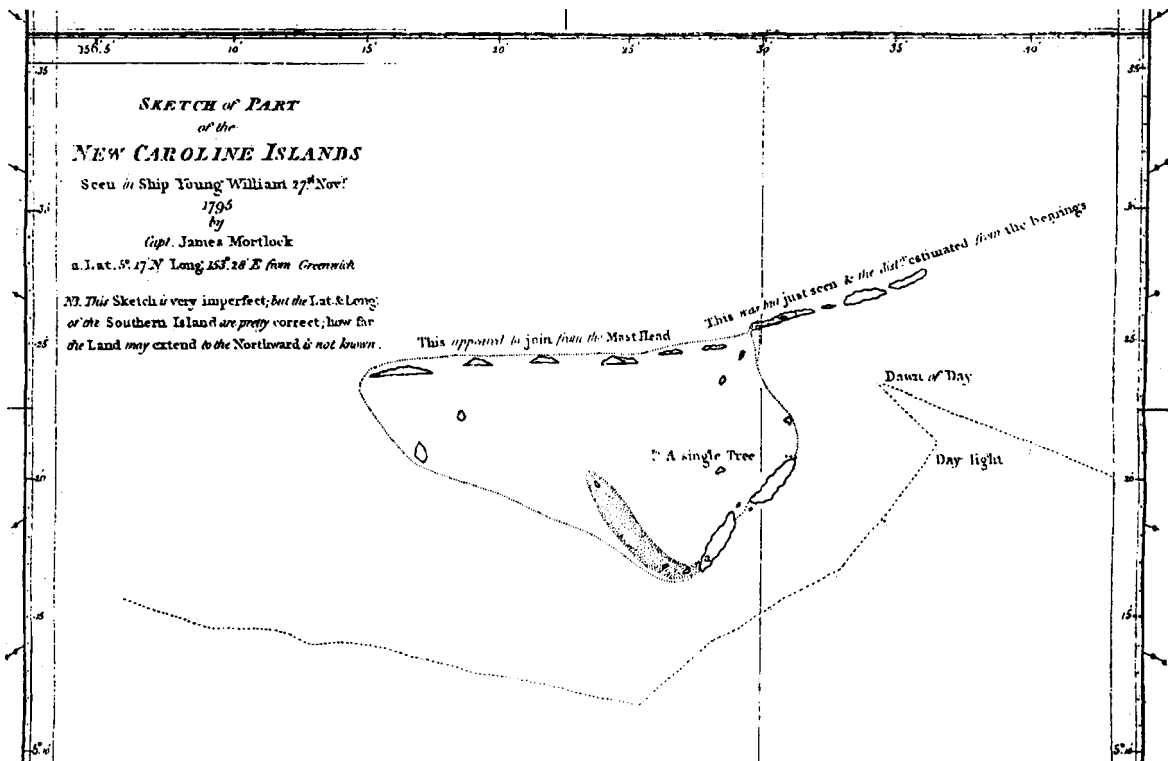
"Situation of Point A from estimated Distance."

"Ditto of Point B from Angles and Ships run."

"This Chart is more like a View than Chart."

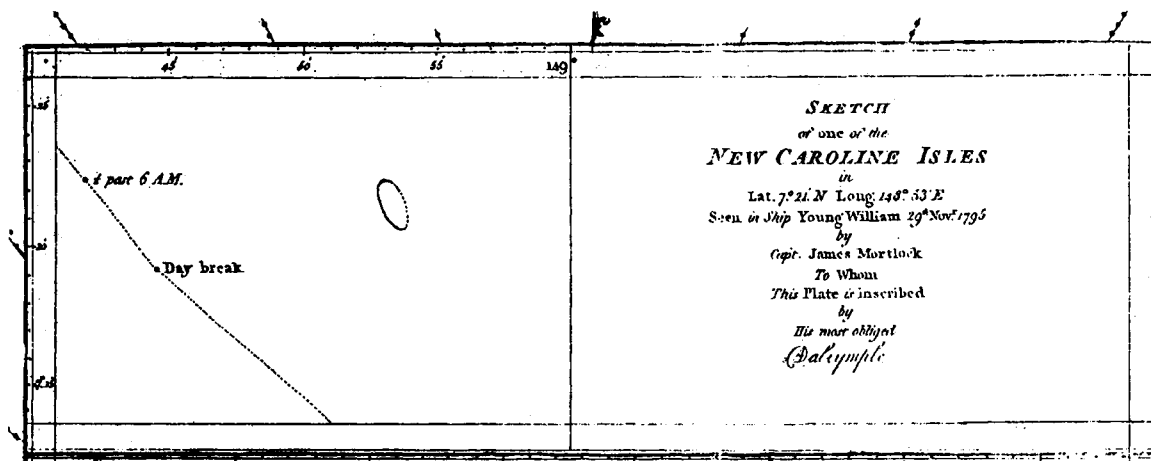
"I suspect all within this dotted line to be shoal."

"Lat.  $5^{\circ}17' N$ . Long.  $153^{\circ}28' E$ ."



**Map of Satawan, Mortlock Islands, re-discovered in 1795. Published by Alexander Dalrymple in 1796.**

Course West. Wind NE by N. **Remarks on Saturday 28th November 1795.**  
 Moderate and cloudy weather.  
 Clear weather. At 8:05 p.m., Lat. Obs. 5°26 N.  
 At 10:10 p.m., Long. by Arceter [sic=Arcturus?] East of Moon 151°50 E of Greenwich.  
 Long. by Pollux West of Moon 151°52 E of Greenwich.  
 At 1/2 past Midnight Long, Arcetes 151°24 [with] 10-inch sextant.  
 At 1:21 a.m., Ditto Regulus 151°23 [with] ditto.  
 Course NW. Employed spinning spun yarn & caulking the Lower Deck.  
 Noon. Lat. Obs. 6°03 N. Long in 150°29 East. Thermometer 86.



**Puluwat Atoll, discovered by Captain Mortlock in 1795.**

**Course NW by W. Wind NE. Remarks on Sunday 29th November 1795.**

Moderate and cloudy. Employed drawing yarn, spinning spun yarn &c.

Carried such sail in the night as the ship would bear upon a wind in our run through the New Caroline Islands.

At 1:40 a.m., Long. obs.  $149^{\circ}20'$  E by Regulus East of the Moon.

At 3, Lat. obs.  $7^{\circ}3'$  N.

At 2:17 a.m. Long. by Arceter West of Moon  $149^{\circ}0'$  E.

Course NW Wind ENE. At 6:30 saw a **low island** which is covered with trees bearing from N  $60^{\circ}30'$  E to N  $77^{\circ}$  E, distance 8 or 9 miles. Its Lat.  $7^{\circ}21' N$  & Long.  $148^{\circ}53' E$ .

Noon. Lat. Obs  $7^{\circ}53'$  N. Long in  $148^{\circ}18'$  E. Thermometer 86.

...

**Course NW $1/2$ W. Wind NE. Remarks on Friday 4th December 1795.**

... Saw a number of large whales. Bent new sails to prepare for the China Seas.

Wind ESE. At 10:11 a.m. Long. Obs.  $137^{\circ}8'$  E.

Noon. Lat. Obs.  $16^{\circ}51'$  N. Long. in  $137^{\circ}3'$  E. Thermo. 85.

...

[The ship reached Whampoa in January 1796, then back home to England by way of St. Helena.]

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## Document 1796A

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### Investigation into the death of a blind native

*Source: Item 26, Spanish Col. Govt., LC Mss. Div.; cited in B&R 53: 368; 19 leaves, mutilated.*

*Note: Investigation of the death, apparently accidental, of Pablo Guigacha, a blind native of Inarajan who was found drowned inside a well.*

#### File copy of the report formerly kept in the Agaña archives

##### Original text in Spanish.

*Año de 1796*

*Nº 24(?)*

*Diligencias practicadas sobre la muerte al parecer casual de Pablo Quigacha ciego natural del Pueblo de Ynarajan que se encontró aogado [sic] en un Pozo.*

*Por el Sor. Teniente Coronel de los Reales Exercitos Don Manuel Muro Govor. en propiedad por S.M. de estas Yslas Marianas.*

*Ens. 18. Para el Archivo.*

...

***Carta del Gobernadorcillo del Partido de Ynarajan.***

*[Al] Señor Don Luis de Torres*

*Muy señor mio: Participo à Vmd. de como hoy de la fecha se ajogò en el pozo del Padre y un muchacho lo hallò y el muchacho es del Convento que iba acargar agua y lo hallò ya Cadaver y el Padre mandò que so saque del pozo y el difunto està en la casa del Gobernadorcillo el moribundo Pablo se llama y no mas y aora espero la resolucion de Vmd. para ejecutarlo.*

*Dios nuestro señor Guarde à Vmd. muchos años.*

*Ynarajan 5 de Agosto de 1796 años.*

*Su mas rendido servidor.*

*Francisco Tococña*

*Al Sor. Alferez Don Luis de Torres, Alcalde Administrador del Partido de Ynarajan y Real Estancia de San Josef de Dandan, Guarde Dios muchos años en*

***Agaña.***

*En la Ciudad de San Ygnacio de Agaña à seis de Agosto de mil setecientos noventa y seis: El Señor Teniente Coronel de los Reales Exercitos Don Manuel Muro, Govern-*

*ador en propiedad por S.M. de estas Yslas Marianas dijo: Que por quanto aora de las quatro y media de la mañana y a tiempo de hirme à Embarcar con destino al Pueblo de Agat, y Castillo de Orote para efectos del Real Servicio hè recibido la Carta antecedente que el Governadorcillo de Ynarajan escribe a su Alcalde el Alferez Don Luis de Torres: Y no pudiendo pasar en Persona al reconocimiento del Cadaver por la razon insinuada: Debo de mandar y mando se le ... comision enforma al Capitan Don Justo de la Cruz Secretario de esta Governacion y Guerra para que con el Cirujano del Presidio el Capitan Don Joseph Antonio Aguirre lo egecute: Y por este Auto asi lo probeyo, mando, y firmò dicho Señor Governador de que doy feè.*

*Muro*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*En el Pueblo de Agat à once de Agosto de mil setezientos noventa y seis: El Sor. Theniente Coronel de los Reales Exercitos Don Manuel Muro, Govor. por S.M. de estas Yslas Marianas: Habiendo regresado de su Comision los Capitanes Don Josef Antonio Aguirre, y Don Justo de la Cruz, Cirujano, y Secretario de esta Governacion y Guerra, y entregadome los Documentos que les correspondia por el encargo, Debo de mandar y mando se acomulen a continuacion del presente Acto, que con la Comision, Carta del Governadorcillo de Ynarajan y demas que le pre... ..eden sen... Caveza de Proceso ...: Por el que ... lo probeyò, mando ... y firmò el Sor. Governador de que doy feè.*

*Muro*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

***Certifico del Cirujano, Capitan Joseph Antonio Aguirre.***

*Yo el Capitan Don Joseph Antonio Aguirre, Cirujano de este Real Precidio: Certifico en debida forma, como asi me es mandado de orden del Señor Governador: de que este dia, como a cosa de las cinco de la mañana he sido yamado opor un Soldado de la Guardia y habiendo parado a la precencia de dicho Señor Governador, me mando su Señoria que inmediatamente me dispusiese para pasar en compañia del Capitan Don Justo de la Cruz Secretario de esta Governacion y Guerra à reconocer el Cadaver de un hombre que se havia Aogado en un Pozo en el Pueblo dade Ynarajan, y habiendo inmediatamente dispuestome y puesto en camino para dicho Pueblo, del que hemos llegado como a las ciete de la noche, enculla ora, y sin dilacion alguna hemos pasado a la casa de Francisco Tococña, Governadorcillo de dicho Pueblo donde se halla el Difunto, en la que encontramos el Cadaver de Pablo Quigacha, Yndio Casado, y Natural del susodicho Pueblo tendido boca arriba sobre el Lamcape de la Casa, cullo Cadaver estava ya corrompido, y habiendo hecho el devido reconocimiento, con la prolijidad mas posible; halle y Declaro tener dos heridas, la una sobre la Arteria y musculo capital hecha al parecer con instrumento cortante, como de un cuchillo, su boca de dos dedos de ancho havierta enteramente hasta el hueso de la Calavera o Craneo, cortada limpiamente respecto à entrar la tienta, sin encontrar dificultad en su mentrana, y li-*



*gamento ni tener en su superficie, o immediasion ... -il ... del .... en distanci... era cosa de ... asia la oreja, con p...r, profunda asia la ... superior de dicho Cr[anio] hecha al parecer con instrumento pungente como un punson, ambas en el lado ysquierdo del cadaver y mui suficientes por haver le quitado la vida, por ser en si mortales. Juntamente tenia dicho cuerpo una señal ... de raspada, o golpe contuso, en el mismo lado siniestre sobre el Pulmon, sin haver encontrado otra señal alguna de la timadura, o raspada en el susodicho cadaver: Todo lo qual juro, y Declaro en verdad, quanto al fuero de mi conciencia, segun mi saber y entender.*

*Y porque asi consta como combiene doy la precente firmada de mi puño, en el Pueblo de Ynarajan, en seis dias del mes de Agosto de mil setecientos noventa y seis años.*  
*Josef Antonio Aguirre*

...

***Auto declarando que el Sor. Govor. siente en orden à esta diligencia, y mandando se Archiven.***

*En el Pueblo de Agat à beinte y cinco de Agosto de mil setecientos noventa y seis: El Señor Theniente Coronel de los Reales Exercitos Don Manuel Muro Governador en propiedad por S.M. dijo: Que por el merito de estas diligencias deja lugar a presumir fuese casual la muerte de Pablo Quigacha, sin que interbiniese mano agrada [sic=agredida?] como le dà à entender el Cirujano Don Josef Antonio Aguirre en su Certificacion donde siente fueron las heridas dadas al parecer con Ynstrumentos cortante, y pungentes quando de este Reconocimiento resulta como en la misma se bè, la falta de ine... nes que descubriesen el Craneo para si estaba siturado, y hallarse el Cadaver corrompido como confiesa con el Secretario de esta Governacion y Guerra, en donde p... el quebranto de las fibras hera muy f... penetrase la tiente sin que hubiese precedido en la carne algun otro Ynstrumento: Todo lo qual expuso dicho Señor para el cargo de su conciencia, y por lo que ... acontecer en lo subcesivo, mandando que se Archiven las diligencias en el Archivo de esta Capital: Y por este Auto assi lo probeyò y mandò, y firmo dicho Sor. Govor.*

*Manuel Muro*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

## **Translation.**

**Year of 1796.**

Nº 24(?)

Inquiry into the death, supposedly accidental, of Pablo Quigacha, a blind native of the Town of Inarajan who was found drowned inside a well.

By His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies and Proprietary Governor of these Mariana Islands.

Encl. 18. File copy.

...

**Letter from the Mayor of the District of Inarajan.**

[To] Mr. Luis de Torres.

My dear Sir:

I inform Your Grace that on this date a boy was found drowned inside the well belonging to the Father. His body was found by a boy who belongs to the Convent, who had been sent to get water. Since the boy was already dead, the Father ordered that he be taken out of the well and the deceased is now in the house of the mayor of the village. His name was Pablo.

That is all, and I await the decision of Your Grace, in order to obey it.

May our Lord save Your Grace for many years.

Inarajan, 5 August 1796.

Your most obedient servant,

Francisco Tocoña<sup>1</sup>

To Second-Lieutenant Luis de Torres, Mayor-Administrator of the District of Inarajan and the Royal Ranch of San José of Dandan. whom may God save for many years, in

**Agaña.**

In the City of San Ignacio of Agaña, on 6 August 1796:

His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies and Proprietary Governor of these Mariana Islands, declared:

That, inasmuch as it is now 4:30 a.m. and I am about to embark to go to the Town of Agat, and visit the Fort of Orote on official business, I have just received the preceding letter which the Mayor of Inarajan wrote to his Senior Mayor, Second-Lieutenant Luis de Torres, since I am unable to personally go and examine the cadaver for the above-mentioned reason: I must order and do order that a commission in proper form be granted to that effect to Captain Justo de la Cruz, Government Secretary for Administration and War, and to the Surgeon of the garrison, Captain José Antonio Aguirre. And by this Writ said Governor did provide, order, and sign, of which I vouch.

Muro

Justo de la Cruz, Government Secretary for Administration and War.

In the Town of Agat, on 11 August 1796.

His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies and Proprietary Governor of these Mariana Islands:

Whereas Captain José Antonio Aguirre, Surgeon, and Captain Justo de la Cruz, Government Secretary, have returned from their Commission and delivered to me the Documents that correspond to the case in question: I must order and do order that they be added to the record, at the end of the present Writ, along with the Commission, the

---

1 Ed. note: The letter was drafted by someone else on his behalf, but the signature is his own.

Letter from the Mayor of Inarajan and other papers ... at the beginning of the proceedings ... His Lordship did provide, order, and sign, of which I vouch.

Muro

Justo de la Cruz, Government Secretary for Administration and War.

**Certificate of the Surgeon, Captain José Antonio Aguirre.**

I, Captain José Antonio Aguirre, Surgeon of this Royal Garrison: Do certify in due form that, today at about 5 in the morning, I received an order from His Lordship the Governor to accompany Captain Justo de la Cruz, Government Secretary, to examine the body of a man who had drowned in a well in the Town of Inarajan, and having gotten ready immediately and set out for said Town, where we arrived at about 7 in the evening, at which time and without any delay we went to the house of Francisco Tococña, Mayor of said Town, where the deceased was, and where we found the cadaver of Pablo Quigacha, a married Indian residing in the above-said Town, laid out on his back over the *lamcape* [sic] of the house, and said cadaver already smelled bad. Having made the due examination, with as much time as was necessary, I found and Declare that it had two wounds; the first wound was above the Artery and the main muscle, made with a sharp instrument, like a knife, and its opening was two fingers wide, open all the way to the bone of the skull, or cranium, a clean cut that let the probe go in without encountering any difficulty in its *mentrana* and ligament, nor having on its surface, or vicinity, any ... of ... in distance ... [the other] was something like .. towards the ear, with ..., deep towards the upper part of said Cranium made, it appears, with a piercing instrument, like a awl, both on the left side of the cadaver and very sufficient to have caused killed him, on account of their being mortal wounds. In addition, said body showed a sign of ... scraping, or contusion, on the same left side on the upper chest, but no other signs of contusion were found on any other part of the above-said cadaver.

And since it is appropriate for this to be recorded, I have given the present, signed with my own hand, at the Town of Inarajan, on the 6th day of the month of August 1796.

José Antonio Aguirre

...

[The Governor then interrogated the following persons: Francisco Tocogña, Vicente Charlagi, Francisco Meno, Teresa Tinijus, José Quigacha, Dominga Quigacha, Gaspar Taysipig, and Domingo Atao. The priest, Fr. Cristoval de San Onofre, was too sick to participate.]

...

**Writ declaring the opinion of His Lordship the Governor respecting this proceeding, and ordering it to be placed on file.**

In this Town of Agat, on the 25th of August 1796:

His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies and Proprietary Governor, declared: That, for the purpose of these proceedings, one can presume that the death of Pablo Quigacha was accidental, without the intervention of any

attacker, as the Surgeon, Don José Antonio Aguirre, pretends in the Certificate in which he gave his opinion that the wounds had apparently been made with cutting and piercing instruments, whereas it can be seen, in the same examination report, that the lack of ... to uncover the skull to see if it was situated(?), and the fact that the cadaver was already rotten, as he himself confessed, along with the Government Secretary, and the fibers were already very ... [no wonder they let] the probe penetrate into the flesh without the need for any other instrument to be preceded it. All of this was stated by said gentleman to unload his conscience, and in order for these remarks to be recorded for all times, he ordered that they be placed on the record with other proceedings in the Archives of this Capital. And by this Writ said Governor did provide, ordered, and signed.

Manuel Muro

Justo de la Cruz, Government Secretary for Administration and War.

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**Document 1796B**

---

**Captain Thornton from Rhode Island  
discovered Eauripig and visited Palau with the  
ship Abigail in April 1796**

*Source: Log 2-ZZ Ab 5 (Rider Coll.), in the John Hay Library, Brown University, Providence.*

**Extract from the journal of Captain C. Thornton****Journal kept aboard the Ship Abigail of Providence. Voyage from  
Port Jackson, NSW to Canton in 1796.**

...

Saturday March 26th 1796

... Fitted up our muskets & cannon. Examined the magazine, prepared cartridges, etc.

Lat. by Obs. 24°09 [S]. Long. 166°17 E.

[He passed by Norfolk I., New Caledonia, New Hebrides.]

...

Wednesday April 13th

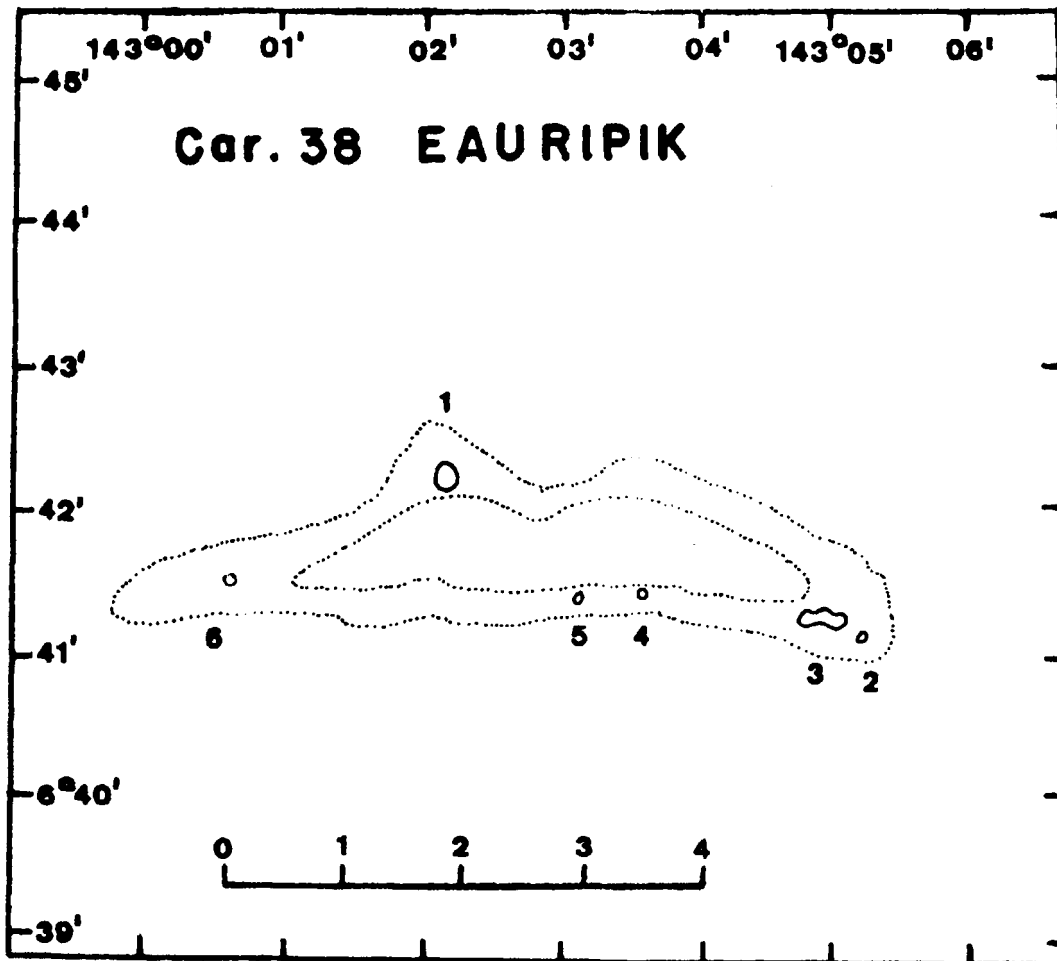
... Crossed the Equator during these 24 hours but all on board had crossed it before. Neptune did not think worthwhile to board us...

Lat. by Obs. 00°20' N. Long. 160°54' E. Variation 7°30' Easterly.

...

Friday April 22 1796

... At 9 a.m., discovered 2 small islands bearing SW 1/2 W & WSW distance 4 leagues. As [we] approached near, we could see breakers extending [in a] Northerly direction from the Southern island at least 2 leagues which is the distance between the 2 islands. The first Island appears to be about 3 or 4 miles in length, is low & covered with large single trees and looked to be in some state of cultivation. We were not near enough to see any inhabitants. The other Island is smaller & covered with trees. These Islands is [sic] not laid down in any Chart that we know of, and probably never were discovered before. Therefore we shall call them Solomon's Island as Mr. Solomon Thornton, our Mate, first saw them...



**Eauripik Atoll, discovered by Capt. Thornton in April 1796. 1=Oao, 2=Siteng, 3=Eauripik proper. The other islets have been destroyed by storms in the 1970s and 1980s according to Levin & Gorenflo in their article in ISLA 2:1 (1994). (From Bryan's Place Names).**

Lat. by Obs. 6°45' North. Long. by Calc. 145°25' East.<sup>1</sup>

At 12 Mer[idian], the first Island out of sight, the 2nd bears SE by E distance 4-1/2 leagues.

...

Sunday April 24th 1796

... Saw gannets, man of war birds, etc. Saw an Indian fishing pole & line floating past the Ship...

Lat by Obs. 7°00' N. Long. by calcul. 141°38' E.

<sup>1</sup> Ed. note: The longitude of Eauripik is such that the Noon position should have been approx. 143° E. The error was consistent; see longitude given for Palau below.

...

Tuesday April 26th 1796

... At 3 p.m., saw the Pelew Islands bearing [blank]...

Lat. 7°26 N. Long. 137°14 [E].<sup>1</sup>

Wednesday April 27

Begins with moderate, pleasant weather. All sail set. At half past 2 p.m., saw the Pelew Islands bearing from right ahead to 4 points on our Starboard Bow distance 6 leagues. Ran till half past 7, then brought to for the night heading SE by E, 5 leagues off the land. At half past 4 a.m., made sail and stood in for the land. At half past 6, when within 2-1/2 leagues of the land, 4 canoes came off with 4 men in each. They were very friendly and bartered such things as they had with them for old iron, fish hooks, etc. One of these men could speak a little English & a little Dutch. I found by him that he was a Malay [rather Filipino], a native [of] Luconia [i.e. Luzon] and was left there by an English ship. These islands appear moderately high & well timbered and beautifully diversified with hills & vallies. It appears dangerous to approach near the land as there were breakers all along the coast 1 mile from the shore...

Lat. by Obs. 7°4' N. Long. by Calc. 136°16' E.<sup>2</sup>

Thursday April 28th 1796

Begins [with] fair weather and a light breeze. We are standing along the land within 1-1/2 leagues. At 3 p.m., canoes came off. At 5, a canoe came alongside with a paper hoisted on a spear. Spoke "Captain" very distinctly. They handed in the paper & soon after handed a coconut shell full of water which we understood was to let us know that there was good water ashore. The paper was wrote [sic] in English with a fair hand and very correct. They seemed to be in a hurry to get back and we could not detain them long enough to extract the whole of this writing, but took of everything that was material which was as follows, viz. *"This is to advise any Ship that may fall in with the Southern Pelew Islands, if the weather will permit them to stand up along the East Side [of] Pilew till in the Lat. 7°15' N, where they will find an excellent harbor, sheltered from all winds and may in a short time be supplied with wood and water and every produce of these Islands. The best anchorage is within the reef. The largest channel is about 3 miles wide with a bluff head bearing North and the extremes of the land N 40° E."* He then mentions that the bearer was the principal Rupak of these Islands to whom he had promised a hatchet for bringing these instructions on board of any Ship and requested that the hatchet might be given him that his word might be made good. He further desires that no Ship would supply them with beads as they were much too oplenty already, also begging the natives might not be supplied with arms and ammunition as these articles he remarked kept up the balance of power at Corror. He likewise remarked

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1 Ed. note: As previously noted, the longitude was actually more like 135° E.

2 Ed. note: The ship was then at the NE corner of Babelthuap.

that he remained in that situation for the good of his country. He concludes as follows: "*Mr. McCluer, late Commander of the **Panther** will be happy to see any gentleman at his residence at Corror, or in case of absence is open for their reception.*" The above was dated January 5th, 1794.<sup>1</sup> Capt. Thornton wrote in answer to this who he was and where he was bound and begged the favor of his company on board our Ship. Told him he would lie to till morning, but a breeze springing up and we being clear of the Islands, Capt. Thornton thought best to make [sail] which we accordingly did, and in the morning was quite out of sight of land. At 8 p.m., the SW Island bears NE 3(?) leagues dist. [blank].

Lat. by Obs. 6°38' N. Long. by Calculat. 134°48 E.

...

Thursday May 5th 1796

... At 6 a.m., saw the Island of Mindanao...

---

1 Ed. note: Unbeknown to Capt. Thornton, Capt. McCluer had already left the Islands for good the year before, but his letter must have gotten the Palauans many more hatchets.



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## Notes 1796C

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### Technical notes on the Alava Squadron

*Source: Gervasio de Artiñano, La arquitectura naval española (Madrid, 1920).*

#### The frigates **Europa** and **Montañés**.

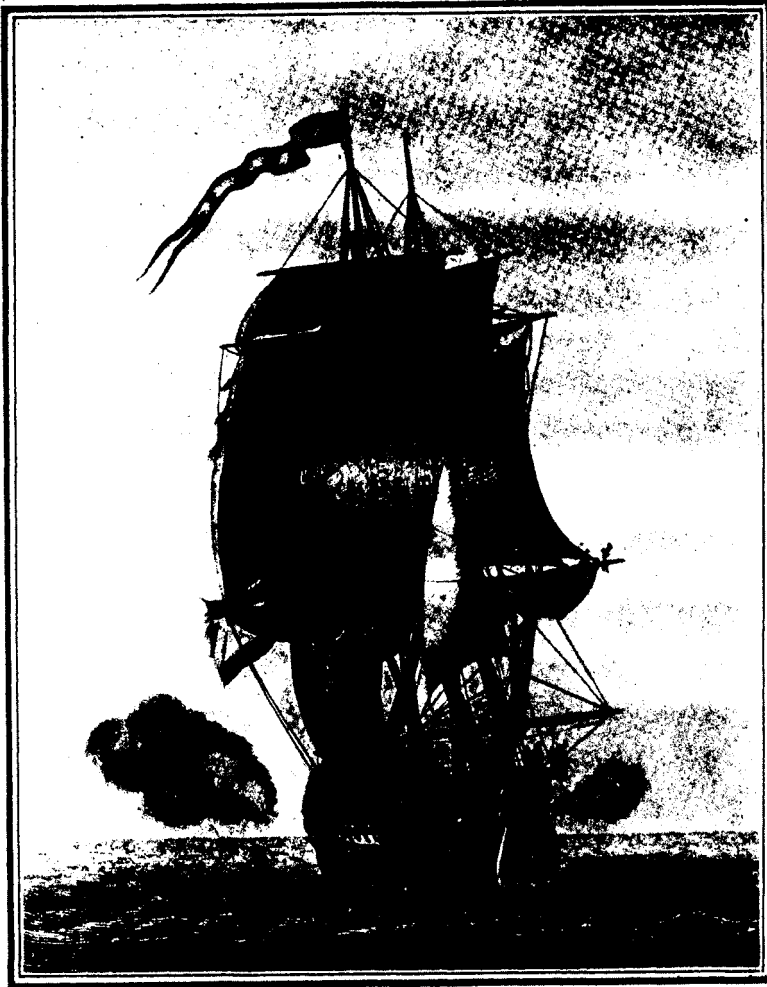
This fleet led by Admiral Alava left Spain in 1795. It crossed the Pacific westward in 1796, and returned in 1800. In the meantime, it formed the Asia Squadron in defence of Spanish interests, against the English Navy mostly. The original fleet consisted of the following five ships: **Europa**, **San Pedro**, **Montañés**, **Fama**, and **Pilar**. Some technical information is available on two of them.

The **Europa**, the second by that name, and #193 on Artiñano's list, carried 74 guns. She had been built in Ferrol in 1789. She finally sank in Manila Harbor in 1801, for lack of careening.

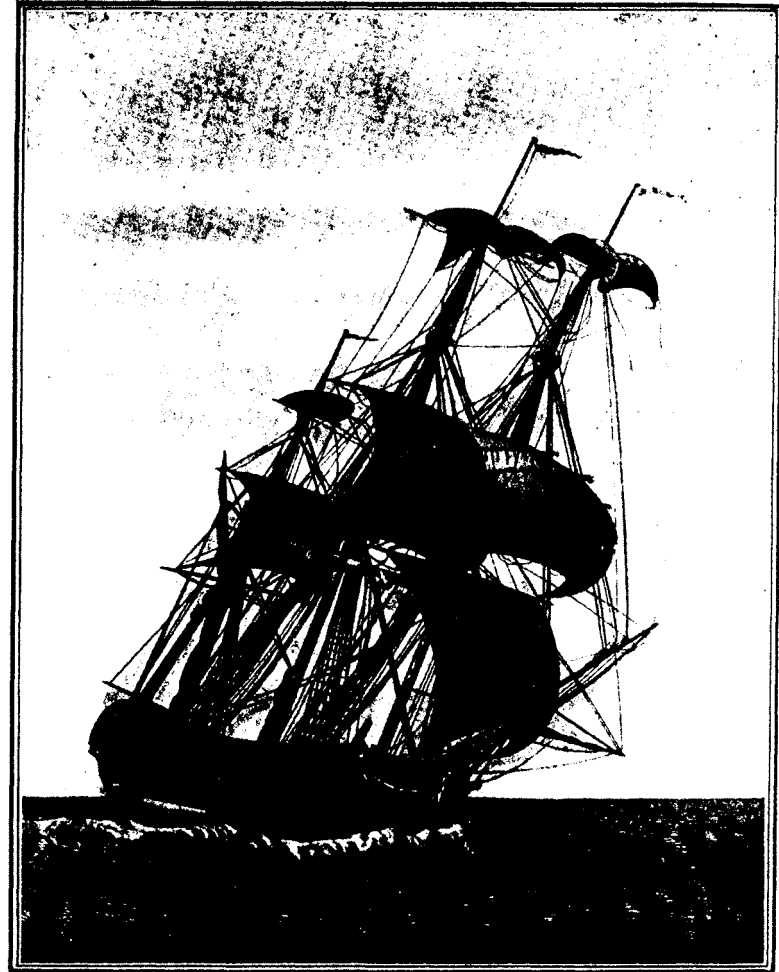
The **Montañés**, #204 on Artiñano's list, also carried 74 guns and was built in Ferrol, in 1794. She took part in the Battle of Trafalgar, in which both her commander, Francisco Alcedo, and his second in command, Antonio Castaños, died. She met with a severe storm at Cadiz on 10 March 1810 and sank.

The plan of the **Montañés** was originally drawn in two colors, black and red (not visible in the attached illustration), by José Amado. She can be described as a typical large frigate of the end of the 18th century. For the first time, the figureheads of the ships of the Spanish Navy are no longer classical lions, but figures or symbols having something to do with the ship's name, for instance, a "mountainer," or highlander, in the case of the **Montañés**. Her dimensions were: 170 feet in length, 31 feet in breadth, and 25 feet in depth of hold.

(Overleaf:) **Spanish Navy ships of the beginning of the 19th century.** *Drawn by Agustín Berlinguero and engraved by Manuel Rodríguez. (From Artiñano's book on Spanish naval architecture).*



*Navío de línea Español, visto a proa de la amura de sotavento,  
en facha y saludando.*



*Navío Español del porte de 74 cañones, visto por la amura de barlovento,  
navegando a un largo y acortando de vela sobre una ráfaga.*

*Navíos españoles de principios del siglo XIX. (Dibujos de Agustín Berlinguero. Grabados de Manuel Rodríguez.)*



# JOURNAL

*D'un Voyage au Cap de Horn, au Chili, au Pérou, aux Iles Philippines, et à la côte de la Nouvelle-Espagne;*

AVEC

*Des Renseignements nautiques sur les différents Pays où l'on a abordé, particulièrement sur l'Île de Luçon et les Mers de la Chine;*

Sur le Vaisseau *le Montanes* et la Frégate *la Lucia*, Bâtimens de guerre espagnols, faisant partie de l'Escadre d'Asie aux ordres de l'Amiral don IGNACIO DE ALAVA, pendant les années 1795, 1796, 1797, 1798, 1799 et 1800;

PAR M. le MARQUIS DE POTERAT,

OFFICIER DE MARINE, EMPLOYÉ SUR LA MÊME ESCADRE.

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A PARIS,  
CHEZ FIRMIN DIDOT, IMPRIMEUR DU ROI,  
DE L'INSTITUT, ET DE LA MARINE,  
RUE JACOB, N<sup>o</sup> 24.

---

1815.

Title page of Poterat's book.

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## Documents 1796D

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# The Alava Squadron, to Manila in 1796, and to Acapulco in 1800

*Note: The fleet consisted of the following five ships: Europa, San Pedro, Montañés, Fama, and Pilar.*

### D1. Letter from Squadron Leader Alava to the Prince of La Paz, dated Cavite 20 January 1797

*Source: AGI Estado 45, n°25.*

#### Original text in Spanish.

*El Comandante general de la Esquadra de los Mares del Asia, da cuenta de la llegada à su destino; recopila los principales sucesos de la navegacion, incluyendo el extracto del Diario; y recomienda el merito que han contrahido sus Subalternos.*

*Exmo. Señor.*

*Con fecha 6 de Octubre del año proximo pasado, y ya à la vela, di à V.E. noticia de mi salida del Puerto del Callao con la Esquadra del Rey confiada à mi cuidado: ahora tengo la satisfaccion de participarle la llegada de las mismas fuerzas à este Puerto de su destino el dia 25 de Diciembre ultimo à los 78 de una navegacion de 3500 leguas.*

*Durante ella, y de cuias ocurrencias podra inponerse V.E. por el Plano de la Derrota, y Extracto de mi Diario que acompaño, me propuse fondear en la Ysla Guaham Capital de las Marianas, no solo con la esperanza de hacerme de Practicos, que no logré, para el paso del Estrecho de S. Bernardino del que absolutamente carecia por no aventurar la reserva que S.E. quiso se tuviese en el destino de la Esquadra, sino tambien para llenar mejor sus Reales intenciones haciendo ver practicamente à aquellos naturales el cuidado que le merecen sus mas remotos establecimientos; pues à pesar de las dificultades que ofrece la distancia, y de los gastos que ocasiona la manutencion de estas fuerzas de mar, las embia para su defensa, y conservacion.*

*El 3 de Diciembre ancló efectivamente la Esquadra en la Rada de Humatac; el 6 me hice al mar, y comisioné à la Fragata **Pilar** para que adelantandose recalase con anticipacion conveniente al Puerto de Palapag, ú otro qualquier punto de la Ysla Samar, y anunciando la llegada de la Esquadra no huviese inconvenientes en la salida de Practicos como me sospechava por lo que la experiencia me enseñó en Guaham temerosos*

*los havitantes de que fuesen Buques enemigos: pero ni esta diligencia, ni otras muchas que practiqué para su seguridad en paraje tan peligroso produjo los buenos efectos que deseaba, por que un fuerte temporal del Norte sotaventeo â aquella Fragata impidiendola se me reuniese hasta el 2 del corriente en la Bahia de Manila. La Esquadra experimentó el mismo contratiempo al recalar el dia 14 al Cavo del Espiritu Santo en la expresada Ysla, por que aún no estaba bien establada la Monzon, ô estacion de los vientos del Este con que contaba â la salida de Lima deseoso de llegar quanto antes â mi destino.*

*Tuvelos quatro dias despues, y â favor de ellos desesperanzado de tener quien me guiase para la entrada del Estrecho determiné embocarlo la tarde del 20 con el auxilio de un Plano, cuja poca exactitud conocí desde luego, y pudo serme funesta; pues sin embargo de haverme acercado quanto pude â los Pueblos de Bulusan, Sorsogon, y San Jacinto donde toda Embarcacion consigue hallar Practico, y de haverlos llamado con Cañonazos, y la Bandera Nacional, pude mas su rezelo que el deseo de hacer este servicio, y de ganar la competente gratificacion establecida.*

*Hice todo exfuerzo la primera Noche para tomar un fondeadero â la parte meridional de Luzon; pero el viento que venia de la misma Ysla con turbonadas fuertes no me lo permitió, ni conseguí en toda ella una sola vez hallar fondo con el escandallo, que incesantemente se estuvo voleando por una, y otra banda; siendo mas facil de concevir que de explicarse la critica situacion de la Esquadra circundada de tierras toda una Noche de mucho viento, oscura, y sin arvitrio para dexar caer una Ancla.*

*El cuidado de los Comandantes Subalternos en seguir de cerca â este Navio, que navegaba â la Cabeza de la Linea, fué igual al que en el **Europa** tenia mi Capitan de Bandera, y los Oficiales repartidos en toda la borda del Buque para observar, y advertir quando la proximidad de la tierra hacia precisa la virada, y â esto se debe en la mayor parte el haver salido de tantos riesgos sin desgracia.*

*En los dos dias siguientes logré desembarcar el Estrecho favorecido del viento, no solo para ganar cerca de cien leguas que es su distancia total, sino por que siendo moderado permitia tomar de Noche las precauciones convenientes; y el 25 â medio dia di fondo con la Esquadra cerca de la barra de Manila, con los Equipajes en mucha mejor robustez que â mi salida de Cadiz, y contandose solo seis Enfermos de Calentura.*

*Los Buques han padecido en sus Arboladuras y Cascos con el fuerte temporal experimentado â la recalada sobre Filipinas, pero se trabaxa con actividad en remediarlos para poder obrar quando sea necesario; Con estas fuerzas, el considerable numero de Lanchas cañoneras que tiene la Plaza, y el buen estado en que esta se halla por la actividad, y zelo con que en el há travajado este Governador, creo que podrá en caso de ataque hacerse una defensa que haga arrepentir al Enemigo de haverlo intentado.*

*Me creo en obligacion de participar â V.E. en elogio de todos los Yndividuos de los Buques de mi cargo, que manifestaron no solo resignacion, sino alegria quando les hice saver el verdadero destino de la Esquadra, sin embargo de que entre los oficiales hay muchos que por la confianza general en que se estaba de que su salida era para Chile, y pronto el regreso â Lima, han dexado abandonada alli la principal parte de su Equi-*

*paje que era innecesaria para su uso en la mar; y siendo assi mismo mui particular el merito que han contrahido en esta navegacion, pido â V.E. que como dependientes todos, y empleados en una comision del Ministerio de su cargo, se sirva hacerle presente â S.M. interponiendo su poderoso influxo, con el que no dudo se digne remunerar luego que fuere de su Real agrado.*

*Dios guarde â V.E. muchos años.*

*Navio **Europa** en el Puerto de Cavite 20 de Enero de 1797.*

*Exmo. Sor.*

*Ygnacio Maria de Alava.*

*[Al] Exmo. Sor. Principe de la Paz.*

### **Translation.**

The Commanding General of the Asia Squadron reports his arrival at his destination; he narrates the main events of his voyage, enclosing an abstract of the Logbook; and he recommends the merit of his deserving subordinates.

Your Excellency:

In a letter dated 6 October last, as I was already under sail, I reported to Y.E. my departure from the Port of Callao with the King's Squadron under my command. Now I have the satisfaction of letting you know of the arrival of the same forces at this my destination port on 25 December last, after a voyage that lasted 78 days and covered 1,500 leagues.

During this voyage, about which Y.E. may like to refer to the enclosed Chart, and a copy of my Logbook, I had planned to anchor at the Island of Guaham, capital of the Marianas, not only hoping to find some pilots knowledgeable about the Strait of San Bernardino there (I did not find any) of whom I completely lacked, so as not to endanger the confidential mission that H.E. had assigned to the Squadron, but also to fulfil the Royal intentions better, by letting those natives see for themselves that he cares for even his remotest settlements; indeed, in spite of the difficulties presented by distance, and of the expenditures caused by the maintenance of these naval forces, he sends them for their defence, and preservation.

The Squadron effectively anchored in the Road of Umatac on 3 December. On the 6th, I sailed away, and I commissioned the frigate **Pilar** to get ahead of us and find an anchorage in the Port of Palapag, or another other point in the Island of Samar, to warn of the arrival of the Squadron, and to give time for coastal pilots to come out to us. Experience had taught me in Guaham that the inhabitants fear that ships in the offing could be enemies. However, neither this step, nor many others that I took for their security in such a dangerous neighborhood gave the good results that I had hoped, because a strong storm from the north prevented that frigate from joining me again until the 2nd of the present month in Manila Bay. The Squadron went throught the same bad weather upon touching at Cape Espiritu Santo of the same island on the 14th, because the monsoon season was not yet well established, that is, the season of the eas-

terly winds that I had counted on since my departure from Lima to arrive as quickly as possible at my destination.

I got them four days later, and with their help, although I despaired of finding someone to guide me get through the Strait, I decided to go ahead in the afternoon of the 20th, with the help of a chart whose little accuracy I soon discovered, something that could have been fatal; indeed, although I went close to the Towns of Bulusan, Sorsogon, and San Jacinto, where any vessel can find a coastal pilot, and I did summon them by firing some guns, and displaying the national flag, I only excited their fear rather than their desire to be of service, and to earn the suitable payment that is customary.

I made all efforts on the first evening to find an anchorage on the southern part of Luzon, but the wind that blew from the same island with strong gusts did not let me. During the whole of that night, I could not find bottom with the sounding line either, thought it was continuously dropped over one side then the other. One can imagine more easily than he can explain the critical situation in which the Squadron was involved, surrounded as it were by lands for one whole night with much wind, darkness, and without any idea where to drop an anchor.

The care taken by the other Commanders in closely following this ship that was at the head of the line, was equal to that shown aboard the **Europa** by my Flag Captain and his officers who were distributed along the sides of the ship to observe, and to warn of the proximity of the land, for a timely turn about; to this step must be assigned most of the success we had in avoiding so many dangers without a mishap.

During the following two days, I succeeded in getting through the Strait, thanks to a favorable wind, that made me cover the 100 leagues that constitutes its overall length, and also, being moderate, made us take the appropriate precautions at night. On the 25th at noon I anchored near the bar of Manila with the Squadron, and their crews being in a much better state of health than when we left Cadiz; there were only six men on the sick list, with fevers.

The ships have suffered in their masts and hulls, from the strong storm that hit them upon arrival at the Philippines, but work is proceeding apace in repairing them, to be able to operate when necessary. With these forces, plus the considerable number of gunboats that the place has, and the good condition it finds itself, thanks to the activity and zeal employed by this Governor, I believe that it will be able, in case of an attack, to defend itself sufficiently to make the Enemy repent for having attempting it.

I consider myself obliged to let Y.E. know about all of the individuals of the ships under my command who deserve praise. They showed not only resignation, but happiness, when I let them know of the true destination of the Squadron, in spite of the fact that many of the officers, acting on the common belief that our departure was for Chile, with a quick return to Lima, had left behind the larger part of their baggage which they considered unnecessary at sea. Given that they have also earned much merit during this voyage, I beg Y.E., since they are all dependents of the Ministry under your care and employed in one of its missions, to be pleased to apply your powerful influence



and report this to H.M., the result of which I have no doubt will be deserving of being rewarded, once it meets with his Royal pleasure.

May God save Y.E. for many years.

Aboard the ship **Europa** in the Port of Cavite, 20 January 1797.

Your Excellency.

Ignacio María de Alava.

[To] His Excellency the Prince of La Paz.

## D2. The narrative of Squadron Leader Alava

*Sources: AGI Estado 45, n° 28; copy in MN 577, fol. 1+*

### Original text in Spanish.

***Extracto del Diario del Xefe de Esquadra Don Ygnacio Maria de Alava, Comandante General de la destinada â los Mares de Asia, en su Navegacion desde el Puerto del Callao hasta el de Manila en las Yslas Filipinas.***

*Desde el dia 9 de Mayo de 1796 en que dió fondo en el Puerto del Callao, se procedió â los recoridos, y composicion de los Buques para tenerlos prontos al tiempo conveniente de emprender el viage â Manila atendida la estacion, y tomando las providencias conducentes â cortar la desercion, y mantener en el mejor estado de salud, y diciplina los Equipajes, lo qual se consiguió de un modo que no acertava â imaginar.*

*1796.*

*Octubre 6.*

*Salida de Lima.*

*La tarde del 6 de Octubre dio la vela la Esquadra baxo el mismo pie de fuerza que havia salido de España, y con seis meses de viveres y aguada...*

*...*

*Noviembre del 1° al 20.*

*Los 20 primeros dias del mes de Noviembre experimentamos muy bonancibles las brisas del Este que inclinaban mas bien hacia el Norte que hacia el Sur; rara vez llena-da el viento las velas, y para sacar mas ventaja en el andar, se gobernaba de modo que siempre abriese por una u otra banda: el calor se hacia muy sensible, pues el Termometro se mantenía por lo comun entre los 78 y 79 grados, llegando â veces â 80. La variacion de la aguja, que en Lima era de 8 grados 7 minutos N.E. fué disminuyendo hasta 2 grados 20 minutos que se observaron al cortar la Linea por la Longitud de 112 grados y medio Occidental de Cadiz, y desde este punto fué aumentando lentamente hacia 11 grados 30 minutos tambien de N.E., que se observaron el 22 de Noviembre por la Latitud de 12 grados 53 minutos; y Longitud de 174 grados 10 minutos. Desde aqui bol-vio â disminuir hasta â fixar la ahuja 100 leguas al Este de Cavo del Espiritu Santo en la Ysla de Samar.*

*Noviembre 21.*

*Desde el 21 tomó mas fuerza la briza, y nos acompañó assi hasta dar vista a la Ysla de Guaham Capital de las Marianas, donde me propuse fondear, y lo conseguí en la mañana del 3 de Diciembre...*

[Note in margin:] *Entrada en Guaham.<sup>1</sup>  
Diciembre.*

*3. ...del 3 de Diciembre, assi por cumplir con las intenciones de S.M. de hacer ver en lo mas remoto de sus establecimientos las fuerzas que envia para su defensa y conservacion como por asegurar el Palo de Trinquete del Navio **Europa**, que se havia reconocido con pudricion y rendido por la misma parte.*

*Mas de año y medio havia que el Gobernador de estas Yslas no tenia noticias de parte alguna y le dí la de la Paz con la Republica Francesa. Tambien provehi â los Religiosos Misioneros de [h]arina y vino de que absolutamente carecian para la celebracion del Santo Sacrificio de la Misa, y ...*

*Salida de Marianas.*

*6.*

*la mañana del 6 me hize â la vela dexando la rada de Humatac, en la qual sin embargo de la corta mansion, inutilizo la Esquadra 4 Cables y 2 Calabrotos por la mala calidad del fondo.*

*...*

*Entrada en la Bahia de Manila. 25.*

*Al amanecer del dia siguiente dió la vela la Esquadra con viento Nord-este fresco, y entrando sobre bordos en la Bahia, logró situarse para las 8 de la Noche hacia la parte del Nord-Oeste de ella: alli fondeó hasta la mañana siguiente que con viento floxo del Norte bolvió â levarse para tomar el fondeadero de la barra de Manila donde ancló en cinco brazas â la una del dia. Aqui desembarcó los pertrechos, y efectos mas expuestos â humedecerse, por la bondad de los Almacenes, y tambien el caudal que debia depositarse en Arcas Reales.*

*Enero 2. 1797.*

*El 2 de Enero de 1797 se reunió la Fragata **Pilar**, y el 10 nos trasladamos con la Esquadra â Cavite para repararlos de las obras que necesita para bolver â salir al mar quando convenga.*

*Abordo del Navio **Europa**, en el Puerto de Cavite 11 de Enero de 1797.*

*Ygnacio Maria de Alava.*

## **Tranlation.**

**Abstract of the Logbook of the Squadron Leader Ignacio María de Alava, Commanding General of the squadron sent to Asian seas during its voyage from the Port of Callao to the Port of Manila in the Philippine Islands.**

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<sup>1</sup> Ed. note: The MN copy has this note in margin instead: "A vistase la Ysla Guaham Capital de Marianas, y fondea la Esquadra en la Rada de Huamatac."

As of 9 May 1796, when we anchored in the Port of Callao, the ships have been inspected and repaired, in order to have them ready to undertake the voyage to Manila whenever the season was appropriate. I took the proper measures to reduce desertion among the crews and maintain them in the best of health and discipline; this was achieved by a method that I had not foreseen.

6 October 1796.

Departure from Lima.

In the afternoon of 6 October, the Squadron sailed, with the same level of force that it had left Spain, and with a six-month supply of food and water...

...

1 to 20 November.

During the first 20 days of the month of November, we experienced very moderate easterly breezes that blew more from the north than from the south. This wind rarely filled the sails but, to get more headway out of it, the course was set in such a way as to get it at an angle, on one side, then the other. The heat was very oppressive; indeed, the thermometer usually oscillated between 78 and 79 degrees, sometimes reaching 80. Magnetic variation, which was 8°7' NE in Lima, was decreasing, as far down to 2°20' NE also, which was observed when the Line was crossed in 112°30' of Longitude West of Cadiz, and from this point it kept increasing slowly again until it reached 11°30' NE still, which was observed on 22 November in 12°53' Latitude and 174°10' Longitude. From here it began decreasing again until the needle became fixed 100 leagues East of Cape Espiritu Santo in the Island of Samar.

21 November.

As of 21 November, the breeze gathered more strength, and stayed with us until we sighted the Island of Guaham, capital of the Marianas, where I intended to anchor, and I achieved this in the morning of the 3rd of December...

[Note in margin:] Arrival at Guaham.<sup>1</sup>

3 December.

... on the 3rd of December, in order not only to comply with the intentions of H.M. to show in the remotest of his settlements, the forces that he sends for their defence and preservation, but also to fix the foremast of the ship **Europa** that had been found to be rotten and broken at that point.

The Governor of these Islands had not received any news from anywhere in one and a half years. I told him about [our] peace [treaty] with the French Republic. I also provided the Missionary Friars with flour and wine, which they were completely out of, for the celebration of the Holy Sacrifice of the Mass, and ...

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<sup>1</sup> Ed. note: The MN copy has this note in margin instead: "The Island of Guaham, capital of the Marianas, was sighted and the Squadran anchored in the Road of Umatác."

Departure from the Marianas. 6th.

In the morning of the 6th, I set sail, leaving the Road of Umatac behind. In spite of its short stay there, the Squadron had wasted 4 cables and 2 stream cables, on account of the bad quality of the bottom.

...

Arrival at Manila Bay. 25th.

At daybreak of the next day, the Squadron set sail with a NE wind, fresh, and made its way into the bay after various tacks. By 8 in the evening, it had succeeded in reaching the NW part of the bay. There it anchored until the next morning when, with a slack wind from N, it set sail once again in order to reach the anchorage at the bar of Manila, where it anchored at 1 p.m. in 5 fathoms. Here the equipment was unloaded, as well as the effects that were more exposed to damage by humidity, thanks to the cooperation of the Warehouses, and also the funds that had to be deposited in the Royal vaults.

2 January 1797.

On 2 January 1797, the frigate **Pilar** rejoined us, and on the 10th the Squadron moved to Cavite, to carry out the repairs that were necessary to enable it to go to sea when needed.

Aboard the ship **Europa**, in the Port of Cavite, 11 January 1797.

Ignacio María de Alava.

### **D3. Second letter from Alava to the Prince of La Paz, dated Cavite 20 January 1797**

*Source: AGI Fil. Estado 45, n° 29.*

#### **Original text in Spanish.**

*Reservada.*

*Num° 2.*

*F.*

*Manifiesta el Comandante general de la Esquadra del Asia una de las razones de su llegada a Guaham, y que en consecuencia comunicó a su Gobernador el cuidado con que debía proceder respecto a los vasallos Yngleses por nuestra Paz con la Republica Francesa.*

*Exmo. Sor.*

*Una de las consideraciones que tuve presentes para la llegada a Guaham en las Yslas Marianas, de que hablo a V.E. separadamente, fué la falta de noticias interesantes que habría en aquel Establecimiento a causa de lo poco frecuentados de sus mares. Así sucedía efectivamente pues me manifestó su Gobernador había mas de año, y medio que no llegaba allí embarcacion ninguna, y le comuniqué la del restablecimiento de la Paz entre España, y la Republica Francesa instruyendole de la Real orden circular, y reservada sobre el cuidado que era necesario observar con los Vasallos de la*

*Gran Bretaña por haver cesado la alianza que nos unia con esta Potencia de resultas de la mencionada Paz.*

*Tambien le pasé copias de las Reales Cédulas en que la piedad del Rey indulta â varios Presos en celebridad de aquel suceso, y de los casamientos de las Serenissimas Señoras Ynfantas de España Doña Maria Amalia, y Doña Maria Luisa; lo que participo â V.E. para su debida inteligencia.*

*Dios guarde â V.E. muchos años.*

*Navio **Europa** en el Puerto de Cavite 20 de Enero de 1797.*

*Exmo. Sor.*

*Ygnacio Maria de Alava.*

*[Al] Exmo. Sor. Principoe de la Paz.*

### **Translation.**

Confidential.

Nº 2.

F.

The Commanding General of the Asia Squadron reveals one of the reasons for his stopover at Guaham, and that, as a consequence of which, he communicated to its Governor the need of being careful with respect to English vassals, on account of our peace [treaty] with the French Republic.

Your Excellency,

One of the considerations that I had in mind for touching at Guaham in the Mariana Islands, which I mentioned to Y.E. under separate covers, was the lack of interesting news received by that settlement, because of the infrequent visits of ships in those seas. This was indeed the case; their Governor assured me that more than one and a half years had passed since the last visit by a vessel of any sort. I informed him of the restoration of peace between Spain and the French Republic, and told him about the contents of the confidential Royal order that warned about the necessity of carefully watching the vassals of Great Britain, because of the end of the alliance that united us with this Power, as a result of the above-mentioned peace [treaty].

I also gave him copies of the Royal decrees by which the King favors various prisoners with their freedom, to celebrate that event, and the weddings of Their Most Serene Princesses of Spain, Doña maria Amalia, and Doña María Luisa.

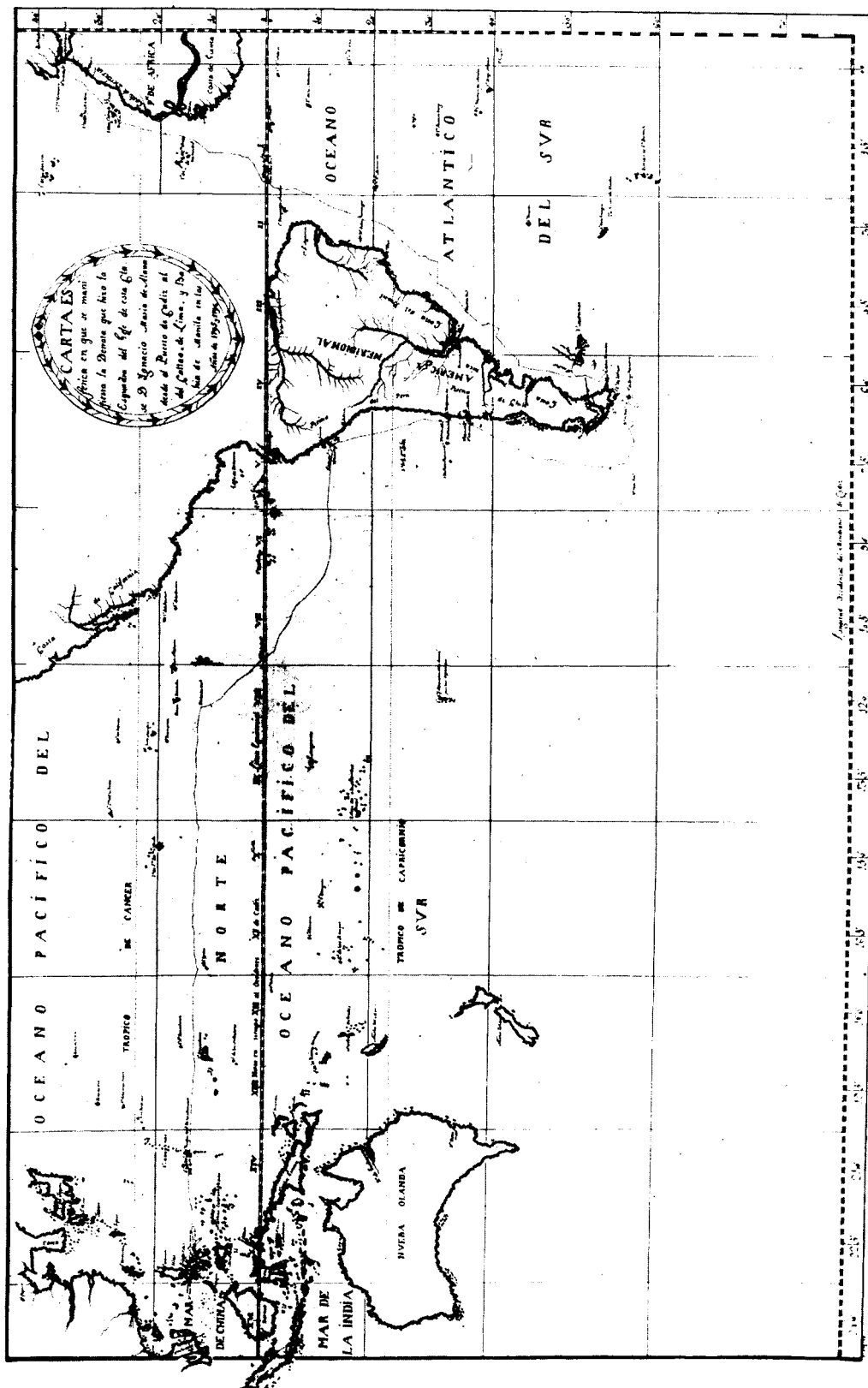
This is what I communicate to Y.E. for your proper intelligence.

Aboard the ship **Europa** in the Port of Cavite, 20 January 1797.

Your Excellency.

Ignacio Maria de Alava.

[To] His Excellency the Prince of La Paz.



## D4. The narrative of the Marquis de Poterat—to Manila in 1796

*Source: Marquis de Poterat. Journal d'un voyage au Cap de Horn... (Paris, 1815).*

*Note: The Marquis de Poterat was a French Navy officer on loan to the Squadron.*

### Original text in French.

#### CHAPITRE QUATRIEME.

*Départ du Callao.—Navigation aux Iles Mariannes.—Arrivée à l'Île de Guaham.—Mouillage de Humata.—Description de ce mouillage.—Départ des Mariannes.—Navigation aux Iles Philippines.—Arrivée à l'Île de Luçon.—Mouillage devant Manille.—Notice sur ce mouillage, et sur celui de port de Cavite.*

*Le 6 octobre [1796], nous mîmes sous voiles avant la fin de la brise, vers les quatre heures du soir; et à sept heures, le plus N. et O. de l'île Saint-Laurent nous restait au S.E. 1/4 S. 1° E., à environ un tiers de lieue de distance. Nous gouvernâmes d'abord au plus près du vent, les amures à babord, et ensuite nous arrivâmes à l'O. 1/4 S.O. Après avoir fait un peu de chemin dans l'O., nous perdimus l'abri des montagnes du Pérou, et nous rencontrâmes les vents alisés, ordinaires à cette latitude.*

*Nous continuâmes de gouverner de l'O. à l'O. 1/4 S.O. jusqu'au 14 octobre: pendant cet intervalle de temps, nous éprouvâmes des brises fraîches du S.S.E. à l'E. Le 14 à midi, nous étions par 11°21' S., et par 105°53' O.; ce qui nous mettait à l'occident du méridien des îles Galapagos, et de presque toutes les autres petites îles qui les avoisinent.*

*L'escadre profita de cette circonstance pour gouverner au N.O. et N.O. 1/4 O., afin de couper l'équateur et aller chercher le parallèle de 12 à 13 degrés de latitude N., que suivent les galions lorsqu'ils retournent des côtes de la Nouvelle-Espagne aux îles Philippines.*

*Le général était d'autant plus intéressé à sortir de ces parages, que, outre qu'ils sont encore peu connus, l'on m'a assuré qu'il n'avait pour diriger son escadre qu'une vieille carte française, sur laquelle était tracée la route d'une frégate de guerre espagnole, qui avait fait autrefois le même voyage que nous.*

(Facing page:) **Ms. chart showing the route of the Alava Squadron in 1796.**

It was not published with Poterat's book, but comes from AGI Estado 45 & MP Fil 192. The author was Francisco Diéguez. The caption reads, in Spanish: "CARTA ESferica en que se manifiesta la Derrota que hizo la Esquadra del Gefe de esta Clase D. Ygnacio Maria de Alava desde el Puerto de Cadiz al del Callao, de Lima, y Bahía de Manila en los Años de 1795 y 1796." Translation: Spherical CHART showing the track of the Squadron led by Squadron Leader [equivalent to Rear-Admiral] Ignacio María de Alava from the port of Cadiz to Callao, the port of Lima, and to Manila Bay in the years 1795 and 1796.]

*Pour diminuer autant que possible les inconvénients de cette route, les frégates avaient l'ordre de se tenir toujours en avant des vaisseaux, afin de les avertir des dangers qu'ils pourraient être dans le cas de rencontrer. Cette route nous procurait d'ailleurs l'avantage de nous éloigner du soleil, dont les rayons perpendiculaires nous avaient occasionné un temps à grains les jours précédents.*

*Nous suivîmes ainsi la route du N.O. au N.O. 1/4 O. jusqu'au 29 octobre, de manière que cette route corrigée de la variation, nous produisit à-peu-près le N.O. du monde: à cette époque, ayant atteint la latitude de 12°16' N., nous nous dirigeâmes à l'O. pour nous maintenir par ce parallèle. Nous étions alors arrivés par la longitude de 127°20' O., sans avoir rencontré dans notre route aucune terre, ni même aucun indice de sa proximité, si ce n'est le 25, qu'étant par 8° N., et par 125°0' O., nous aperçûmes plusieurs oiseaux.*

*Pendant ce trajet, nous eûmes des temps assez beaux; les brises régnerent généralement de l'E.N.E. à l'E.S.E. passablement fraîches: nous éprouvâmes peu de calme au passage de la ligne; mais il n'en fut pas de même des courants; ils nous portèrent avec assez de force au N., depuis son voisinage jusque vers le dixième degré de latitude septentrionale.*

*Nous continuâmes de nous diriger à l'O. jusqu'au moment de notre arrivée aux îles Mariannes, et nous eûmes soin de nous entretenir constamment, pendant tout le temps de cette navigation, entre le douzième et le treizième degrés de latitude N.; par ce moyen nous nous ménagions l'avantage de suivre une route un peu fréquentée, ce qui en diminuait beaucoup les dangers.*

*Je n'entrerai pas dans le récit de cette navigation, comme les temps et les vents que nous y éprouvâmes sont absolument les mêmes que ceux qui règnent dans cette partie de la zone torride, ce récit ne saurait intéresser: je me contenterai de dire seulement que, dans ce long trajet, nous n'aperçûmes aucune terre, ni même aucuns vestiges de son voisinage.*

*Le 1er décembre au matin, le général jugeant, d'après la montre marine qu'il avait à son bord, que nous devions être peu éloignés des îles Mariannes, signala aux frégates de forcer de voiles pour aller reconnaître la terre: le temps était alors à grains, et le vent joli frais de l'E. 1/4 N.E. au N.E. A onze heures, nous aperçûmes la terre dans l'O.N.O. 5° O.; peu après, l'escadre forma la ligne accoutumée pour aller au mouillage. A midi, la latitude était de 13°24' N; à la même heure, nous relevâmes le plus N. de l'île de Guam au N.O. 1/4 N., distant d'environ quatre à cinq lieues.*

*D'après ce relèvement nous éprouvâmes une différence de plus de cent lieues à l'O. de l'estime en longitude, ce qui n'est pas surprenant, après un aussi long trajet, parcouru avec des vents presque constamment de la partie de l'E.; d'ailleurs tous les navigateurs savent que lorsqu'on court pendant quelque temps à l'O., dans les parages des vents alisés, on le fait rarement sans rencontrer de pareilles différences.*

*Le 2 au soir, le temps s'embellit, le vent souffla joli frais du N.E. à l'E.N.E.: nous forçâmes tous de voiles, faisant route pour aller au mouillage, et prolongeant pour cet effet la partie du S. de l'île. A quatre heures, l'escadre tint le vent sous petites voiles; la*



*Pilar* continua seule sa route vers le mouillage, afin d'y aller chercher un pilote. A six heures, cette frégate rejoignit l'escadre: à la même heure, nous relevâmes une petite île basse, couverte de cocotiers, appelée sans doute par cette cause l'île des Cocos, à l'O.N.O. 4° O. Nous en étions alors distants d'à-peu-près deux lieues. Nous passâmes la nuit à courir des bords sous peu de voiles, pour attendre le jour; dans la matinée le temps se mit à grains, et le vent souffla bon frais de l'E.N.E. au N.E. 1/4 E. Vers les six heures, nous aperçûmes la terre, mais très-embrumée, et couverte de temps en temps par les grains; nous fîmes de la voile et nous nous dirigeâmes vers la rade de Humata. A huit heures, nous dépassâmes l'île des Cocos, et nous commençâmes à venir au vent pour gagner le mouillage. Nous louvoyâmes pour cet effet presque toute la matinée: la *Pilar* ayant essuyé une forte raffale près de la terre, y perdit ses deux mâts de hune; à onze heures, nous laissâmes tomber l'ancre, mais l'ayant fait par un trop grand fond, nous fûmes obligés de la relever, et de remettre sous voiles pour nous approcher de terre davantage.

Le 3, le temps continua à être à grains, le vent souffla bon frais du N.E. au N.E. 1/4 E. Nous mîmes sous voiles, après avoir levé notre ancre, et nous louvoyâmes pour regagner le mouillage; la *Fama* qui avait fait la même faute, imita notre manœuvre. Vers quatre heures du soir, nous mouillâmes par dix-huit brasses, fond de sable et de gravier, et ensuite nous élogeâmes une ancre à jet dans le N.O., pour nous servir d'ancre d'affourche; lorsque nous fûmes entièrement amarrés, nous relevâmes le plus S. de l'île des Cocos, au S. 1/4 S.O. 4° S. le plus S. et E. de l'île de Guaham, au S.S.E. 1° E., et le plus N. et O. de la même île, au N.N.O. 4° N.

Le mouillage de Humata ne présente aucuns risques, il faut seulement ne pas s'approcher trop près de la pointe S. de l'île des Cocos, qui s'étend un peu au large: le fond y est généralement profond et de roche; il faut par conséquent mouiller près de terre, et sur-tout avoir grand soin de bien fourrer ses cables, car ils se coupent facilement. Le meilleur mouillage est par huit à dix brasses, à environ deux portées de fusil, par le travers d'un petit îlot, sur lequel il y a un petit fort à demi ruiné, qui protège le lieu de l'établissement où les canots abordent à la plage: le fond, dans cet endroit, est de sable fin, et on n'y est pas aussi exposé à l'inconvénient d'avoir ses cables coupés que dans tout le reste de la rade. Faute d'avoir eu connaissance de ce mouillage, à notre arrivée, aucun bâtiment de l'escadre n'en profita.

La rade de Humata est entièrement ouverte aux vents de la mousson du S.O.; aussi serait-il très-imprudent d'y aller mouiller dans le temps de cette mousson; il faut alors jeter l'ancre dans une autre rade située à la bande du N. de la même île.

Cette relâche offre peu de ressources, on n'y peut guère se procurer d'autres rafraîchissements que ceux qui sont particuliers au pays; on y trouve cependant quelques vaches et quelques cochons, que les Espagnols y ont apportés, et qui s'y sont un peu multipliés. L'eau est facile à faire dans la rade de Humata, elle est d'ailleurs d'assez bonne qualité.

Le 4, le temps se maintint à grains, le vent souffla bon frais de l'E.N.E.; l'escadre profita de cette petite relâche pour se réparer, sur-tout la *Pilar*, qui changea ses mâts

de hune. Dans la soirée, le général eut ses cables coupés deux fois de suite sur le fond, ce qui l'obligea de louvoyer jusqu'à l'entrée de la nuit, pour reprendre le mouillage.

Le 5, le temps s'embellit, le vent continua de souffler bon frais de l'E.N.E. Dans la matinée, la *Pilar* ayant achevé de réparer son avarie, l'escadre mit sous voiles, se dirigeant vers l'O. A midi, nous relevâmes le milieu de la rade de Humata à l'E. 2° S., à environ deux lieues de distance.

Du 6 au 9, nous n'éprouvâmes rien de nouveau, les brises furent assez fraîches de l'E.N.E. à l'E.S.E. L'escadre fit route de l'O. à l'O. 1/4 S.O., s'entretenant entre le treizième et le quatorzième degrés de latitude septentrionale, pour aller chercher le cap du Saint-Esprit, de l'île de Samar; les deux frégates se tinrent en avant des vaisseaux dans ce trajet, comme depuis le départ de Lima, pour les avertir des dangers qui auraient pu se rencontrer sur la route.

...

## Translation.

### CHAPTER FOUR.

*Departure from Callao.—Crossing to the Mariana Islands.—Arrival at the Island of Guaham.—Anchorage of Umatac.—Description of this anchorage.—Departure from the Marianas.—Crossing to the Philippine Islands.—Arrival at the Island of Luzon.—Anchorage before Manila.—Notes about this anchorage, and that of the port of Cavite.*

On 6 October [1796] we set sail before the breeze ended, at about 4 p.m., and at 7 p.m. the north and west sides of San Lorenzo Island bore SE1/4S1°E, at a distance of about 1/3 league. We first tacked to port, and then we steered to W1/4SW. After having made a little headway westward, we lost the shelter of the mountains of Peru, and we met with tradewinds, the usual winds at this latitude.

We continued heading to W and W1/4 SW until 14 October; during this period of time we experienced fresh breezes from SSE to E. On the 14 at noon, we were at 11°21' S, and 105°53' W, which would place us west of the meridian of the Galapagos Islands, and of almost all of the other small islands that surround them.

The squadron took advantage of this circumstance to steer NW and NW1/4W, so as to cross the equator and reach the parallel of from 12 to 13 degrees of latitude N, which is the one that the galleons follow when returning from the coasts of New Spain to the Philippine Islands.

The general was eager to get away from the neighborhoods in which we found ourselves, not only because they are still relatively unknown, but also because his only chart was an old French chart, upon which had been traced the track of a Spanish war frigate that had made the same voyage as ourselves before.<sup>1</sup>

In order to reduce as much as possible the disadvantages of this route, the frigates had been ordered to always precede the ships, to warn them of the dangers that might

1 Ed. note: This could be the RPC ship *Astrea* in 1787.

be found in their way. This route had another advantage, that of taking us away from the perpendicular rays of the sun that had caused squally weather on the previous days.

We thus pursued our voyage to NW and NW1/4W until 29 October, such that this route, once corrected for variation, took us approximately NW, true heading. By this time, we had reached the latitude of 12°16' N, and we turned to W, in order to maintain ourselves along this parallel. We had then reached the longitude of 127°20' W, without having seen any land along the way, not even any sign of the proximity of land, except on the 25th, when we were at 8° N and 125°0' W, we had seen many birds.

During this passage, we had rather good weather; the breezes were constant, generally blowing from ENE to ESE rather fresh. We experienced some calm weather over the line, but the currents were not so calm; in fact, they carried us northward with some force, beginning in that area until we got to the 10th degree of latitude north.

We continued our voyage westward until we reached the Mariana islands, and we were careful to stay within the 12th and 13th parallels during the whole of this passage; by this means, we took advantage of a well-known route, and decreased our risk of meeting with some dangers.

I will omit the details of this passage, as the weather and the winds that we encountered are absolutely the same as those that prevail in this torrid zone, and this narrative would be of no interest; I will only say that, during this long crossing, we saw no land whatever, nor even the signs of any.

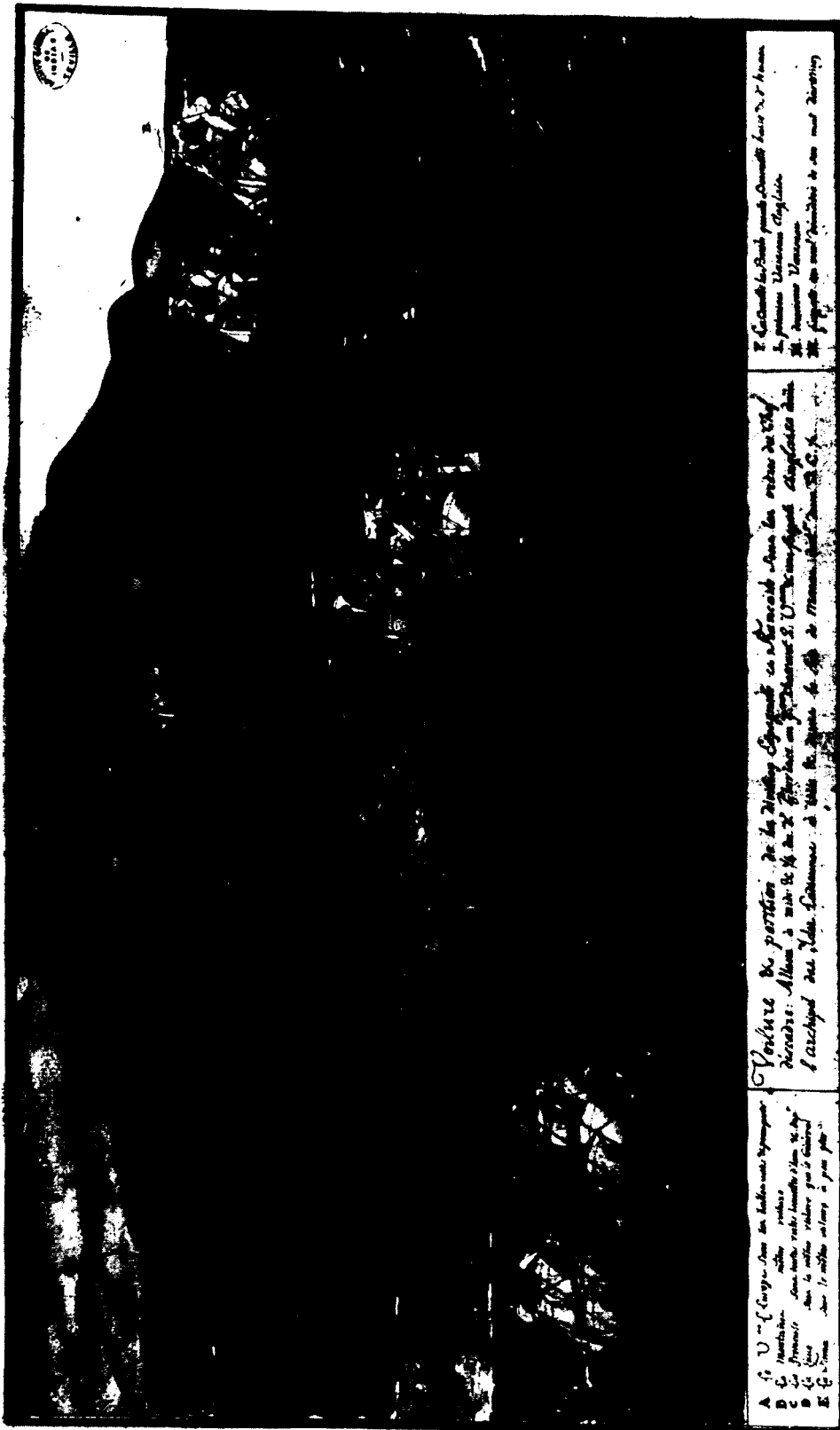
On 1 December in the morning, the General thought that, in accordance with the marine chronometer that he had on board, that we must be quite close to the Mariana Islands, and he signaled the frigates to set all sails in order to discover the land. The weather was then squally, and the wind blew favorably from E1/4NE to NE. At 11 a.m., we sighted land bearing WNW5°W. A short time later, the squadron formed the customary line to approach the anchorage. At noon, the latitude was 13°24' N. At the same time, we marked the northern end of the Island of Guaham at NW1/4N, distant about 4 to 5 leagues.

According to this fix, our estimated position was more than 100 leagues further west, which was not so surprising after such a long crossing, made with constant winds from the East. Besides, all navigators know that, when they run for some time westward in the vicinity of the tradewinds, they rarely escape this problem of overestimation.

On the 2nd in the evening,<sup>1</sup> the weather improved, the wind was blowing fresh from NE to ENE. We pressed forward, to reach the anchorage, and to this effect we were rounding the south part of the island. At 4 p.m., the squadron reduced sails, but the **Pilar** continued alone toward the anchorage, in order to pick up a pilot. At 6 p.m., this frigate rejoined the squadron. We noticed a small low-lying island, covered with coconuts, and undoubtedly called Cocos for this reason; it bore WNW4°W. We were then about 2 leagues from it. We spent the night tacking back and forth with short sails, to

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1 Ed. note: Remember that the date had changed at noon, since a ship day was reckoned from noon to noon.



(Facing page:) **View of a naval battle involving the Alava Squadron off Macao, in 1800.** This is a French painting found in AGI Estado 46, doc. 81 and available as MP Teóricos #77 (1799).

The explanations, in French, read as follows: “*Voilure et position de la division Espagnole et Française sous les ordres du chef d’escadre Alava à midi et 1/4 du 8 Pluviose an 7ième chassant deux Vaisseaux & une fregate anglaise dans l’archipel des Ysles Ladronnes à Vüe & dans le Sud de Macao distance d’eux 3 L[ieues] 1/2.*” Translation: Running rigging and position of the Spanish and French Squadron under the command of Rear-Admiral Alava at 12:15 on the 8th day of the Pluviose month of the 7th year [of the Republican calendar], chasing two English ships and one frigate in the archipelago of the Ladrones Islands in sight of and to the south of Macao, at a distance from them of 3-1/2 leagues.

[Ed. note: Since this calendar began with Year 1 on 22 September 1793, Year 7 began on 22 September 1799, and the 8th day of Pluviose happened 128 days later; therefore, this battle actually took place on 26 January 1800.]

The legend reads:

**A** *Le Vaisseau L’Europe sous les basses voiles & perroquets* = The ship **Europa** under lower sails and topsails.

**B** *La Montañez même voilure* = The **Montañés**, same rigging.

**C** *La Preneuse sous toutes voiles bonnettes d’hune & dept.* = The **Preneuse** under full sails, with top bonnets and other auxiliaries.

**D** *La Lucie sous la même voilure que le Général* = The [frigate] **Lucia** under the same rigging as the flagship.

**E** *La Fama sous la même voilure à peu près* = The **Fama** under the same rigging, more or less.

**F** *La corvette la Brule gueule Bonnette basse & d’hunes* = The corvette **Brule Gueule** [i.e. Spitfire] with low and top bonnets.

**L** *Premier Vaisseau Anglais* = First English ship.

**M** *Deuxieme Vaisseau* = Second [English] ship.

**N** *Fregate au vent démâtée de son mat d’artimon.* = Frigate to windward without her mizzen mast.

await daylight. In the early hours of the morning the weather became squally and the wind blew fresh from ENE to NE1/4E. At 6, we sighted the land, but it was covered in a thick fog, and by squalls of rain from time to time; we set sail and headed toward the anchorage of Umatac. At 8, we passed Cocos Island and began to tack to windward to reach the anchorage. In effect, we tacked for the greater part of the morning. The **Pilar** was hit by a strong gust of wind close to shore and lost two topmasts. At 11, we let go our anchor, but the bottom being too deep, we were forced to weigh it and to set sail again in order to get somewhat closer to the shore.

On the 3rd, the weather continued to be squally, the wind blew from NE to NE1/4E, fresh. We set sail, after weighing our anchor, and we tacked to regain the anchorage. The **Fama**, which had made the same mistake, imitated our maneuver. At about 4 p.m., we anchored in 18 fathoms, bottom of sand and gravel, and then we put out a kedg-anchor to NW, to be used as a bower anchor; when we were fully moored, we took sightings: the southernmost end of Cocos Island bore S1/4SW4°S, the southeasternmost part of the Island of Guaham bore SSE1°E, and the northwesternmost part of it to NNW4°N.

The anchorage of Umatac does not present any danger, except that one must be careful not to approach the south point of Cocos Island, which extends outward a little. The bottom is generally deep and rocky; one must therefore anchor close to shore, but must take care of protecting one's cables very well, because they can be easily cut. The best anchorage point is in 8 to 10 fathoms, within about two shotgun ranges, abreast of a tiny islet, upon which there is a small fort that is half in ruins, and that protects the spot on the beach that acts as a boat landing. The bottom there is made of fine sand and one does not have to worry about having one's cables cut, as elsewhere in the harbor. For lack of information about this anchorage, none of the vessels in our squadron took advantage of this spot.

The harbor of Umatac is completely open to the monsoon winds from the SW; so, it would be very foolish to anchor there during that season; one must then anchor in another harbor located on the north [sic] side of the same island.

This layover offers few resources, as one can get no refreshments other than local products, with the exception nevertheless of some cows and a few pigs that the Spaniards have brought there, that have somewhat multiplied. However, water can be found easily at the port of Umatac, and it is of rather good quality.

On the 4th, the weather remained squally, the wind blew from ENE, fresh. The squadron took advantage of this short stopover to repair itself, specially the **Pilar** that replaced her topmasts. In the evening, the flagship had her cables cut, two times, upon the bottom, which forced him to tack offshore until nightfall, when he succeeded in regaining the anchorage.

On the 5th, the weather improved, the wind continuing to blow fresh from ENE. During the morning, the **Pilar** having finished repairing her damage, the squadron set sail, heading W. At noon, the middle of Umatac harbor bore E2°S, distant about 2 leagues.

Between the 6th and the 9th, we experienced nothing new, the breezes being rather fresh from ENE to ESE. The squadron was heading between W and W1/4SW, to maintain itself between the 13th and 14th parallels of latitude north, in search of Cape Espiritu Santo in the Island of Samar. The two frigates kept ahead of the ships during this crossing, as during the previous crossing after our departure from Lima, for the purpose of warning them of potential dangers along the way.

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## The narrative of the Marquis de Poterat—to Acapulco in 1800, via the Northern Marianas

### Original text in French.

#### CHAPITRE DIXIEME.

*Départ des Iles Philippines.—Navigation à la côte de la Nouvelle-Espagne.—Mouillage au port d'Acapulco.—Description de ce mouillage.—Ressources qu'il peut offrir.*

*J'ai dit, dans le chapitre précédent, que le 21 août [1800] à six heures du soir, nous nous trouvions déjà assez éloignés du détroit de Saint-Bernardino, pour n'avoir plus à craindre les dangers. Le reste de la journée, nous eûmes un temps pluvieux et à grains; le vent fut assez frais de l'O.S.O. au N.O.; la division gouverna à l'E. 1/4 N.E. Au jour, nous aperçumes le cap du Saint-Esprit, de l'île de Samar; il nous restait alors au sud, à la distance de sept à huit lieues. A midi, d'après le relèvement du matin, la latitude estimée était de 13°7' N., et la longitude de 123°26' E.*

*Je ne m'arrêterai pas à décrire la navigation depuis le débouquement du détroit jusqu'à notre arrivée aux îles Mariannes; je dirai seulement qu'il convient, après avoir perdu de vue l'île de Luçon, de se diriger vers le farailon de Pajaros, îlot de plus N. des Mariannes.*

*Dans ce trajet, nous passâmes dans le voisinage de deux bancs, l'un dont j'ai déjà fait mention dans l'un des chapitres précédents, sous le nom de Saint-François-Xavier, et l'autre appelé le banc de Saint-Carlos: je les crois fort douteux. Le premier a, dit-on, été reconnu en l'année 1761 par un galion qui, en fuyant en poupe dans un mauvais temps, traversa un petit canal formé par deux petits îlots qui se trouvent dessus: le pilote de ce bâtiment oublia depuis sa longitude, et il donna seulement sa latitude de 16°21' N. J'ignore comment fut découvert le second.*

*Depuis le 22 août jusqu'au 15 septembre que dura cette navigation, nous éprouvâmes un temps généralement inconstant et fort souvent à grains; les brises régnèrent le plus communément du S.E. au N.E. peu fortes; quelquefois elles se fixèrent de l'O.N.O. au S.S.O. Nous eûmes rarement des vents frais; et, à l'exception de deux ou trois jours, qu'ils soufflèrent avec assez de force de la partie de l'O. au S., nous n'essuyâmes pas d'autre mauvais temps.*

*Il paraît qu'à l'époque où nous nous trouvions, les temps et les vents sont très-variables dans ces parages; mais il n'en serait pas de même à la fin du mois de septembre, car alors la saison des ouragans commençant à se faire sentir, ces mers deviennent d'autant plus dangereuses, que ces sortes de tempêtes y sont très-multipliées: aussi est-il fort intéressant de faire toute la diligence possible pour gagner au plutôt le méridien des îles Mariannes; car, ainsi que je l'ai déjà dit plusieurs fois, passé ce méridien, on n'a plus à craindre ces ouragans; en sorte que, dès ce moment, cette navigation n'étant plus exposée à rencontrer de pareils obstacles, son succès paraît assuré.*

*Le 30 août, nous étions par 15°26' N. et par 132°59' E.; nous commençâmes à apercevoir des oiseaux de moyenne grosseur, et nous continuâmes à en voir jusqu'au 2 septembre, que nous atteignîmes la latitude de 16°41' N., et la longitude de 134°32' E.*

*Le 4, 5 et 6 septembre, nous éprouvâmes des différences au N. assez fortes, sans aucune cause sensible; nous étions le premier jour par 16°44' N., et par 135°2' E., et le dernier par 17°54' N., et par 136°15' E.*

*Le 7, nous recommençâmes de nouveau à apercevoir des oiseaux, et nous ne cessâmes plus d'en voir tous les jours, qu'après nous être éloignés des îles Mariannes; le nombre et la diversité de ces oiseaux augmentèrent sur-tout lorsque nous nous trouvâmes dans le voisinage de ces îles.*

*Le 15 au matin, nous aperçûmes la terre, que nous reconnûmes quelque temps après pour être un îlot appelé le volcan de Saint-Augustin. La division gouverna alors au N. 1/4 N.O., à l'aide d'un vent de S.S.O. petit frais, faisant route ainsi pour prolonger deux autres îlots situés au N. du premier. Nous eussions pu nous éviter cette peine, si, comme le font tous les galions, nous eussions été attérés de suite sous le farailon de Pajaros, espèce de rocher dont la situation est très-bien déterminée sur les cartes: ce rocher termine au N. le petit Archipel des îles Mariannes; il est d'ailleurs assez élevé, et peut être vu de fort loin en mer. Le même jour à midi, la latitude était de 19°54' N., et la variation de 4°50' N.E.; à cette heure, le volcan de Saint-Augustin nous restait à l'E.S.E. 1° E.*

*Nous éprouvâmes d'après ce relèvement, 36 lieues de différence à l'E. de l'estime en longitude, depuis notre départ des Philippines; ce qui n'était pas étonnant, vu la variété de voilures que nous avons eue pendant cette traversée, par rapport à la mauvaise marche du galion; en effet, cette raison seule paraît plus que suffisante pour empêcher de former d'autres conjectures sur cette différence.*

*Le 16, nous continuâmes la route du N. 1/4 N.O. avec un beau temps et un vent très-faible du S.O. Au jour, il calma entièrement. A midi, nous relevâmes le volcan de Saint-Augustin au S.E. 1/4 E.5°S., et le farailon de Pajaros à l'E.N.E.2°N.; à la même heure, la latitude fut observée de 20°22' N.; la variation était de 5°30' N.E.*

*Nous remarquâmes ces derniers jours, et les suivants, que nous demeurâmes dans le voisinage des îles Mariannes, que les courants nous portèrent constamment et avec assez de rapidité dans le nord.*

*Le 17, nous éprouvâmes un calme plat, accompagné d'un beau temps.*



*Dans la soirée du 18, il vint un orage de la partie du S.S.E., qui nous donna du tonnerre, beaucoup de pluie et un peu de vent; après cet orage, le temps se mit au beau, et le vent continua de souffler du S.S.E. petit frais. La division profita de ce vent favorable, pour se diriger au N. 1/4 N.E. 5°E., afin de s'éloigner de toutes ces îles. A six heures du soir, nous relevâmes le farailon de Pajaros à l'E. 1/4 S.E. 2°E., distant d'environ dix lieues.*

*Le 19, nous eûmes un temps à grains, sur-tout durant la nuit, pendant laquelle il ne cessa d'ailleurs de faire beaucoup d'éclairs; le vent régna du S.S.E. au S.O. petit frais; la division gouverna au N.E. A midi, la latitude était de 22°14' N., la longitude de 144°9' E., et la variation de 5°16' N.E.; nous éprouvâmes encore 12 milles de différence au N. dans les vingt-quatre heures.*

*Du 20 au 29, nous eûmes un temps passablement beau; les brises furent assez fraîches, et régnerent généralement de l'E.S.E. au N.E.; nous continuâmes d'éprouver fréquemment des différences vers le N. La division employa ce temps à courir des bords, afin de s'élever dans l'E.; faisant valoir la route de cette manière, à-peu-près le N.E. 1/4 N. corrigé; cette mauvaise route était occasionnée par la frayer déplacée qu'avait le commandant de la division, des petites îles situées sur les cartes au N. des Mariannes.*

*Le 29 à midi, la division ayant atteint la latitude de 29°10' N., et la longitude de 149°37' E., les craintes du commandant se dissipèrent, et nous commençâmes à suivre constamment la bordée du N.; ce que nous eussions dû faire huit jours plutôt.*

*En effet, il convient aussitôt après avoir dépassé le farailon de Pajaros, de prendre la bordée du N., au moins, tant qu'on peut se diriger à cet aire de vent; afin de gagner une latitude un peu élevée, et d'y rencontrer des vents variables.*

*Quoique cette route paraisse en apparence très-périlleuse, vue la quantité d'îles que les cartes indiquent sur sa direction, néanmoins il n'en est pas ainsi; car en l'année 1797, un galion qui faisait le même voyage que nous, après avoir rectifié son point par la connaissance du farailon de Pajaros, passa suivant son estime, sur les volcans et les îles de Mal-Abrigo [i.e. Bonins], sans apercevoir de terres, ni même de marques de sa proximité. Je crois que si ces îles existent réellement, elles doivent être situées à l'occident du méridien des îles Mariannes, et au moins à une cinquantaine de lieues plus à l'ouest, qu'elles ne le sont sur la plupart des cartes; je dis la plupart des cartes, parce qu'effectivement quelques-unes les placent plus à l'ouest que les autres. Cette opinion me semble en quelque sorte confirmée par le grand nombre d'oiseaux de différentes espèces que nous aperçûmes au voisinage des Mariannes, dont la quantité fut continuellement en diminuant, à mesure que nous nous éloignâmes du méridien de ces îles, de telle façon que nous cessâmes d'en voir, après avoir atteint la latitude de 23°631' N., et la longitude de 145°41' E.; l'expérience a fait connaître aux navigateurs que la plupart des oiseaux de mer se maintiennent toujours à une distance de terre peu considérable; ils doivent y trouver, avec un gîte assuré, l'avantage de s'y procurer une nourriture plus abondante. Or, en admettant la validité de cette sorte de preuve, il faudrait, dans le cas où ces îles existeraient réellement, qu'elles fussent situées non pas au N.N.E. du farailon de Pajaros, comme elles sont placées sur la plupart des cartes, ni même au N., mais encore plus à*

*l'O., car la diminution, et ensuite la disparition totale des oiseaux, indiquerait que la route que nous fîmes depuis les Mariannes, nous éloignait de terre, ce qui ne pourrait s'accorder avec l'existence de ces îles, qu'en les supposant beaucoup plus à l'O.*

...

## Translation.

### CHAPTER TEN.

*Departure from the Philippine Islands.—Crossing to the coast of New Spain.—Anchorage at the port of Acapulco.—Description of this anchorage.—Resources available there.*

I have said, in the preceding chapter, that on 21 August [1800] at 6 p.m., we were already far enough from the Strait of San Bernardino to have nothing to fear from the dangers there. For the rest of the day, we had rainy and squally weather; the wind was rather fresh from WSW to NW. The Squadron steered to E1/4NE. At daybreak, we sighted Cape Espiritu Santo, on the Island of Samar; it then bore South, distant 7 to 8 leagues. At noon, according to the sightings taken in the morning, our estimated latitude was 13°7' N and our longitude was 123°26' E.

I will not make a long narrative of our passage since we left the mouth of the Strait until we arrived at the Mariana Islands; I will only say that it is convenient, after having lost sight of the Island of Luzon, to head toward the Farallon de Pájaros, the northernmost islet of the Marianas.

During this crossing, we passed in the vicinity of two shoals, one that I have already mentioned in a previous chapter, under the name of San Francisco Xavier, and the other called Bank of San Carlos. I believe that their existence is doubtful. The former, they say, was discovered in 1761 [sic] by a galleon that was running away from bad weather and that crossed it, through a small channel separating two small islets that pierce the surface; the pilot of this vessel later forgot its longitude, as he only gave its latitude, which is 16°21' N. I do not know how the latter was discovered.<sup>1</sup>

From 22 August to 15 September, the period of this passage, we experienced weather that was generally inconstant and rather often squally; weak breezes prevailed, usually from SE to NE, but sometimes from WNW to SSW. We rarely had fresh winds; and, except for two or three days during which they blew rather strongly from W to S, we had no other bad weather.

It seems that the weather and the winds in these neighborhoods are very variable during this season, but this would not be the case at the end of the month of September, because it is then the beginning of the typhoon season, and these seas become even more dangerous because these types of storms become more numerous. Therefore, it is very worthwhile to gain the meridian of the Mariana Islands as quickly as possible; in-

1 Ed. note: My opinion is that the two banks are one and the same. The incident referred to is also singular: it happened to the galleon San Carlos in 1769, while she was turning back in distress. This bank was re-baptized Zealandia by an English ship of that name, in 1858; its latitude is 16°53' N.

deed, as I have said many times before, beyond this meridian, typhoons are no longer to be feared, and navigation becomes no longer exposed to similar obstacles, its success being assured.

On 30 August, we were at 15°26' N and 132°59' E. We began to see birds of average size, and we continued to see birds until 2 September when we reached the latitude of 16°41' N and the longitude of 134°32' E.

On the 4, 5 and 6 September, we experienced some rather important differences in [estimated and observed] latitudes, without any apparent cause; we were on the first date at 16°44' N and 135°2' E, and on the last date at 17°54' N and 136°15' E.

On the 7th, we began once again to see birds, and we continued to see them every day until we had left the Mariana Islands; the number and the diversity of these birds increased greatly while we found ourselves in the vicinity of these islands.

On the 15th in the morning, we saw land, which we recognized a short time later to correspond to the volcano called San Agustín.<sup>1</sup> The Squadron then steered to N1/4NW with the help of a SSW wind, a little fresh, in order to sail past two other islets situated North of the first. We could have avoided this bother, if we had done the same as all the galleons, by heading straight for Farallon de Pájaros, which is a sort of rock whose position is very well determined on the charts. This rock is the northernmost island of the small archipelago of the Mariana Islands; by the way, it is rather high, and can be seen from very far away at sea. On the same day at noon, the latitude was 19°54' N and the variation 4°50' NE; at this time the volcano of San Agustín bore ESE1°E.

After fixing our position, we realized that our estimated longitude eastward of the Philippines had been underestimated by 36 leagues; this was not surprising, given the frequent changes in running rigging during the crossing, caused by the slow march of the galleon.<sup>2</sup> Indeed, we pursued our voyage to N1/4NW with fine weather and a very weak and variable wind from SW. By daybreak, we could see the volcano of San Agustín to SE1/4E5°S, and the Farallon de Pájaros to ENE2°N; at the same time, the latitude observed was 20°22' N, the variation was 5°30' NE.

On these last few days, and on the following days, we noticed that while we were in the vicinity of the Mariana Islands, the currents were taking us northward constantly and rather fast.

On the 17th, we experienced a flat calm, accompanied by fine weather.

In the evening of the 18th, a squall line rolled in from SSE; it brought us some lightning, much rain and a little wind; after this storm, the fine weather returned and the wind continued to blow from SSE, rather fresh. The Squadron took advantage of this favorable wind to head N1/4 NE5°E, in order to get away from all of these islands. At 6 p.m., we marked Farallon de Pájaros to E1/4SE2°E, distant about 10 leagues.

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1 Ed. note: The strange name given to Asunción by Commodore Anson in 1742, from what were then outdated Spanish charts.

2 Ed. note: The warships were escorting a galleon, perhaps the Filipino, but she is reported near Palau at that time (see Doc. 1800D).

On the 19th, we had some squally weather, specially during the night, and it was accompanied with much lightning; the wind prevailed from SSE to SW, rather fresh. The Division steered to NE. At noon, the latitude was 22°14' N, the longitude was 144°9' E, and the variation was 5°16' NE; we still experienced 12 miles of difference in latitude over 24 hours.

Between the 20th and the 29th, we had rather fine weather; the breezes were rather fresh, and generally prevailed from ESE to NE. We continued to experience frequent differences in latitudes. During this period of time, the Squadron carried out many tacks in order to make progress eastward and northward; in this way, our corrected runs resulted in progress made in the NE1/4N direction. This bad progress along this route was due to the fear that the Squadron commander had of small islands located to the north of the Marianas on the charts.

On the 29th at noon, the Squadron had reached the latitude of 29°10' N and the longitude of 149°37' E; the fears of the commander dissipated and we began to head northward constantly, something that we should have done 8 days before.

Indeed, it is advisable to head northward as soon as Farallon de Pájaros has been passed, at least, as long as it is possible to make progress in that quadrant, in order to gain in latitude and reach the area of the variable winds.

Though this track appears to be very dangerous, given the number of islets that are shown on the charts as being in that direction, nevertheless, reality is otherwise; for instance, in the year 1797, a galleon that was sailing along the same route as we did,<sup>1</sup> having corrected her position upon sighting Farallon de Pájaros, continued her voyage and passed on top of the volcanoes and Islands of Mal-Abrigo [i.e. Bonins], according to their estimates, without sighting any land, not even signs of its vicinity. I believe that, if these islands really exist, they must be located to the west of the meridian of the Mariana Islands, and at least 50 leagues more to the west than they are shown on most charts; I say "on most charts" because some do indeed show them to be located more to the west than others. This opinion seems to me somewhat confirmed by the great number of birds of various species that we saw near the Marianas, whose numbers kept on decreasing as we got farther away from the meridian of these islands, in such a way that we stopped seeing them after we had reached the latitude of 23°31' N and the longitude of 145°41' E. Experience has shown to navigators that most sea birds stay within a short distance of land; they must therefore find a greater amount of food there, in addition to secure shelter. Now then, if we admit the validity of this kind of proof, one should also admit, in case these islands really exist, that they are located, not ENE of Farallon de Pájaros—as they appear on most charts—not even N of them, but more to the west, because the decrease, and then the complete disappearance of birds, along the track that we followed from the Marianas, showed that we were getting away from land, something that would not have been the case, unless they existed much farther west.

...

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1 Ed. note: The Magallanes.

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**Document 1796E**


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## A French trader aboard a Yankee ship—François Péron aboard the Otter, Captain Dorr, in 1796-97

*Source: Capitaine François Péron. Mémoires du Capitaine Péron sur ses voyages (Paris, 1824).*

### Extract from Captain Péron's journal

*Notes: Capt. Péron had been marooned at Amsterdam Islands in the Indian Ocean when an English ship, Captain Hadley, picked him up and brought him to Sydney, where Péron became a passenger aboard the Otter. This ship crossed the Pacific to go to the NW Coast, then it went down the coast and became the first U.S. vessel to visit Monterrey. Péron's account of this visit has been translated by H. R. Wagner, in: The First American Vessel in California ... 1796.*

### Original text in French.

#### TOME SECOND.

#### CHAPITRE XVI.

*Ile inconnue.—Iles des Amis.—Mongo-Laby.—Annamouka.—Échanges avec les naturels.—Signalement de nombreux écueils.—Ea-oo-Wee.—Tonga-Taboo.—Découverte de trois îles de l'Amérique du sud, et sur la manière dont elles se sont peuplées.*

*Le 18 février 1796, en conséquence de mes arrangements avec M. Dorr, je quittai Port-Jackson sur l'Otter, dont il était capitaine. Le vaisseau prit sa route à l'est; notre intention était de passer au nord de la Nouvelle-Zélande. Le 19 au jour, à 34°56' de latitude méridionale, et 153°6' de longitude orientale de Greenwich, 107 milles de distance de Port-Jackson, route directe, est 30° sud, nous signalâmes la présence d'un banc de sable ou de corail, d'environ trois cents pieds de circonférence, qui paraissait avoir quinze à vingt brasses.*

...

#### CHAPITRE XVII.

*Continuation du chapitre précédent.—Côtes nord-ouest de l'Amérique.—Indiens coiffés comme les démons de l'Opéra.—Can-zi-ca-gan ou Bonjour.—Tatascou.—Baie des Pauvres.—Cabanes des Indiens.—Construction de leurs pirogues.—Un Indien se fait faire la barbe.—Pêche au râteau.—Sculptures et peintures.*



**Capitaine François Péron.**

*Le 5 avril 1796, quittant le vaste archipel des îles des Amis, nous fîmes route au nord nord-ouest. Jusqu'au 9, nous vîmes beaucoup d'oiseaux, et nous n'aperçûmes aucune terre. Le 24, dans la nuit, étant par 187°25' de longitude, nous passâmes vingt lieues à l'est des Baxos de Villalobos, que Cook place par 15° de latitude nord et 186°50' de longitude. Nous n'eûmes pas connaissance de ce dangereux écueil; cependant, le 25, à dix heures du matin, nous découvrîmes dans l'ouest, sous le vent, une innombrable quantité d'oiseaux qui nous avertirent de son voisinage. Nous passâmes le tropique du cancer dans la nuit du 29 au 30. Le 12 mai, beaucoup d'oiseaux nous apparurent, dirigeant leur vol vers l'est; le lendemain, d'autres, venant de l'est, se portèrent vers le nord-ouest, et un grand nombre, peu de temps après, posèrent sur les flots; au coucher du soleil, ces oiseaux prirent la direction du sud-est: la longitude était alors de 194°17' [E = 166° W], et la latitude de 34°52'. Nous aperçûmes aussi quelques loups marins et une pièce de bois flottant.*

*Le 20, dans la matinée, nous revîmes des oiseaux; et, à mesure que nous avançons vers l'est, ils apparurent en plus grand nombre, ainsi que des arbres flottant sur les eaux. Nous étions à trois cent cinquante lieues du continent [américain]: ces indices dénotaient donc le voisinage d'une île considérable dans le nord-ouest que les brumes nous empêchèrent de reconnaître. Mon opinion est d'autant mieux fondée à cet égard, que le lendemain il n'y avait plus dans les airs, et par un temps clair et serein, que quelques oiseaux errants.*

*Le 29, au jour, les sommets des montagnes de l'Amérique se montrèrent à l'horizon...*

...

#### [Vol. 2] CHAPITRE VII.

*Suite de la navigation pour la Chine.—Îles Douglas, Agrigan, de l'Assomption; leur signalement.—Îles Baschee...*

*Le 1er janvier 1797, au coucher du soleil, la pointe méridionale d'Atoui nous restait à l'est un quart nord-est, quatre lieues de distance...*

...

*Les 26, 27, et 28 même temps; ce dernier jour, latitude observée à midi, 19°9', longitude 149°15', à cinquante-cinq lieues de distance de l'île Agrigan, l'une des Marianne, autrement appelées des Larrons, qui devait nous rester à l'ouest, 12° nord. Le 29, à huit heures du matin, cette île se montra dans l'ouest, à huit lieues de distance; à neuf heures, nous eûmes connaissance de celle appelée Volcano-Grande sur quelques cartes, et l'Assomption sur d'autres. Elle nous restait au nord-ouest, et celle d'Agrigan au sud-ouest; à dix heures et demie, cette dernière nous restait directement au sud, trois lieues de distance. A midi, latitude observée 19°46', et d'après mes dernières observations, longitude 146°36'.*

*Dans ce moment, l'Assomption me restait directement au nord, 5 ou 6 lieues de distance, et Agrigan à l'est sud-est, à trois lieues, d'où il résulte qu'elles ne sont pas placées sur le même méridien, ainsi qu'elles sont représentées sur toutes les cartes. Il y a nécessairement entre elles une différence de neuf milles en longitude, le méridien de l'île d'Agrigan étant, de cette distance, plus à l'est que celui de l'Assomption.*

*L'île d'Agrigan, de quelque point qu'on la découvre, se présente sous une forme ronde. A quatre lieues de distance, elle paraît avoir autant d'élévation que d'étendue; mais à mesure qu'on en approche, sa base semble s'étendre et sa hauteur diminuer. La partie qui fait face aux vents d'est présente l'apparence de la sécheresse et de la stérilité; de profonds ravins, qu'ont creusé des torrents, tracent sur sa surface de hideux sillons d'où s'échappent et s'élèvent dans les airs des squelettes de rochers, durs comme le granit, et aussi anciens que le monde. Cette île a très peu d'étendue; elle a tout au plus six milles de circonférence; l'accès en est facile, même pendant la nuit. Agrigan n'a point d'habitants; c'est une retraite sûre et commode que la nature a dévolue aux oiseaux et aux monstres amphibies. J'ai cru pouvoir établir, pour le centre de cette île, 19°42'30" de latitude, et 146°44'30" de longitude; et pour celle de l'Assomption, 20°2' de latitude, et 146°36' de longitude.*

*A midi, l'île de l'Assomption nous parut formée de trois mondrains peu élevées, que des terres plus basses lient entre eux. La végétation n'y est plus heureuse que dans l'île d'Agrigan.*

*Lorsque le navire eut quitté le vent de ces îles, le violence des flots fut accrue par une lame creuse, que nous n'avions pas ressentie jusqu'alors, et qui provient peut-être d'un fort courant portant à l'est, dans une direction contraire au vent qui souffle régulièrement de ce point.*

*Le 30, à midi, latitude 19°18', longitude 143°16'...*

*Le 8 [février], au jour, nous eûmes enfin connaissance de l'île Formose...*

## Translation.

### BOOK TWO. CHAPTER XVI.

*Unknown island.—Friendly Islands.—Mongo-Laby.—Annamouka.—Trade with the natives.—Notice of many shoals.—Ea-oo-Wee.—Tonga-Taboo.—Discovery of three islands of South America, and how they were settled.*

On 18 February 1796, as a result of the arrangements that I had made with Captain Dorr, I left Port-Jackson aboard his ship, the **Otter**. The ship headed eastward, our intention being to pass to the north of New Zealand. At daybreak on the 19th, as we were at 34°56' lat. S. and 153°6' long. E. of Greenwich, 107 miles distant from Port-Jackson, along a straight line bearing E30°S, we noticed the presence of a sand or coral bank, about 300 feet in circumference, that seemed to be from 15 to 20 feet down.

...

### CHAPTER XVII.

*Continuation of the previous chapter.—Northwest coasts of America.—Indians with hats like those used to portray devils at the Opera.—Can-zi-ca-gan or Good Morning.—Tatascoo.—Poor men's Bay.—Indian huts.—Construction of their canoes.—An Indian let himself be shaved.—Fishing with rakes.—Sculptures and paintings.*

On 5 April 1796, we left the large archipelago of the Friendly Islands and headed NNW. Until the 9th we saw many birds but we sighted no land. On the 24th, during



the night, as we were at 187°25' of longitude, we passed at 20 leagues to the East of the Villalobos Shoals, which Cook places at 15° lat. N. and 186°50' longitude. We did not notice this dangerous reef;<sup>1</sup> however, on the 25th, at 10 a.m., we saw to the west and downwind, a numberless quantity of birds that told us it was near.<sup>2</sup> We crossed the Tropic of Cancer during the night of the 29th to 30th. On 12 May, many birds appeared, flying eastward; the next day, others, coming from the East, flew toward the northwest. A short time later, a large number of them landed upon the sea. At sunset, these birds took flight toward the southeast; the longitude was then 194°17' [E = 166°W], and the latitude was 34°52'. We also saw a few seals and a piece of wood floating by.<sup>3</sup>

In the morning of the 20th, we saw birds again, and, as we were making progress eastward, they appeared in larger number, as well as the number of trees floating upon the waters. We were then at 350 leagues from the [American] continent; these signs therefore showed that we were in the neighborhood of a huge island lying in the northwest that we could not see on account of foggy weather. My opinion was strengthened the next day when few random birds remained, although the weather was clear and normal.

On the 29th, at daybreak, the tops of the mountains of America appeared on the horizon...

...

[Vol. 2] CHAPTER VII.

*Voyage to China (cont'd).—Douglas Islands, Agrigan, Asunción; their description.—Bashee Islands.*

On 1 January 1797, at sunset, the south point of Atooi Island bore E 1/4 NE distant 4 leagues.

...

On the 26th, 27th, and 28th, same weather. On the latter day, at noon, our observed latitude was 19°9' and our longitude was 149°15', still 55 leagues away from the Island of Agrigan, one of the Marianas, otherwise known as the Ladrones, and which bore W 12° N. On the 29th, at 8 a.m., this island appeared on the western horizon, distant 8 leagues. At 9 a.m., we also sighted the island called Volcano-Grande on some charts,

- 1 Ed. note: Cook never saw any part of Micronesia himself and his chart for the Marshall area was but a copy of some other chart by Dalrymple. There is no land anywhere near so many degrees (18°) east of the true position of Taongi Atoll. This ship seems to have passed between the Marshall and the Gilbert Islands.
- 2 Ed. note: Johnston Atoll, whose position is about 16° N and 169° W, does indeed lie NNE of the position given by Cook (187° E = 173° W), and there is no other island for hundreds of miles around. Johnston I. was not officially discovered until 1807, but Villalobos certainly never got near it.
- 3 Ed. note: Since there is no land near that position, and since he describes the fauna common to the northwesternmost islands of the Hawaiian Island chain, his position must be a misprint for 24°52' N.



**Captain Ebenezer Dorr, Jr.** *His was the first U.S. ship to enter a California port. This portrait is hanging in the rooms of the California Historical Society in San Francisco, according to John Earnshaw (see Doc. 1797H).*

and Asunción on others. It bore NW, and that of Agrigan SW. At 10:30, the latter bore directly S., 3 leagues. At noon, we observed our latitude to be 19°46' and our longitude, according to my last observations, 146°36'.

At this time, Asunción bore due North, 5 to 6 leagues, and Agrigan ESE, 3 leagues.<sup>1</sup> Hence, one can say that they are not located on the same meridian, as they appear on all of the charts. There is a difference of 9 miles in longitude between them, as the meridian of Agrigan Island is that much to the east of Asunción Island.

Agrigan Island, from any angle it is viewed, appears as a round [sic] island.<sup>2</sup> From 4 leagues away, it seems that it was as high as it was wide, but upon approaching it, its base extends and its [relative] height decreases. The side facing the east winds presents a dry and sterile face, with deep ravines that the rains have eroded and from which jut some ugly crags, as hard as granite, and as old as the world. This island is very small in area; its circumference is at most 6 miles. It can be easily approached, even at night. Agrigan is not inhabited; it is a sage and comfortable retreat that nature has reserved for birds and amphibious sea monsters. I was able to establish that its center lies in 19°42'30" latitude, and 146°44'30' longitude; as for Asunción, it is 20°2' latitude, and 146°36' longitude.<sup>3</sup>

At noon, Asunción appeared to be made up of three hillocks of moderate height, linked together by some low-lying land. The vegetation there is not much better than at Agrigan.<sup>4</sup>

When the ship was downwind of these islands, the seas became rougher, moved at they were by a long-cycle wave that we had not noticed before, and that could come from a strong current running East, i.e. in a direction contrary to the prevailing winds.

On the 30th, at noon, we were at 19°18' lat. N. and 143°16' long...

On 8 [February], at daybreak, we finally sighted the Island of Formosa...

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1 Ed. note: Péron was then about 1° off in his latitude (a bad result, unless his identification of the islands is wrong).

2 Ed. note: This description fits Asunción.

3 Ed. note: Something is amiss, as their exact latitudes are, respectively, 18°46' and 19°40' N, but his longitudes only about 1° off.

4 Ed. note: Maug, which lies at 20° N, and 145° E, consists of 3 islets left by a sunken crater; hence, the key to the puzzle: Péron mistook Maug for Asunción, and Asunción for Agrigan.

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## Document 1796F

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# The brig Activo was sent to Manila to give news of the war with England

*Source: AGN AHH 803 (1798).*

*Note: The amount claimed by the Governor of the Philippines, in his letter dated 31 July 1797, was 6,973 pesos. Since there was no time to send actual money from Mexico to Acapulco in time to be placed aboard the frigate **Fama**, a letter was sent to the Royal officials there to do it.*

## Letter from the Viceroy, dated Orizaba 22 February 1798

### Original text in Spanish.

*En decreto de este día de conformidad con lo expuesto por el Real Tribunal de Cuenta y Subscrito por el Sr. Fiscal de Real Hacienda he resuelto que en atención à estar muy pronta la salida de la Fragata **Fama** con los caudales que van para Filipinas se remitan en ella al Sr. Gobernador los seis mil novecientos setenta y tres pesos seis reales siete granos que reclamó en oficio de 31 de Julio ultimo acompañando relacion de los gastos que causó el Vergantin **Activo** quando fué con los Pliegos de la declaracion de la Guerra con los Yngleses al mando del Teniente de Fragata D. Andres Salazar.*

*Esta cantidad la agregarán V.Ms. por suplemento ó adición à su Carta Cuenta dando los avisos que corresponden à los Ministros de Real Hacienda de Acapulco en el concepto que si de resultas del examen que ha de hacerse en la Contaduría de San Blas del expresado documento como le prevengo con esta fha huviere algunas diferencias que reclamar al Sr. Gobernador de aquellas Islas podrán revajarse de las remesas que se hagan en lo sucesivo por no permitirlo en el día las circunstancias que militan.*

*Bajo este Supuesto prevengo à V.Ms. que por su parte dispongan sin demora lo conducente de esta orden dandome aviso de haverlo executado.*

*Dios guarde a V.Ms. muchos años.*

*Orizava 22 de Febrero de 1798.*

*Branciforte.*

*[A los] Señores Ministros de las Caxas de Mexico.*

### Translation.

In a decree of this date, and as recommended by the Royal Tribunal of Accounts, and by the Fiscal of the Royal Treasury, I have decided, given the short time left be-

fore the departure of the frigate **Fama** with the funds for the Philippines, to send aboard her to their Governor the 6,973 pesos 6 reals and 7 grains that he claimed in a letter dated 31 July last, enclosing a report of the expenditures caused by the brigantine **Activo** when she went overthere with the despatches regarding the declaration of war with the English, under the command of Lieutenant Andrés Salazar.

This sum is to be added by Your Graces as a supplement or addition to your Letter of Accounts, giving the corresponding advice to the Ministers of the Royal Treasury of Acapulco, in case the review that is to be made of the above-said claim by the Accounting Department of San Blas—as I have ordered on this date—should result in some claim against the Governor of those Islands, then it could be satisfied by reducing future remittances, since the present circumstances militate against doing it now.

Under this supposition, I advise Your Graces that, on your part, you should arrange without delay for this order to be carried out, and let me know when it has been done.

May God save Your Graces for many years.

Orizaba, 22 February 1798.

Branciforte.

[To] the Ministers of the Treasury in Mexico.

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## Note 1796G

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# The Britannia, Captain William Layman

*Source: Log 285VV, India Office, London.*

*Notes: The name of the Captain is Layman, not Raven, as has been reported wrongly by others. This logbook is very laconic. The captain did not seem to know how to measure longitude.*

## Extract from the logbook kept by Captain Layman

### Ship Britannia towards China.

...

Tuesday 29th of March 96

... Thunder, lightning & rain. Got up the conductor...<sup>1</sup>

Lat. obs. 2°54' N.

...

[No island were seen in Micronesia on this voyage]

...

Monday 14th of April 96

... At 6 p.m. departed this life Sudy Jowe, Lascar. Committed his body to the deep...

Lat. obs. 10°43' N.

...

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<sup>1</sup> Ed. note: We learn here that the English at least had learned to shortcircuit the lightning discharge properly by this time.

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## Document 1796H

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# Captain Quintano's description of Taongi Atoll, Marshall Is.

*Source: José Espinosa y Tello's Memorias, Tome II (Madrid 1809), pp. 8-10.*

*Note: Taongi was named San Bartolomé by its Spanish discoverers. Its more modern native name is Bokak, or Bokaak.*

### Original text in Spanish.

#### *Isla de San Bartolomé.*

*La principal es la de San Bartolomé, acerca de la qual referiremos lo que el Capitan de Fragata Don Fernando Quintano, Comandante de la de S.M. nombrada **María**, que salió de Cádiz para Filipinas en fines del año de 1795, escribió al Señor Director general de la Armada Don Juan de Lángara, en carta de 4 de Julio del año siguiente, su fecha en Cavite, que dice así:*

*“Excelentísimo Señor:*

*“Reparadas las pequeñas averías del casco y velámen, y reemplazados los víveres y aguada al completo de tres meses, salí del puerto de Talcahuano el 1° de Febrero, y anclé en el de Cavite el 9 de Abril, cinco meses y veinte dias despues de mi partida de Cádiz.*

*“Los vientos bonancibles que encontré en las proximidades de las Marquesas, y me acompañaron largo tiempo, me obligaron á cambiar la derrota que me habia propuesto seguir por el hemisferio del S.: habiéndolos encontrado, como los deseaba entre 15 y 16° N., seguí para conservarlos este paralelo, que me conduxo á las inmediaciones de la isla de San Bartolomé. La variedad con que la sitúan las cartas que conozco; la horrible pintura que hicieron de ella nuestros Pilotos de tiempo de la conquista de Filipinas, los únicos que la han visto, y el miedo con que los del presente la miran por tradicion, me resolvieron á sacrificar algunas horas en su reconocimiento y situacion. El adjunto papel y carta manifestarán á V.E. el fruto de mis operaciones á su vista, y el método que he seguido para determinar su longitud con la posible aproximacion.*

**Reconocimiento y situacion de la isla de San Bartolomé.**

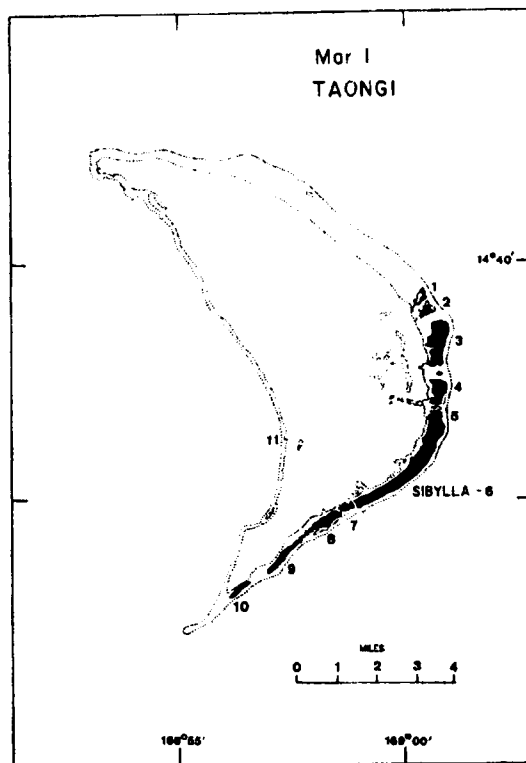
*“El 15 de Marzo de 1796 á las 7:30 de la noche descubrieron los vigías una rompiente ó arrecife muy próximo, que se extendia desde el S.S.O. hasta el S. 1/4 S.E. Suponiéndolo uno de los muchos que cercan aquella isla, y resuelto por otra parte á reconocerla, pasé la noche en bordos cortos para aprovechar las primeras horas de la mañana. El viento era del E. fresco y achuvasado, y nuestro aparejo, trinquete y gaviás arrizadas.*

*“Al salir el Sol vimos la isla tendida del S.S.O. al N.N.E. muy baxa, y rodeada de arrecifes por esta parte. A las 10 descubrimos que lo que hasta entonces habíamos creído tierra continua, era un grupo de varias islitas de diferentes tamaños, unidas entre sí por arrecifes, sobre que batia furiosamente la mar. Situados á las 11 á dos millas de la playa, empezamos á correr una base al S. con ánimo de prolongarla hasta el medio dia, y tomar la altura meridiana en su extremo; pero un fuerte chuvasco nos lo impidió. Sin embargo, observamos la latitud al medio dia, y resultó hallarse la fragata en la de 14°23'15" N. En la tarde aumentó la fuerza del viento, engrosó la mar, y los chuvascos fueron mas fuertes, mas frecuentes, y acompañados de mucha lluvia y cerrazon. Por esto resolví alejarme, y no me quedó otro recurso para su establecimiento en longitud que referirle las distancias lunares observadas el dia 14 y el 17 de Marzo por medio de la estima corregida de su atraso horario, que por muchas observaciones tenia averiguado ser de medio minuto en longitud. Resulta pues para la isla de San Bartolomé la posicion siguiente:*

	Latitud N.	Longitud O. de Cádiz
	-----	-----
<i>Extremo N. de 4 islotes</i>	<i>14°39'</i>	<i>185°38'</i>
<i>Extremo S. de la isla ...</i>	<i>14°31'</i>	<i>185°41'</i>
<i>Extremo N. de arrecifes</i>	<i>14°48'</i>	<i>185°39'30"</i>
<i>Baxo por .....</i>	<i>14°10'</i>	<i>185°47'</i>
<i>Variacion N.E. ....</i>	<i>11°</i>	

*“Lo que hasta aqui se ha llamado isla de San Bartolomé, no es otra cosa que una cordillera de cinco islas baxas, tendidas del N.N.E. al S.S.O., ocupando un espacio de 7 á 8 millas, apenas cubiertas de arbustillos áridos, y defendidas por restingas de los vientos reynantes del E. No se pudo observar el menor rastro de habitacion, canoa ó plantío que manifestase ser habitada. Esta isla fue descubierta en 1525 [sic] por Alonso de Salazar.”*





**Taongi Atoll, Marshall Is.**

### **Translation.**

Island of San Bartolomé.

The main island is that of San Bartolomé, about which we will refer to the notes written by Commander Fernando Quintano, in charge of H.M.'s Ship **María** that left Cadiz for the Philippines at the end of the year 1795, and addressed to the Director General of the Navy, Juan de Lángara, in a letter dated Cavite 4 July of the following year, as follows:

“Your Excellency:

“After small repairs were done to the hull and sails, and our food and water supplies had been replenished, after three months, I left the Port of Talcahuano on 1 February and anchored in that of Cavite on 9 April, 5 months and 20 days after my departure from Cadiz.

“The moderate winds that I met in the neighborhood of the Marquesas, that stayed with me for a long time, forced me to change the route that I had first planned through the southern hemisphere, since I found them, as I wished, between 15 and 16° lat. N., I followed this parallel in order to take advantage of them, and they led me to the vicinity of the Island of San Bartolomé. The uncertainty regarding its location on the charts that I know of, plus the horrible reports made about it by our Pilots at the time of the conquest of the Philippines (the only pilots who saw it), and the fear with which

those of the present look upon it by tradition, were reasons enough to make me sacrifice a few hours to survey them and find their position. The attached paper and chart [missing] will show to Y.E. the result of my proceedings near it, and the method that I followed to determine its longitude as closely as possible.

#### **Survey and situation of the Island of San Bartolomé.**

“On 15 March 1796, at 7:30 p.m., the men at the tops sighted some breakers or reef very near, that extended from SSW to S1/4SE. Supposing that it was one of the many reefs that surround that island, and besides, intending to make a survey of it, I spent the night making short tacks in order to take advantage of the first few hours of the morning. The wind was E, fresh, with squalls, and our sails, foresails and topsails, were furled.

“At daybreak, we saw the island trending from SSW to NNE, very low-lying, and surrounded by reefs on that side. At 10, we discovered that what we had earlier believed to be a continuous piece of land was in fact a group of many islets of different sizes, united by reefs, upon which the sea broke furiously. At 11, we were positioned at two miles from the beach, and we began to run a base line southwards, with the intention of coasting it until noon, and then take the sun’s elevation at its southern tip. However, a strong squall prevented us from doing this. Nevertheless, we observed the latitude at noon, and it turned out that the frigate was in 14°23’15" lat. N. In the afternoon, the force of the wind increased, the sea rose, and the squalls were stronger, more frequent, and accompanied with much rain and darkness. For this reason, I decided to get away from it, and was left with no other option for the determination of its longitude than to refer to the lunar distances taken on the 14th and 17th of March, by means of its estimated longitude corrected for the time difference, which was found out to be half a minute in longitude, through various observations. Therefore, the resultant position for the Island of San Bartolomé is the following:

	Latitude N.	Long. W. of Cadiz	[of Greenwich]
	-----	-----	-----
Extreme N. of 4 islets	14°39’	185°38’	[191°49’]
Extreme S. of island ...	14°31’	185°41’	[191°52’]
Extreme N. of the reefs	14°48’	185°39’30"	191°50’30"
Shoal by .....	14°10’	185°47’	
Variation N.E. ....	11°		

“What until now has been called the Island of San Bartolomé is only a chain of five low-lying islands, trending NNE—SSW, occupying a space of 7-8 miles, hardly covered with dry brush, and defended by reef barriers from the prevailing easterly winds. Not the least sign of inhabitants was seen; not one canoe or plantation that could have shown it to be inhabited. This island was discovered in 1525 [rather 1526] by Alonso de Salazar.”

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**Note 1796I**

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**Unnamed ship, Captain Bishop, re-discovered  
Danger Island, i.e. Parece Vela**

*Source: MN 96, fol. 253.*

*Note: From notes made by the Spanish Admiral José Espinosa y Tello while he lived in London in 1812. It seems to have been copied from the Nautical Magazine.*

**March 30, '96 3h P.M.—Capt. Bishop in the [blank] of Bristol from the NW Coast bound to China fell in with a shoal bearing from WbS1/2S to SSW dist. 3 miles.**

It appeared to be about 6 miles in length baying EbN and WbS, and 3 in breadth. On its west end is a rock appearing like a boat under sail and the only part seen above water. No soundings off the north end with 70 [fathom] line. It lies in latitude 20°18' N from a meridian altitude 3 hours before, and longitude 136°53' E by Sun-Moon taken the following morning. Named the Danger.<sup>1</sup>

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1 Ed. note: The position in question identifies it as Parece Vela, now Okino Tori Shima.

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## Documents 1797A

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# RPC Ship **Rey Carlos** brought news of the war with England

*Sources: Item 27, Spanish Col. Govt. of the Mariana Islands, LC Mss. Div.; copy in Item 11.  
Note: The copy arrived at Guam aboard the Brigantine Aguilar only in 1799.*

## Actions taken at Guam as a result of this news

### Original text in Spanish.

#### *Año de 1797*

*Nº 46. Diligencias practicadas a consecuencia de haber pasado abiso à este Gobierno Don Mateo de Oyarvide Comandante del Navio **Rey Carlos** de la Real Comp<sup>a</sup> de Filipinas, sobre que nuestra España se allava en Guerra con la Ynglaterra.*

*Por el Sor. Teniente Coronel de los Reales Exercitos Don Manuel Muro Govor. Militar, Presidial, y Politico por S.M. de estas Yslas Marianas.*

*Ens. 12. Para el Archivo.*

### *Carta de abiso de Sr. Don Mateo de Oyarvide Comandante del Navio **Rey Carlos**.*

*Muy Señor mio:*

*Haviendoseme conferido el mando la Direccion de la Real Compañia de Filipinas que hace el comercio exclusivo à estas Yslas, y a el Asia, de su Navio nombrado **la Prurissima Concepcion (alias) el Rey Carlos**, que con destino al Puerto del Callao de Lima, y el de Cavite en Manila, di la vela del de Cadiz en 18 de Octubre ultimo, unido con los nombrados de Guerra Fragata **Santa Leocadia**, y Corvetas **Atrevida**, y **Descubierta** que iban con destino à Montevideo donde fondearon à los 50 dias, cuyos Buques por Orden Superior tenian la de comboyarme hasta doblar las Yslas de Canarias, la qual verificaron, haviendose separado aqui dichos 3 Buques, seguí para el mio del Callao de Lima en el que di fondo el 9 de Abril; se descargò, y lebè el 8 de Mayo, no dejando otra novedad que la de haverse apresado en sus mares 4 Fragatitas Ynglesas que estavan en la Pesca de Ballenas, y la de no haver llegado de España noticias posteriores a las recibidas por la correspondencia que conducia este Navio.*

*En el anterior mes a mi salida de Cadiz lo efectuò para el de Cartajena de Lebante una Esquadra compuesta de 17 Navios, 9 fragatas, y otros Buques menores al mando del Señor Langara, a cuya vista en dicho Puerto se debian reunir 10 Navios mas. En esta travesia dieron caza à 5 Navios Yngleses los quales entraron en Gibraltar, y solo apresaria una Urca que hacia de Hospital, la qual mando à Cadiz. Dichas fuerzas navales (segun se decia) devian pasar à Tolòn à reunirse con 20 Navios franaceses, y de aqui dirigirse a la Corzega, à desalojar de ella a los Yngleses, ignoro el exito.*

*Acompaño à esta un tanto del R. Decreto de S.M. de la Declaracion de Guerra publicada en Madrid en 8 de Octubre para que sirva à V. de noticia, si ya no la ha recibido por otra via.*

*Una Division de 3 de Navios, y 2 Fragatas que al mando del Gefe de Esquadra Don Ygnacio de Alava saliò de Cadiz a la fecha de un año antes de mi salida, y llevo a Lima, se hizo a la Vela de este Puerto à principios de Octubre ultimo, y segun inferencias deve haverse dirigido à estas mares de Manila, si V. tiene alguna noccion de su paradero espero de su favor me lo participe como asi mismo todas las noticias que sepa atento de si en estas mares ò en las inmediaciones de Cavite tienen los enemigos interceptada con bageles de Guerra la entrada, y salida de aquel Puerto para que me sirva de gobierno; pues conduciendo este Buque de cuenta de S.M. barios efectos como son Bulas, Papel sellado, 200 sables, y 6,000 fusiles, cuyas armas ès mui verosimil sea un socorro de mucha consideracion en las actuales circunstancias. Asi mismo se servira U. orientarme de si por el Rey, o por la Real Compañia de Filipinas existe Practico a la entrada del Estrecho de San Bernardino, ò en las Yslas del Gobierno de U. que sea responsable para conducir à Cavite los Buques que navegan por esta via, pues apesar de halarse adelantada la Monzon para llegar en ella a mi destino hare toda diligencia, y aprovecharé todo momento faborable para la consecucion del deseo que me acompaña à entregar dichas armas sin demora en aquella Capital.*

*Ote [sic] celebrado esta ocasion ... la que ... de ofrecerme con fina voluntad à la disposicion de U. deseando ocasiones en que poder manifestarle mi afecto, con el que pido à Dios guarde la vida de U. muchos años.*

*Abordo del Navio **Rey Carlos** a la Vela oy 31 de Julio de 1797.*

*B.L.M. de V. su mas atento seguro servidor,*

*Mateo de Oyarvide*

[Declaration of War of Spains against England]

**Real Decreto**

*S.M. ha espedido a todos sus Consejos un Decreto en los terminos del siguiente dirigido al de Guerra.*

*“Uno de los principales motivos que me determinaron à concluir la paz con la Republica Francesa, luego que su gobierno empezó à tomar una forma regular y solida, fué la conducta que la Ynglaterra havia observado conmigo durante todo el tiempo de la guerra y la justa desconfianza que devia inspirarme para lo sucesivo la experiencia de su mala fé. Esta se manifestó desde el momento mas critico de la primera campaña*

*en el modo con que el Almirante Hood trató à mi esquadra en Tolon, donde solo atendió a destruir quanto no podia llevar consigo, y en la ocupacion que hizo poco ... cuya expedicion ocultò el mismo Almirante con la mayor reserva à Don Juan de Làngara quando estuvieron juntos en Tolon. La demostro despues el Ministerio Yngles con su silencio en todas las negociaciones con otras Potencias, especialmente en el tratado que formó en 19 de Noviembre de 1794 con los Estados Unidos de America, sin respeto ò consideracion alguna a mis derechos, que le heran bien conocidos. La note tambien en su repugnancia à adoptar los planes ó ideas que podian acelerar el fin de la guerra; y en la respuesta vaga que dio Milord Grenville a mi Embaxador Marques del Campo quando le pidio socorros para continuarla. Acabó de confirmarme en el mismo concepto la injusticia con que se apropio de rico cargamento de la represa del Nabio español el **Santiago ò Àquiles**, que devia haver restituido, segun lo combenido entre mi primer Secretario de Estado y del Despacho Principe de la Paz, y el Lord St. Helen, Embaxador de S.M. Britanica; y la detencion de los efectos navales que venian para los departamentos de mi Marina à bordo de buques Holandeses, diferiendo siempre su remesa con nuevos pretextos y dificultades. Y finalmente no me dejaron duda de la mala fe con que procedia la Ynglaterra las frequentes y fingidas arribadas à las costas del Peru y Chile para hacer el contrabando, y reconocer aquellos terrenos bajo la apariencia de la pesca de la ballena, cuyo privilegio alegaron por el combenio de Nootka.*

*Tales fueron los procederes del Ministerio Yngles para acreditar la amistad, buena correspondencia ò intifmidad?] ... que havia ofrecido en la campaña en todas las operaciones de la guerra por el Convenio de 25 de Mayo de 1793. Despues de ajustada mi paz con la Republica Francesa no solo he debido los mas fundados motivos para suponer a la Ynglaterra intenciones de atacar mis posesiones de America, sino que he recibido agrabios directos, que me han confirmado la resolucion formada por aquel Ministerio de obligarme à adoptar un partido contrario al vien de la humanidad destrozada con la sangrienta que aniquila la Europa, y opuesto á los sinceros deseos que lo he manifestado en repetidas ocasiones de que terminase sus estragos por medio de la paz, ofreciendole mis oficios para acelerar su conclusion. En efecto ha patentizado la Ynglaterra sus miras contra mis dominios en las grandes expediciones y armamentos enviados a las ... en parte contra San Domingo afin de impedir su entrada a la Francia como demuestran las declaraciones de los Generales Yngleses en aquellas islas[,] en establecimiento de sus compañías de comercio formados en la America septentrional a las orillas del rio Misouri con animo de penetrar por aquellas regiones hasta el mar del Sur: y ultimamente en la conquista que acaba de hacer en el continente de la America meridional de la colonia y rio Demerara, pertenecientes a los Holandeses, cuya ventajosa situacion les proporciona la ocupacion de otros importantes puntos. Pero son aun mas hostiles y claras las que han manifestado en los repetidos insultos a mi bandera, y en las violencias cometidas en el Mediterraneo por sus fragatas ... de varios buques Españoles las reclutas de mis exercitos que venian de Genova a Barcelona; en las piraterias y vexaciones que los corsarios Corsos y Anglo Corsos, protexidos por el gobierno Yngles de la isla destruyen el comercio Español en el Mediterraneo hasta dentro de*

*las ensenadas de la costa de Cataluña; y en las detenciones de varios buques Españoles cargados de propiedades Españoles, conducidos a los puertos de Ynglaterra, baxo los mas frivolos pretextos con especialidad en el embargo del rico cargamento de la fragata Española la **Minerva**, executando con ultraxe del pabellon Español, y detenido aun apesar de haberse presentado en tribunal competente los documentos mas autenticos que demuestran ser dicho cargamento propiedad de Españoles. No ha sido ... atentado echo al caracter de mi Embaxador Don Simon de las Casas por uno de los tribunales de Londres, que decreto su arresto, fundado en la demanda de una cantidad muy corta que reclamava un patron de barco. Y por ultimo han llegado ha ser intolerables las violaciones enormes del territorio Español en las costas de Alicante y Galicia por los bergantines de la Marina Real Ynglesa el **Camaleon** y el **Bingeroo**; y aun mas escandalosa e insolente la ocurrida en la isla de Trinidad de barlovento, donde el Capitan de la fragata de guerra **Alarma** Don Jorge Vaughan desembarco con bandera desplegada y tambor batiente a la cabeza de toda su tripulacion armada para atacar a los Franceses y vengarse de la injuria que decia haver sufrido, turvando con un proceder tan ofensivo de mi soberania la ... habitantes de aquella isla con tan reiterados e inauditos insultos ha repetido al mundo aquella nacion ambiciosaf,] los exemplos de que no reconoce mas ley que la del engrandecimiento de su comercio por medio de un despotismo universal en la mar; ha apurado los limites de mi moderacion y sufrimiento, y me obliga para sostener el decoro de mi Corona, y atender a la proteccion que devo a mis vasallos, a declarar la guerra al Rey de Ynglaterra, a sus Reynos, y subditos, y a mandar que se comuniquen a todas las partes de mis dominios las providencias y ordenes que corresponden y conduzcan a la defensa de ellas y de mis amados vasallos y a la ofensa del enemigo. Tendráse entendido y executarás asi en el consejo de Guerra en la parte que le toca.*

*En San Lorenzo à 7 de octubre de 1796 señalado de la ... Secretario del Consejo de Guerra.*

*El Sabado 8 del corriente se hizo la publicacion de la guerra en esta Corte segun la formula establecida.*

[Official announcement in Guam]

**Mandamiento dando noticia al Capitan del Campo y Alcaldes Administradores sobre la declaracion de la Guerra.**

*Señores Capitan de [Campo y] Alcaldes y Administradores de los Partidos de Agat, Umata, Ynarajan, Pago, y Santa Rosa.*

*Con el recalco à esta Ysla el treinta y uno del proximo pasado del Navio de la Real Compañia de Philipinas Titulado el **Rey Carlos**, me comunico su Comandante el Señor D. Mateo de Oyarvide dejava à nuestra España en Guerra con la Ynglaterra desde el ocho de Octubre de mil setecientos noventa y seis que se declaró en la Corte de Madrid: Lo que pongo en noticia de Vms. para que lo hagan saber à todos sus subditos y dupliquen el cuidado con que se evite toda sorpresa Enemiga; para lo que les Ordeno como necesario repasen la Ynstruccion firmada que les dí con fecha de diez y seis de Febre-*

*ro de mil setecientos noventa y seis para la defensa de nuestra Ysla en el caso de querer-la ... enemigos de la Real Corona, y pongan en execusion quanto en ella mando en llegando el caso, debolviendome este Ovedecido.*

*San Ygnacio de Agaña y Agosto 14 de 1796.*

*Manuel Muro*

### **Translation.**

#### **Year of 1797.**

Nº 46. Record of the proceedings as a result of this Government having received an advice from Don Mateo de Oyarvide, Commander of the Royal Philippine Company Ship **Rey Carlos** to the effect that our Spain was at war with England.

By His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies, and Military and Political Governor of these Mariana Islands.

Encl. 12. File copy.

#### **Letter of advice from Don Mateo de Oyarvide, Commander of the Ship Rey Carlos.**

My dear Sir:

The Directors of the Royal Philippine Company, who have the exclusive right to trade with said Islands and with Asia, have put me in command of their ship named **La Purísima Concepción, alias Rey Carlos**. We sailed from Cadiz on 18 October last, bound to Callao, the port of Lima, and to Cavite, the port of Manila, in company with three warships, the Frigate **Santa Leocadia** and the Corvettes **Atrevida** and **Descubierta** that were then bound to Montevideo, where they anchored after 50 days. The latter ships had orders to keep me company until we had passed the Canary Islands, which we did. We parted here with those three ships and I followed my way to Callao of Lima, in which I anchored on 9 April. After unloading [merchandise], I set sail on 8 May, carrying no other news that four small English frigates, that were fishing for whales in those seas, have been captured, and that no other news [of the war], besides those received through the correspondence carried by my ship.

During the month previous to my departure from Cadiz, there was a squadron that left the same port to go to Cartagena on the east coast; it consisted of 17 ships [of the line], 9 frigates, and other smaller ships, under the command of Mr. Lángara. Ten more ships were to join his squadron before Cartagena. During this crossing, he chased after 5 English ships but the latter sought refuge in Gibraltar; he only captured one store-ship that was being used as a hospital ship, which he sent to Cadiz. Said naval forces (according to rumors) were going to Toulon where they would join up with 20 French ships, and then they would all go to Corsica and dislodge the English from there. I do not know the outcome.

I enclose a copy of the Royal Decree of H.M. declaring war and published in Madrid on 8 October, for your information, in case you did not yet receive it by some other way.



One division of 3 ships and 2 frigates, under the command of Squadron Leader Don Ignacio de Alava, left Cadiz exactly one year before my departure, and arrived at Lima, then they left that port at the beginning of October last, and as I understand it, they were supposed to have sailed through these seas headed for Manila. If you have any knowledge of their whereabouts, I hope that you will do me the favor of letting me know about it, and about any other news of the enemies' presence in these seas or in the vicinity of Manila, where they might have blockaded the entrance of that port. I could make good use of this information; indeed, my ship is carrying many things belonging to H.M., such as Papal bulls, sealed paper, 200 sabres, and 6,000 rifles. It is very probably that such weapons would be of great importance under the actual circumstances. In addition, you would do me another favor by telling me if you know whether the King or the Royal Philippine Co. have any coastal pilot stationed at the entrance to the Strait of San Bernardino, or in the Islands under your jurisdiction, one who could guide the ships that come this way all the way to Cavite; indeed, although the monsoon season is advanced, I intend to do all the efforts necessary to try and reach Cavite and not to lose one favorable moment to achieve my desire to deliver said weapons to that capital without delay.

I welcome this opportunity to offer my services to you and to show you my affection on any other occasion. There remains for me to wish that God may save your life for many years.

Aboard the Ship **Rey Carlos** under sail, today 31 July 1797.

Mateo de Oyarvide

### **[Declaration of war of Spain against England]**

#### **Royal Decree.**

H.M. has despatched a Decree to all his Councils in terms similar to those used in the version sent to his War Council, which is as follows:

“One of the main reasons why I decided to conclude a peace treaty with the French Republic, after her government began to assume a regular and solid form, was the conduct of England had observed towards me during the whole time that the war lasted and the just mistrust that it had to inspire in me in future the experience of their bad faith. This became manifest right from the most critical moment of the first campaign by the manner in which Admiral Hood treated my squadron at Toulon, where he was only intent on destroying whatever he could not seize for himself, and in the occupation that he made a little ... The same Admiral kept this expedition a secret from Don Juan de Lángara when they were together at Toulon. The English Minister showed it as well by keeping silent about it during all his negotiations with foreign powers, specially in the treaty which he made on 19 November 1794 with the United States of America, without any respect or consideration for my rights that were very well known to him. I also noted it in his repugnance to adopt the plans or ideas that might have accelerated the end of the war, and in the vague answer that Lord Grenville gave to my Ambassador the Marquis of Campo when he asked him for help to continue it. However, the

last straw was the injustice made when the Spanish ship **Santiago** or **Águiles** was retaken and her rich cargo stolen; this ship was supposed to have been restituted, according to the agreement made between my First Secretary of State from the Office of the Prince of La Paz, and Lord St. Helen, the Ambassador of His British Majesty, and the retention of the naval effects that were coming to the departments of my Navy on board Dutch ships, by always postponing their remittal under new pretexts and difficulties. And finally England left me no more doubt as to her bad faith when her ships kept on making frequent and faked arrivals in distress at the coasts of Peru and Chile to carry on contraband activities, and reconnoiter those lands under the appearance of fishing for whales, although they alleged that they could do so under the terms of the Nootka Convention.

Such were the proceedings used by the English Ministry to accreditate the friendship, good relations or inti[mity?] that he had offered during the campaign and all the operations of the war in accordance with the Convention of 25 May 1793. Once I had come to a peace treaty with the French Republic, I was not only confirmed in my thinking that I had good reasons to suppose that England intended to attack my American possessions, but also I received direct insults that have confirmed the decision taken by that Ministry to force me to adopt a view contrary to the welfare of the humanity that is being destroyed in the blood bath that is annihilating Europe, and opposed to the sincere desires that I have shown on repeated occasions when I urged them to stop their depra-dations through peace. and I offered my services to accelerate such a conclusion. In effect, England has demonstrated that she covets my dominions by sending large and armed expeditions to the ... [West Indies] partly against San Domingo to prevent France from making her entry there, as shown by the declarations of the English Generals in those Islands[,] by establishing their trade posts in North America along the Missouri River with the intention of penetrating through those regions as far as the South Sea; and finally by the conquest that she has just made on the South American continent of the colony belonging to the Dutch at the Demerara River,<sup>1</sup> whose advantageous position they want to take advantage of to occupy other important points. However, they have shown themselves even more hostile and clearly so, by their repeated insults to my flag, and in the violent attacks made by their frigates upon various Spanish ships that were coming from Genoa to Barcelona and carrying recruits of my armies; by piracies and vexations carried out by corsairs from Corsica and Anglo-Cosicans, protected by the English government of the Island, destroying the Spanish trade in the Mediterranean, even inside the coves along the coast of Cataluña; and in the detentions of various Spanish ships loaded with Spanish properties, being delivered to English ports, under the most frivolous pretexts, specially the embargo on the rich cargo of the Spanish Frigate **Minerva**, carrying it out with offense towards the Spanish flag, and detaining it even after most authentic documents proving Spanish ownership of said cargo had been presented to a competent tribunal. Not negligible was the contempt shown to

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1 Ed. note: This river flows by Georgetown, in the former British Guiana.

the character of my Ambassador, Don Simón de las Casas, by one of the tribunals of London that decreed his arrest, based on a small sum claimed against him by the owner of a ship. And finally the incursions into and huge violations of Spanish territory that have occurred on the coast of Alicante and Galicia by the Royal English Navy Brigs named **Camelion** and **Bingeroo**; and even more scandalous and insolent was what happened at the Island of Trinidad in the Windward Islands, where the Captain of the war Frigate **Alarm**, Mr. George Vaughan, disembarked with flag flying and drums beating at the head of his whole crew under arms to attack the French, to take revenge for the damage that they said they had suffered, thus disturbing with such an offensive proceeding against my sovereignty the [peace of the] inhabitants of that Island, another example of the reiterated and unusual insults that this ambitious nation has perpetrated repeatedly; such examples show that it does not recognize any law other than the aggrandizement of its trade by means of a universal despotism in the high seas; this has exceeded the limits of my moderation and suffering, and I am obliged, in order to maintain the decorum of my Crown and give the protection that my vassals deserve, to declare war to the King of England, to his Kingdoms, and subjects, and to order that the appropriate measures and orders for their defence and that of my beloved vassals, and for offence against the enemy, be communicated to all the parts of my dominions. The War Council is to take note and apply the measures that correspond to it.

Made at San Lorenzo, on the 7th of October 1796.

Countersigned by the Secreteriat of the War Council.

On Saturday, the 8th of the current month, it was published in this City according to the established procedure.

**[Official announcement in Guam]**

**Order informing the City Mayor and the Mayors and Administrators regarding de declaration of war.**

Gentlemen the City Mayor and the Mayurs and Administrators of the Districts of Agat, Umatac, Inarajan, Pago and Santa Rosa.

By the visit to this Island on the 31st of last month of the Royal Philippine Company Ship named **Rey Carlos**, her Commander, Don Mateo de Oyarvide, has informed me of the state of war between our Spain and England as of 8 October 1796 when it was declared in the City of Madrid. I inform Your Graces of this, for you to inform all of your subjects and to urge them to be ready to avoid any surprise on the part of the Enemy. To this effect, I order you to repeat the necessary review that I ordered you to make in my Instruction dated 16 February 1796 for the defence of our Island, should the enemies of the Royal Crown make an attempt against it, and you are to carry out

everything I ordered you to do in it, should it become necessary, and you are to send back the present to me, marked Obeyed.

San Ignacio of Agaña, 14 August 1796.

Manuel Muro<sup>1</sup>

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<sup>1</sup> Ed. note: This order was acknowledged by Juan Francisco Raxis de Torres in Agaña, by Joseph de Leon Guerrero in Agat, by Leopardo Arceo in Umata, by Gaspar Pangilinan in Ynarajan, Luis de Torres in Pago, and Marcos de Rivera in Santa Rosa.

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## Note 1797B

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### The Ceres, Captain Hedley

#### B1. No island seen during the crossing of 1796

*Source: Log 215I, India Office.*

*Note: This ship went from London to NSW and towards China in 1796, and back to NSW in 1797 when Sonsorrol was supposedly sighted. The 1796 log is very concise, as follows:*

...

Friday 15th April 1796

Fresh gales and cloudy with rain all this [sic] 24 hours. At Noon, Lat. 1°45' North, Long. 149°34' [E].

[That year, no island are mentioned; however, the track was as follows:]

[Sat. 16 Apr. 2°12' N 145°35' E]

[Sun. 17 Apr. 3°12' N 147°12' E]

[Mon. 18 Apr. 4°6' N 145°50' E]

[Tue. 19 Apr. 5°32' N 143°39' E]

[Wed. 20 Apr. 6°43' N 141°49' E]

[Thu. 21 Apr. 7°16' N 140°20' E]

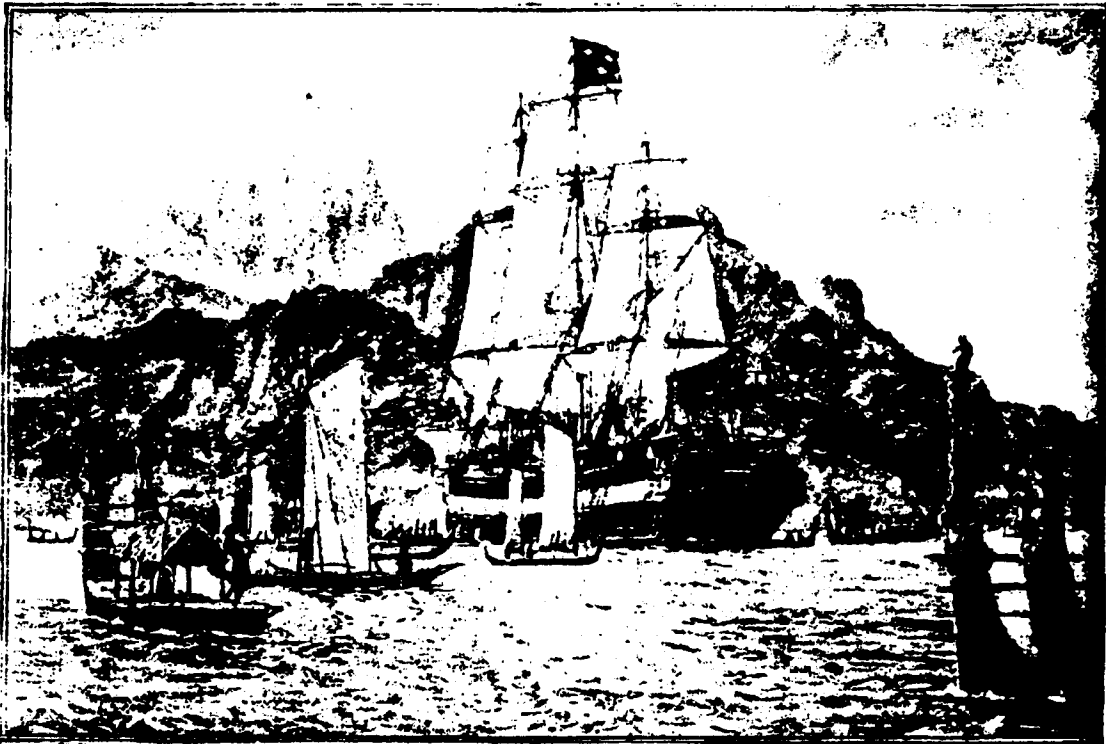
[Fri. 22 Apr. 8°4' N 137°40' E]

[Sat. 23 Apr. 9°12' N 136°00' E]

[Sun. 24 Apr. 10°15' N 133°43' E]

[Mon. 25 Apr. 11°45' N 131°33' E]

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**The LMS ship Duff upon arrival at Tahiti in 1797. (From Basil Mathews' *Ships of Peace*, London, 1919).**

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## Documents 1797C

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# The missionary ship *Duff*, Captain Wilson, discovered Woleai and other Caroline Islands, and visited Palau in November 1797

### Introductory note.

While going from Tahiti and China, Captain James Wilson in the missionary ship *Duff* discovered, in October 1797, the Caroline Islands of Satawal, Lamotrek, Elato, Ifaluk, and Woleai, then he visited Palau. An analysis of the newly-discovered islands was made by Andrew Sharp, in his book "Discovery of the Pacific Islands."

According to Basil Joseph Mathews, in his book "Ships of Peace," the ship *Duff* was the first missionary ship owned by the London Missionary Society in the Pacific. It cost 9,800 pounds sterling for purchase and stores. Her first voyage lasted from 10 August 1796 to 11 July 1798, during which she took the first Protestant missionaries to Tahiti. She traded in tea during the homebound trip and earned 4,100 pounds. On her second voyage she was captured by a French privateer, on 19 February 1799, before being delivered by a Portuguese vessel.

### C1. The journal of Captain James Wilson

*Source: Captain James Wilson. A Missionary Voyage to the Southern Pacific Ocean, performed in the years 1796, 1797, 1798, in the Ship Duff, commanded by Captain James Wilson. Compiled from journals of the officers and the missionaries, and illustrated with Maps, Charts, and Views, Drawn by Mr. William Wilson... (London, Chapman, 1799).*

...

#### [Satawal Island]

On the 25th [October 1797] we came in sight of a low island bearing W. by N. and presently perceived some canoes coming towards us. About nine A.M. one came alongside without the least fear or hesitation; by which free behaviour we judged that they had been acquainted with Europeans before; and their frequent mention of "Capitaine" confirmed this conjecture. These first were followed by several more, who exchanged their fishing-hooks (made of shells) and lines, and koir rope, &c. for any thing that was given them; and when several of them were admitted on board, they, for a considerable time, shewed no inclination to steal. However, those in the canoes gave us reason to alter the good opinion we had formed of them, by stealing the rudder rings; a thing

which the skilful Friendly [i.e. Tongan] islanders had attempted in vain: and besides this, one fellow was caught handing a pump-spear into his canoe. As we had been accustomed to such matters, we only drove them off the decks for these first depredations; but while we sat at dinner in the cabin, we heard them at work trying to knock off the bolt-head of the rudder rings: upon which the captain fired some small shot among them, which made them instantly sheer off. Just at this time William Tucker and John Connelly were discovered swimming close under the stern, with a view to make their escape to the canoes, and by their skulking appeared afraid of being fired at likewise; but the captain, enraged at the former for his ingratitude and deceit, and willing to part with the latter, told them, that if they chose to go they might, for he would not fire at them. Connelly answered, "Thank you, Sir;" and they both swam to the canoes, and were received by the savages with great shoutings. Soon after, a breeze springing up from the N.E. we resumed our course, and left them behind. Connelly we had brought by force from Tongataboo for threatening the missionaries. During his stay on board he had conducted himself quietly, and being put on the ship's books as an ordinary seaman, seemed to be content in his situation, till this last action proved his hypocrisy. The same might be said of Tucker, who being also reinstated, had often said that he was happy that he had been taken again after running from the ship at Otaheite; and perhaps he spoke his sentiments, as there was reason to believe that Connelly had persuaded him to this last resolution. If Connelly was really a Botany bay convict (as we have since heard), we may suppose him to have been actuated by two motives, the fear of work, and the fear of punishment if caught in England; and as for Tucker, his conduct had long made it evident that he was under the absolute rule of his sensual passions; which is the more to be lamented for the sake of an excellent mother, of whom he was the only son. This spot, on which they have chosen to pass their days, is but a small island on the bosom of the deep, being not more than two or three miles in circumference, and where the comforts and necessaries of life seem so scarce, that we had reason to think their whole subsistence consisted only of fish and roots, cocoa-nut, and perhaps the bread-fruit.

The natives are not a stout race; their complexion is a dark copper; their dispositions lively. We saw no women. Their canoes differ from all we had met before, being raised high at each end, and painted red: they have outriggers, and sail either end foremost. Their sails are made nearly in the same manner as the single sailing canoes of the Friendly Islands. The latitude of the island is 7°22' N. and longitude 146°48' E. We named it from the runaway, *Tucker's island*.<sup>1</sup>

With light airs of wind from the N.E. we proceeded on our course to the westward, leaving Tucker and his companion to reflect upon the unhappy choice they had made; a choice, to all appearance, so replete with wretchedness, that we did not imagine a third person could be found willing to follow their example: but such is the prevalence of

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1 Ed. note: William Tucker was the first recorded beachcomber at Satawal, exact position 7°22' N and 147°02' E. Capt. Wilson's longitude was only 15 minutes off.



habit, and the enervating influence of idleness over the mind, that Andrew Cornelius Lind came to the captain, and begged earnestly to be set on shore upon the next island we should discover. To this request not only consent was given, but likewise a promise to let him have a selection of useful articles wherewith to benefit the natives, and the better to introduce and give him importance among them.

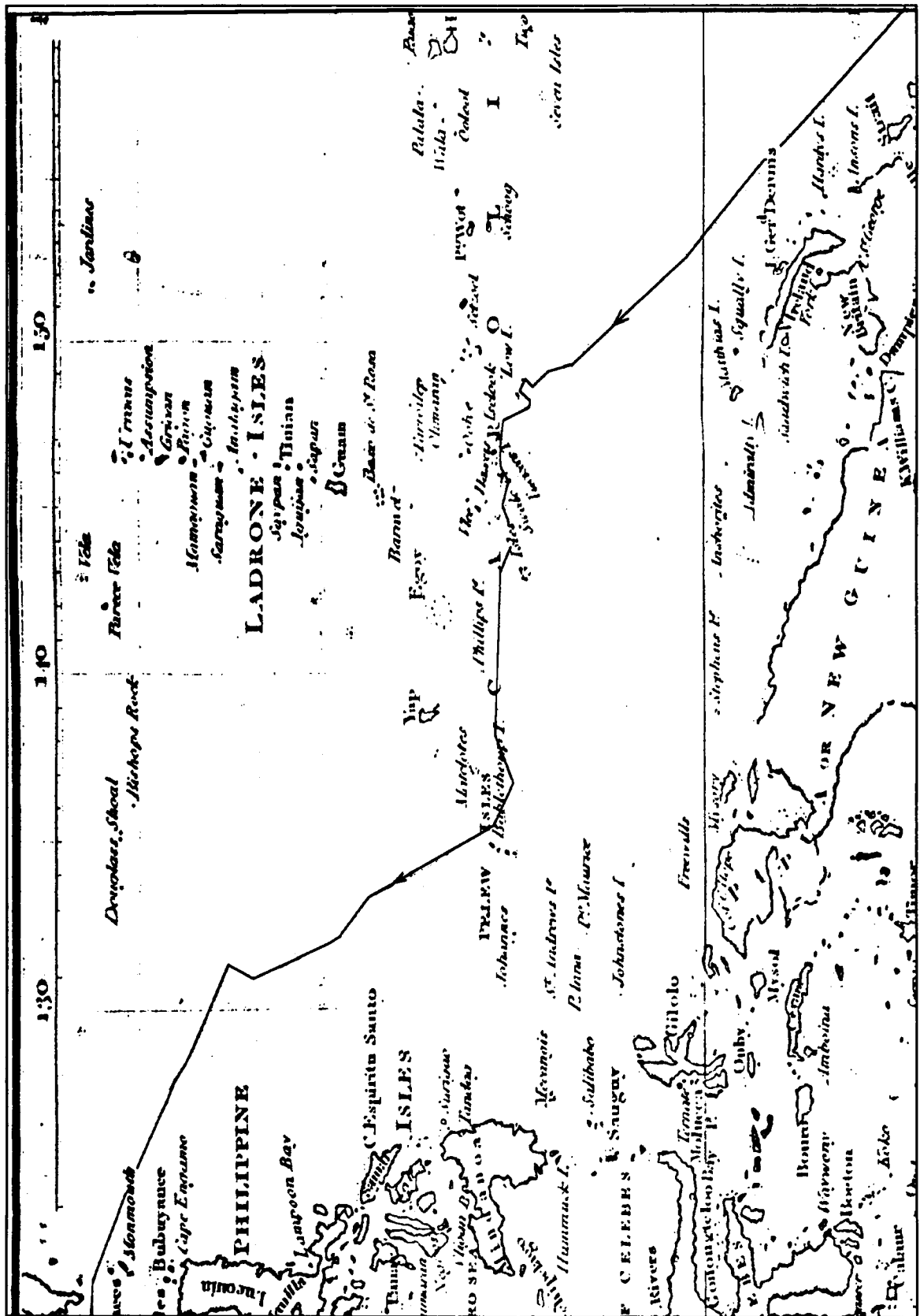
**[Lamotrek-Elato group]**

26th. When we had got about ten leagues farther westward, at midnight we saw another island bearing N. and at four A.M. saw two more to the N.W. and as the day broke shortly after, we counted six of these low islands, the extreme points bearing from N.W. by N. to N.E. by E.: for the most southerly of these we steered, and soon had a great number of canoes about the ship, into one of which Andrew, after taking leave of his shipmates, went, and was received with joy by the savages.<sup>1</sup> The canoe that took him in soon put off, and, as they paddled away, he stood up and waved his hand, seemingly more elated than depressed by his change of situation. The indolent life he had led at Otaheite, the unobstructed case with which all his sensual appetites had been gratified there, with his aversion to labour, and the prospect of its necessity, which a return to Europe held up to his view, strongly urged him to prefer a lazy savage life upon these unpromising islands to his native Sweden, which he knew to have advantages only for the industrious. The following are the articles which the captain gave him: viz. two hand-saws, two hatchets, one hammer, ten looking-glasses, eighteen knives, three hundred deck nails, two razors, and some trifles besides; these, with what he had of his own, particularly a bible, will, no doubt, make him an acquisition to the natives, and may likewise be the means of rendering service to the other two, whom it was our opinion he would endeavour to join. The natives of this group, their canoes, implements, and eagerness for iron, &c. were exactly the same as at Tucker's island. The afternoon set in gloomy and rainy, which nevertheless was not a hindrance to the canoes, many of which followed us quite out of sight of their own island; and as we observed them haul to the northward in a squall, we concluded that they meant to go to some place in that quarter.

**[Ifaluk Atoll]**

27th. About ten A.M. we came in sight of another low island, bearing S.W. and as we altered our course to go to the southward of it, when west of us it shewed like two distinct islands, lying near each other:<sup>2</sup> here also many of the natives came off, and trafficked, as the others had done. One thing we had observed as peculiar and remarkable, that hitherto in our range among these islands no females had appeared; whence we concluded the men either more jealous than their eastern neighbours, or as placing a

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- 1 Ed. note: These six islands belonged to two separate atolls close together, Lamotrek and Elato, which were then baptized Swede's Islands. The southernmost islet of Elato, where the Swede sailor jumped ship, is named Falipi; its position is 7°27' N and 146°9' E.
  - 2 Ed. note: This was Ifaluk, located approximately at 7°15' N and 144°27' E.



(Facing page:) **Track of the missionary ship Duff across the NW Pacific.** *She discovered Tucker's I. [Satawal], Lamotrek-Elato [Swede's Is.], Ifaluk, and 13 Islands [Woleai], and visited Palau, almost coming to grief near the latter islands, by fire and by running aground on Velasco Reef. It appears, from the evidence provided by this chart that they gave the name of Haveis to Ifaluk; Dr. Haveis was one of the Directors of the London Missionary Society (see C2 below).*

higher value on their women; or, perhaps, they had at some period suffered in defending them from licentious visitors. The latitude of these sister islands is 7°14' N. longitude 144°50' E. At four P.M. the latter bore E. by N. two leagues. Just before dark we saw another island to the W.N.W. distant three or four leagues; and steering to go to the southward of it, the better to avoid any danger that might lie in the way, at midnight it bore N.N.E.

#### [Woleai Atoll]

About four A.M. on the 28th, we discovered other islands, and by means of our night-glass could discern the extremes from W.N.W. to N. by W. About this time it fell calm, which continued; and at daybreak we counted six, which might, from their size, merit the name of islands; and seven islets, or kayes; to the whole of which we gave the name of the Thirteen islands.<sup>1</sup> At the distance of one league their extremes bore from N.W. 1/2 W. to N.1/2E. by which their extent may be estimated. The latitude of the souther part of them is 7°16' N. longitude 144°30' E. About sixty canoes came off at first, and afterwards some of our people counted one hundred and fifty in sight, each of which, on an average, contained seven men, which is one thousand and fifty; and if we add half as many left on shore, and double that number for the women and children, the populatin of this group alone will amount to three thousand one hundred and fifty souls, which, according to the appearance of the islands, must often be pinched for food. Here, for the first time, we got a sight of their women, who, to the number of a dozen or more, came off in three canoes: in two they were accompanied by the men; the thrid was occupied by young women only. For a considerable time they kept aloof, whilst their own men seemed to eye them with attention; but observing that we did not regard them with any particular notice, they were suffered to approach within a few yards of the ship, which, as well as ourselves, they appeared to survey with delight. Some of them were well featured, having neither very thick lips nor broad faces, though inclining to both.<sup>2</sup> Their hair is black and long. In complexion they differ from the men by a sickly kind of whitishness that is mixed with the natural olive. As we saw them almost naked, their greatest ornament and highest praise was the decency and modesty of their behaviour. The greater number of the men were naked also: some had a sash mat wrapped round their middle; others added an ornamental belt round their body,

1 Ed. note: They correspond to Woleai, the center of whose lagoon lies in 7°21' N and 142°52' E.

2 Ed. note: The grand-parents of some of these people had visited Guam in the 1720s.

near the navel: these belts are about an inch broad, composed of bits of black and white shells, bored and strung after the manner of beads. Some of them wore a broad conical hat, in form not much unlike that of the Chinese. These islands seemed alike in every respect, no one appearing to afford greater natural advantages than the other, except where the groups derive some enjoyments from neighbourhood; and perhaps more extensive shoals and smooth water afford a covert where the fish may shelter from the storm. Thus they may find greater resources than on the island that is solitary. However, with respect to articles of exchange, they appeared to be equally stored: of these the staple is koir rope, thirty fathom of which we could purchase for a piece of an old iron hoop six inches long: this rope is in general about an inch thick, and equal, if not superior, in strength to our hemp-made ropes. As they every where expressed the most eager desire for iron, at the above price we might, by delaying a few hours at each island, have almost filled the ship with it, and would certainly have done it, had we known what we have since learnt, that it will frequently fetch a good price in China. Their fishing-tackle differs little from what we had seen in the eastern islands; but their matting was striking and curious, being wove and made in the form of a Spanish sash, with a fancy border at each end, wrought in with black threads. The natural colour of these sashes is white; but many of them are dyed of a beautiful yellow with turmeric. It is impossible to behold those neat-wrought sashes, and their rude manufacturers at the same time, without wondering, and wishing to know how they came by the art. It is not improbable that they might have been taught by the Jesuit missionaries; two of whom were sent by the Spanish government from Manilla in the year 1710; but as the ship that took them thither was driven away by the currents, the Jesuits were never heard of more: however, others were sent, who continued their efforts a few years, till having informed themselves of the general poverty of the islands, and certain that they never could be of value to the Spanish monarchy, they quitted them, and since that time (about 1720) they have been totally neglected.<sup>1</sup> This makes it the more worthy of remark, that through so long a period this useful art should still be retained; and while it reflects credit upon their original teachers, is an encouragement to our missionaries to endeavour all in their power to introduce the mechanic arts, as it proves that their labour will not be in vain. Turtle is among the articles of their subsistence, as we purchased one of about twenty pounds weight for a piece of iron hoop about two feet long.

They manage their canoes with great dexterity, and go from island to island apparently without fear; from which free intercourse, and having no weapon, except a sling, among them, we concluded they had but few wars. Their language differs much from

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1 Ed. note: The English, including their Protestant missionaries, had such a prejudicial view of Catholic missionaries, refusing to admit that the Spanish could have had, at least, as much missionary zeal as themselves.

all that we had heard before; and except a few words, as **looloo** (iron),<sup>1</sup> capitaine, &c. we understood but little of what they spoke. Their numerals are as follow:

English.	Carolinas.	Pelew Islands. <sup>2</sup>
One	Iota [now Eet]	Tong
Two	Rua [i.e. Ruwa]	Oroo
Three	Toloo [now Eel]	Othey
Four	Tia [now Faal]	Oang
Five	Leema [i.e. Lima]	Aeem
Six	Honoo [now Ool]	Malong
Seven	Fizoo [i.e. Fisū]	Oweth
Eight	Warrow [i.e. Waal]	Tei
Nine	Heevo [i.e. Tiwa]	Etew
Ten	Segga [i.e. Seig]	Mackoth.

We now, as it proved, had taken our leave of the Carolinas, for after the Thirteen islands we saw no more of them. To visit the Pelews being our next object, we accordingly shaped our course thither, but had rather a tedious passage of nine days, owing to light and variable winds.

November 5th. We observed in latitude 7°25' N.; and at sunset, being about two leagues more to the northward, we thought that we saw land in the south-west quarter, but could not be certain of this by reason of the dull gloomy weather which at that time prevailed: however, as we judged ourselves to be at no great distance from the islands, we shortened sail, and tacked to the S.E. The ship now having to contend with a head sea, pitched to such a degree, that the fore-topsail yard broke in the slings: as this was of consequence in our present situation, it was immediately sent down, and replaced by a spare cross-jack yard, until a proper one could be made.

#### [Palau Islands]

During the night we had squally and rainy weather, which lasted until near eight A.M. on the 6th, when it became more settled, and we got sight of the land, bearing W.S.W. distant ten or eleven leagues. As we were steering towards it, we were suddenly alarmed by the cook's cabouse catching fire: every man instantly exerted himself to extinguish it; and happily this was soon effected; though, had not the foresail and rigging been wet with rain, the flame blazed so fiercely, that it is probable the ship might have been burnt down to the water's edge. This fire was occasioned by the cook melting his fat in a careless way.

At noon we observed in latitude 7°31' N. the extremes of the land bearing from W. 40° N. to W. 25° S. distance about eight leagues. With a brisk gale from the southward

1 Ed. note: The Carolinian word *luulug* still refers to an iron nail.

2 Ed. note: The numbers in the Palauan language are copied from George Keate's *An Account of the Pelew Islands*.

we continued our course until half past three P.M. when we were within two short miles of the reef which extends no great distance from the shore of the largest island, called Bablethoup, divided into several districts, each of which is governed by a separate chief, acknowledging the supreme authority of Abba Thulle. When we hove to, we were opposite to the southern part of the district of Artingall. Two hundred persons, or more, were collected upon the beach, and presently about a dozen canoes were seen upon the water, some of which were under sail, and others paddling; but as the weather at this time wore a most gloomy aspect, three of them only came far enough off to get alongside. The natives in these had a piece of white cloth tied upon a stick, which they waved as they drew near; an emblem, as we supposed, of peace. They approached without fear or the least hesitation, and spoke to us as to a people with whom they had been long acquainted; but their language was quite unintelligible; nor could we, even with the help of Captain Henry Wilson's vocabulary, make them understand one word, except a few of their proper names; they however kept talking very fast, accompanying their words with violent and sudden gestures of the hands and body, expressive of their eager desire for us to anchor at a place to the north-west, towards which they pointed; and one of them, who we afterwards learnt was a rupack, with a clumsy bone on his wrist, came up the ship's side in great haste to enforce the request, and was followed by two more, who were equally solicitous; but all their entreaties, added to our intention to make some stay at this celebrated group, were of no avail, as we could see no place where it was probable that a ship could safely anchor, and we had not Lieutenant Macluer's chart on board to guide us. On our mentioning the name of Abba Thulle, they repeated it several times, saying, S'Thulle, S'Thulle, and pointed to the land. The name of Lee Boo was not spoken, for they talked so fast and so constantly, that we had scarce any opportunity to ask questions; and probably the weather, which now threatened a storm, kept him out of their minds. As their comrades in the canoes bawled loudly for those on board to rejoin them, the captain presented a few knives, looking-glasses, &c. when they hastily, though reluctantly, took their leave; but before they paddled off they were at some pains to shew their gratitude, by throwing upon our decks with difficulty a couple of cocoa-nuts, which was all they had: they then made for the shore. This was all the intercourse we had with the Pelew islanders, a circumstance much regretted by us, as it had all along been the captain's intention to stay here a few days, for the purpose of learning what we could of the inhabitants respecting the expediency of settling a mission among them; and to prepare the way for missionaries, by distributing some useful articles retained in the ship for the seand [sic] the Feejee people, from a hope of being favoured at both places with safe anchorage and friendly intercourse; but, for the present voyage, we concluded every thing of this nature at an end, and proceeded to make the best of our way to China, cherishing the hope of there receiving letters from our dear friends in England, to whom we now thought ourselves drawing near, though still at the distance of many thousand miles.

Soon after we bore away, and had shaped our course N. 1/4 E. we fell in with an extensive reef, trending N.E. about two leagues from the north end of Bablethoup, and

discerned three small islands lying further to the N. enclosed by the above reef.<sup>1</sup> When we had run nearly five leagues, the northernmost of the three bore S.W. by W. and at this time we reckoned ourselves past the north point of the reef; and though very dark, with constant rain, we continued our course for two leagues more, when we saw two other islands to the N.N.W. and at only a short distance from us, on which account we hauled to the eastward, and hove to till the moon should rise, which it did about eight o'clock, when we resumed our course, and afterwards fell in with no more dangers.<sup>2</sup>

If we admit the few which we saw of the Pelew islanders to be a specimen of the whole, they are, in our opinion, inferior in external appearance of the Marquesans, the Society [i.e. Tahiti] or Friendly [i.e. Tonga] islanders; they have not the stature and symmetry of the two first, and fall far short of the muscular, bold, and manly look of the latter. They approach the nearest to their neighbours, the Carolinians; for, like them, they are neither a stout nor handsome race. Among some customs which they seem to have in common at both places, is that of slitting the ear, through which some of them put vegetable ornaments, at least an inch thick. In tattooing at Pelew, their legs and thighs appear as if they had been dipped in a dye of blueish black, the same as at the Carolinas; but they mark their bodies also with figures, like fingers, or gloves. They appeared before us quite naked, without seeming conscious of shame, and shewed their kindness and hospitality by the earnest invitations they gave us to visit their habitations.

From November 7th, when we left the Pelew islands, till our arrival on the coast of China, nothing very interesting occurred. The winds were so unsettled, that we experienced hardly any thing like the N.E. monsoon, until within two or three days sail of the Bashees, the most southern of which we saw the evening of the 17th: they appeared to be very high, and distant about ten leagues. Having no chart on board upon the accuracy of which we could depend, we kept our wind for the night, stretching to the northward. At day-break, supposing that we could clear the northern rocks, we bore away west, and with a little alteration of our course, sailed close past the northernmost isle, which lies in the latitude of 21° N. longitude 122°6' E.

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## C2. The memoirs of Captain James Wilson

*Source: Captain James Wilson. Memoirs of Capt. James Wilson, containing an account of his enterprises and sufferings in India, his conversion to Christianity, his missionary voyage to the South Seas, and his peaceful and triumphant death. [Edited] by John Griffin (2nd ed., Portland, 1827).*

*Note: Captain Wilson worked mostly in the Tahiti area. He died in England on Friday, 12 August 1814, according to this book.*

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1 Ed. note: The Kossol Reef and the Kayangle Islands.

2 Ed. note: They probably only saw breakers shining in the dark, as these were but two shoals, the Velasco Reef and the Ngaruangl Reef.

## PART THIRD.

*Wilson offers himself for the missionary Voyage—goes to London and enters on the employment—the ship Duff is purchased and prepared for sea—Letters—Duff sails from London, August 10, 1796—arrives at Spithead—is visited by some of the Directors—Letter of Instructions—Duff sails from Portsmouth, Sept. 23d—Arrives at Rio de Janeiro, Nov. 12.—Notice of the Duff's safe arrival given at the General meeting in May 1798—Capt. Wilson's letter to Joseph Hardcastle, Esq. dated at Canton, in which is an interesting account of the voyage, and reception at the Islands. Kind and grateful letter of the Missionaries to Captain Wilson; he is ridiculed in China—soon obtains a cargo, and leaves China, Dec. 3, 1797—arrives at the Cape of Good Hope, March 17, 1798, and in the River Thames July 11, all well having been absent one year and nine months—a day of public thanksgiving observed by the friends of the mission—Dr. Haweis's Sermon—Letters of the Missionaries to the Directors—Letters of Pomarre—Letter from the Rev. Mr. Marsden.*

...

From thence [i.e. Tonga] we intended making the best of our way to the Pelews, but from variable winds and calms we did not reach them till the 7th of November, and then from the stormy appearance of the weather, we did not think it prudent to stay; after a little intercourse with the natives, therefore, we proceeded on our way to this port, with a view to send you intelligence, if possible, by the first ship.

...

**C3. The narrative of Rev. Smith, later in 1801**

*Source: Rev. William Smith. Journal of a voyage in the missionary ship Duff, to the Pacific Ocean in the years 1796, 7, 8, 9, 1800, 1, 2, etc. (New York, Collins, 1813).*

*Note: See also Doc. 1801B2.*

...

## CHAPTER IX.

*... Sail towards China.—Make the Ladrone Islands, and pass between Saypan and Tinian.—Great numbers of cattle.—Arrive at the Bashee Islands...*

...

Having so finished our foraging pursuits, we sailed in our course towards China, where we expected to arrive in time to join the homeward bound company's ships. After being absent from these islands about a week, three men were scraping the ship's side preparatory to painting, when the board on which they were at work broke in the middle, and let the center man into the sea; the alarm being immediately given, boards, chairs, hencoop, &c. were thrown to his assistance; he having caught a board, which supported him till he stripped himself, when he committed himself to the sea, and as the ship was thrown in the wind, he swam to her in safety; but from the vast numbers of sharks, and the distance he had to swim, his return was considered miraculous.

A few days after we made the Ladrone Islands, and passed between Saypan and Tinian; but as the wind was fair we made no stay, though the temptation was very great: the land was covered with luxuriant vegetation, and rising in gentle slopes from the shore to the middle of the islands, intermixed with valleys of an easy descent, which are beautifully diversified with the mutual encroachments of the woods and lawns; and covered with an immense number of cattle, all milk white, excepting their ears, which



are either brown or black; also a vast number of fowls, which are said to be easily caught, and plenty of wild hogs. In the woods are prodigious quantities of cocoa-nuts, guave, cabbage-trees, limes, sweet and sour oranges, and bread-fruit. The climate is healthful for the rains are not continual, but fall in constant refreshing showers. There are no streams; but the water of the wells and springs is extremely good. The principal inconvenience opposed to a settlement on these islands arises from the vast number of mosquitoes and other kinds of flies, besides ticks, which fasten upon the limbs and bodies of men, and bury their heads under the skin. The road [i.e. harbor] is inconvenient, and, in some seasons, there is little security for a ship at anchor. Long. 146° E., lat. 15° N.

Shortly after passing these islands, the weather became very unsettled, accompanied with frequent squalls and heavy rain, and the wind varying from the eastward, southward, and southwest, with lightning and dark clouds; the weather continued in this unsettled state till our arrival at the Bashee Islands.

...

**Other narratives that were probably integrated by William Wilson in C1 above:**

—The journal of Second Officer T. Godsell. Sources: AJCP, M reel, 1624; also ML Sydney, ms. 21.

—The journal of William Puckey. Source: Ms. PUC 1796-97 and MCF 139 in Alexander Turnbull Library, Wellington, New Zealand.

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## Document 1797D

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# The India Packet, Captain Rogers—Narrative of Ebenezer Johnson

*Source: Ebenezer Johnson. A Short Account of a Northwest Voyage Performed in the Years 1796, 1797, & 1798 (Vancouver, Alcuin Society, 1974).*

*Note: The author sailed from Boston on board the India Packet on 29 August 1796, sailed around Cape Horn, up the west coast of the Americas as far as Alaska, across the Pacific with a stopover at Tinian, before making for Macao. The trip back to Boston was by way of the Cape of Good Hope. He arrived at Boston on 10 April 1798.*

### Extract from Johnson's eyewitness account

...

I.P., July 24th

In Lat. 14 N. L. 144°30, seven of our crew have the scurvy, very bad, including our chief officer. We have been becalmed about 18 days; but have now a breeze of wind.

I.P., July 30th

We had the fortune to discover the Island Tinnian at 5 A.M. and got in with it at two P.M. We came to anchor and sent our boat on shore with the sick to the number of seven; left them and brought off a fine Bullock, and five hundred oranges, a number of cocoanuts, and several hogs. The animals on this Island are entirely wild, were put on here by Anson, a Spaniard, in circumnavigating[.]<sup>1</sup> the Island Tinnian, is in Lat., 14°8 N. & Long. 145 with several adjacent Islands. Agragan, Saipan, &c.

...

[Ed. note: For some unexplained reason, he makes no mention of other U.S. citizens shipwrecked at Tinian. In fact, the U.S. packet **Experiment** (not **Bramin**) is reported, both by the Americans (Doc. 1797E) and by the Spanish (Doc. 1798A), to have arrived there in June 1797, one month before their own visit. Therefore, the present episode may be fiction, or else, the shipwreck may have taken place after 16 August 1797.]

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1 Ed. note: Not by Anson, who was not a Spaniard.

Thursday, July [rather Aug.] 16th

This day we set sail for China, all in good spirits, a passage in which nothing material happened. After being in the Red Sea [sic] a few days, and passing through the thousand Islands arrived at Macow. Macow is situated at the mouth of the river Ta, or yellow River. We there came to anchor; after setting sail for Canton we arrived in Wambo harbour in 48 hours, the distance being 85 miles; we there came to anchor after three months passage from the N.W. Coast of America.

Wambo Harbour, September 1st, 1797

The trade of Wambo. As to the trade of this Country, it is rendered something difficult on account of their precarious dispositions, being ever open and ready to accept of every advantage as robbing, pilfering, &c. &c. Their mode of worshipping is something very peculiar; they burn incense night and morning; continually offering up sacrifices to the Deity, or to use their Language to Jose. There are immense numbers that are born and live on the waters until they die. It is supposed that there are one Million that live on the waters continually. It is too well known in this Country to enter into a long history of the Chinese or their manners in general.

...

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## Documents 1797E

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# The shipwreck of the U.S. Packet Boat Experiment at Tinian in June 1797

## E1. Confused news published in New England newspapers

*Sources: Salem Gazette, May 17, 1799; Columbian Courier, New Bedford, May 22, 1799; reprinted in Ward's American Activities in the Central Pacific, under Tinian 1.*

*Note: Originally rigged as a sloop when owned in New York, and during her first voyage to China under Captain Dean (see Doc. 1784A). When this small ship was bought by Providence, it was re-rigged as a packet boat, which looks more than a snow than a brig, or brigantine.*

### PROVIDENCE—MAY 15

**Extract of a letter from the Surgeon of the ship *Ann and Hope*, of this port, dated Whampoa, (China) Dec. 17, 1798.<sup>1</sup>**

"I wrote you (via London) from Port Jackson, in New Holland, and gave a circumstantial account of the voyage, till our arrival there. I will add, that after beating several days off Port Jackson, and finding it in vain to contend with adverse wind and a strong current, we fell to leeward, and ran into Botany Bay, 'the southern realm, and land of rogues,' where we anchored Oct. 21. Next day, Messrs. Snow [rather Shaw], Thompson, Page, jun. and myself, went to Sydney, a British settlement about 9 miles distant, where we waited on Governor Hunter, and were politely received. After tarrying two days, we returned to the ship, accompanied by some of the first characters at Sydney, who dined on board. On the 25th after having completed our wooding and watering, we again put to sea.

"On the 9th of Nov. off New Georgia, spoke the ship *Jenny*, Capt. R. Brown, from Boston, formerly of New York, bound for Canton. He informed, that agreeable to his orders, he had touched at the island of New Amsterdam, and taken off a number of the crew of a Boston sloop, that had been wrecked there; the rest of the crew preferred remaining on the island.<sup>2</sup>

"On the 30th of Nov. at half past 4 PM we made the island of Tinian, 7 leagues distant. Next day came to anchor in the road, and the Captain, with 25 men, went ashore.

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1 Ed. note: The surgeon's name was Dr. Benjamin Bowen (or Brown?) Carter, the captain's name Benjamin Page (see Doc. 1798G).

2 Ed. note: Capt. Péron was one of those who remained longer.

As we lay at anchor, we discovered, by means of a glass, two flags flying at Lord Anson's beach, and a man walking backward and forward, seemingly in great agitation. When the pinnace drew near the shore, he hailed her, and inquired what country men we were. Being told, he was questioned in turn. He replied that he was an unfortunate Lascar, cast away there about 18 months since in the Brig **Bramin** [sic],<sup>1</sup> from Macao, Capt. Swain, formerly of Providence, R.I. When the captain went on shore, he prostrated himself at his feet, in the oriental manner. He informed us that he was the only human being on the island, and begged to be taken on board, and delivered from death. The scene was affecting. Capt. Page consoled him, by assuring him that he should return to Macao in the ship, where he would find vessels bound to Bengal, and be restored to his friends. He is about 25 years of age, had been the *surang*, or head of the gang, (a term answering to boatswain with us) and is a man of abilities. He converses in English, French, Spanish, Portuguese and Malay, besides his own language. He informed us that the brig was originally commanded by Capt. McClennan, an Irishman, who died at Leuconia [i.e. Luzon]; that the mate, whose name was Swain, succeeded to the command; that they arrived at Tinian about 18 months since, and, preserving no order, the Captain and his mistress being on shore, and the people on board intoxicated, she parted her cables in the monsoon at night, and struck on a reef, where she went to pieces. The people were all saved except one, and part of her cargo was preserved. The crew lived some months in huts, after which the Lascars, 9 or 10 in number, remained till the arrival of a Spanish vessel, when they were confined in irons, and all carried off, except this unfortunate man, who escaped into the woods. When the Spaniards had sailed, he returned to the huts, which he found plundered of everything saved from the wreck. Here he had spent his time in solitude and tears till our arrival.

“Tinian abounds with fruit, such as oranges, limes, guavas, the bread fruit, cherries, plumbs [sic], beans, cocoas, and cabbages; cotton and indigo are also in a great plenty. The cattle are numerous and large, and hogs and fowls abundant. We saw some remains of the pyramidal pillars mentioned by Lord Anson, but nene [sic] of them are standing. This island, even in its present uncultivated state, appears to be one of the finest and most desirable spots on earth. We remained there about 12 hours, got a supply of vegetables, and then departed. It lies in lat. 15 North, long. 146 East.”

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1 Ed. note: Misprint for Espermen, which is the way this man from India pronounced Experiment. This man's name was Cader (see Doc. 1798A).

## E2. The Experiment had visited Australia twice before her shipwreck

*Source: Collins, David. An Account of the English Colony in New South Wales (London, Cadell, 1798).*

...

On the day following this arrival [i.e. 24 January 1796] the signal was again made; and before noon the snow **Experiment**, commanded by Mr. Edward McClellan, who was here in the same vessel in the year before last,<sup>1</sup> from Bengal, and the ship **Otter**, Mr. Ebenezer Dorr master, from Boston in North America, anchored in the cove.

Mr. McClellan had on board a large investment of India goods, muslins, calicoes, chintzes, soap, sugar, spirits, and a variety of small articles, apparently the sweepings of a Bengal bazar; the fate of which investment he expected would produce ten or twelve thousand pounds.

...

## E3. Early U.S. ships to visit China, by R. L.

Soon after the U.S. revolutionary forces gained control of New York in November 1783, some Yankee traders organized the despatch of the first small ship to China with a load of ginseng roots that had been gathered in the forests of New England. This ship was the tiny 55-ton sloop **Harriet**, from Hingham, near Boston, Massachusetts. Her captain was a former privateer named Hallet. The *Harriet* headed for Canton by way of the Cape of Good Hope where it met with an English trader who bought the whole cargo.

The first U.S. ship that made it into Canton in 1784 was a former privateer, re-baptized the **Empress of China**. This small ship left New York in February 1784 under the command of Captain John Green. The shipment consisted mostly of ginseng, about 30 tons of it, and the rest consisted of woolen garments, cotton and fur skins. The ship went via the Cape Verde Islands, the Cape of Good Hope, the Sunda Straits, and Macao. It arrived at Canton at the end of August. In December, the return voyage was undertaken by the same route and, after a brief stop at the Cape of Good Hope, the *Empress of China* reached New York in May 1785. The total profit out of the sale of the first goods ever to reach New York directly on a U.S. vessel amounted to over \$30,000—a gain of 25% on the original investment.

Other New York merchants began to organize their own venture. Among them was none other than Vanderbilt. Their ship, the second to sail to Canton from New York, was the 84-ton sloop **Experiment** which had been built as a riverboat for passenger service along the Hudson River between New York and Albany. Besides the same ginseng cum clothing-type goods went 18 boxes of Spanish silver dollars minted in Mexi-

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1 Ed. note: A previous entry by Collins states that the **Experiment** had arrived from Calcutta on 24 December 1794 (see Doc. 1788G).

co and South America. For protection, the sloop was equipped with 6 guns and a crew of 6 men and 2 boys. Captain Stewart Dean sailed in December 1785. Almost a year later, the *Experiment* left Canton and reached New York only 4 months and 12 days later, with a cargo of tea and chinaware. The profit made was over \$26,000—a gain of 40% on the original investment. The “experiment” had indeed been a success.

Meanwhile, the *Empress of China* had made a second voyage and a third New York ship, the **Hope** sailed from New York with Captain James Magee at the helm and ex-Major Samuel Shaw, as supercargo, a man who would at Canton become the first U.S. consul in China. More and more ships made the voyage to China, not only directly from a U.S. port but also via the Northwest coast of North America (where furs were taken on board), or via the South Seas (where either fur seals, sandalwood, and *trepang* or *bêche-de-mer* became articles for the China market).<sup>1</sup>

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1 See Tamarin & Glubok, and Latourette, among other references in the Bibliography.

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 Documents 1797F
 

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## The galleon San Andrés, Captain Ayensa—Her plans to avoid capture

### F1. The brig Activo brought advice in 1796

*Source: AGI Estado 46, n°45.*

*Note: This letter was probably addressed to the Secretary of State, Prince De la Paz (see Doc. 1797G).*

#### Original text in Spanish.

*El Gobernador de Filipinas.*

*N. 38.*

*Participa la llegada á estas Islas del Bergantin **Activo**, procedente del Puerto de San Blas Reyno de la N.E., por el que se anuncia la salida de la Nao del Puerto de Acapulco; derrota que debe traer, y las providencias que se hán tomados para evitar sea sorprendida; y concluye manifestando en Extracto el sin numero de auxilios que há tenido que franquear á la Esquadra del mando de Don Ygnacio Maria de Alava, que llegó á aquellas Islas con falta de Tripulacion, guarnicion, armamento y de toda clase de Municiones, de voca, y guerra. De todo lo qual estava surtido mediante los previos avisos de la Corte: terminando con asegurar que en quanto se verifique la llegada de la Nao y adquiera noticias de las operaciones de la Esquadra, y demás importantes, despachará el Bergantin **Activo** para comunicarlas por la via de Nueva España.*

*Exmo. Señor.*

*Las ultimas noticias que recibí de N.E., por el Bergantin de S.M. el **Activo**, que fondeó en esta Bahía el 15 de Marzo proximo anterior, me aseguraron que la salida del Puerto de Acapulco de la Nao **San Andres** al mando del Teniente de Navio de la Real Armada Don Marcelo Ayensa, se verificaria precisamente en fin de Enero, ó principios de Febrero ultimo, y que para no recalar en el punto ordinario, estaba decidido aquel Comandante á dirigir su Derrota, al hallarse á doscientas leguas E. de Marianas á buscar el paso entre Babuyanes y Batanes, recalando ultimamente al Cavo Boxeador, y desde allí practicar su navegacion haciendo los rumbos comunes hasta fondear en la Bahía, con cuias medidas se asegurava en lo posible llegar con una anticipacion imprevista al Enemigo, que pudiera esperarlo en tiempos regulares, y dirigirse por puntos, donde no éra provable pudieran establecer un Cruzero.*



*Al considerar el tiempo de la salida de este Buque: derrota que hà de hacer y circunstancias de mucho andár aunque se halla despues de forrado en Cobre, inferí que su llegada deveria verificarse en fin de Abril, ó principios de Mayo, y como no existe una absoluta seguridad de que no sea esperado por los Enemigos, acordè con el General de la Esquadra Don Ygnacio Maria de Alava, saliese con el todo de ella, á establecer el correspondiente Cruzero sobre el punto de su recalada, lo que en efecto va á practicarse, dando la vela para este fin el Jueves 20, del corriente mes.*

*Al mismo tiempo de acordar este articulo me expuso el citado General, que en las circunstancias del día, creía muy conducente tratár por todos los medios posibles de interceptar el Comercio, y trafico de Barcos Yngleses, con los Puertos de China, y que quando aquellos por temor de la Escuadra, no saliesen de Canton, se conseguiría al menos bloquearlos, y retardar con grave perjuicio su salida.*

*A nõ saber Yò, que las unicas fuerzas que los Yngleses tienen en el dia en estos Mares consisten en quatro ô cinco Embarcaciones de guerra: que los restantes al mando de Elfiston [=Elphinstone?] están muy distantes, y no és posible se hallen prontas para comboyar en esta Monzon de Estes, Embarcaciones algunas de Bombay, ni de Costa, nõ huviera accedido á esta proposicion; pero habiendo salido la primer Division que son fuerzas inferiores á nuestra Esquadra, comboyando seis Navios de la Compañía desde Canton al Extrecho de Malaca, y no habiendo alguno de Guerra en China, me pareció muy oportuno el pensamiento del General de la Esquadra; pues si los de Comercio Yngleses se determinaban á salir sin comboy, yà fuese por la Yndia, ó yà para Europa, serían ciertamente presa, y de no resolverse al primer partido tendrian de necesidad que mantenerse bloqueados en el Puerto, retardar su salida, y sufrir un considerable perjuicio en la Expedicion de sus negociaciones, sin que la salida de nuestra Esquadra perjudicase en modo algun á nuestros intereses, ni á nuestra seguridad pues ni és verosimil seamos en la presente Monzon de Lestes, ni la Esquadra deverà permanecer en su Cruzero mas tiempo que el que tarden en recalar los vendabales por que de diferirlo mas, nos expondriamos á dexar en descubierto esta Bahía, por una parte y á que por otra el General Elfiston, con sus fuerzas reforzadas por los Buques Olandeses, que mandando el Almirante Lucas apresó, y uniendo las que existen en el Estrecho de Malaca, buscase con mucha superioridad á nuestra Esquadra en el indicado Cruzero, y baxo este concepto el acuerdo se reduce á que la Esquadra de Alava, salga con el doble obgeto de proteger la recalada de la Nao, y de interceptar, ô bloquear, si le és posible el trafico de los Yngleses que salgan de China para la Yndia, ô Europa, retornando á esta Bahía á punto de principar la Monzon de Sud-Oestes.*

*A pesar de hallarnos tån distantes de Europa, és un sin numero lo de auxilios que hà pedido la Escuadra, y los que se ha hán suministrado, Jarcia, Velamen, Arboladura, Curberia, Tablones, Clavazon, Viveres, y quantos utencilios son necesarios para su surtimiento, de todo seles hà completado, no menos que de gente de que estava escasísima, de Tropa que le faltaba al pie de quatrocientos hombres, de Polvora, Obuses, Municiones; y finalmente de quanto cabe en la idea, en manera, que los mismos que experimentan estos auxilios, los admiran, y se sorprehenden de como á una tån enorme*

*distancia de España, se encuentran artículos, que aun en aquel Reyno suelen sèr raros. Más esto no se me deve á mi en realidad: se le deve á V.E. que me diò previos anticipados avisos, y de consiguiente lugar y comodidad para verificar tales acopios, y surtir completamente estos Almacenes.*

*Quando se verifique la llegada de la Nao, y tenga noticias de las operaciones de la Esquadra, despacharé el Bergantin **Activo** para que las conduzca por la via de N.E., y entre tanto suplico á V.E. se digne trasladar esta á S.M. para su conocimiento y Real inteligencia.*

*Dios guarde á V.E. muchos años,*

*De Manila 20 de Abril de 1797.*

*Exmo. Señor.*

*Rafael Maria de Aguilar.*

### Translation.

The Governor of the Philippines.

Nº 38.

He informs of the arrival at these Islands of the Brigantine **Activo**, proceeding from the Port of San Blas in the Kingdom of New Spain, by which is announced the departure of the galleon from the port of Acapulco, the track that she is to follow, and the measures that have been taken to avoid her being captured, and he concludes by giving an Extract of the numerous supports that he had given gratis to the Squadron commanded by Don Ignacio María de Alava that arrived at these Islands, lacking men in her crew, sailors and soldiers, weapons and all sorts of war or food supplies; the ships were well provided with all of these, thanks to previous advices received from Madrid. He concludes by giving assurance that, once the galleon has arrived and he has acquired information on the operations of the Squadron, and other important news, he will despatch the Brigantine **Activo** carrying such reports by way of New Spain.

Your Excellency:

The last news received from New Spain, by the Brigantine **Activo** that anchored in this bay on 15 March of last year, assured me that the galleon **San Andrés** was to depart from the port of Acapulco under the command of Lieut-Comdr Marcelo Ayensa, and would get here precisely at the end of January, or beginning of February last, and that, in order to avoid the regular route, said Commander had decided that, once he got 200 leagues to the East of the Marianas, to head for the passage between the Babuyanes and the Batan Islands, touch afterwards at Cape Bojeador, and from there follow the normal courses until anchoring in the Bay. I was that such proceedings would result in an earlier arrival than normal, one that would be unforeseen by the Enemy, and in passing by points where it was not probable that they would encounter a cruiser.

When considering the time of the departure of said ship, the route she had to follow and her new circumstances that would make her a better sailer (after her bottom was covered with copper), I deduced that she should have been here by the end of April, or

the beginning of May, and, given that there were no absolute certainty that the Enemies would not be waiting for her, I agreed with the General of the Squadron, Don Ignacio María de Alava, for his whole squadron to go out and set up a cruise at the point where he would touch; in fact, this is about to be carried out, as they will set sail for this purpose on Thursday, the 20th of this month.

At the same time as he agreed to this article, the above-said General presented me with a plan, saying that under the present circumstances, he believed that it would be very conducive to try and block by every means possible the trade and contact of English ships with the ports of China and that if they were to stay at Canton, for fear of the Squadron, they would at least be prevented from coming out for a while, with some serious prejudice being done them.

If I had known then that the only forces that the English had then in these seas consisted of four or five warships, and that the rest of them under the command of Elphinstone were still very far away and would not be ready to convoy the former in this monsoon season any of the ships from Bombay or the Coast, I would not have agreed to this plan. However, the first [English] Division having departed with forces that are inferior to our Squadron, convoying six Company ships from Canton to the Strait of Malacca and leaving not one warship in China, it seemed to me that the idea of the General of the Squadron was very timely; indeed, if the English trading ships were to decide to depart without a military escort, either bound to India or to Europe, they would certainly be captured, and if they decided not to attempt a departure, they would necessarily become blocked in the port, would delay their departure, and suffer some considerable prejudice in their commercial business. Besides, the departure of our Squadron would not prejudice our interests in the least, nor to our security; indeed, an attack is not probable that in the present monsoon of easterlies, nor is the Squadron to remain on their cruise much longer than necessary, beyond the change of monsoon winds, because if they were to delay longer, they would leave this Bay unprotected, on the one hand, and on the other hand General Elphinstone, with his forces having been reinforced by the Dutch ships that Admiral Lucas captured when he was in command; they, united with those in the Strait of Malacca, would represent a cruising force superior to our Squadron at said cruise site. Under these considerations, the agreement was for the Alava Squadron to go out for the double purpose of protecting the passage of the galleon, and to intercept, or blockade, if possible, the commerce of the English going from China to India or Europe, and to return to this Bay at the very beginning of the monsoon of westerlies.

In spite of finding ourselves so far from Europe, the Squadron has made a long list of requests for help, which have been met, for rigging, sails, masts, knees, boards, spikes, food supplies and any number of other necessary equipment for their stocks, and those too were provided them, without mentioning the seamen and soldiers whom they were lacking in large numbers, about 400 men in all, the gun-powder, bombs, ammunitions, and finally it was to such an extent that the same officers who made such requests were surprised to find them all in a place that is located at such an enormous distance from

Europe, even finding articles that are usually very rare in that Kingdom. This abundance is not of my doing actually; it is due to Y.E. who has given me ample notices and therefore time and money with which to buy such supplies, and fill up the Warehouses here.

When the galleon does get here, and I have received updated reports from the Squadron, I will despatch the Brigantine **Activo** to carry such news by way of New Spain. In the meantime, I beg Y.E. to please bring the above to the attention of H.M. for his Royal information.

May God save Y.E. for many years.

From Manila, 24 April 1797.

Your Excellency.

Rafael María de Aguilar.

## F2. The galleon of 1797 avoided Guam

*Source: MN 577, fol. 75-80; copy in fol. 69-74.*

*Note: She went by way of Agrigan Island (Mariana Is.), and by Cape Engaño*

### Original text in Spanish.

***Derrota executada desde el Puerto de Acapulco al de Manila por la Fragata de S.M. San Andrés al mando del Teniente de Navio de la Real Armada, Don Marcelo de Ayensa, que salió de aquel destino el día 12 de Febrero de 1797.***

*Puestos à la vela dicho día à las 2 de la tarde con virazon del OSO flojo procuramos en bordos grangear para fuera...*

*... Hicimos rumbo para situarnos en el paralelo de 14° en el qual observamos el 4 de Marzo al medio día, habiendo pasado al N. de la Isla de la Pasion 63 leguas...*

*... el 21 (que) con los mismos vientos, y considerandonos en 163°22'22" O. de Cadiz, hicimos rumbo para situarnos en el paralelo de 13°30' con el qual pasamos al S de los Bajos de Villalobos 28 leguas, el 25 que observamos el media dia dicho paralelo, lo conservamos hasta el 29 que por no haber tenido observación, y dar resguardo a la isla de San Bartolome, segun la situacion que le dió la Fragata de S.M. la **Maria**, metimos mas al S. y el 30, que nos demoraba dha isla al N25°E distancia 23 leguas, comenzamos a ganar altura y distancia al O proporcionando este rumbo segun la longitud en que nos hallavamos, para ganar ambos, y tener concluida esta con corta diferencia al llegar al paralelo, por el qual deviamos cortar Marianas.*

*De esta suerte, seguimos con los vientos frescos del 1er q[uan]drante hasta el 6 de Abril, que habiendo observado 19°12' de Lat. para asegurar el dar vista a una de las dos islas, Pagon, ó Grigan, entre las quales nos propusimos pasar, ignorando tambien el error que en su situación podian tener, hicimos un rumbo casi obliquo por el qual el 7 al amanecer descubrimos tierra, que nos demorava al S40°O a 8 leguas de distancia y no opodiendo determinar que isla fuese por la errada situación en que la hallamos, nos estrechaban estas circunstancias para no hacer la comparación de la estima hasta el medio día, que efectivamente habiendo observado 18°57'40" de Latitud de ella, y la dis-*

*tancia de 4 leguas, que nos consideravamos al N, hallamos ser la tierra avistada la isla de Pagon, situada en la carta con 20' de error al S. y en la comparación con la estima, segun su meridiano 24 leguas al E.*

*El caris estaba tolvado con densa calima, y con los vientos del 1er qte. seguimos al O. por el paralelo de 19° proporcionando el paso con la mediania de los bajos, que al S y N de él, se hallan situados los islotes Parece Vela y Abrojos, y los segundos Mirapovos, y San Xavier [sic]. El 12, que el viento variava al S. el caris se puso de mal semblante...*

...

*Fragata San Andres al ancla en el Puerto de Cavite a 11 de Mayo de 1797.  
Marcelo de Ayensa.*

### **Translation.**

**Route followed from the port of Acapulco to that of Manila by HMS San Andrés under the command of Lieutenant-Commander Marcelo de Ayensa, which left for that destination on 12 February 1797.**

Having set sail on said date at 2 p.m., with a variable wind from WSW, we managed to get off by tacking...

... We made efforts to get to the parallel of 14°, which we reached on 4 March at noon, having passed 63 leagues from the Island of the Passion [i.e. Clipperton]...

... On the 21st, with the same winds, as we considered ourselves to be in longitude 163°22'22" W of Cadiz, we headed for the parallel of 13°30' along which we passed 28 leagues south of the Villalobos Shoals. On the 25th, we observed said parallel at noon, and we kept on it until the 29th when, as we could not observe the sun, and wanted to avoid the Island of San Bartolomé [Taongi], according to the position given to it by royal frigate named **María**,<sup>1</sup> we went further S. On the 30th, when said island bore N25°E distant 23 leagues, we began to regain latitude and make headway westward at the same time, by keeping on this course, in order to cut the Marianas at a higher latitude.

So, we continued with fresh winds from the first quarter until 6 April when we observed our latitude to be 19°12' when we were sure to sight one of two islands, Pagan or Agrigan, between which we intended to pass, but since we did not know what error their positions could have on the chart, we approached them almost obliquely, In this manner, at daybreak of the 7th, we saw land, bearing S40°W, distant 8 leagues. Since we could not determine what island it was, on account of its erroneous position we found it to be, we thought of delaying our calculations until midday, In effect, at noon we observed, and calculated its latitude to be 18°57'40" as we were 4 leagues N of it. Therefore, the island that we had sighted was found to be Pagan [sic], located with an

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<sup>1</sup> Ed. note: A reference to a voyage of the previous year by Capt. Quintano (see Doc. 1796H).

error of 20' too far S. on the chart,<sup>1</sup> and, according to our estimates, its meridian is 24 leagues too far E.

The sky was covered with a dense fog, and the winds from the first quarter. We continued heading W along the parallel of 19°, in order to pass between the shoals that are marked S and N of it, where are located the islets of Parece Vela and Abrojos on the one hand, and those of Miraporvos, and San Xavier on the other hand.<sup>2</sup> On the 12th, when the wind shifted to S., the sky became threatening...

...

[They suffered a storm that lasted 14 hours. They went to Manila by the route north of Luzon. They met a brigantine returning from the Batan Is. from which they learned that the Alava Squadron and the brigantine **Activo** had arrived at Manila. They reached Cavite after 85 days at sea.]

...

Frigate **San Andrés** at anchor in the port of Cavite, 11 May 1797.  
Marcelo de Ayensa.

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1 Ed. note: In fact, this was Agrigan, lat. 18°46', which seemed to have been located within 10' of true, but labelled incorrectly.

2 Ed. note: The only existing dangers was the San Carlos (or Zealandia) Bank near Guguan and the faraway Parece Vela to the NW.

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## Documents 1797G

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# The wreck of the galleon *San Andrés* on the Naranja Islands, Philippines

## G1. Letter from the Governor of the Philippines to Prince De la Paz, dated Manila 2 November 1798

*Source: AGI Estado 46, n° 74.*

### Original text in Spanish.

*Extraordinaria y dirigida por un Navio Sueco.*

*Exmo. Sor.*

*El deseo y la obligacion que me cave de enterar à S.M. de la situacion de esta Plaza por medio de V.E., me obligan à dirigirle esta Consulta por un Navio Sueco que debe salir de Canton para Europa con brevedad.*

*Consiguiente à lo que expuse à V.E. en 31 de Julio de este año bajo el N° 59, quedaron establecidos los Campamentos en 1° de Octubre proximo haciendo el servicio de Campaña en los mismos terminos que en el año anterior, y en espera de que pudieramos ser invadidos por los Enemigos, pero asistidos de la confianza de rechazarlos, si lo intenta. Se save que en Madras se disponia una secreta expedicion, para la que se reclutava gente, y embargaban Embarcaciones, mas como ni el estado de sus fondos lo permitia ni las disposiciones eran tan en grande, como se requiere para invadir esta Plaza, estoy casi creido de que no se verifique en toda la monzon actual de Nortes mas no por esto descuidarè un momento, ni perderè la constante vigilancia en que subsisto sin embargo del compromiso en que me hallo por la fatal desgracia que acaba de experimentar esta Colonia, cuio Comercio persuadido de las grandes utilidades que le rendiria la introducion en N.E. de los abundantes efectos que se introdujeron en este Puerto; por Embarcaciones neutrales, formo un Empaque para la Nao **San Andres** el mas interesante que jamas se ha remitido, y prometia por su calidad las ganancias mas asombrosas. Contra la practica que unusualmente ha seguido el Comercio de no arriesgar sus caudales propios, llego en esta ocasion à aventurarlos, asi por que los de Obras Pias no completaban el total, quanto por que el interes de un quarenta por ciento les estimulo con razon. En efecto se cargò la citada Nao **San Andres**, è hizo à la vela en*

*conserva de la de Guerra N. S<sup>a</sup> del Pilar el dia 15 de Septiembre proximo con viento favorable que poniendolas en el Desembocadoro del Estrecho de San Bernardino en pocos dias tubo la primera la fatalidad de escarsearsela el Viento y ser aconchada por las corrientes sobre los Naranjos en la parte N.E. de ellos, en terminos que en callando sobre una piedra, perocio con su carga, queriendo la buena suerte se salvase unicamente toda su Tripulacion, Guarnicion, y Oficialidad, que fuè recogida y auxiliada por las Fragatas de Guerra **Caveza** y **Lucia**, que se hallaban fondeadas en San Jacinto de regreso de comboyar la de la Real Compañia nombrada el **Rey Carlos**, la qual tambien acababa de arribar al mismo Puerto; haciendo tres varas de agua, y con el Cargamento, interesantisimo que conducía, perdido totalmente.*

*Aseguro a V.E. que al recibir de un golpe ambas noticias en unas tan criticas circunstancias, se conternò mi espiritu, à terminos de necesitar todo el uso de mis reflexiones, para no caer en un abatimiento, que aumentase al extremo el de este Comercio, pues quando principiaba à glorecer, persuadido del colma de felicidades, que veía ciertas, recibe un golpe de cuiò atraso no podia salir en muchos años, si la piedad, inagotable, de nuestro Soberano movido por el resorte de V.E. no se apiada y concede à este Comercio por algunos años el alivio de los derechos que deba satisfacer en las Naos sucesivas, ò de qualquiera otro modo que V.E. tenga a bien de arbitrar y proponer à S.M. bien persuadido, que de la ruina à que se ve ahora reducido no podrá salir en muchos años. A una gracia tal se hace tanto mas digno este vecindario, en quanto por su franquesa en prestamos y donativos ha tenido este herario todos los recursos que ha necesitado, y juntamente el Compromiso mio ès, el de que careciendo de fondos el Comercio, no hay los arbitrios que me propuse adquirir, y manifestè à V.E. desde el principio de los Preparativos.*

*Sin embargo de que enterado el Comandante de la Fragata **Pilar** de la perdida total de la Nao, y de el arribo del **Rey Carlos** salio el 28 de Septiembre de los Estrechos, y que de ambos sucesos podrá enterar al Virrey de N.E., para que con este conocimiento dirija a estas Yslas los auxilios extraordinarios que son indispensables, no puedo escusar solicitar de V.E. que S.M. le prevenga los continue franqueando entre tanto que la Guerra subista y que se tema la invasion de estas Yslas, cuya circunstancia obliga à mantener en ellas el Exercito, la Esquadra, y las Divisiones de Lanchas de que tengo à V.E. enterado.*

*Dios guarde à V.E. muchos años.*

*Manila 2 de Noviembre de 1798.*

*Exmo. Sor.*

*Rafael Maria de Aguilar.*

*[A] Exmo. Sor. Principe de la Paz.*

## Translation.

Extraordinary letter sent by a Swedish ship.

Your Excellency:



The desire and the obligation that I have for informing H.M. of the situation of this Post through Y.E., force me to send this Consultation aboard a Swedish ship that is due to leave Canton for Europe soon.

To follow up on what I expounded to Y.E. on 31 July of this year, under N° 59, the Field Camps were set up on 1 October last, and the campaign went on under the same conditions as on the previous year, on the supposition that the Enemies would try an invasion, but, assisted as we were by the confidence of being able to repulse them, if they attempt it. It is known that a secret expedition was being made ready at Madras, for which they were recruiting men, and commandeering vessels, but as neither the state of their funds nor the dispositions were large enough to allow them to invade this Post, I am almost sure that they will not carry it out during the present monsoon of the north-erlies, but that is not to say that I will not relax for one moment, or loosen the constant vigilance that I operate under, in spite of the predicament that I find myself in, on account of the fatal misfortune that this Colony has just experienced. Indeed, the traders, being convinced of the great profits they could make by introducing in New Spain the abundant effects that had been brought to this port by neutral vessels, prepared a ship-ment for the galleon **San Andrés**, the most interesting that had ever been sent, one that promised the largest of returns, on account of the high quality of the goods. Against the normal practice followed by the traders, not to risk their own funds, they did take this risk this time, not only because the Pious Works could not provide the total amount, but also because an interest of 40% was something enough of a stimulation for them doing so. To this effect, the above-said galleon **San Andrés** was loaded and set sail in company with the warship **Nuestra Señora del Pilar**<sup>1</sup> on 15 September last with a favorable wind that took them as far as the mouth of the Strait of San Bernardino within a few days. There she was when the first misfortune was that the wind failed her and she was run aground by the currents on the N.E. part of the Naranjos. In fact, she hit a rock and sank with her whole cargo, but luck had it that her whole crew, the soldiers and officers were all saved and were picked up and assisted by the war Frigates **Caveza** and **Lucia** that were then anchored at San Jacinto, as they were returning from escorting the Royal Philippine Company Ship **Rey Carlos**, which by the way has also turned back to that same port in distress, as she was taking in three yards of water; the most interesting cargo that she was carrying was lost completely.

I assure Y.E. that the receipt of both news was a hard blow under such critical circumstances; I became despondent and it was at the cost of many reflections that I did not become completely discouraged.<sup>2</sup> The traders were extremely disheartened by it; indeed, when they were beginning to congratulate themselves, persuaded that they had reached a climax of happiness, which they held to be certain, they received a severe blow that will not be overcome for many years, unless the mercy, inexhaustible, of our Sovereign, through the prayers of Y.E., be moved sufficiently to grant them, for a few years,

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1 Ed. note: A ship belonging to the Alava Squadron.

2 Ed. note: He had no doubt lost his investment too.

exemption from the duties that must be satisfied for future galleons, or through any other manner that Y.E. may be pleased to develop and propose to H.M., in view of the ruinous condition of the trade at present, a condition that will prevail for many years. The residents very much deserve such a favor, because they had kept the Treasury here full through their loans and gifts, thus enabling it to have all the resources that were needed. My predicament is, in fact, the lack of funds in the hands of the traders, as there is no other way to acquire funds [on short notice], as I have already brought to the attention of Y.E. since the beginning of the Preparations.

Notwithstanding the fact that the Commander of the Frigate **Pilar** had learned of the total loss of the galleon, and of the arrival in distress of the **Rey Carlos**, he left the Strait on 28 September and he will be able to communicate the information about both disasters to the Viceroy of New Spain, so that he may, once informed, send to these Islands some extraordinary assistance that is indispensable, I cannot but solicit Y.E. to ask H.M. to continue providing them, as long as the war last and that the invasion of these Islands is possible; said circumstance obliges him to maintain here the Army, the Squadron, and the Divisions of launches that I have informed Y.E. about earlier.

May God save Y.E. for many years.

Manila, 2 November 1798.

Your Excellency.

Rafael María de Aguilar.

[To] His Excellency Prince de La Paz.

## G2. Letter to Francisco de Saavedra, dated Manila 7 February 1800

*Source: AGI Estado 46, n° 84.*

### Original text in Spanish.

*El Governador de Filipinas.*

*Dà cuenta de la perdida de la Nao **San Andres** en el año de 98, de la arivada de la nombrada **Magallanes**, que tambien saliò para Acapulco en el de 99, de la Expedicion extraordinaria en que se conduce à N<sup>ra</sup> España la maior parte de su cargamento; è insta por auxilios de caudales, tropa veterana, y Oficiales facultativos, cuyá numeracion à cada dia mas visible.*

*Exmo. Sor.*

*En Consulta extraordinaria que diriji al Ministerio del cargo de V.E. con fecha de 2 de Noviembre de 1798, cuya copia ès adjunta, participaba la desgraciada perdida que havia experimentado este Comercio, en el naufragio de la Fragata **San Andres**, que se dirijia con un rico cargamento al Puerto de Acapulco, en conserva de la de Guerra **Nra. Sra. del Pilar**, sin haver logrado salvarse otra cosa, que la vida de sus Yndividuos.*

*Quando por haverse aprestado la nombrada **Magallanes**, para conducir al mismo Puerto de Acapulco en el año siguiente de 99, un nuevo Cargamento, se crehia podèr*

*reparar en parte, aquella asombrosa perdida, recobrando la Real Hacienda, y este Comercio, mucha parte de sus intereses, tuve el nuevo pesár de vérla arribar à este Puerto, despues de haver sufrido dos furiosos temporales, que aunque serenado el primero continuo su viaje el segundo que experimento con pocos dias de intermedio, la puso en la forzosa necesidad de determinar la arribo, en razon de los descalabros, y averia, que causò en su casco, aparejo, arboladura, y Cargamento.*

*Aunque este nuevo incidente influyò en mi espiritu todo el efecto que penetrarà la sabia comprension de V.E., me fuè forzoso usàr del lleno de reflexion, para manifestàr sobra de animo à la vista de tanto Yndividuo que acudia à lamentarse de su desgracia, ofreciendome à contribuir por mi parte, con quanto cupiese en la posibilidad de mis facultades, y pudiera redundar en beneficio de este Comercio; y en efecto, congregados los Cargadores de la Nao **Magallanes**, acordaron remitir à Acapulco la mayor parte del Cargamento que aquella conduciò en una Expedicion extraordinaria, que emprendiese su derrota por el Norte de esta Ysla de Luzon, dividida en dos Corvetas, las quales van à dár la vela para el Puerto de Acapulco.*

*Aprovechando esta ocasion no puedo omitir representàr à V.E. lo mismo que executè en la Consulta, cuya Copia incluyo, ni de dejàr se inclinar su animo, para que influya en el de nuestro benefico Soberano, à fin de que dispense à este Comercio aquellas gracias à que se hace merecedor por sus repetidos descalabros.*

*Tampoco dexarè de molestàr à V.E. con renovarle mis Pedimentos de auxilios de Tropa Veterana, Oficiales facultativos, y remesa de Caudales de N. Esp<sup>a</sup>, pues la minoracion rapida, y progresiva, que experimentan estos Cuerpos Veteranos, de dia en dia, se hace tanto mas visible, quanto indispensable se complete. Yo trato de nuevo sobre estos puntos al Virrey de Nueva España en este Correo, y no dejarè de practicarle en los sucesivos, con el justo fin de conseguir unos auxilios tàm indispensablemente precisos, para que en todo tiempo, y en qualquiera evento pueda defender con honor estos Dominios, de que soy responsable à S.M.*

*Dios guarde à V.E. muchos años.*

*Manila 7 de Febrero de 1800.*

*Exmo. Sor.*

*Rafael Maria de Aguilar.*

*[Al] Exmo. Sor. Don Francisco de Saavedra.*

### **Translation.**

The Governor of the Philippines.

He reports the loss of the galleon **San Andrés** in the year 1798, the return in distress of the ship named **Magallanes** that had also departed for Acapulco in 1799, and the extraordinary expedition that is taking the larger part of its cargo to New Spain, hoping to get succors in the form of funds, experienced soldiers, and graduate officers, whose numbers are decreasing daily.

Your Excellency:

In the extraordinary Consultation that I sent to the Ministry under Y.E.'s charge, dated 2 November 1798 (copy enclosed), I reported the unfortunate losses sustained by the traders here, in the shipwreck of the Frigate **San Andrés** that was on her way to Acapulco with a rich cargo, in company with the warship **Nuestra Señora del Pilar**, in which everything was lost, except for the life of the persons on board her.

When, in the following year 1799, the galleon named **Magallanes** was made ready to convey to the same port of Acapulco a new load, it was thought that the losses suffered in said disaster could be partly recovered by both the Royal Treasury and the traders could offset some of their investment, but it was sad indeed to see her return in distress to this port, having survived two strong storms; although the first storm did not prevent her from continuing her voyage, the second one that hit a few days later did so many damages to her hull, rigging, masts, and loss of cargo that those on board saw themselves in the necessity of turning back in distress.

Although this new incident affected my spirit to an extent that Y.E. will no doubt understand, I had to make use of much reflection in order to overcome my own depression, at the sight of so many individuals who came to visit me with their lamentations caused by misfortune; I was offering everyone to contribute for my part as much as I could and was within my power to help those traders. In fact, I convened those who had placed cargo on board the galleon **Magallanes**; they decided to send to Acapulco a large part of that cargo that she had been carrying, through an extraordinary expedition that would sail around the northern coast of Luzon, divided between two Corvettes that are about to set sail for the port of Acapulco.<sup>1</sup>

I take this opportunity to represent to Y.E. the same considerations as contained in my earlier Consultation (copy enclosed) and wish that you will keep on stressing to our benevolent Sovereign the importance of favoring the traders here with the favors that they deserve as a result of so many disasters.

I cannot help from bothering Y.E. by repeating my requests for help with experienced soldiers, graduate officers, and the remittal of funds from New Spain; indeed, the veterans of the army here are rapidly and progressively decreasing in number, day by day, and this process is the more visible the more necessary it becomes to replace them. I have once again appraised the Viceroy of New Spain about this matter in this mail, and I will not stop from mentioning it in future, for the just purpose of obtaining such succors because they are so very indispensably necessary, so that at all times and in any conflict these Dominions may be defended with honor, for which I am responsible to H.M.

May God save Y.E. for many years.

Manila, 7 February 1800.

Your Excellency.

Rafael María de Aguilar.

[To] His Excellency Don Francisco de Saavedra.

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1 Ed. note: Probably the Fama and the Lucia.

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## Note 1797H

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### Thomas Muir, a Scottish political prisoner, escaped from NSW aboard the *Otter*

*Source: John Earnshaw (ed.). Thomas Muir, Scottish Martyr. Some Account of his Exile to New South Wales, his Adventurous Escape in 1796 across the Pacific to California, and thence, by way of New Spain, to France (Cremorne, NSW, 1959).*

#### Summary of Earnshaw's report.

Péron apparently helped Muir find space aboard the ship *Otter*; after all, he was Chief Mate and had a good rapport with Captain Dorr at that time. In any case, the Yankee was aware that he had 18 more convicts, or ex-convicts, on board, besides Muir; he may even have counted on such men to supplement his original crew of 15 men, and save money in the process. Muir narrates his actual escape from NSW thus:

“The *Otter* of Boston, commanded by Capt. Dorr, arrived in Port Jackson, in the month of Jan. last. The Capt. agreed to give me a passage to Boston, provided I could effectuate my escape from that port without danger to himself. Upon the evening before his departure, I pushed into the sea, in a small boat, with the servants to whom I could not divulge my design before the moment of execution. About the middle of the next day we were received into the ship, at a considerable distance from land. This, needless to observe, that in an emergency so critical and to me, so momentuous, I could not provide myself with any necessities for the voyage.”

“In four months we arrived in Nootka. We there found a Vessel of his Catholic Majesty, belonging to St. Blas. The Captain, with a humanity, by me never to be forgotten, received me on board, in order that from St. Blas, I might shape my course by land to Vera Cruz & to the Havannah.”<sup>1</sup>

The *Otter*, Captain Dorr, made the NW Coast of America at the Juan de Fuca Strait (today in Canada). On 26 June 1796 they reached Nootka Sound on the west side of Vancouver Island, and began to trade for otter skins. The Spanish schooner *Sutil*, Captain José Tovar, was there, and it is aboard her that Muir reached Monterey in California, and later Mexico. From Monterey, Muir sent a letter to General Washington, dated 15 July 1796 (see above). After repairs were done to the *Sutil* in Monterey, she

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<sup>1</sup> AGI Guadalajara 43: Letter to General Washington, dated Monterey, California, 15 July 1796.

left on 21 July carrying not only Muir but other escaped convicts chased off the **Otter** by Captain Dorr, before he sailed for China, without paying their wages. Later, Péron himself had to sue Captain Dorr in a Boston court to recover the proceeds of the sale of his seal skins in China.

Since foreigners could not enter New Spain, Captain Tovar was arrested as soon as the **Sutil** arrived back at the port of San Blas, for having helped Muir, who, besides, paid not a penny for his passage. The Viceroy, however, exonerated Tovar, writing that his only crime had been that of being "stupid and ignorant."

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**Document 1797I**

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**Subsidy for the Marianas, for 1797 and 1798**

*Source: AGN AHH 1225, fol. 290v-292.*

**Letter from the Royal officials, dated Mexico 22 January 1798****Original in Spanish.**

***Sobre el cobro de los Situados de Yslas Marianas correspondientes à los años de 97 y corriente.***—

*Exmo. Sor.*

*El Fiscal de Real Hacienda dice: Que la instancia de Don Manuel Garcia Herreros por los Situados del Governador Oficiales y Tropa de las Yslas Marianas respectivos à los años de 97 y 98 viene Documentada con los comprobantes de la Supervivencia de los interesados hasta 3 de Febrero de 96 que es lo mas à que han podido extenderse con motivo de no haver tocado a su regreso en aquellas Yslas la Nao **San Andres** que se despacho de Acapulco en principios del proximo pasado de 97.—*

*Por lo mismo, tampoco presenta el Apoderado constancia del recivo de los Situados correspondientes à los años de 95 y 96 que protexta exivir quando el arrivo de la Nao à Marianas lo proporcione.*

*De este modo fue pagado de los Situados anteriores quedando en obligacion de exivir oportunamente la comprobacion indicada, y la de la Supervivencia del Governador y guarnicion en los años à que se extendio el pago lo qual en la mayor parte contexta los Documentos presentados ahora.—*

*Atendida esta identidad de circunstancias de que conforme à la costumbre que ha establecido la necesidad hacen merito los Ministros generales y el Real Tribunal de Cuentas en los precedentes informes son de sentir que V.E. puede servirse mandar pagar al Apoderado Garcia Herreros los Situados que pide de los años de 97 y 98.—*

*Al Fiscal parece lo mismo subscribiendo los citados informes y que asi fuere del Superior agrado de V.E. mandarlo se entienda baxo de la enunciada calidad de acreditar el embarque en dinero y efectos de la cantidad que reciba y presentar las comprobaciones pendientes en tiempo oportuno en cuya consecuencia se pase el Expediente à los*

*Ministros para el pago en los terminos expuestos y despues al Real General de Cuentas para la toma de razon.*

*Mexico 22 de Enero de 1798.*

*Alva.*

***Junta Superior de Real Hacienda Enero 23 de 1798.***

*Visto: Consultese à V.E. que siéndo de su Superior agrado queda conformarse con lo que pide el Sor. Fiscal de Real Hacienda en su precedente respuesta de 22 del corriente asi lo acordaron y firmaron.—*

*Guevara.*

*Alva.*

*Herrera.*

*Monterde.*

*Lasso.*

*Por mi Comp<sup>o</sup> [=Compañero] Licenciado Miguel Dominguez.*

*Orizava 29 de Enero de 97.—*

*Me conformo con lo consultado por la Junta Superior de Real Hacienda.—*

*Branciforte.*

*[A] Real Tribunal y Audiencia de la Contaduria mayor de Cuentas 6 de Febrero de 1798.*

*Tomese razon.*

*Señalado con tres rubricas.*

*Antonio Fernandez de Cordova.*

*Tomado el mismo dia.*

## **Translation.**

**Regarding the collection of the subsidies of the Mariana Islands corresponding to the years '97 and current.**

Your Excellency:

The Fiscal of the Royal Treasury says: That the request of Don Manuel García Herberos for the subsidies of the Governor, the officers and troop of the Mariana Islands, for the years '97 and '98, comes with documents that serve as proof that the interested parties were alive on 3 February '96, but that it is not possible to have more recent ones, because the galleon **San Andrés** did not touch at those islands on her return voyage from Acapulco last year 1797.—

For the same reason, their Agent does not present proof of the receipt of the Subsidies for the years '95 and '96, and he promises to exhibit them whenever the galleon makes a stop at the Marianas.

That is why, he has been paid the same Subsidies as before, and he remains with the obligation to exhibit the required proof eventually, and that of the survival of the Gov-



error and garrison for the years covered by the payment, which for the most part is backed up by the Documents presented at this time.—

In view of this set of circumstances, and in line with the custom established by necessity, the General Ministers and those of the Royal Tribunal of Accounts are of the opinion, based on previous reports, that Y.E. could order that payment of the Subsidies be made to the Agent, García Herreros, for the years that he requests, '97 and '98.—

The Fiscal is of the same opinion, based on said reports, and he says that, if Y.E. agrees, it could be done, provided that the loading of the money and goods be certified as to quantities and the definite proofs presented in due course and at the opportune time. Consequently, the file was passed to the Ministers for the payment to be made, under the said terms, and afterwards it will go to the Royal General Accountant for their accounting.

Mexico, 22 January 1798.

Alva.

**Superior Committee of the Royal Treasury, 23 January 1798.**

Approval recommended to Y.E., and, should it meet with your Superior approval, it will remain subject to the conditions set by the Fiscal of the Royal Treasury in his previous answer dated 22nd of this month, and so they agreed and signed.—

Guevara.

Alva.

Herrera.

Monterde.

Lasso.

For my companion, Licenciado Miguel Dominguez.

Orizaba, 29 January 97 [rather 98].—

I concur with the advice of the Superior Committee of the Royal Treasury.—

Branciforte.

[To the] Royal Tribunal and Audiencia of the Superior Accounting Department,  
6 February 1798.—

Take it into account.

[Followed by three signatures].

Antonio Fernandez de Cordova.

Done that same day.

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## Documents 1797J

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# Six EIC ships: Glatton, Thames, Carnatic, Duke of Buccleugh, Royal Charlotte, and Walmer Castle

*Note: This was the second time in 1797 that most of these ships passed through Micronesia.*

## J1. The logbook of the Glatton, kept by Captain Charles Drummond

*Source: Log 172L, India Office.*

*Note: The Glatton left England with the fleet on 1 June 1796 and sailed through the Straits of Flores and Amboyna.*

### Ship Glatton from Amboyna towards China

...

Sunday 19th February 1797

... Fleet in company. No obs. Long. lunar 132°49', by Chron. 128°43'

...

Friday 24th February

... Fleet in company.

Lat. obs. 1°29'N., Long. in. 134°47', by lunar 134°19', by Chron. 133°47'

...

Wednesday 1st March 1797

... **Thames** 5 miles astern. Other ships close up.

Lat. obs. 4°23' N., Long. in. 135°52', by lunar 132°57' E, by Chron. 132°48' E

Thursday 2nd March

... **Thames** & [Duke of] **Buccleugh** about 8 miles astern, rest of the fleet well up.

Lat. obs. 5°46' N., Long. in. 135°39', lunar 132°39', by Chron. 131°59'

...

[No island sighting reported by this ship. It is doubtful whether or not the other ships did either, except for Mapia. Their logbooks can also be found in the India Office: 8E, 150N, 181A, 132D, and 165E.]

## J2. The logbook of the Carnatic kept by Captain James Jackson

*Source: Log 165E, India Office.*

...

Courses NEbN, etc., Winds NWbN, fair, etc.

Tuesday 21st December 1797

Fresh breezes and squally with unsettled weather throughout. People employed under the Boatswain. Sailmaker repairing the 2nd best Jibb. Caulker as yesterday. At 1/2 past 8 a.m., the Island of St. David's bore from S1/2W to SW1/2S 7 or 8 leagues. Commodore made the signal to tack.

Lat. obs. 0°30' North, by acct. 1°07' N., Long. in. 133°31', lunar 133°31', chron. 134°36' [E].

...

Tuesday 28th February 1797

... At 4 p.m., the Commodore made the signal (should the wind come fair in the night) to steer NNE. At 8 p.m., William Nickoll, Ordinary Seaman, unfortunately fell from the Fore topmast and was killed... At noon committed the body of the deceased to the deep.

Lat. obs. 3°36' N., Long. in. 133°32' E.

...

Note. The **Britannia**, Captain T. Dennett, came through the Ralik Chain in 1797. Her logbook, Log 285XX, in the India Office, begins at Whamboa in November 1797. Unfortunately, the first half of the voyage is not in the India Office and may have been lost.

**VOL. 4 AÑO E 1899**  
**Testimonio**

**67 Delas Diligencias practi-  
 cadas y consecuencias de aver  
 Naufragado en la Isla de Ti-  
 nian o Buenavista en el buque  
 bot Ingles Americano. Tita-  
 lado el Espermen**

**Por**

**El S.<sup>o</sup> Teniente Coronel de los  
 R.<sup>es</sup> Ejercitos D.<sup>o</sup> Manuel  
 Muro Gov.<sup>or</sup> Militar, Presi-  
 dial y Político por S. M. de es-  
 tas Islas Marianas**

**Enfs 26.1**

**Para el Archivo**

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## Documents 1798A

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# The shipwreck of the U.S. Packet Experiment at Tinian—The Spanish investigation, Part 1

*Source: LC Mss. Division, Span. Col. Gov't, Item 28; ms. cited in B&R 53:368: contains 29 leaves, rice paper, partly mutilated.*

*Note: See Doc. 1797E for reports in the U.S. press.*

**Manuel Muro, et al.—Report of the inquiry made into the shipwreck at the Island of Tinian of the Anglo-American packet named Espermen [sic]. Tinian and Agaña, 7 September-19 November 1798**

**Covering letter from Governor Muro to the Governor General of the Philippines, dated Agaña 19(?) November 1798.**

**Original text in Spanish.**

*El Gobernador de las Yslas Marianas dà parte à V.S. aber naufragado en la Ysla de Tinian ò Buenavista, un Paquebot Yngles Americano que benia de Cantòn Titulado el Espermen, con lo demas que contiene.*

(Facing page:) **Cover page of the file on the shipwreck of the U.S. Packet Experiment at Tinian in June 1797.** All of the top pages of this file have suffered water damage and were hard to decipher. The Spanish text reads as follows: “**Nº 67.—Año de 1799. Testimonio de las Diligencias practicadas à consecuencia de aver Naufragado en la Ysla de Tinian ò Buenavista un Paquebot Yngles Americano, Titulado el Espermen. Por El Sor. Teniente Coronel de las Reales Exercitos Don Manuel Muro Gobernador Militar, Presidial, y Politico por S.M. de estas Yslas Marianas. Encls. 26. Para el Archivo.**—Translated, this means: Nº 67.—Year of 1799.—Report of the proceedings resulting from the shipwreck at the Island of Tinian or Buenavista of an English-American packet named Espermen [sic]. By His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies, Military Governor in charge of the garrison, and Political Governor of these Mariana Islands.

With 26 enclosures. File copy.

**Nº 71.**

*M. Y. S.*

*Remito à V.S. el adjunto Expediente formado à consecuencia de haver naufragado en la Ysla de Tinian, ò Buenavista de este Gobierno un Paquebot Yngles Americano Titulado el **Espermen**, para que en su vista tome la providencia que le parezca combeniente; pues aqui por falta de Ynterprete no he podido aberiguar mas que lo contenido en èl.*

*Si el Buque que lo conduce diere tiempo para embarcar los diez Malavares y su Gefe los admite serian tambien despachada à la disposicion de V.S.; pero no la Artilleria, y pocos efectos salvados hasta que su Superioridad se instruya por las Quantas que le embie en concluyendolas, de los gastos que han ocasionado à este Real Presidio para que disponga el reintegro.*

*Dios guarde à V.S. muchos años.*

*San Ygnacio de Agaña Capital de las Yslas Marianas y Noviembre diez y [2-3 lines missing].*

**Translation.**

The Governor of the Mariana Islands reports to Your Lordship that an Anglo-American Packet named **Experiment**, coming from Canton, has been shipwrecked at the Island of Tinian, or Buenavista, along with other matters contained therein.

Nº 71.

Most Illustrious Lordship:

I remit to Your Lordship the attached file created as a result of the shipwreck at the Island of Tinian, or Buenavista, in this jurisdiction, of an Anglo-American Packet named **Experiment**, for you to take the appropriate provision; indeed, here, for lack of interpreters, I have not been able to find out more than is contained therein.

If the ship that carries this has time to take on board the 10 Malabars and her commander accept them, they will also be despatched and placed at the disposal of Y.L.; however, not so the cannon, or the few effects that have been salvaged, until such time as your Superior government may issue instructions for the reimbursement of the expense accounts (that will be despatched as soon as ready), for the expenditures made by this Royal garrison.

May God save Y.L. for many years.

San Ignacio de Agaña, Capital of the Mariana Islands, [19(?) November 1798].

**Original text of the file in Spanish.**

[Letter from Second-Lieutenant Luis de Torres, dated Tinian 7 September 1798]

***Carta del Comandante de la Expedicion de Tinian dando Cuenta aber encontrado una Embarcazion barada y once Malavares Naufragos.***

*Participo à V.S. que despues de hacerme à la vela de esa Capital el dia catorce, del proximo pasado Naveguè con Vientos variables, y lleguè a la media noche del diez y siete al diez y ocho del mismo [i.e. August] a la Ysla de Tinian; y al entrar por la Barra*

*de Sunharon divisè una Embarcacion à la misma entrada que por no conocerla me fue presiso bolver atràs, y asegurar el Paquebot de mi mando en la ensenada de Tipuan, desde donde despachè gente à tierra para que reconociesen desde la Playa, ò el Monte la embarcacion avistada. La mañana del diez y ocho bolvio dha gente y me dio parte de que la Embarcacion estaba barada y hecho pedasos un Costado sobre la cordillera de Bajos cerca de la Playa, y que abia gente en tierra. Con esta Noticia mandè poner la Tropa sobre las Armas y salir en la Playa, donde me recibieron once Sepaes, ó Malabares de Bengala; quienes despues de haverse ofrecido à mi Servisio con demostraciones de la mayor humildad, me hicieron la Relacion siguiente:*

*Que la Embarcacion barada hera un Paquebot Titulado, el **Espermen** [sic], en el qual benia de Capitan un Yngles blanco Americano llamado **Suhen** [i.e. Swain] con dos Pilotos del mismo color y Nacion, una Muger blanca, una Niña de pecho; otra Muger Malabar de Bengala, y diez y ocho hombres de Tripulacion Ynclusos un Criado del Capitan, y otro de uno de los Pilotos todos Sipaesies [i.e. Sepoys] ò Malavares: Que en el mes de Enero del año pasado de noventa y siete salieron de Canton para la America Ynglesa, y despues de seis meses de Navegacion por Vientos contrarios y malos tiempos, llegaron à la Ysla de Tinian ò Buenavista faltos de Agua y Arroz, y deseando reacerse de estas faltas para continuar su Viage, se atracaron al Sur de dha Ysla, y dieron fondo cerca de la Barra de **Sunharon**. Saltando Ynmediatamente en tierra el Capitan, un Piloto, Muger, la Criatura, y toda la Tripulacion à excepcion del Segundo Piloto llamado **Blac** [i.e. Blake], el Contramaestre Cader, el primer Guardian Nias, Segundo Guardian Ysmal, el Cavo de Esquadrilla Camudi, y los Marineros Piru y Ymandi que quedaron en el Barco; y abiendo aquellos hecho Barracas en tierra con las Velas del Barco, se mantubieron hasta que al tercer dia les entro un fuerte Sur Sudueste que sin embargo de estar fondeada la Embarcacion con tres Anclas rompio los cables, y la hizo pedazos sobre la cordillera de Bajos que tiene dicha Ysla pereciendo en este Naufragio el Marinero Ymandi, y quedando todos desamparados, hasta que à principios del mes de Julio proximo pasado despues de estar trece Meses Aislados, llego otro Barquito Yngles Americano, y se embarcaron en el el Capitan, los Pilotos, las Muger, Niña, el Cosinero, dos Timoneles, y los dos Criados con dos Viages de los pocos efectos salvados que hizo la lancha de esta Embarcacion; dejandose estos once hombres en tierra por que se allavan en el Monte los dies matando Ganado Bacuno adonde los habia embiado el Capitan, y uno llamado Ayom en la Playa que no pudo embarcarse por haver arribado el Viento Nordeste, y hecho pedasos à la lancha sus amarras, la alejó de la Playa sin poderse embarcar en ella.*

*El Barco barado es un Paquebot de veinte y nueve codos de Quilla, con señales de haver estado aforrado en cobre por tal qual Plancha que le ha quedado, pues quasi todas se han rendido (segun disen) y caido al agua con los golpes de mar, y tanto tiempo que hà estado barado sobre las piedras, y à dhos Malabares los he dejado en posesion de los fragmentos y las frioleras que han podido salvar, menos sus cañoncitos de Hierro de calibre de dos libras y quatro pequeños de seis onzas que hè depositado en mi paquebot por lo que pueda suseder, sin atrevarme a tocar nada hasta que por V.S.*

*seme mande lo que deba executar; y me han dicho estos onze Malavvares que se llaman: El Contramaestre Cader, El primer Guardian Nias; El Segundo Guardian Ysmal; El Carpintero Sanola; El Cavo de Esquadrilla Camude; y los Marineros Piru, Balapero, Asan, Ayum, Miran, Mavarag.*

*Dios guarde à V.S. muchos años.*

*Ysla de Tinian y Septiembre siete de mil setecientos noventa y ocho.*

*El mas rendido y afectisimo subdito.*

*Besa la mano de V.S.*

*Luis de Torres.*

*Al Señor Don Manuel Muro Gobernador Politico y Militar por S.M. de estas Yslas Guarde Dios muchos años en Agaña.—*

***Auto para que se le despache Ynstruccion al Comandante Don Luis de Torres como deve obrar con el Barco, y Naufragos en Tinian.***

*En la Ciudad de San Ygnacio de Agaña à diez de Septiembre de mil setecientos noventa y ocho; el Señor Don Manuel Muro Theniente Coronel de los Reales Exercitos, y Gobernador por S.M. de estas Yslas Marianas dixo:*

*Que por quanto acaba de recibir la antecedente Carta que le Escrive desde la Ysla de Tinian el Alferez Don Luis de Torres Comandante de la Expedicion que à aquella Ysla à hecho este Real Presidio para la Matanza de Ganado Bacuno, con que se racione la Ynfanteria de èl y en ella le abisa, aber encontrado una Embarcacion hecha pedazos, onze Malabares, ò Sepaies en tierra, con lo demas que contiene; y deviendo proceder tanto à averiguar que embarcacion sea, quanto al socorro de estos miserables Naufragos en obsequio de la humanidad: Debio de mandar y mandò se les despache al precitado Comandante Don Luis de Torres la Ynstruccion que para el efecto se crea combeniente, acomulando antes el Secretario de esta Governacion y Guerra un Testimonio de ella a continuacion del presente. Y por este Auto asse lo probeyò, mandò, y firmò dicho Señor Gobernador de que doy feè.*

*Manuel Muro.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

***Testimonio de la Ynstruccion.***

*Carta Ynstruccion que sele despachò al Alferez Don Luis de Torres Alcalde Administrador del Pueblo de Pago, y Real Estancia de Tachuña, y Comandante de la Expedicion de Tinian para la Matanza de Ganado Bacuno, sobre la conducta que deve seguir con un Barco barado, y onze hombres Sipaes Naufragos que en dicha Ysla se han encontrado.*

*Señor Don Luis de Torres Comandante de la Expedicion de Tinian.*

*Aunque la desgraciada suerte de los miserables Sipaes Naufragos en esa Ysla de Tinian que Vmd. me comunica en su Carta fecha siete del presente, exige seguramente de nosotros sean tratados con la mayor humanidad, con todo como no sabemos si son Enemigos, pide la prudencia bayan los auxilios acompañados de una prudente circunspec-*



cion para evitar una sorpresa en el Caso de berificar las congeturas; por lo que inmediatamente que Vmd. reciba esta Carta Ynstruccion pondrà en practica con cautela todo lo siguiente:

1. Combocará los once Sipaes y les preguntará à presencia del Sargento maior y otros tres Testigos de confianza; que es lo que pretenden hacer del Barco barado pues Vmd. esta pronto a facilitarlos el auxilio de Gente que necesiten y tenga à su Cargo en esa Ysla? y si respondieren, que ya el Barco està inutilizado, y que le combendria à su dueño quemarlo para aprovecharse del Hierro y Cobre que pueda rendir, proceder à formar un Papel donde con claridad haga constar la pregunta y respuesta de los Sipaes, que deverán firmar los que de estos supieren, el Sargento mayor y tres Testigos que me embiarà con Pedro Danglon quedandose con una Copia.

2. Luego que se concluya esta diligencia que es la sustancial en la Comision (y si es posible en el dia) me despachará al cargo de Pedro Danglon las quatro Bancas que hà hido mandando el Cavo de Milicias Josè de Castro cargadas de zurrone de carne y cueros con el Ynstrumento encargado en la Clausula antecedente y quedandose con la Gente que sobrare para ayudar à los encargos que mas abajo se dixan.

3. En las quatro Bancas que yà he dicho se me deven despachar si posible ès en el dia, hará Vmd. se embarquen ocho Sipaes dos en cada una sin Armas, tanto para instruir ya con ellos mejor el Expediente, quanto para quitar de àhi unos Hombres que no conocemos, y evitar algun funesto acontecimiento, encargando à Danglon y à los demas Pilotos en secreto, que los deven traer Presos hasta entregarmelos à mi, y que no deven fiarse de ellos para nada; cuya igual diligencia devera Vmd. practicar con las Bancas que lleguen à esa Ysla en el caso de no bereficarlo todas por algun accidente, rebajando el numero de carga de Zurrone de carne que por razon de los Sipaes resulte de exeso.

4. Si combiniere los Sipaes en que el Barco se queme lo berificarà luego que salgan las Bancas y formalizarà un Ynventario de quanto se recoja a presencia del Contra-maestre y otros dos Sipaes que son los unicos que deben quedar en Tinian; del Sargento Maior y los tres Testigos que haya señalado para el Ynstrumento de suerte que no deve Vmd. dar un paso en el particular sin el concurso de estas seis Personas, y procurando poner en el Ynventario todos los Cañones, Balas, Planchas de Cobre, Piezas de Hierro, Efectos, y quanto presenten boluntariamente los Sipaes y pueda aprobechar el dueño del Barco, pero si se resistieren los Sipaes à que este se queme lo suspenderà Vmd. poniendolo en el Ynstrumento que me remitirà con los ocho que deben traer las Bancas.

5. Las cosas que pidan peso ò medida como Cañones, Hierro, Planchas de Cobre &c respecto à no tenerlos Vmd. àhi se pondrán en el Ynventario con el numero de piezas, y calibres à poco mas o menos; de suerte que en todo se procesa con la maior fidelidad y pureza, procurando que el contra-maestre y sus dos Compañeros queden enteramente persuadidos de la buena feè de los Españoles.

6. Procurará Vmd. tambien ver si se pueden recoger las Anclas perdidas que quizá podrá traer en el Paquebot quando regresa en lugar de los sinipites, para que su peso y bolumen no embarace el Buque, y ocasione perjuicio à la carga de zurrone de carne

que deve traer para la subsistencia de la Ynfanteria de este Presidio como su principal comision de Vmd.

...

**Nota.** Con la fecha de oy dos de Octubre de mil Setecientos noventa y ocho, se acumularon à este Expediente la Carta, el Documento, y el Ymventario que por la diligencia antecedente se manda. Notolo para que conste y de ello doy feè.

Cruz.

**Carta de Don Luis de Torres Comandante de la Expedizion de Tinian.**

Señor mi Governador Don Manuel Muro.

En las quatro Bancas y al cargo de Pedro Danglon Piloto de ellas remito à V.S. los ocho Malavares, que son Ysmal Segundo Guardian: Camudi Cavo de Esquadrilla; y Piru, Balapiru, Asan, Ayúm, Miran, y Mavarag Marineros, como assi mismo el Ynstrumento firmado que V.S. me manda en el Artículo primero de la Carta Ynstruccion; y del mismo modo remito firmado el Ymventario de las cosas que me an entregado estos Malavares segun se me Ordena en los Articulos quatro y ocho; adbertiendo que los tres que se quedan aqui son el Contraamaestre Cader; el Primer Guardian Nias, y el Carpintero Sanola, habiendo primero entregado à todos Once la ropa de uso que dixeron ser de ellos, y a mi me parecio ser verdad sin Yncluirla en el Ymventario.

Luego que se queme el Barco y concluida la Matanza de Reses Ymventariarè el Hierro, Cobre, y Plomo que se pueda recojer que será mui poco, por la positura [sic] en que se halla dicho Barco, y regresarè à esa Capital para entregarselo à tres Malavares que quedan procurando cumplir en un todo con lo que V.S. me manda en su Superior Carta Ynstruccion.

Dios Guarde à V.S. muchos años.

Ysla de Tinian ò Buenavista y Septiembre quince de mil Setecientos noventa y ocho años.

Luis de Torres.

**Consentimiento de los once Malavares Naufragos para que se queme el Paquebot Espermen.**

Yo el Alferez Don Luis de Torres Comandante de la Expedicion de Tinian para la Matanza de Ganado Bacuno cumpliendo con el Artículo Primero de una Carta Ynstruccion que hè recibido del Señor Don Manuel Muro Teniente Coronel de los Reales Exercitos y Governador por S.M. de estas Yslas Marianas su fecha diez de Septiembre de este presente año y con asistencia del Señor Sargento mayor Don Vicente Duran, el Cavo de Esquadra de la Primera Compañia Española Rufino Luxàn, el de Milicias José de Castro, y el Soldado Juan Taytano, hice comparecer à los Malavares Cader Contraamaestre; Guardian Nias, Segundo Guardian Ysmal; Carpintero Sanola; Cavo de Esquadrilla Camude; y los Marineros Piru, Balapiru, Asan, Ayum, Miran, y Mavarag; à quienes despues de tener juntos, y a presencia de los nombrados les preguntè de orden de V.S. lo que determinavan del Barco que los condujo y se encontraba hecho pedazos?

*a lo qual todos once Sipaes, ò Malavares unanimes y conformes me respondieron: Que el Barco estava yà perdido abiendose lo llevado la Mar todo el aforro de cobre, muchas tablas; y el Quadernage de un costado hecho pedazos Ymposible de componerse, y assi les parecia que se quemase para ber si se sacava alguna clavason que seria mui poca, por que estava la Popa y Proa colgada de los dos lados del Bajo sobre un cantil de diez brazas, y luego que se quemase caeria al agua y se perderia todo, y en caso de querer a mano quitarle el Hierro serian mas los costos que su valor; por lo que volvian à decir se quemase para que el dueño se aprobechase del poco Hierro que se quedase sobre el Bajo; pues estava ciertos de que el Capitan no bolveria por èl, ni las demas pocas cosas que quedavan, abiendolo abandonado para el primero que llegase como selo abian oido decir todos antes de saliese de la Ysla. Y para que en todos tiempos conste hice este Ynstrumento que firmè con el primer Guardian Nias, y el Marinero Asan, los dos unicos que dicen saben Escribir, con el Señor Sargento Mayor Don Vicente Duran, y los acompañados en la Ysla de Tinian à quince de Septiembre de mil setecientos noventa y ocho años.*

*Suceden varios caracteres que al parecer son las firmas de los Malavares Nias y Asan.  
Vicente Duran.  
Rufino Luxan.  
Josè de Castro.  
Juan Taytano.*

***Ymventario de los bienes entregados por los once Malavares al Comandante de la Expedizion de Tinian D. Luis de Torres.***

*Yò el Alferez Don Luis de Torres Comandante de la Expedicion de Tinian para la Matanza de Ganado Bacuno para formar el Ynventario de las pocas cosas que se han podido salvar en el Barco **Espermen** que se hizo pedazos en esta Ysla de Tinian, y se me manda por mi Governador el Señor Don Manuel Muro, hice comparecer à los Sipaes, ò Malavares Cader, Nias, Ysmal, Sanola, Camudi, Piru, Balapiru, Asan, Ayum, Miran, y Mavarag y à precencia del Señor Sargento mayor Don Vicente Duran, el Cavo de Esquadra de la Primera Compañia Española Rufino Luxan, el de Milicias Josè de Castro y el Soldado Juan Taytano les hice saber la Orden que tengo de mi Superior para Ymventariar todo lo que se ha podido salvar del Naufragio de dicho Barco; y al efecto les pedi me presentasen cuanto tenian y supiesen se huviese salvado, y ellos me manifestaron lo que consta en el Ymventario siguiente:*

***Efectos.***

- 1. Primeramente. 70 pares de Medias de Algodon abariadas.*
- 2. Ytt. 8 Caxones cerrados que dixeron los Malavares ser de Chà, de poco mas de media vara cada uno en quadro.<sup>1</sup>*

***Losa de China de regular  
calidad, y pintura azul.***

---

<sup>1</sup> Ed. note: A few deteriorated lines have been reconstituted from the repetitions below.

3. *Pr[imeramen]te. [15] Soperas medianas y pequeñas las dies con tapaderas, y cinco sin ellas.*

4. *Ytt. 4 Salseras.*

5. *Ytt. 10 Saleros.*

6. *Ytt. 3 Borcelanas pequeñas para dulce con sus tapaderas.*

7. *Ytt. 12 Tasitas para Chà.*

8. *Ytt. 4 Posuelos para chocolate.*

9. *Ytt. 192 Platos pequeños para Chà.*

10. *Ytt. 80 Platos abandejados entre grandes, medianos y pequeños.*

11. *Ytt. 268 Platos.*

12. *Ytt. 112 Tasas.*

13. *Ytt. 4 Tiborsitos de Losa de China con sus tapaderas.*

14. *Ytt. 2 Tasones con sus dos xarros.*

15. *Ytt. 1 Borcelanita con su tapadera y Plato.*

16. *Ytt. 1365 Tiborsitos pequeños de Losa Ordinaria para Tinteros.*

17. *Ytt. 7 Tibores pequeños de Barro comun.*

#### **Armas.**

18. *Prim[eramen]te. 6 Cañones de Artilleria de Hierro del calibre de dos libras.*

19. *Ytt. 4 Falconetes de Hierro con espigones de lo mismo del calibre de seis à ocho onzas.*

20. *Ytt. 91 Balas de Hierro para los cañones de à dos.*

21. *Ytt. 843 Dichas y cortadillos.*

22. *Ytt. 6 Cañones uno de Fusil, y cinco pequeños como de carabinas con algunas piezas de llaves, pero todos inutiles enteramente.*

23. *Ytt. 5 Bayonetas Viejas.*

24. *Ytt. 3 Cureñas con su herrage maltratadas para los Cañones de à dos.*

#### **Barios Trastes.**

25. *Prim[eramen]te. 1 Mollejon pequeño con su cigüeña.*

26. *Ytt. 14 Trinchadores de Hierro para Mesa.*

27. *Ytt. 2 Planchas de Prensar ropa, una de cobre, y otra de Hierro.*

28. *Ytt. 1 Romana de Hierro.*

29. *Ytt. 1 Seringa de Estaño Vieja.*

30. *Ytt. 1 Almirez de cobre sin mano.*

31. *Ytt. 6 Quadros de à tercia con sus vidrios, el uno hecho pedazos con pinturas à la Europea mal tratados, y los Marcos borrado yà el dorado y pintura.*

32. *Ytt. 5 Tercerolas Viejas para Aguada faltas de zunchos.*

33. *Ytt. 2 Catres de Bejuco mui mal tratados, el uno con tres caxones, y el otro con uno solo.*

34. *Ytt. 1 Mesita de Pino Ordinaria con un pequeño caxon.*

#### **Herramientas de Carpinteria.**

35. *Prim[eramen]te. 5 Azuelas.*

36. Ytt. 1 Acha.

37. Ytt. 4 Escoplos de mayor à menor.

38. Ytt. 1 Martillo pequeño.

39. Ytt. 1 Barrena pequeña.

40. Ytt. 1 Gubia.

41. Ytt. 1 Compas grande curbo.

42. Ytt. 1 Sierra de mano.

43. Ytt. 1 Cepillo pequeño Viego.

*Todo lo contenido en este Ymventario ès lo que me han entregado los onze Malavares citados, à presencia del Señor Sargento Mayor Don Vicente Duran, los Cabos de Esquadra, y el Soldado Rufino Lujan, Josè de Castro y Juan Taytano: Que para que en todos tiempos conste y lo firmè con el primer Guardian Nias, y el Marinero Asan, los unicos que entre sus Compañeros dicen saber Escribir, con el Señor Sargento mayor, y los precitados Cavo y Soldado en la Ysla de Tinian ò Buenavista à quince de Septiembre de mil Setecientos noventa y ocho años.*

*Luis de Torres.*

*Barios caracteres que al parecer son las firmas de los Malavares Nias, y Asan.*

*Vicente Duran.*

*Rufino Luxan.*

*Josè de Castro.*

*Juan Taytano.*

***Decreto para que se forme Interrogatorio, y se les tome declaracion sencilla à los ocho Malavares que han conducido las Bancas.***

*San Ygnacio de Agaña y octubre dos de mil setecientos noventa y ocho.*

*Haviendo comparecido à mi presencia los Sipaes ò Malavares que hà conducido en las Bancas de la Ysla de Tinian el Piloto de ellas Pedro Danglon llamados Ysmal, Camude, Piru, Balapiru, Asan, Ayom, Miram, y Mavarag, y movidoles barias combersaciones relatadas al asunto de que trata este Expediente, encontrè que solo se explicavan en mal Castellano, y no teniendo en estas Yslas sugeto de que pueda servir de Ynterprete para tomar a cada uno de por sí declaracion jurada en la formalidad que se requiere, por que hasta su religion se ignora, pues no lo han podido explicar de modo que se entienda: Compareceràn todos ocho y a presencia del Secretario de Governacion y Guerra seles mandará hacer una relacion sencilla bajo las preguntas siguientes:*

*1ª Como se llama el Barco, y de donde benia?*

*2ª A quien corresponde dho Barco?*

*3ª De donde salieron con èl, en que tiempo, y para donde hivan?*

*4ª Que Cargamento trahia?*

*5ª Donde Naufragaron, quando y por que motibo?*

*6ª De què Oficiales, Gente y Tripulacion se componia, y como se llaman?*

*7ª Donde se allan los Oficiales, y demas tripulacion?*

*8ª Que ès lo que salvaron del Naufrago y donde se encuentra?*

*9ª Quanto tiempo se han mantenido en la Ysla de Tinian, ò Buenavista, de què han existido durante èl? con quanto conduzca à instruir este expediente.*

*Muro.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

***Declarazion sencilla de los ocho Malavares.***

*En la Ciudad de San Ygnacio de Agaña à tres de Octubre de mil Setecientos noventa y ocho, el Señor Don Manuel Muro Teniente Coronel de los Reales Exercitos, y Governador por S. M. de estas Yslas Marianas, cumpliendo con lo prevenido en la diligencia antecedente, hizo comparecer à los ocho Sipaes ò Malavares comprendidos en ella; y à quiènes por ante mi el presente Secretario, seles preguntò por su nombre, patria, hedad, y ocupacion en el Barco Naufragado? à que respondió: Que se llama {n} Ysmal, natural de Ma..cad(?) en el Reyno de Bengala, que ignora su hedad; y que hacia de Segundo Guardian en el Barco **Espermen**.*

*Camudi que es natural de Beliadumpur en el Reyno de Bengala; que ignora su hedad, y que servia de Cavo de Esquadrilla en el mismo Barco.*

*Piru que es natural de Sarbayar en el Reyno de Bengala; ignora su hedad, y que hera uno de los Marineros que tripulaban el Barco Naufragado.*

*Balapiru natural de Tamloc en el Reyno de Bengala, quien no sabe su hedad, y que tambien hera Marinero.*

*Asan natural de Mergafur en el Reyno de Bengala quien no sabe su hedad[,] Marinero.*

*Ayom natural de Trintala en el Reyno de Bengala no sabe su hedad, Marinero.*

*Miran natural de Sayanabat en el Reyno de Bengala; ignora su hedad, Marinero.*

*Y Mavarag natural de Madras en la Costa de Coromandel que ignora tambien su hedad Marinero. Y luego se continuò interrogandoles à todos juntos sobre las mismas preguntas que contiene dicha diligencia, y fueron respondiendo en quanto à la*

*1ª Pregunta: Que el Barco se llama el **Espermen** y que benia de Canton.*

*2ª Que no saben a quien corresponde el Barco.*

*3ª Que en el Puerto de Canton Ymperio de la China fueron todos ellos reclutados por el Capitan del Barco hacia el principio del año proximo pasado de noventa y siete para tripularlo, y que en el mismo tiempo poco mas ò menos salieron de dicho Puerto para la America Ynglesa, segun el mismo Capitan les contò.*

*4ª Que el Cargamento del Barco se componia de Vino que compraron en Batavia segun les contaron, Losa, Azucar, y Teè ò Chà en Canton.*

*5ª Que en el mes de Julio del año pasado de noventa y siete se hicieron pedazos en la Ysla de Tinian, ò Buenavista, abiendo salido de Canton à principios del mismo [año] como tienen dicho, y tardando hasta llegar à esta seis meses por malos tiempos, vientos contrarios, y porque el Barco hacia mucha agua, y deseando probeerse de Arroz, y Agua de que se allavan mui escasos, se atracaron al sur de dicha Ysla de Tinian y dieron fondo cerca de la Barra de Sunharom: Ynmediatamente saliò el Capitan en tierra con el Piloto Tamby, las Mugerres, la Criatura, y toda la Tripulacion menos el Segun-*

do *Piloto Blac*, el *Contra maestre Cader*, el *Primer Guardian Neas*, el *Segundo Guardian Ysmal*, el *Cavo de Esquadrilla Camudi*, y los *Marineros Piru*, y *Ymandi* que quedaron en el Barco para custodiarlo. Puestos en tierra aquellos hicieron Barracas con las velas del Barco y se abrigaron en ellas empezando à matar Ganado Bacuno para su sustento y rancho, pero allandose en este estado y al tercero dia los acometiò un fuerte viento del Sursudueste, que sin embargo de estar amarrado con tres Anclas le rompiò los cables, è hizo pedazos el Barco sobre la cordillera de Bajos què tiene dicha Ysla de Tinian, pereciendo en este Naufragio el *Marinero* llamado *Ymandi*, y quedando todos desamparados, hasta que despues de estar à Yslados [sic] trece meses, y à principios de Julio de este año, despachò el *Capitan* al *Monte* el *Contra maestre*, y diez de los once hombres que han quedado en la Ysla de Tinian para continuar matando Ganado Bacuno; en cuyo tiempo llego una *Fragata* pequeña *Ynglesa Americana* que hiva para *Canton*, de donde abiendo despachado su lancha para reconocer el Barco que se abistava barado, pudo [h]ablarles el *Capitan Suhen*, y de aqui resultò embarcarse en dicha Lancha para la *Fragata* abistada, el precitado *Capitan*, los dos *Pilotos*, las *Mugeres*, la *Niña*, el *Cocinero* del primero, dos *Timoneles*, y dos criados del *Capitan* y *primer Piloto* con el equipage de ellos, y los pocos efectos salvados en el Naufragio que pudo llevar dicha lancha en dos *Viages* solos, porque al berificar el segundo les arreciò el *Viento Nordeste*, como que le fuè preciso à la lancha desamparar la *Playa* por aberle hecho pedazos las *Amarras* que tenia afianzadas en los *Arboles* de tierra de donde les soplabá el *Nordeste*, y dejandose en el *Monte* à los diez hombres que fueron à *Matar Ganado Bacuno*, y en la *Playa* al *Marinero Ayom*, quien por la razon dicha no pudo embarcarse, que ès el mismo que les hizo esta relacion, añadiendo, de que luego que la lancha llegó à la *Fragata* que se mantenía barloventeando empezaron à *Navegar* para el *Oeste*, y se desaparecio.

6ª Que dicho Barco Naufragado el *Espermen* se componia de los *Oficiales*, de la *Tripulacion* y *pasajeros* siguientes:

#### **Oficiales.**

*Capitan:* Suhen [i.e. Swain] *Yngles* blanco *Americano* quien solo tiene el dedo pulgar en la mano derecha, faltandole los otros cuatro que perdió cargando un cañon de *Artilleria* en otro tiempo.

*Primer Piloto:* Tamli(?). Del mismo color, y *Nacion*.

*Segundo Piloto:* Blac [i.e. Blake]: *Yngles* blanco *Americano*.

#### **Tripulacion.**

*Contra maestre:* Cader: *Malavar*, ò *Sipai*.

*Primer Guardian:* Nias: *Malavar*.

*Segundo Guardian:* Ysmal: *Malavar*.

*Carpintero:* Sanola: *Malavar*.

*Timoneles:* Dic: *Moreno*, de *nacion Portuguesa*, y de *religion Catolico*; Romo, *Moreno*, de *nacion Portuguesa*, de *religion Catolico*.

*Marineros:* Piru: *Malavar*.

*Balapiru: Malavar.*  
*Asan: Malavar.*  
*Ayom: Malavar.*  
*Miram: Malavar.*  
*Mavarag: Malavar.*  
*Ymandi: Malavar que murio ee el Naufragio.*  
*Mahomar: Malavar, que hace como seis meses fallecio en la Ysla de Tinian de muerte natural.*

***Pasajeros.***

*Mugeres: Bepse [i.e. Betsy]: Ynglesa blanca Americana;*  
*Sel: Malavar;*  
*Yas: Niña de pecho, hija de Sel.*  
*Cocinero del Capitan: FoKy: De Nacion Chino ò Sangley.*  
*Criado del Capitan: Antonio, Moreno: De Nacion Portugues, y de religion Cristiano.*  
*Criado del 1er Piloto: Richer [i.e. Richard], Moreno: De Nacion Portugues, y de religion Cristiano.*

*Todas las personas que conducia el Paquebot **Espermen** suman 24.*

*à la 7 Pregunta: Respondieron: Que los Oficiales de Tripulacion, Mugeres y Pasajeros que no se han encontrado en la Ysla de Tinian segun la Lista de arriva, se embarcaron en una Fragata Americana como lo tienen declarado y respondido a la quinta Pregunta.*

*8. Que solo se salvò del Naufragio lo que llevó el Capitan, un poco de Losa, ocho caxones de chà ò Teè aberiado, algunas medias de Algodon tambien aberiadas, con lo demas frioleras que entregaron en Tinian al Comandante de aquella Expedicion el Alférez Don Luis de Torres con que formatizó un Ynventario delante de barios testigos que firmaron con sus compañeros Nias, y Asan; y del qual y su limpieza están enteramente persuadidos por aberse practicado à presencia de todos los Malavares, y en que tambien se incluian sus Cañoncitos de Hierro con tres cureñas; quatro Falconetes de lo mismo, con algunas Balas de sus calibres.*

*9. A esta Pregunta respondieron: Que en catorce meses y medio que an existido en la Ysla de Tinian ò Buenavista, se an mantenido con sesenta Toros grandes que àn muertos en ella, y algunas Gallinas monteses por orden de su Capitan hasta el tiempo que la desamparò, y despues solo àn muerto dos Toros por disposicion de los once que quedaron abandonados.*

*Preguntados: Si sabia el Capitan, sus Oficiales y los declarantes, que la Ysla de Tinian ò Buenavista con los sesenta y dos Toros y Gallinas que han muerto, y comidose corresponde a la Dominacion del Catolico Rey de España Don Carlos Quarto que Dios guarde? Respondieron:*

*Que dicha Ysla de Tinian con los Toros, Gallinas, y quanto en sí contiene, les consta à su Capitan, à sus Oficiales, y aun à los mismos declarantes, corresponde, y ès propio del Rey de España; pero la necesidad de berse Aislados y en tan grande desamparo*



*espuestos à perecer de hambre, les obligò à matar Toros, y Gallinas monteses para que no berificasen tan fatal desgracia; pero con el conocimiento tanto de su Capitan, Oficiales, (à quienes barias beces lo òyeron decir) como de ellos, de que los Toros y Aves que mataban heran agenos, y que necesariamente deberian pagarse, por cuya circunstancia conocen los declarantes, que con lo poco que se à salvado en el Naufragio del Paquebot **Espermen**, deben satisfacerse los Toros que mataron, y demas gastos que ellos estàn haciendo para su manutencion; y si acaso esta poca Acienda salvada no alcanza à cubrir los que an ocasionado, se remiten à la caridad de los Españoles para que juzguen sobre ellos como mejor les parezca. Que es quanto saben y pueden decir sobre las preguntas que seles à echo con la Sencillez que manifiesta, y sin la formalidad del Juramento porque ninguno de ellos à dado noticia de la Secta ò Religion que ès de modo que seles pueda entender, pues solamente se àn explicado de que en su Ley no les è permitido comer cerdo, sin que por esto se pueda afirmar son Mahometanos, porque añaden; de que no conocen, ni àn oydo nombrar à este falso, y despreciable Profeta. Y abiendoles leído esta su sencilla declaracion, se afirmaron y ratificaron en ella por ser la berdad en todas sus partes, y lo firmò el Malavar Asan con los caracteres de su nacion por ser el unico de los ocho que lo sabe berificar, con el Señor Governador à que doy feè.*

*Manuel Muro.*

*Barios caracteres que al parecer son la firma del Malabar Asan.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

***Decreto para que se acomule à estas diligencias una Carta del Comandante Don Luis de Torres, con el Ymventario del Hierro, Cobre, y Plomo salvado del Paquebot Espermen, y se proceda à pesar estas tres especies.***

*San Ygnacio de Agaña y Octubre diez de mil Setecientos noventa y ocho.*

*El Alferes Don Luis de Torres Comandante de la Expedicion de Tinian para la Matanza de Ganado Bacuno que acaba de fondear en la Barra de esta Capital, me remite desde su Bordo esta Carta, y el Ymventario que le acompaña del Hierro, Cobre, y Plomo que se hà podido recojer en el Sitio que barò el Paquebot **Esperimen** despues de quemado, y combiniendo que una y otro rijan en las diligencias de su materia, se acumularàn à ellas; y despues de berificado se procederà à pesar los referidos Hierro, Cobre, y Plomo con la distincion que se pueda à presencia del precitado Comandante Don Luis de Torres, el Señor Sargento mayor Don Vicente Duran, los diez Malavares, El Cavo de Esquadra de la Primera Compañia Española Rufino Luxàn, el de Milicia Josè de Castro, y el Soldado Juan Taytano[,] de que doy feè.*

*Muro.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

***Nota.*** *Con la misma fecha que expresa la diligencia antecedente, se acumularon la Carta, è Ynventario que por ella se manda: Notolo para que conste y de ello doy feè.*  
*Cruz.*

***Carta del Comandante D. Luis de Torres.***

*Señor mi Governador Don Manuel Muro:*

*Doy parte à V.S. aber dado fondo en esta Barra con el Paquebot de mi mando Titulado **San Josè** y la Carga de carne, Tasajo, y Cueros de Toros para que V.S. me Comisionò à Tinian; donde asimismo conduzco los Malavares Nias, y Sanola, la Artilleria, Balas, y demas efectos que me entregaron los once Naufragos, y yò hize constar à V.S. por Ynventario que le remitè con fecha de quince de Septiembre de este presente año, y firmado por mi, el Señor Sargento mayor Don Vicente Duran, los Cavos de Esquadra Rufino Luxan, y Josè de Castro, y el Soldado Juan Taytano.*

*Con la misma formalidad remito à V.S. la Constancia del Hierro, Cobre, y Plomo que se ha salvado del Paquebot Titulado el **Espermen**, despues de aberlo quemado como V.S. me lo tiene mandado, y espero la Orden de V.S. para saber a quien devo entregar todas estas cosas de los Malavares.*

*Tambien participo à V.S. que el dia tres de este presente mes y año llegó à Tinian una Fragata que nos dixeron llamarse el **Neptuno**, su Capitan Daniel Greins; y que heran Yngleses Americanos que salieron de estas Colonias para Canton: De su Gente supimos que de tràs benian otras ocho Embarcaciones quatro de Yngleses Europeos, y quatro de Americanos que abian de tocar en Tinian, con este motibo me pidió Licencia el Contramaestre Cader para embarcarse en la Fragata **Neptuno**, y yò como tenia dado parte à V.S. no sela quise conceder: El dia seis concludido de Cargar el Paquebot me hiva à hacer à la Vela pero hechando menos à dicho Contramaestre fuè necesario suspender la salida, y despachar la mayor parte de la gente al Monte para que le buscasen, en que se gastaron los dias seis, siete, y ocho de este mes, y biendo que no parecia con la mala Obra que se abia de seguir al Servicio del Rey teniendo el Paquebot cargado, y esperando las ocho embarcaciones Estrangeras que nos contaron los del **Neptuno** me hice à la vela à las siete de la noche del dia ocho, dejandome en Tinian dicho Contramaestre Cader, à quien por mas diligencias que se hicieron no se pudo encontrar en el Monte en tres dias seguidos, lo que participo à V.S. para su inteligencia.*

*Dios Guarde à V.S. muchos años[.]*

*Paquebot **San Josè** fondeado en la Barra de Agaña à diez de Octubre de mil Setecientos noventa y ocho años.*

*Beso la Mano de V.S.*

*Luis de Torres.*

*Yò el Alferez Don Luis de Torres cumpliendo con el Artículo Quarto de la Carta Ynstruccion que me hà remitido mi Governador el Señor Don Manuel Muro, hice comparecer al Contramaestre Cader, al primer Guardian Nias, y al Carpintero Sanola Malavares, con quienes y la asistencia del Señor Sargento mayor Don Vicente Duran, el Cavo de Esquadra de la primera Compañia Española Rufino Luxan, el de Milicias Josè de Castro, y el Soldado Juan Taytano pasè el dia de ayer al Paquebot barado el **Espermen**, y con arreglo à dicha Ynstruccion mandè ponerle fuego que inmediatamente tomó cuerpo y nos retiramos: Oy como à las doce del dia pasamos otra bez todos juntos à*

*dicho Paquebot, y lo encontramos quemado, menos la Popa, y la Proa que por estar sobre un cantil de diez brazas cayeron al Agua con toda su Perneria, y Clavazon, inmediatamente se empeso delante de las siete Personas citadas à recojer el Hierro, Cobre, y Plomo de la parte del Barco que se abia quemado, y recojemos lo siguiente:*

**Hierro.**

*6 Caxones de Clavos, Pernos, y otras piezas de Hierro que se sacaron del Barco despues de quemado.*

**Cobre.**

*2 Caxas con barios piezas de cobre que se le quitaron al Barco, y las pocas Planchas del aforro que le abia dejado la Mar, con otros pedazos inservibles por estar uuos y otros comidos del cardenillo que son de poco provecho.*

**Plomo.**

*1 Caxon de Plomo derretido y susio que en la quema del Barco salio de los Ymbor-nales, Botes de Chà, y algunos aforros.—*

*Todo lo contenido en este Ymventario de Hierro, Cobre, y Plomo es lo que unicamente se ha podido recojer del Paquebot **Espermen** despues de quemado, a precencia del Contraamaestre Cader, el primer Guardian Nias, y el Carpintero Sanola, sirbiendo de Testigos el Señor Sargento mayor Don Vicente Duran, los Cavos de Esquadra, y el Soldado Rufino Luxàn, Josè de Castro, y Juan Taytano, que para que en todos tiempos conste lo firmè con los precitados primer Guardian Nias, el Señor Sargento mayor, los Cavos de Esquadra, y el Soldado en la Ysla de Tinian ò Buenavista à beinte de Septiembre de mil setecientos noventa y ocho años.*

*Luis de Torres.*

*Barios caracteres que al parecer son la firma del Malavar Nias,*

*Vicente Duran.*

*Rufino Luxan.*

*Josè de Castro.*

*Juan Taytano.*

**Peso del Hierro, Cobre, y Plomo.**

*En la Ciudad de San Ygnacio de Agaña à onze de Octubre de mil Setecientos noventa y ocho, el Señor Don Manuel Muro Governador por S.M. de estas Yslas Marianas cumpliendo con lo que se manda en el Decreto de foxas diez y siete buelta, hizo comparecer al Alferez Don Luis de Torres Comandante de la Expedicion de Tinian, à los diez Malavares, al Sargento mayor Don Vicente Duran, à Rufino Luxan Cabo de Esquadra de la Primera Compañia de Ynfanteria Española de este Presidio, el de Milicias Josè de Castro, y al Soldado Juan Taytano: Y abiendo el precitado Comandante puesto de manifiesto el Hierro, Cobre, y Plomo recojido del Barco **Espermen** que se quemò en la Ysla de Tinian, y preguntado el presente Señor Governador à los arriva nombrados: si el Hierro, Cobre, y Plomo que tenian presente, hera el mismo que se rocojiò del Paquebot Naufrago, y quemado, ò si hechavan menos alguna pieza? A cuya pregunta respondieron todos à una vez: Que en el Hierro, Cobre, y Plomo que seles*

*presentaron no hechavan nada menos de lo que se pudo sacar del **Espermen**, porque todos juntos se allaron presentes à recojerlo despues de quemado, y aun firmaron en la Ysla de Tinian un Ynventario que les presentò el Comandante Don Luis de Torres con la fecha de beinte de Septiembre de este año; asegurando que las cantidades de estas tres especies que pudieron recojer en Tinian, y firmaron en el Ymventario son las mismas que tienen presente sin que conozcan falta alguna. En esta Virtud el presente Señor Governador mandò se procediese à pesar con la distincion posible todo el Hierro, Cobre, y Plomo que se berificò, en la forma siguiente:*

**Pernos.**

*Primeramente 33@ 12 libras que pesaron quatrocientos noventa y seis Pernos de barios tamaños ..... 33@12 lbs*

**Clavos rotos, y los mas doblados las puntas.**

*Primeramente 35@ 20 libras De dichos Clavos ..... 35@20 lbs*

**Barias Piezas de Fierro correspondientes à la Embarcacion, y las mas maltratadas como Ganchos de Aparejos, Zunchos, Argollas Barras de Escotilla[,] Piezas de la Bomba Zunchos de Barriles, y otros**

*Ytt. 41@ 12 lbs. De Hierro en dichas Piezas ..... 41@12 lbs*

*Ytt. 5@ 08 lbs. Que pesaron un Macho, y una [h]embra de Timon 5@08 lbs*

*Ytt. 1@ 15 lbs. Que pesò una Cruceta del mismo Timon, y un gancho de Aparejo Real ..... 1@15 lbs*

*Ytt. 6@ 00 lb. Que pesí un Caxon de Hierro con dos Nichos para Cocina ..... 6@00 lb*

[Sub-total at the bottom of the sheet:]

*Suma y pasa en frente ..... 123@17 lbs*

*Suma de enfrente ..... 123@17 lbs*

*Ytt. 6@.06 lbs que pesaron dos Planchas de Hierro colado para Lastre .. 6@.06 lbs*

*Ytt. 11@.00 lbs Que pesaron diez y nueve Cadenas de Hierro de las Mesas de Guarnicion ..... 11@*

*Ytt. 9@.04 lbs De fierro que pesaron todas las piezas [de] un Cabrestante de proa, menos los pernos que no se encontraron ..... 9@04 lbs*

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150@02 lbs  
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**Cobre.**

*Primeramente 3@ 05 lbs. De Cobre que pesaron tres Machos de Timon, dos Cañones de aforro de la Bomba, dos rondanas de Motòn, una Bomba pequena de Barril ..... 9@05 lbs*

*Ytt. 10@07 lbs. de Planchas de Cobre que sirvieron de aforro del Barco, con otras barias Piezas insensibles, unas y otras comidas del Cardenillo, por lo que son de poco provecho .....* 10@07 lbs

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19@12 lbs  
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**Plomo.**

*Primeramente 11@ 00 lb. De Plomo derretido y sucio que en la Quema del Barco salieron de los Ymbornales, Botes de Teé, y algunos aforros .....* 11@

*Por manera que todo el Hierro que se hà recojido del Paquebot **Espermen** despues de quemado hà pesado ciento cinquenta arrobas, y dos libras; èl Cobre diez y nueve arrobas, y doce libras; y el Plomo 11 arrobas rebajada la Tara, como se evidencia en las sumas de arriva.*

*Y para que en todos tiempos conste lo firmaron con el Señor Governador el Alferez Don Luis de Torres, los dos Malavares Nias, y Asan, el Sargento maior Don Vicente Duran, el Cavo de Esquadra de la Primera Compañia de Ynfanteria Española Rufino Luxàn, el de Milicias Josè de Castro, el Soldado*

*Juan Taytano en el referido sitio, dia, mes y año de que doy feè Muro.*

*Luis de Torres.*

*Barios caracteres que al parecer son las firmas de los Malavares Nias, y Asan.*

*Vicente Duran.*

*Rufino Luxan.*

*Josè de Castro.*

*Juan Taytano.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

***Decreto para que se deposite en los Reales Almacenes y al cargo de su Almacenero el Alferez Don Ygnacio Martinez, mediante entrega, è Ymventario formal que le haga el Alferez Don Luis de Torres Comandante de la Expedicion de Tinian de todo lo que se hà podido recojer del Paquebot Espermen.***

*San Ygnacio de Agaña, y Octubre trece de mil setecientos noventa y ocho.*

*Debiendo conservar todo lo que se hà recojido en el Paquebot Naufragiado en la Ysla de Tinian Titulado el **Espermen**, hasta que el M.Y.S. Goveornador y Capitan General de las Yslas Filipinas disponga de ello, se depositarà en los Reales Almacenes de este Real Presidio al Cargo de su Tenedor, ò Guarda Almacen el Alferez Don Ygnacio Martinez; à cuyo efecto comparecerà el Alferez Don Luis de Torres Comandante de la Expedicion de dicha Ysla para la Matanza de Ganado Bacuno en este presente año, y lo harà formal entrega de todo lo que recojiò correspondiente à dicho Paquebot, y consta en estas diligencias, à presencia mia y la del Secretario de esta Governacion y Guerra, con expresion de especies, cantidades, y peso, menos la Artilleria que no hà*

*podido pesarse por falta de Pesador correspondiente, pareciendo será suficiente hacer en su lugar señalado los calibres.*

*Muro*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

[Final inventory]

***Deposito è Ynventario.***

*[En la] Ciudad de San Ygnacio de Agaña trece de Octubre de mil Setecientos noventa y ocho, el Señor Don Manuel Muro Governador por S.M. de estas Yslas Marianas; para efecto de depositar en los Reales Almacenes de este Presidio lo que se ha podido salvar del Paquebot Naufragado en la Ysla de Tinian Titulado el **Espermen**, hizò comparecer à los Alfereces Don Luis de Torres Comandante de la Expedicion de dha Ysla, y Don Ygnacio Martinez Tenedor de los precitados Reales Almacenes à quienes yò el presente Secretario doy feè conozco, y dixo este: Que hà recibido de aquel, como en efecto recibio en los Almacenes de su cargo todo lo siguiente:*

***Efectos.***

- 1. Primeramente. 70 pares de Medias de Algodon abariadas.*
- 2. Ytt. 8 Caxones cerrados que dixeron los Malavares ser de Chà, de poco mas de media vara cada uno en quadro.*

***Losa de China de regular  
Calidad, y pintura azul.***

- 3. Primeramente. 15 Soperas medianas y pequeñas, las diez con tapaderas, y cinco sin ellas.*
- 4. Ytt. 4 Salseras.*
- 5. Ytt. 10 Saleros.*
- 6. Ytt. 3 Borcelanas pequeñas para dulce con sus tapaderas.*
- 7. Ytt. 12 Tasitas para Chà.*
- 8. Ytt. 4 Posuelos para chocolate.*
- 9. Ytt. 192 Platos pequeños para Chà.*
- 10. Ytt. 80 Platos abandejados entre grandes, medianos y pequeños.]*
- 11. Ytt. 268 Platos.*
- 12. Ytt. 112 Tazas.*
- 13. Ytt. 4 Tiborcitos de Losa de China con sus tapaderas.*
- 14. Ytt. 2 Tasones con sus dos xarros.*
- 15. Ytt. 1 Borcelanita con su tapadera y Plato.*
- 16. Ytt. 1365 Tiborcitos pequeños de Losa Ordinaria para Tinteros.*
- 17. Ytt. 7 Tibores pequeños de Barro comun.*

***Armas.***

- 18. Primeramente. 6 Cañones de Artilleria de Hierro del calibre de dos libras.*
- 19. Ytt. 4 Falconetes de Hierro con espigones de lo mismo del calibre de seis à ocho onzas.*
- 20. Ytt. 91 Balas de Hierro para los Cañones de à dos.*

21. Ytt. 843 Dichas y cortadillas para los Falconetes.  
 22. Ytt. 6 Cañones, uno de Fusil, y cinco pequeños como carabinas con algunas Piezas de llaves, pero todos inútiles enteramente.  
 23. Ytt. 5 Bayonetas Viejas.  
 24. Ytt. 3 Cureñas con su herrage maltratadas para los Cañones de à dos.

**Barios Trastes.**

- 25 Primeramente. 1 Mollejon pequeño con su Sigüeña.  
 26. Ytt. 14 Trinchadores de Hierro para Mesa.  
 27. Ytt. 2 Planchas de Prensar ropa, una de Cobre, y otra de Hierro.  
 28. Ytt. 1 Romana de Hierro.  
 29. Ytt. 1 Seringa de Estaño Vieja.  
 30. Ytt. ! Almirez de Cobre sin mano.  
 31. Ytt. 6 Quadros de à tercia con sus Vidrios el uno hecho pedazos con pinturas à la Europea maltratados, y los Marcos borrado yà el dorado y pintura.  
 32. Ytt. 5 Tercerolas Viejas para Aguada faltas de zunchos.  
 33. Ytt. 2 Catres de Bejuco mui mal tratados, el uno con tres caxones, y el otro con uno solo.  
 34. Ytt. 1 Mesita de Pino Ordinaria con un pequeño caxon.

**Herramientas de Carpinteria.**

- 35, Primjeramen]te. 5 Azuelas.  
 36. Ytt. 1 Acha.  
 37. Ytt. 4 Escoplos de maior à menor.  
 38. Ytt. 1 Martillo pequeño.  
 39. Ytt. 1 Barrena pequeña.  
 40. Ytt. 1 Guvia.  
 41. Ytt. 1 Compas grande Curbo.  
 42. Ytt. 1 Sierra de mano.  
 43. Ytt. 1 Cepillo pequeño Viejo.

**Hierro.**

**Pernos.**

44. Primeramente 33@ 12 libras que pesaron quatrocientos noventa y seis Pernos de barios tamaños ..... 33@12 lbs

**Clavos rotos, y los mas doblados las puntas.**

45. Ytt. 35@ 20 libras De dichos Clavos ..... 35@20 lbs

**Barias Piezas de Fierro correspondientes à la Embarcacion, y las mas maltratadas como Ganchos de Aparejos, Zunchos, Argollas Barras de Escotilla, Piezas de la Bomba, Zunchos de Barriles y otros.**

46. Ytt. 41@ 12 lbs. De Hierro en dichas Piezas ..... 41@12 lbs  
 47. Ytt. 5@ 08 lbs. Que pesaron un Macho, y una embra de Timon 5@08 lbs

48. Ytt. 1@ 15 lbs. Que pesò una Cruceta del mismo Timon ..... 1@18 lbs

[Sub-total at the bottom of the sheet:] Suma y pasa à la buelta ..... 116@02 lbs

Suma de la buelta ... 116@02 lbs.

49 Ytt. 6@. Que peso un Caxon de Hierro con dos Nichos para Cocina ... 6@00 lbs.

50 Ytt. 6@06 lbs Que pesaron dos Planchas de Hierro colado para Lastre 6@6 lbs.

51 Ytt. 11@ Que pesaron diez cadenas de Garnicion ..... 11@00

52 Ytt. 9@ 4 Libras de Fierro que pesaron todas las piezas [de] un

Cabrestante de proa, menos los pernos que no se encontraron ..... 9@04 lbs

-----  
150@02 lbs  
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### **Cobre.**

[51?] Primeramente 3@ 05 lbs. De Cobre que pesaron tres Machos de de Timon, dos Cañones de aforro de la Bomba, dos

rondanaus de Motòn de una Bomba pequeña de Barril 9@05 lbs

[52?] Ytt. 10@07 lbs. de Planchas de Cobre que sirvieron de aforro del

Barco, con otras barias Piezas insertibles, unas y otras comidas

del Cardenillo, por lo que son de poco provecho ..... 10@07 lbs

-----  
19@12 lbs  
-----

### **Plomo.**

[53?] Primeramente 11@ 00 lbs. De Plomo derretido y sucio que en la

Quema del Barco salieron de los Ymbornales, Botes

de Teé, y algunos aforros ..... 11@

...

Muro.

Luis de Torres.

Ygnacio Martinez.

Justo de la Cruz Secretario de esta Governacion y Guerra.

### **Decreto para que seles tome declarazion sencilla a los Malavares Nias, y Sanola.**

San Ygnacio de Agaña y Octubre diez y seis de mil setecientos noventa y ocho.

Tomeseles declaracion à los Malavares Nias, y Sanola en los mismos terminos que à sus ocho Compañeros, y bajo iguales preguntas señaladas yà en el Ynterrogatorio de foxas doce.

Muro.

Justo de la Cruz Secretario de esta Governacion y Guerra.



***Declaracion sencilla de los Malavares Nias, y Sanola.***

*En la Ciudad de San Ygnacio de Agaña à diez y seis de Octubre de mil setecientos noventa y ocho, el Señor Don Manuel Muro Teniente Coronel de los Reales Exercitos, y Governador para S.M. de estas Yslas Marianas; cumpliendo con lo prebenido en la diligencia antecedente, hizo comparecer à los dos Malavares ò Sipais comprendidos en ella, y a quienes por ante mi el presente Secretario seles preguntò por su nombre, Patria, hedad, y ocupacion en el Barco Naufragado? à que respondieron:*

*Que se llaman Nias, natural de Chadigao en Bengala de hedad de beinte y siete años; y que hacia de Guardian en el Barco **Espermen**.*

*Sanola natural de Santoguet en Bengala que ignora su hedad; y servia de Carpintero en dicha embarcacion.*

*Y a continuacion se les fuè interrogando à los dos sobre las mismas preguntas que contiene el Ynterrogatorio citado, y fueron respondiendo en quanto à la primera Pregunta:*

*1ª Que el Barco se llama el **Espermen**. y que benia de Canton.*

*2ª A la segunda, que no saben a quien corresponde dicho Barco.*

*3ª A la tercera pregunta respondieron lo mismo que sus ocho Compañeros.*

*4ª A la quarta dixeron, que lo expuesto por los demas Malavares ès la verdad, y no pueden decir otra cosa.*

*5ª A la quinta pregunta respondieron; lo mismo que los demas Malavares en su lugar.*

*6ª A la sexta dixeron, que los Oficiales, Gente y Tripulacion de que se componia el Paquebot **Espermen** son los mismos, y con iguales nombres que los que constan en la Lista formada por sus Compañeros.*

*7ª A la septima; que los Oficiales, Tripulacion, Mugerres, y Pasajeros que no se hân encontrado en Tinian se embarcaron como lo declaran sus Compañeros à la quinta pregunta.*

*8ª A la octava pregunta dixeron, que se remiten al Ymventario que presenciaron en Tinian, y en esta Capital.*

*9ª A la novena respondieron: Que en todo el tiempo que han estado en la Ysla de Tinian, se han mantenido con sesenta Toros grandes que han muerto en ella, y algunas Gallinas Montes por orden de su Capitan hasta el tiempo que la desamparò, y despues solo han muerto dos Toros por disposicion de los once que quedaron abandonados.*

*Preguntados: Si sabia el Capitan, sus Oficiales y los declarantes, que la Ysla de Tinian ò Buenavista con los sesenta y dos Toros y Gallinas que han muerto y comidos corresponde à la dominacion del Catolico Rey de España Don Carlos Quarto que Dios guarde? A esta pregunta respondieron lo mismo que los ocho Malavares sus Compañeros. Que ès quanto saben y pueden decir sobre las preguntas que seles à hecho con la misma sencilla que à sus Compañeros, y sin la formalidad del Juramento porque ninguno de los dos hà dado noticia de la Secta ò Religion que ès de modo que seles pueda entender, pues solamente se han explicado de que en su Ley no les ès permitido comer Cerdo; sin que por esto se pueda afirmar son Mahometanos, porque añaden; de que*

*no conocen, ni han oido nombrar à este falso, y despreciable Profeta: Y abiendoles leído esta su sencilla declaracion, se afirmaron y ratificaron en ella por decir ser la berdad en todas sus partes y lo firmò solamente el Guardian Nias con los caracteres de su nacion por no saber Sanola, con el Señor Governador de que doy feè*

*Muro*

*Barios caracteres [que al pare]cer son la [firma del Malavar Ni]-jas.  
Justo de la Cruz Secretario de esta Governacion y Guerra.*

**[Cost of the bulls eaten by the Yankees at Tinian]**

*San Ygnacio de Agaña y Octubre diez y siete de mil setecientos noventa y ocho.*

*Combeniendo hacer constar los gastos que han ocasionado à. este Real Presidio los once Malavares que Naufragaron en la Ysla de Tinian, como en su manutencion, quanto en la conducion à esta Capital de los diez, y las pocas cosas que se han podido salvar del Paquebot **Espermen** se procederà à tasar el Valor de los sesenta y dos Toros grandes que en sus declaraciones sencillas de foxas trece buelta y foxas veinte y seis buelta confiesan los diez Malavares mataron y se comieron en la Ysla de Tinian correspondiente à este Gobierno para Conservar la Vida, y no practicando lo mismo con las Gallinas Montes por no saber el numero y ser de poca consideracion segun despues han añadido de palabra: Y al efecto de la Tasacion de los Toros se nombran al Capitan Don Domingo Manuel Garrido, y à Basilio Taytigan Mayordomo del Real Colegio de Niños de San Juan de Letran de esta Ciudad, para que como espertos y bajo declaracion jurada, justiprecien el Valor de los precitados sesenta y dos Toros haciendo lo constar à continuacion de esta diligencia.*

*Muro*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*En la Ciudad de San Ygnacio de Agaña à diez y ocho de Octubre de mil setecientos noventa y ocho: Ante el Señor Teniente Coronel Don Manuel Muro Governador por S.M. de estas Yslas Marianas, comparecieron el Capitan Don Domingo Manuel Garrido, y Basilio Taytigan Mayordomo del Real Colegio de Niños de San Juan de Letran residentes en esta Ciudad; y a quienes por ante mi el presente Secretario seles recibió juramento que le hicieron en forma y conforme de derecho; so cuyo cargo ofrecieron decir berdad en todo quanto supieren y les fuere preguntado. Y siendoles al tenor de la diligencia antecedente? Respondieron:*

*Que cada uno de los Toros grandes que produce la Ysla de Tinian Raza Castellana puede valer en esta Ysla de quince à diez y seis pesos; pero considerando el que los Malavares los mataron en aquella, y lo que abia de contar la conducion à qualquiera que los tomase, (por ser una travesia de treinta leguas poco mas ò menos que hay de una à otra Ysla) les parece que cada Toro en los Montes de Tinian puede valer francamente ocho pesos en dinero decontado segun el tiempo presente: y que siendo sesenta y dos Toros grandes los muertos por los Malavares en dicha Ysla, les parece son deudores à esto Real Presidio de la cantidad de quatro cientos noventa y seis pesos; cuyo justipre-*

*cio declararon haver hecho bien y fielmente segun sus conciencias y conocimiento. Que es quanto saben y pueden decir so cargo el juramento que fecho tienen: Y abiendoles leydo esta su declaracion desde el principio hasta el fin, confesaron ser la misma que tienen dada en que se afirmaron y ratificaron por ser la berdad diciendo ser de hedad el Capitan Garrido de sesenta y seis años, y Taytigan de cinquenta y nueve, y lo firmaron con dicho Señor Governador de que doy feè.*

*Muro.*

*Domingo Manuel Garrido.*

*Basilio Taytigan.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

*Nota: Por Auto probeido oy siete de Noviembre de mil setecientos noventa y ocho, se mandà formalizar en Expediente separado los gastos ocasionados en la Quema del Paquebot **Espermen**, conduccion de los pocos efectos salvados à esta Capital, los diez Malavares, y gastos que ban causando al Presidio estos para su manutencion; lo que pongo por Nota; y de èllo doy feè.*

*Cruz.*

*San Ygnacio de Agaña y Noviembre ocho de mil setecientos noventa y ocho.*

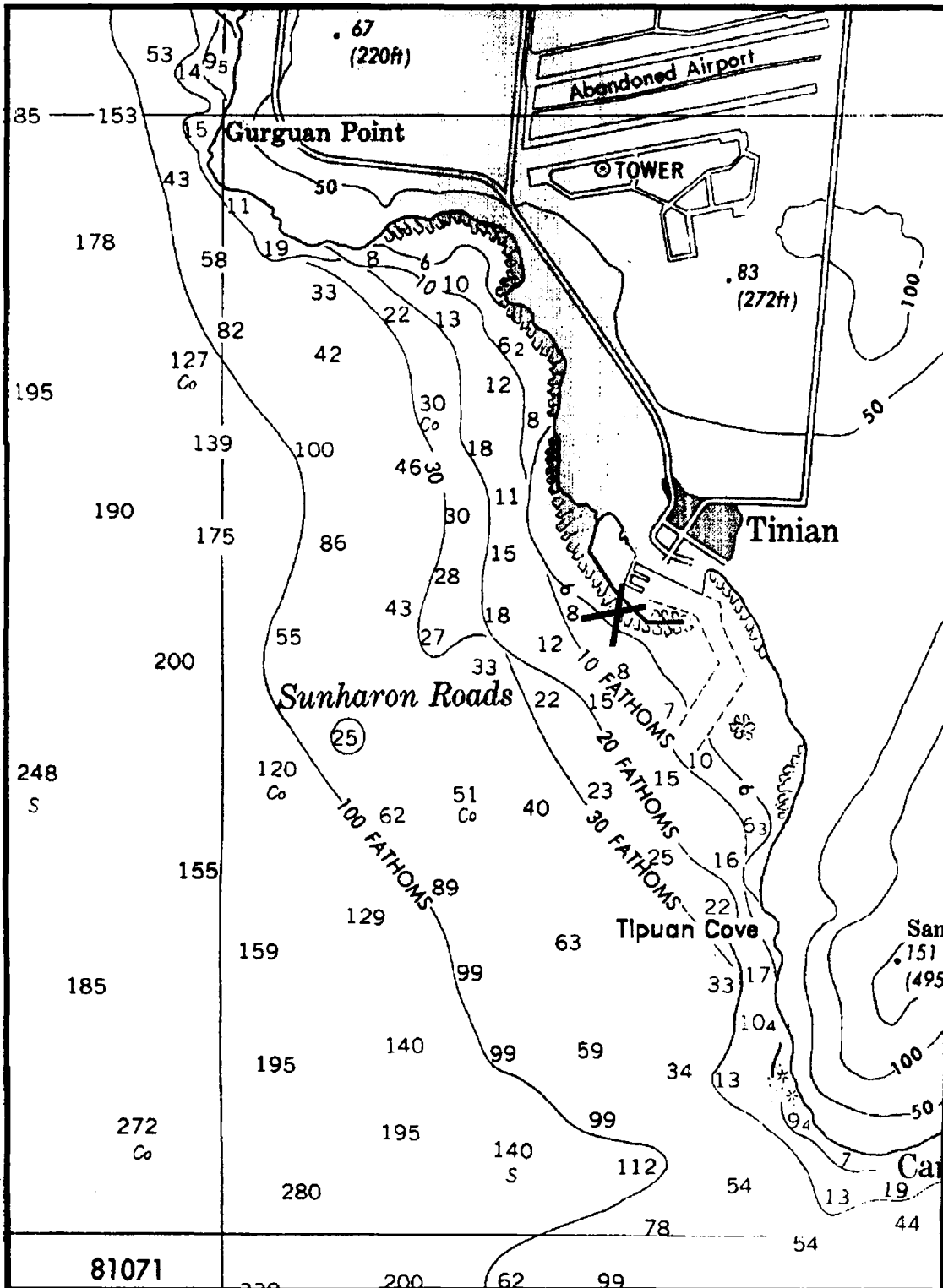
*Pareciendo no haber mas diligencias que añadir à este Expediente, se remitirà en primera oportuna ocasion al M. Y.S. Governador y Capitan General de las Yslas Filipinas para su providencia; cuidando antes el Secretario de esta Governacion y Guerra de sacar dos Testimonios de èl; el uno para Archivarlo, y el otro para repetirlo en caso necesario.*

*Muro.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.<sup>1</sup>*

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<sup>1</sup> Ed. note: This archival copy of the file was checked for errors and certified by Secretary Cruz, in the presence of Adjutant Ygnacio Espinosa, Manuel Tiburcio Garrido, and Andrés Pasava.



X marks approx. site of 1797 shipwreck of packet Experiment.

## Translation.

*Note: The proper name of the packet is given throughout this translation, i.e. Experiment, not Espermen.*

[Letter from Second-Lieutenant Luis de Torres, dated Tinian 7 September 1798]

### **Letter from the Commander of the Expedition to Tinian reporting that he found a vessel run aground and eleven Malabar survivors.**

I report to Your Lordship that after I set sail from that capital on the 14th of last month [i.e. August], I sailed with variable winds and arrived at the Island of Tinian at midnight on the night of the 17th and 18th of the same month. Upon coming upon the bar of **Sunharon**, I spotted a vessel at the same place and, since I did not know it, I was forced to pull back, and place the packet boat under my command in safety in the cove of Tipúan.<sup>1</sup> From there I despatched some men overland to reconnoiter that vessel from the beach, or the bush. In the morning of the 18th, said men returned and reported to me that the vessel was aground and damaged with one side lying on top of the reef barrier near the beach, and that there were some people ashore. With this notice, I ordered my men to arm themselves and we went to the beach, where I was received by 11 Sepoys, or Malabars, from Bengal. They, after having offered themselves to serve me with a show of the greatest humility, told me the following story:

That the vessel that was aground was a packet named **Experiment**, aboard which came the Captain, a white Anglo-American named **Suhen** [i.e. Swain] with two Mates of the same color and nationality, one white woman, one baby girl, another woman, a Malabar from Bengal, and 18 crewmen, including the Captain's servant, and another in the service of one of the Mates, all Sepoys, or Malabars. During the month of January of last year 1797, they left Canton bound for Anglo-America, and after sailing for six months with contrary winds and bad weather, they arrived at the Island of Tinian, or Buenavista, without water or rice, and wishing to resupply themselves with these articles in order to continue their voyage, they approached the south side of said Island and anchored near the bar of **Sunharon**. The Captain, one pilot, the women, the baby, and the whole crew immediately stepped ashore, except for the second pilot named Blac [i.e. Blake], the Boatswain Cader,<sup>2</sup> the boatswain's mate Nias, and his assistant Ysmael, the gang boss Camudi, and the sailors Piru and Imandi who remained aboard the ship. The others built shelters ashore with the ship's sails and stayed there until the third day

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- 1 Ed. note: The name of this Guam-based packet boat was San José (see below). Tipúan is a rare mention of a place name for Tinian. Since he could not have pulled back too far, this Tipúan must correspond to the beach called Blue Beach during WWII (MI11-12b in Bryan's Place Names).
  - 2 Ed. note: This man, from Bengal, was to hide in the bush when the Spanish ship left in October, and be picked up in November by the Ann & Hope.

when a strong SSW wind arose that broke the cables with which the ship was moored to three anchors, and she was broken to pieces on top of a reef barrier that is in said Island. This shipwreck caused the death of the sailor Imandi, and left all the others forsaken, until the beginning of the following July, 13 months after they had become isolated, another small Anglo-American ship arrived,<sup>1</sup> and the Captain, the pilots, the women, the baby girl, the cook, the helm's-men, and the two servants were taken off by the launch of this ship, plus two voyages carrying a few of the objects salvaged from the wreck. Left behind were 11 men, because 10 of them were then in the bush hunting cattle, as they had been ordered to do by the Captain, and the other, named Ayom, was left stranded on the beach, unable to embark, when a NE wind came up and broke the launch's mooring cables; the launch left the beach and he was unable to board it in time.

The ship that is aground is a packet boat of 29 cubits of keel,<sup>2</sup> and she shows signs of having been clad with copper, since there are some sheets left, but most of them have been taken off (they say) and fallen into the water, from repeated blows from the waves, and the long time that the ship has been on top of the coral rocks. I have left said Malabars in possession of the fragments and trinkets that they have been able to salvage, except for the small iron guns of two-pound caliber and two other small ones of 6-oz. caliber that I have deposited in my packet boat for any eventuality, but not daring to do anything until Y.L. lets me know what to do. Said Malabars have told me their names: the boatswain is Cader, the boatswain's mate is Nias, his assistant Ysmael, the carpenter Sanola, the gang boss Camude, and the sailors are Piru, Balapiru, Asan, Ayom, Miran, and Mavarag [sic].

May God save Y.L. for many years.

Island of Tinian, 7 September 1798.

The most humble and affectionate subject of Y.L. who kisses your hand,

Luis de Torres.

To His Lordship, Don Manuel Muro, Political and Military Governor of these Islands on behalf of H.M.

May God keep him for many years in Agaña.—

**Writ ordering the despatch of an Instruction to the Commander, Don Luis de Torres, to tell him what to do with the ship and the shipwrecked men in Tinian.**

In the city of San Ignacio de Agaña on 10 September 1798, His Lordship, Don Manuel Muro, Lieutenant-Colonel of the Royal Armies, and Governor for H.M. of these Mariana Islands, declared:

That inasmuch as he has just received the preceding letter written to him from the Island of Tinian by Second-Lieutenant Luis de Torres, the commander of the expedi-

1 Ed. note: This has to be the **India Packet**, although the shipwreck is inexplicably not mentioned in the logbook kept by Ebenezer Johnson (Doc. 1797D).

2 Ed. note: About 60 feet. The Experiment had a capacity of 84 tons. Lieutenant Torres' packet boat **San José** must have been almost as big.

tion to that island by this Royal garrison for slaughtering cattle, with which to supply its Infantrymen, and by which he advises him that he has found a vessel broken to pieces, 11 Malabars, or Sepoys, ashore, with other details therein; and given that an inquiry needs to be made to find out which vessel this was, and see to the rescue of such unfortunate shipwrecked people for the sake of humanity: he had to order, and he did order, the despatch to the above-said Commander, Don Luis de Torres, the Instruction that is believed appropriate, and which is to be added to the present record of proceedings kept by the Secretary for Administration and War. And so by this writ said Governor provided same, ordered, and signed, of which I give faith.

Manuel Muro.

Justo de la Cruz, Secretary for Administration and War.

### **Record of the Instruction.**

Letter of instruction despatched to Second-Lieutenant Luis de Torres, Mayor and Administrator of the village of Pago and of the King's Ranch of Tachuña, and Commander of the Expedition to Tinian for slaughtering cattle, regarding what he must do with the wrecked ship, and the 11 shipwrecked Sepoy men whom he has found in said island.

Don Luis de Torres, Commander of the Expedition to Tinian.

Although the unfortunate shipwrecked Sepoys whom Your Grace found in that island of Tinian have suffered bad luck, as you have told me in your letter dated 7th extant, they certainly require from us that we treat them with the greatest of kindest, the more so since we do not know whether or not they are enemies, prudence dictates that we make use of the a prudent circumspection to avoid any surprise while checking out the circumstances.<sup>1</sup> Hence, as soon as Your Grace receives this letter of instruction, you are to immediately carry out with caution all of the following [orders]:

1. You will assemble the 11 Sepoys and ask them, in the presence of the Sergeant-Major and three other trustworthy witnesses, what they intend to do with the wreck, since Your Grace is ready to help them with as many men as they need, as you have available at that Island? If they answer that the ship is now beyond repair, and that it would be convenient for her owner to recover the iron and copper that can be salvaged, you are to proceed with the recording in writing with clarity what the question and answer of the Sepoys were, and those who are able to sign are to do so, along with the Sergeant-Major and three witnesses. You are to send this paper to me with Pedro Danglon, and keep a copy of it.

2. Once this proceeding is complete, which is the main point of your Commission (and if possible you are on the same day) to despatch back to me the four canoes under the command of Pedro Danglon, the same that were sent there with the Corporal of the Militia José de Castro. They are to be loaded with leather pouches containing meat

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1 Ed. note: Four canoes with military reinforcement were despatched from Guam.

and hides, plus the instrument referred to in the preceding article, and the personnel left over are to remain to help with the other duties that are stated below.

3. Aboard the 4 canoes that, as I said, must be despatched to me if possible that same day, Your Grace is to embark 8 Sepoys, two in each canoe, unarmed, not only so that we may proceed with this investigation, but also to remove from there a few men whom we do not know, and thus avoid any untoward incident, and you are to entrust to Danglon and the other pilots in secret, that they must bring them as prisoners directly to me, and that they must not trust them at all. Your Grace is to do the same with any of the canoes that might turn back to that Island, in case not all of them can make the voyage on account of some accident, and you are to reduce the number of pouches, so as not to exceed the loads because of the Sepoys.

4. If the Sepoys should agree with the burning of the ship, you are to carry it out after the canoes have left and make a formal inventory of whatever be recovered in the presence of the Boatswain and two other Sepoys, who are the only ones who must remain in Tinian, that of the Sergeant-Major and the three witnesses who have been earmarked for the instrument referred to above. In other words, Your Grace must not make one move without the participation of these six persons, and you are to record in the inventory all of the guns, balls, copper sheets, pieces of iron, effect, and whatever the Sepoys may voluntarily hand over, that may be of use to the ship-owner, but if the Sepoys should resist the idea of burning her, Your Grace is to drop the idea, recording same in the instrument that you will remit with the eight persons aboard the canoes.

5. The things that should be weighed or measured, such as the guns, iron, copper sheets, etc., since Your Grace cannot do that overthere, you are to record them in the inventory as quantities of pieces, and calibers, more or less, so that everything be recorded as faithfully and clearly as possible, in such a way that the boatswain and his two companions are left completely convinced that the Spanish are acting in good faith.

6. Your Grace must also try and see if the lost anchors can be recovered, and they could perhaps be brought in with your packet boat, as replacement for her wooden anchors, so that their weight and volume may not become a bother on board the ship or prevent you from carrying the pouches of meat which is required for the sustenance of the Infantry of this garrison and constitutes the main commission of Your Grace.

...

Justo de la Cruz, Secretary for Administration and War.

**Note.** On this date, 2 October 1798, there were added to this file the letter, the document, and the inventory that was ordered taken in the above proceeding.

Cruz.

**Letter from Don Luis de Torres, Commander of the Expedition to Tinian.**

My dear Governor, Don Manuel Muro, Sir:

Aboard the four canoes and in charge of Pedro Danglon, their pilot, I remit to Y.L. the 8 Malabars, who are Ysmal, the boatswain's mate, Camudi, the gang boss, and the



sailors Piru, Balapiru, Asan, Ayom, Miran, and Mavarag, as well as the signed instrument that Y.L. ordered me to prepare, in accordance with Article 1 of the letter of instruction. Similarly, I remit the signed inventory of the things that said Malabars have turned over to me, as you ordered in Articles 4 and 8, but advising you that the three who remain here are the Boatswain Cader, the Boatswain's mate Nias, and the Carpenter Sanola, and that I have first delivered to all eleven of them the clothes that they said were theirs, and that seemed to me truly theirs, and I saw no need to include those in the Inventory.

Once the ship has been burned and the slaughter of the cattle finished, I will inventory the iron, copper, and lead that might be recoverable, which will be very little, on account of the position in which said ship is to be found, and I will return to that capital to deliver same, along with the three remaining Malabars, trying to comply in full with what Y.L. has ordered me to do in your Superior letter of instruction.

May God save Y.L. for many years.

Island of Tinian or Buenavista, 15 September 1798.

Luis de Torres.

#### **Agreement of the eleven shipwrecked Malabars for the burning of the packet boat Experiment.**

I, Second-Lieutenant Luis de Torres, Commander of the Expedition to Tinian for slaughtering cattle, in compliance with Article 1 of a Letter of instruction that I have received from Don Manuel Muro, Lieutenant-Colonel of the Royal Armies and Governor of these Mariana Islands on behalf of H.M., dated 10 September of the present year, and in the presence of Sergeant-Major Vicente Durán, the Squad Corporal of the First Spanish Company, Rufino Luxan, that of the Militia men, José de Castro, and the Soldier, Juan Taytano, caused to appear before me the Malabars Cader the boatswain, Nias the boatswain's mate, Ysmal his assistant, Sanola the carpenter, Camude the gang boss, and the sailors Piru, Balapiru, Asan, Ayum, Miran, and Mavarag, and, once they had been assembled and in the presence of the aforementioned, I asked them, by order of Y.L., to identify the ship that had taken them and was now broken to pices. To which all 11 Sepoys, or Malabars, unanimously and in agreement, answered: That the ship was lost already, that the sea had carried away all of her copper sheathing, many boards; and the frame timbers on one side was broken to pieces and impossible to repair, and so it seemed to them that it should be burned to see if some iron could be salvaged, though not much, because the poop and the bow were hanging over both sides of the reef, over a depth of 10 fathoms, but after she was burned, it would fall into the water and be all lost; on the other hand, in case of wanting to remove the iron by hand, the costs would be greater than the value recovered; that is why they repeated that it would be better for the owner to burn her in order to salvage the small amount of iron that would remain on top of the reef; indeed, they were sure that the Captain would not return for it, nor for the few other things that remained, having abandoned it to the first-comer, as they all had heard him say before he left the

island. And to record this for all times, I have made this instrument that I signed, along with the Boatswain Nias, and the sailor Asan, the only two who know how to write, plus Sergeant-Major Vicente Durán and the accompanying witnesses, at the Island of Tinian on 15 September 1798.

There follow various characters that seem to be the signatures of the Malabars Nias and Asan.

Vicente Durán.

Rufino Luxan.

José de Castro.

Juan Taytano.

**Inventory of the goods turned over by the eleven Malavars to the Commander of the Expedition to Tinian, Don Luis de Torres.**

I, Second-Lieutenant Luis de Torres, Commander of the Expedition to Tinian for slaughtering cattle, in order to make the inventory of the few things that could be salvaged from the ship **Experiment** that broke to pieces at this Island of Tinian, and as ordered by my Governor, Don Manuel Muro, caused to appear the Sepoys, or Malabars, Cader, Nias, Ismal, Sanola, Camudi, Piru, Balapiru, Asan, Ayum, Miran, and Mavarag, and in the presence of Sergeant-Major Vicente Durán, the Squad Corporal of the First Spanish Company, Rufino Luxan, that of the Militia-men, José de Castro, and the Soldier Juan Taytano, and I let them know of the Order that I have from my Superior for the taking into inventory of everything that has been salvaged from the shipwreck of said ship; and to this effect, I requested them to present whatever they had and knew had been salvaged, and they showed me what appears in the following Inventory:

**Effects.**

1. Firstly. 70 pairs of cotton Stockings, damaged.
2. Item. 8 closed Boxes which the Malabars said contained tea, a little over half a yard, square.

**Chinaware of average quality, with blue paint.**

3. Firstly, [15] Soup tureens, of average and small sizes, 10 of which with lids, and 5 without.
4. Item. 4 Gravy dishes.
5. Item. 10 Salt shakers.
6. Item. 3 Bowls, small, for jam, with their lids.
7. Item. 12 Cups, for tea.
8. Item. 4 bowls, for chocolate.
9. Item. 192 Plates, small, for tea [i.e. saucers].
10. Item. 80 Plates, with a [color] band, some large, some of average size, and others small.
11. Item. 268 Plates.
12. Item. 112 Cups.

13. Item. 4 small China Jars with their lids.
14. Item. 2 large Jugs with 2 corresponding pitchers.
15. Item. 1 small Bowl with its lid and plate.
16. Item. 1,365 very small Jars of ordinary China for use as inkwells.
17. Item. 7 small Jars of common earthenware.

#### **Weapons.**

18. Firstly, 6 Artillery Guns, of Iron, caliber two pounds.
19. Item. 4 iron Falconets, with muzzles of same material, caliber 6 to 8 ounces.
20. Item. 91 iron Balls for the two-pounder guns.
21. Item. 843 iron balls and bombasts.<sup>1</sup>
22. Item. 6 Barrels, one for shotgun, and 5 small ones perhaps for carbines, with a few pieces of trigger mechanisms, but all completely useless.
23. Item. 5 old Bayonets.
24. Item. 3 gun Carriages with their iron parts, in damaged condition, for the two-pounder guns.

#### **Various Articles (for private use).**

25. Firstly. 1 Grinding-stone, small, with its crank.<sup>2</sup>
26. Item. 14 iron carving Knives, for the table.
27. Item. 2 Irons to press clothes, one of copper, and the other of iron.
28. Item. 1 iron steelyard [i.e. weighing scale].
29. Item. 1 old pewter Syringe.
30. Item. 1 brass mortar, without a pestle.
31. Item. 6 Paintings, 1/3-yard high, under glass, one broken up, with paintings in the European style, in damaged condition, with the frames having already lost their gilt and paint.
32. Item. 5 old buckets<sup>3</sup> to carry water, without hoops.
33. Item. 2 cane Beds, very damaged, one with 3 drawers, the other with only one.
34. Item. 1 small Table of common pine, with one small drawer.

#### **Carpenter's Tools.**

35. Firstly. 5 Hatchets.
36. Item. 1 Axe.
37. Item. 4 Chisels, various sizes.
38. Item. 1 small Hammer.
39. Item. 1 small Auger.
40. Item. 1 Gouge.
41. Item. 1 large measuring device, curved.
42. Item. 1 Hand-saw.
43. Item. 1 small Plane, old.

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1 Ed. note: *Cortadillos* were scraps of iron used as projectiles.

2 Ed. note: Of the type to sharpen axes, or knives, I think.

3 Ed. note: The word "tercerola" could mean wooden buckets, or tubs, or small barrels cut down.

All the items that appear in the above Inventory is what the 11 Malabars have turned over to me, in the presence of Sergeant-Major Vicente Durán, the Squad Corporals Rufino Luxán and José de Castro, and Soldier Juan Taitano. In faith whereof, I have signed it, along with the Boatswain Nias, and the Sailor Asan, the only two among their companions who say that they can write, and the Sergeant-Major, and the above-mentioned Corporal and Soldier, in the Island of Tinian or Buenavista, on 15 September 1798.

Luis de Torres.

Various characters that appear to be the signatures of the Malabars Nias and Asan.

Vicente Durán.

Rufino Luxan.

José de Castro.

Juan Taytano.

**Decree for the opening of an Inquiry, and for the simple questioning of the eight Malabars brought in by the canoes.**

San Ignacio de Agaña, 2 October 1798.

Whereas have appeared before me the Sepoys, or Malabars, who were brought in from the Island of Tinian by Pedro Danglon, the pilot of the canoes, their names Ysmal, Camude, Piru, Balapiru, Asan, Ayom, Miram, and Mavarag; and whereas through various conversations with them about the matter under investigation, I found out that they can only explain themselves in bad Spanish, and in view of the absence of anyone who could serve as an interpreter in these Islands in order to take individual declarations in the form of sworn statements, as required; indeed, it has not been possible to explain anything in a way that they can understand: All eight of them are to appear together and, in the presence of the Government Secretary, they are to be ordered to make a simple narrative, using the following questions:

1. What is the name of the ship, and where did it come from?
  2. Who is the owner of said ship?
  3. Where did they join the ship, and where was it going?
  4. What cargo did it carry?
  5. Where did they become shipwrecked, when, and how?
  6. Who were the officers, people and crewmen, and what are their names?
  7. Where are the officers, and other crewmen?
  8. What did they salvage from the wreck, and where is it now?
  9. How long were they on the Island of Tinian, or Buenavista, how did they survive during this time?
- and anything else that may serve to complete this file.

Muro.

Justo de la Cruz, Secretary for Administration and War.

### Simple declaration of the eight Malabars.

In the City of San Ignacio de Agaña, on 3 October 1798, His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies, and Governor of these Mariana Islands on behalf of H.M., in compliance with the preceding decree, caused the eighth Se-poys or Malabars mentioned therein, to appear and, before me the present Secretary, they were asked to state their name, country of origin, age, and occupation aboard the shipwrecked ship. To which one answered: That his name was Ismael, born in Ma..cad(?) in the Kingdom of Bengal, that he does not know how old he is, and that he acted as assistant to the Boatswain's mate aboard the ship **Experiment**.

Camudi said that he was born in Beliadumpur in the Kingdom of Bengal, that he does not know his age, and that he served as gang boss aboard the same ship.

Piru said that he was born in Sarbayar in the Kingdom of Bengal; he does not know his age, and he was one of the Sailors aboard the shipwrecked ship.

Balapiru was born in Tamloc in the Kingdom of Bengal; he does not know his age, and he was also a sailor.

Asan was born in Mergafur in the Kingdom of Bengal; he does not know his age, and he too was a sailor.

Ayom was born in Trintala in the Kingdom of Bengal; he does not know his age, and was a sailor.

Miran was born in Sayanabat in the Kingdom of Bengal; he does not know his age, and was a sailor.

And Mavarag was born in Madras on the Coast of Coromandel;<sup>1</sup> he does not know his age, and was a sailor. And then they continued to be interrogated regarding the same questions:

1. The answer to the first question was: That the name of the ship was the **Esperim-ent** and that she came from Canton.

2. That they do not know who is the owner of the ship.

3. That in the port of Canton, in the Empire of China, they were all recruited by the Captain of the ship at about the beginning of last year 1797 to become crewmen, and that at the same time more or less they left said port bound for English America, according to what the Captain said.

4. That the cargo of the ship consisted of wine that they had bought in Batavia, according to what they were told, chinaware, sugar, and tea loaded at Canton.

5. That during the month of July of last year 1797, they crashed on the Island of Tinnan, or Buenavista, having left Canton at the beginning of said [year], as was already said, but they took six months before they got there on account of the bad weather, the contrary winds, and because the ship was leaking badly, and they wished to resupply themselves with rice, and water, which they were in great need of. They approached the

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1 Ed. note: I have consulted with a Tamil friend, Oscar Nair, born in the same city, and he thinks that Mavarag is a misprint for Maharaj, which means King, and is a very common name on the coast.

south side of said Island of Tinian and anchored near the bar of Sunharon. Immediately the Captain stepped ashore, along with Tamby the Mate, the women, the baby, and the whole crew except for Blac the Second Mate, Cader the Boatswain, Neas the Boatswain's Mate, Ismael his assistant, Camudi the gan boss, and the Sailors Piru, and Imandi who remained aboard the ship to stand watch over it. Those who had gone ashore made barracks with the sails from the ship and they sought shelter in them, then they began to kill cattle to use as food supplies, but they were busy at this when, on the third day, a strong wind from the SSW arose, and, although the ship was moored with three anchors, her cables broke and she broke to pieces upon the reef barrier that said Island of Tinian has there. The Sailor named Imandi perished in this shipwreck, and all remained marooned, until such time, after they had been isolated for 13 months, that is, at the beginning of July of this year, when the Captain had sent to the bush the Boatswain, and 10 of the 11 men who have remained on the Island of Tinian to continue killing cattle; in the meantime, there arrived a small Anglo-American frigate<sup>1</sup> that was going to Canton, and she sent her launch to take a look at the ship on the reef. Captain was able to talk with them and the result was that said Captain, the two Mates, the women, the baby girl, the Captain's cook, the helm's men, and the two servants of the Captain and Mate, along with their baggage, and the few articles that had been salvaged from the wreck, as much as the said launch was able to take in two trips, because on the second trip, a stiff NE wind forced it to abandon the beach when its cables that had been tied to some trees ashore broke to pieces and the NE wind took it away, leaving behind the 10 men who were in the bush where they had gone to kill cattle, and the Sailor Ayom on the beach, because he was unable to embark for the said reason; he was the one who told them this story, adding that, when the launch reached the frigate, which had been tacking back and forth in the offing, they began to sail away to the west, and disappeared.

6. That said shipwrecked ship, the **Experiment**, had the following officers, crew and passengers:

#### Officers.

Captain:	Suhen [i.e. Swain], a white Anglo-American who has only one thumb on his right hand, as he lost the other four fingers [in an accident] when loading a cannon some time earlier.
First Mate:	Tamli(?): same color, and nationality.
Mate:	Blac [i.e. Blake]: white Anglo-American.

#### Crewmen.

Boatswain:	Cader: Malabar, or Sepoy.
Boatswain's mate:	Nias: Malabar.
Assistant to " :	Ismael: Malabar.
Carpenter:	Sanola: Malabar.

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<sup>1</sup> Ed. note: The India Packet (see Doc. 1797D).

Helm's men:	Dick: brown-skinned, Portuguese nationality, and a Catholic by religion; Romo, brown-skinned, Portuguese nationality, and a Catholic by religion.
Sailors:	Piru: Malabar. Balapiru: Malabar. Asan: Malabar. Ayom: Malabar. Miram: Malabar. Mavarag: Malabar [sic]. Ymandi: Malabar who died in the shipwreck. Mahomar: Malabar, who died about six months later at the Island of Tinian, of natural causes.
	<b>Passengers.</b>
Women:	Bepse [i.e. Betsey]: white Anglo-American; Sel: Malabar; Yas: Baby girl at the breast, daughter of Sel.
Captain's cook:	Fo Ky: Chinese, i.e. Sangley.
Captain's servant:	Antonio, brown-skinned: Portuguese nationality, and a Christian.
Mate's servant:	Richer [i.e. Richard], brown-skinned: Portuguese nationality, and a Christian.

All said persons, carried by the Packet **Experiment**, totalled **24** persons.

To Question 7, they answered: That the officers of the crew, the women and passengers who are on the List but were not found on the Island of Tinian boarded said Anglo-American frigate as they have already declared in answer to the fifth question.

8. That the only things that were salvaged from the shipwreck were those taken by the Captain, a little chinaware, 8 damaged boxes of tea, a few pairs of cotton stockings also damaged, with the other trinkets that they turned over in Tinian to the Commander of that Expedition, Second-Lieutenant Luis de Torres, and which were recorded in an Inventory before various witnesses who signed their names, along with their companions Nias and Asan. They are persuaded of the honesty of said inventory because it was taken in the presence of all of the Malabars, and included in same were also the small iron guns with 3 carriages, 4 iron falconets, and a few balls of their calibers.

9. To this question they answered: That during the 14-1/2 months that they lived in the Island of Tinian, or Buenavista, they maintained themselves with 60 large Bulls that were killed there,<sup>1</sup> and a few wild chickens, by order of their Captain until he abandoned them, and afterwards the 11 marooned men only killed two Bulls.

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1 Ed. note: The Captain probably had instructed them to kill only male animals, so as not to deplete the herd too much. Except for the Tamil sailor from Madras, the Malabars were not Hindu, but Moslems, and could have killed cows, if ordered to, without bothering their conscience.

When asked: If the Captain, his officers and the declarants themselves, knew that the Island of Tinian, or Buenavista, with the bulls, chicken and everything therein, was the property of the King of Spain, Charles IV (whom may God save)? They answered:

That their Captain, his officers, and even the declarants themselves knew that said Island of Tinian with its Bulls, chickens, and everything else there, is the property of the King of Spain, but the need they found themselves in, isolated as they were, and in a very great danger of dying of hunger, forced them to kill Bulls, and wild chickens to prevent such a fatal disaster; however, with the knowledge of their Captain, officers (whom they heard many times say it), and even on their own, that the Bulls and fowls that they were killing belonged to someone else, and they would necessarily have to be paid, for this reason the declarants had known that the little that has been salvaged from the shipwreck of the Packet **Experiment** must be used to compensate for the Bulls they killed, and the other expenses that they have made for their sustenance; and if perhaps this small amount of property is insufficient to cover the cost of their maintenance, they rely on the charity of the Spanish and their justice to do with them as they see fit. That is all they know or can say in answer to the question that were made them, with the simplicity that is evident and without the formality of a sworn statement, because none of them has revealed the Sect or Religion that he professes in a way that can be understood; indeed, it seems that, according to their explanations that their [religious] Law forbids them to eat pork, although one cannot affirm on this basis that they are followers of Mohamed, because they add that they do not know of, nor have they ever heard the name of this false and despicable Prophet.<sup>1</sup> And after this their simple declaration was read to them, they affirmed it as being truthful in all its parts, and the Malabar Asan signed it with the characters of his nation, since he was the only one among the eight of them who could do so, along with His Lordship the Governor, for which I vouch.

Manuel Muro.

Various characters that seem to be the signature of the Malabar Asan.

Justo de la Cruz, Secretary for Administration and War.

**Decree to have a letter from the Commander, Don Luis de Torres, added to these proceedings, along with the Inventory of the iron, copper, and lead salvaged from the Packet Experiment, and to have these three materials weighed.**

San Ignacio de Agaña, 10 October 1798.

Second-Lieutenant Luis de Torres, Commander of the Expedition to Tinian for slaughtering cattle, who has just anchored at the bar of this Capital, has sent me this letter from on board her, and the accompanying Inventory of the iron, copper and lead that could be salvaged from the site where the Packet **Experiment** ran aground, after she was burned. Since it is proper for both documents to be recorded, they are to be added hereunder. After checking the above-mentioned iron, copper and lead, they are

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1 Ed. note: A lie on their part was good politics, under the circumstances.



to be weighed, as distinctly as possible, in the presence of the above-mentioned Commander, Don Luis de Torres, the Sergeant-Major Don Vicente Durán, the 10 Malabars, the Squad Corporal of the First Spanish Company, Rufino Luxán, that of the Militia-men, José de Castro, and the Soldier Juan Taytano, of which I vouch.

Muro.

Justo de la Cruz, Secretary for Administration and War.

**Note.** With the same date as shown in the above proceeding, there were added the Letter and Inventory in question. I have noted this so that they may become part of the record, in faith whereof.

Cruz.

**Letter from the Commander, Don Luis de Torres.**

My dear Governor, Don Manuel Muro, Sir:

I report to Y.L. that I am anchored at this bar with the packet boat under my command, named **San José**, and the load of meat, dry meat, and hides from Bulls for which Y.L. sent me to Tinian with a commission. I also bring the Malabars Nias and Sano-la, the guns, balls, and other articles that the 11 shipwrecked people turned over to me, and which I have listed in the Inventory that I have remitted to Y.L., dated 15 September last, and signed by me, by Sergeant-Major Vicente Durán, Squad Corporals Rufino Luxán and José de Castro, and the Soldier Juan Taitano.

With the same formality, I remit to Y.L. the List of the iron, copper and lead that were salvaged from the Packet named **Experiment**, after she was burned in accordance with the orders of Y.L., and I await the order of Y.L. to know to whom I should deliver all of these things from the Malabars.

I also wish to let Y.L. know that, on the 3rd of the present month, there arrived at Tinian a frigate that we were told is named **Neptune**, her Captain being Daniel Greins [i.e. Greene]; and that they were Anglo-Americans who left these Colonies for Canton. From her people, we learned that there are 8 other vessels on their track, 4 Englishmen, and 4 Anglo-Americans, who were to stop at Tinian. For this reason, the Boatswain Cader asked me for permission to join the frigate **Neptune**, but as I had reported to Y.L. already, I refused. On the 6th, I had finished loading the packet boat and about to set sail but, since said Boatswain had gone missing, it became necessary to cancel departure, and to despatch most of the men to the bush to look for him. They spent the 6th, 7th, and the 8th of this month doing so, but seeing that he did not appear, given the disadvantage that would occur in the service of the King by keeping the packet loaded and waiting for the eight foreign boats mentioned by those from the **Neptune**, I set sail at 7 p.m., leaving behind at Tinian said Boatswain Cader, whom we looked for during three days in a row, but he could not be found in the bush no matter how many efforts were made, which I report to Y.L. for your information.

May God save Y.L. for many years.

Packet Boat **San José** at anchor at the bar of Agaña, 10 October 1798.

I kiss the hand of Y.L.,  
Luis de Torres.

I, Second-Lieutenant Luis de Torres, in compliance with Article 4 of the Letter of instruction sent to me by my Governor, Don Manuel Muro, caused to appear before me Boatswain Cader, Boatswain's mate Nias, and Carpenter Sanola, Malabars, with whom, and in the presence of Sergeant-Major Vicente Durán, Rufino Luxan, the Squad Corporal of the First Spanish Company, that of the Militia-men, José de Castro, and the Soldier Juan Taytano, have spent the whole day of yesterday at the Packet Boat that is aground, the **Experiment**, and in accordance with said Instruction, I ordered her set on fire, which caught immediately, and we withdrew. Today, at about noon, we all went back to said Packet Boat, and found her all burned, except for the poop and the bow that had fallen into the water, because they had been [lying] over a pit of 10 fathoms, along with all their iron articles. Immediately, the seven persons in question began to collect the iron, copper and lead from the [part of the] ship that had been burned, and that we collected, were as follows:

**Iron.**

**6** Boxes of nails, spikes, and other pieces of iron that were recovered from the ship after she was burned.

**Copper.**

**2** Boxes with various pieces of copper that were taken off the ship, and the few sheets from the sheathing that the sea had left, with other bits that are all useless as they are eaten by verdigris and of little use.

**Lead.**

**1** Box of lead, melted and dirty that came from the scuppers, the tea cans, and some sheathings, during the burning of the ship.—

The whole contents of this Inventory of iron, copper and lead are the only things that we have been able to salvage from the Packet Boat **Experiment** after she was burned, in the presence of the Boatswain Cader, his mate Nias, and the Carpenter Sanola, and acting as witnesses the Sergeant-Major Vicente Durán, the Squad Corporals and Soldier, Rufino Luxán, José de Castro and Juan Taytano, and in faith whereof I have signed it, along with said Boatswain Nias, the Sergeant-Major, the Squad Corporals, and the Soldier, at the Island of Tinian, or Buenavista, on 20 September 1798.

Luis de Torres

Various characters that seem to be the signature of the Malabar Nias.

Vicente Durán.

Rufino Luxán.

José de Castro.

Juan Taitano.

### **Weighing of the iron, copper, and lead.**

In the City of San Ignacio de Agaña, on 11 October 1798, Don Manuel Muro, Governor of these Mariana Islands for H.M., in compliance with the order in the Decree on folio 17 verso, caused to appear before him: Second-Lieutenant Luis de Torres, Commander of the Expedition to Tinian, the 10 Malabars, Sergeant-Major Vicente Durán, Rufino Luxan, the Squad Corporal of the First Company of Spanish Infantry of this garrison, that of the Militia-men José de Castro, and the Soldier Juan Taytano. And after the above-mentioned Commander had exhibited the iron, copper and lead recovered from the ship **Experiment** that was burned at the Island of Tinian, and after the present Governor had asked the above-named persons: if the iron, copper and lead that were present, were the same as those recovered from the shipwrecked packet boat, that was burned, or if there were pieces missing? They all answered with one voice: That the iron, copper and lead before them were the same as those that they had been able to take out from the **Experiment**, because they had all been together at the time they were collected, after the burning, and had even, at the Island of Tinian, signed an Inventory presented to them by Commander Luis de Torres on 20 September last. being certain that the quantities of these three materials that they were able to recover in Tinian, and for which they had signed, are the same and there is nothing missing, as far as they know. In view of which the present Governor ordered the weighing of all the iron, copper and lead with as much specificity as possible, which was done in the following manner:

#### **Spikes.**

Firstly, 33@ 12 pounds which was the weight of 496 spikes of various sizes .....	33@12 lbs
<b>Broken nails, most of them with their tips bent.</b>	
Firstly, 35@ 20 pounds of said nails .....	35@20 lbs
<b>Various pieces of iron that came from the vessel, most of them damaged, such as hooks from the rigging, hoops, ring-bolts, hatch latches, pump parts, barrel hoops, and other items</b>	
Item. 41@ and 12 pounds of iron in said pieces .....	41@12 lbs
Item. 5@ and 8 pounds, the weight of 1 set of rudder hinges .....	5@08 lbs
Item. 1@ and 15 pounds, the weight of 1 cross-piece from the same rudder, and 1 hook from the main rigging .....	1@15 lbs
Item. 6@ and no pound, the weight of 1 iron box with 2 fireboxes for cooking .....	6@00 lbs
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[Sub-total at the bottom of the sheet:]	
Sub-total, continued on next page .....	123@17 lbs
Item. 6@ and 6 pounds, the weight of two iron sheets of cast iron used as ballast .....	6@ 6lbs

Item. 11@ only, the weight of 19 chains from the channels .....	11@
Item. 9@ and 4 pounds, the weight of all the pieces from one capstan minus the spikes that were not found .....	9@04 lbs
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	150@02 lbs
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### Copper.

Firstly, 3@ 05 pounds of copper, the weight of 3 hinges from the rudder, 2 cylindrical liners from the pump, 2 washers from a pulley, 1 small barrel-type pump .....	9@05 lbs
Item. 10@07 pounds of copper plates that served as sheathing for the ship, with other various useless pieces, all eaten up by verdigris, therefore of little use .....	10@07 lbs
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	19@12 lbs
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### Lead.

Firstly, 11@ 00 pounds of melted lead, dirty, that came from the scuppers,  
the tea cans, and some sheathings, during the burning of the ship ... 11@

Thus all the iron that has been recovered from the Packet **Experiment** after she was burned weighs 150 arrobas and 2 pounds; the copper weighs 19 arrobas and 12 pounds; and the lead 11 arrobas, containing impurities, as shown in the above totals.

And in faith whereof, His Lordship the Governor, Second-Lieutenant Luis de Torres, the two Malabars Nias and Asan, Sergeant-Major Vicente Durán, the Squad Corporal of the First Infantry Company Rufino Luxán, and that of Militia José de Castro, the Soldier Juan Taytano, all signed, for which I vouch.

Muro.

Luis de Torres.

Various characters that seem to represent the signatures of the Malabars Nias and Asan.

Vicente Durán.

Rufino Luxan.

José de Castro.

Juan Taytano.

Justo de la Cruz, Secretary for Administration and War.

**Decree to have everything that has been recovered from the Packet Experiment deposited in the Royal Warehouses and placed in care of their Storeman, Second-Lieutenant Ignacio Martinez, by means of a formal delivery, and Inventory, to be made by Second-Lieutenant Luis de Torres, Commander of the Expedition to Tinian.**

San Ignacio de Agaña, 13 October 1798.

Since everything that has been recovered from the wreck of the Packet named **Experiment** at the Island of Tinian must be preserved, until the Most Illustrious Governor and Captain General of the Philippine Islands disposes otherwise, it shall be deposited in the Royal Warehouses of this Royal Garrison in charge of the Warehouseman, or Store-keeper, Second-Lieutenant Ignacio Martinez; to this effect, Second-Lieut. Luis de Torres, Commander of this year's Expedition to Tinian for slaughtering cattle, is to appear and make a formal delivery of everything that has been recovered from said packet boat, and as recorded in these proceedings, in my presence and that of the Secretary for Administration and War, with details as to type, quantity, and weight, except for the guns that could not be weighed for lack of the proper equipment (as far as they are concerned, a mention of their caliber will suffice).

Muro

Justo de la Cruz, Government Secretary for Administration and War.

**[Final Inventory]**

**Deposit and Inventory.**

In the City of San Ignacio de Agaña, on 13 October 1798, His Lordship Don Manuel Muro, Governor for H.M. of these Mariana Islands, for the purpose of depositing in the Royal Warehouses of this garrison what has been salvaged from the shipwrecked packet boat named **Experiment**, at the Island of Tinian, caused to appear Second-Lieutenants Luis de Torres, Commander of the Expedition to said Island, and Ignacio Martinez, Store-keeper of the above-mentioned Royal Warehouses, for whom I the present Secretary can vouch, and the latter said: That he had received from the former, as in fact he did receive in the Warehouses under his care all of the following:

**Effects.**

1. Firstly. 70 pairs of cotton Stockings, damaged.
2. Item. 8 closed Boxes which the Malabars said contained tea, a little over half a yard, square.

**Chinaware of average quality, with blue paint.**

3. Firstly, 15 Soup tureens, of average and small sizes, 10 of which with lids, and 5 without.
4. Item. 4 Gravy dishes.
5. Item. 10 Salt shakers.
6. Item. 3 Bowls, small, for jam, with their lids.
7. Item. 12 Cups, for tea.
8. Item. 4 bowls, for chocolate.
9. Item. 192 Plates, small, for tea [i.e. saucers].
10. Item. 80 Plates, with a [color] band, some large, some of average size, and others small.
11. Item. 268 Plates.
12. Item. 112 Cups.

13. Item. 4 small China Jars with their lids.
14. Item. 2 large Jugs with 2 corresponding pitchers.
15. Item. 1 small Bowl with its lid and plate.
16. Item. 1,365 very small Jars of ordinary China for use as inkwells.
17. Item. 7 small Jars of common earthenware.

#### **Weapons.**

18. Firstly, 6 Artillery Guns, of Iron, caliber two pounds.
19. Item. 4 iron Falconets, with muzzles of same material, caliber 6 to 8 ounces.
20. Item. 91 iron Balls for the two-pounder guns.
21. Item. 843 iron balls and bombasts.
22. Item. 6 Barrels, one for shotgun, and 5 small ones perhaps for carbines, with a few pieces of trigger mechanisms, but all completely useless.
23. Item. 5 old Bayonets.
24. Item. 3 gun Carriages with their iron parts, in damaged condition, for the two-pounder guns.

#### **Various Articles (for private use).**

25. Firstly. 1 Grinding-stone, small, with its crank.
26. Item. 14 iron carving Knives, for the table.
27. Item. 2 Irons to press clothes, one of copper, and the other of iron.
28. Item. 1 iron steelyard [i.e. weighing scale].
29. Item. 1 old pewter Syringe.
30. Item. 1 brass mortar, without a pestle.
31. Item. 6 Paintings, 1/3-yard high, under glass, one broken up, with paintings in the European style, in damaged condition, with the frames having already lost their gilt and paint.
32. Item. 5 old buckets
33. Item. 2 cane Beds, very damaged, one with 3 drawers, the other with only one.
34. Item. 1 small Table of common pine, with one small drawer.

#### **Carpenter's Tools.**

35. Firstly. 5 Hatchets.
36. Item. 1 Axe.
37. Item. 4 Chisels, various sizes.
38. Item. 1 small Hammer.
39. Item. 1 small Auger.
40. Item. 1 Gouge.
41. Item. 1 large measuring device, curved.
42. Item. 1 Hand-saw.
43. Item. 1 small Plane, old.

#### **Iron.**

#### **Spikes.**

44. Firstly, 33@ 12 pounds which was the weight of 496 spikes  
of various sizes ..... 33@12 lbs

**Broken nails, most of them with their tips bent.**

45. Item. 35@ 20 pounds of said nails ..... 35@20 lbs

**Various pieces of iron that came from the vessel,  
most of them damaged, such as hooks from the rigging,  
hoops, ring-bolts, hatch latches, pump parts,  
barrel hoops, and other**

46. Item. 41@ 12 pounds of iron in said pieces ..... 41@12 lbs

47. Item. 5@ 08 pounds, the weight of 1 set of rudder hinges ..... 5@08 lbs

48. Item. 1@ 15 pounds, the weight of 1 cross-piece from same rudder ... 1@ 15 lbs

[Sub-total at the bottom of the sheet:]

Sub-total, continued on reverse ..... 116@02 lbs

49. Item. 6@ 00 pounds, the weight of 1 iron box with 2 fireboxes  
for cooking ..... 6@00 lbs

50. Item. 6@ and 6 pounds, the weight of two cast iron sheets used as ballast ...  
6@ 6lbs

51. Item. 11@, the weight of 10 chains from the channels ... 11@  
9@ and 4 pounds of iron from all the pieces from 1 capstan,  
minus the spikes that were not found ..... 9@04 lbs

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150@02 lbs  
-----

**Copper.**

[51?] Firstly, 3@ 05 pounds of copper, the weight of 3 hinges from  
the rudder, 2 cylindrical liners from the pump, 2 washers  
from a pulley, 1 small barrel-type pump ..... 9@05 lbs

[52?] Item. 10@07 pounds of copper plates that served as sheathing  
for the ship, with other various useless pieces, all eaten  
up by verdigris, therefore of little use ..... 10@07 lbs

-----  
19@12 lbs  
-----

**Lead.**

[53?] Firstly, 11@ 00 pounds of melted lead, dirty, that came from the scuppers,  
the tea cans, and some sheathings, during the burning of the ship ... 11@

...

And in faith whereof, the above-named Second-Lieutenants signed this proceeding,  
along with His Lordship the Governor at the above-mentioned place, and on said date,  
for which I vouch.

Muro

Luis de Torres

Ignacio Martinez

Justo de la Cruz, Government Secretary for Administration and War.

**Decree to have a simple declaration made by the Malabars Nias and Sanola.**

San Ignacio de Agaña, 16 October 1798.

Take a declaration from the Malabars Nias and Sanola in the same terms as their 8 Companions, using the same questionnaire that appears on folio 12.

Muro.

Justo de la Cruz, Secretary for Administration and War.

**Simple declaration made by the Malabars Nias, and Sanola.**

In the City of San Ignacio de Agaña, on 17 October 1798, His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies and Governor for H.M. of these Mariana Islands: in compliance with the contents of the above proceeding, caused to appear the two Malabars, or Sepoys, mentioned therein, and who, before me the present Secretary, were asked for their name, place of birth, age, and occupation aboard the shipwrecked ship? To which they answered:

That their names are: Nias, born in Chadigao in Bengal, 27 years old, and acted as Boatswain on board the ship **Experiment**.

Sanola, born in Santoguel in Bengal, age unknown, and acted as carpenter on board said vessel.

Immediately thereafter, they were asked the same questions as appear in the previous Questionnaire, and they answered the following, to the first question:

1. That the ship's name was the **Experiment**, and that she came from Canton.
2. To the second one: that they do not know who is the owner of said ship.
3. To the third question, they answered the same as their eight Companions.
4. To the fourth one, they said: that what the other Malabars said is the truth, and they cannot say anything else.
5. To the fifth question, they answered: the same as the other Malabars earlier.
6. To the sixth one, they said: that the officers, people and crew aboard the Packet **Experiment** are the same ones, and with the same names that appear on the list created by their Companions.
7. To the seventh one: that the officer, crew, women, and passengers who were not found in Tinian, had embarked, as their Companions said in answer to the fifth question.
8. To the eighth question, they said: that they refer to the Inventory that was taken in their presence at Tinian, and at this Capital.
9. To the ninth one, they answered: that during the whole time that they remained in the Island of Tinian they maintained themselves with [the meat of] 60 large bulls that were killed there, and a few chickens from the bush, by order of their Captain, until the time that he abandoned them, and after that they only killed 2 bulls, by decision made by the eleven men who had been left behind.



Questioned: If the Captain knew, as well as his officers, and the declarants, that the Island of Tinian, or Buenavista, with the 62 Bulls and the chickens that were killed and eaten belong to the dominion of the Catholic King of Spain, Charles IV, whom may God save? To this question, they answered the same as the eight Malabars their Companions: That it was all that they knew and could say regarding the questions made to them in the same simple way as to their Companions; and without the formality of any oath, because neither has stated clearly the Sect or Religion to which he belongs, as far as can be understood; indeed, the only explanation they gave was that their Law does not permit them to eat pork; however, one cannot say for sure that they follow Mahomet, because they pretend that they do not know, nor have they ever heard the name of this false and despicable Prophet.

And, after this simple declaration was read back to them, they affirmed it and ratified it, saying it is the truth in all its parts, but the only one who signed it was the Boat-swain's mate Nias, with the characters of his nation, because Sanola does not know how, along with His Lordship the Governor, for which I vouch.

Muro.

Various characters [that seem to be the signature] of the Malabar Nias.

Justo de la Cruz, Secretary for Administration and War.

**[Cost of the bulls eaten by the Yankees at Tinian]**

San Ignacio de Agaña, 17 October 1798.

Given the usefulness of recording the expenses that have been caused to this Royal garrison by the 11 Malabars who were shipwrecked at the Island of Tinian, for example, for their maintenance, as well as the transportation to this Capital of 10 of them, and of the few things that were salvaged from the Packet **Experiment**, it is necessary to proceed with the assessment of the value of the 62 large Bulls that are mentioned in their simple declarations on folios 13 verso and 26 verso, which the 10 Malabars confess that they killed and ate at the Island of Tinian, that belongs to this government, in order to stay alive, but it is not necessary to do so with the wild chickens that they mentioned verbally later on, since we do not know how many, and because of their small relative value. And to carry out the valuation of the Bulls, are hereby appointed Captain Domingo Manuel Garrido and Basilio Taytigan, the Majordomo of the Royal College of San Juan de Letran for Boys in this city, so that they may as experts and under a sworn deposition, fix the just price of the above-mentioned 62 Bulls, recording same to the present record of proceedings.

Muro

Justo de la Cruz, Government Secretary for Administration and War.

In the City of San Ignacio of Agaña, on 18 October 1798: Before His Lordship Lieutenant-Colonel Manuel Muro, Governor for H.M. of these Mariana Islands, there appeared Captain Domingo Manuel Garrido, and Basilio Taytigan, the Majordomo of the Royal College of San Juan of Letran for boys residing at this City; and to whom before me the present Secretary he took their oath, which they made in the legal man-

ner, under whose charge they offered to tell the truth about everything they might know, or be asked about. And when asked the question which appears in the above proceeding, they answered:

That every one of the large Bulls that produces the Island of Tinian, of Spanish breed, can be worth from 15 to 16 pesos at this Island, but considering that the Malabars killed them overthere, and that since one must take into account the transport to any other part (since the crossing between these two islands is of 30 leagues, more or less), it seems to them that each Bull in the wilds of Tinian may frankly be worth 8 pesos in money, more or less according to the present season; now, since 62 large bulls is the number killed by the Malabars in said Island, it follows that they owe to this Royal garrison the sum of 496 pesos. Such was the fair price that they say they have arrived at after due analysis and according to their conscience and experience. That is all they know and can say under the oath they have taken. And after this their declaration was read to them, they affirmed it and ratified it as being the truth. Captain Garrido added that he was 66 years old, and Taygiguan said that he was 59. And they signed along with said Governor, for which I vouch.

Muro.

Domingo Manuel Garrido.

Basilio Taytiguan.

Justo de la Cruz, Secretary for Administration and War.

**Note:** By a writ issued today, 7 November 1798, I have been asked to create a separate file for the expenses caused by the burning of the Packet **Experiment**, the transport of the few salvaged effects to this Capital, of the 10 Malabars, and the expenses caused to the garrison by them, for their maintenance; which I place here as a Note, in faith whereof.

Cruz.

San Ignacio de Agaña, 8 November 1798.

It now seems that no other proceeding need be added to this record. A transcript of it will therefore be made and, at the first opportunity, sent to His Illustrious Lordship the Governor and Captain General of the Philippine Islands for his decision. The Secretary for Administration and War is to make two [more] copies of it, one for the archives, and the other to repeat the despatch in future, if required.

Muro.

Justo de la Cruz, Secretary for Administration and War.

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**Documents 1798B**


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## The shipwreck of the U.S. Packet Experiment at Tinian—The Spanish investigation, Part 2

*Source: LC Mss. Division, Span. Col. Gov't, Item 28 cont'd; ms. cited in B&R 53:368; contains 18 leaves.*

**Manuel Muro, et al.—Report of the inquiry into the expenses occasioned to this royal garrison of the Mariana Islands by an Anglo-American packet named Esperminen [sic], and 10 Malabar natives who were shipwrecked at the island of Tinian, dated San Ignacio de Agaña 9 April 1799.**

### Original text in Spanish.

#### *Año de 1799.*

*Nº 68. Testimonio de las diligencias practicadas sobre los gastos que ha ocasionado à este Real Presidio de las Yslas Marianas un Paquebot Yngles Americano Titulado el **Espermen**, y diez Malavares que naufragaron en la Ysla de Tinian.*

*Por el Señor Teniente Coronel de los Reales Exercitos Don Manuel Muro Gobernador Militar, Presidial, y Politico por S.M. de estas Yslas Marianas.*

*Ens. 16. Para el Archivo.*

...

#### *Testimonios.*

*Yo el Capitan Don Justo de la Cruz Secretario de esta Governacion y Guerra cumpliendo con lo que seme manda en el Auto antecedente: Doy feè, y berdadero testimonio à los Señores que el presente bieren; de que à foxas diez y seis, y foxas veinte y siete del Expediente creado à consecuencia de haver Naufragado en la Ysla de Tinian un Paquebot Yngles Americano Titulado el **Espermen**, se encuentra en las declaraciones sencillas de diez Malavares de su Tripulacion à la Novena pregunta lo siguiente:*

...

*San Ygnacio de Agaña y Octubre diez y siete de mil setecientos noventa y ocho.*

*Combiniedo hacer constar los gastos que han ocasionado à este Real Presidio los once Malavares que Naufragaron en la Ysla de Tinian, tanto en su manutencion, quan-*

*to en la conduccion à esta Capital de los diez, y las pocas cosas que se han podido salvar del Paquebot **Espermen**, se procederà à tasar el Valor de los sesenta y dos Toros grandes que en sus declaraciones sencillas de foxa trece buelta, y foxas veinte y su buelta confiesan los diez Malavares mataron y se comieron en la Ysla de Tinian correspondiente à este Gobierno para conservar la vida; y no practicando lo mismo con las Gallinas Montes por no saber el numero y ser de poca consideracion segun despues han añadido de palabra: y al efecto de la Tasacion de los Toros se nombran al Capitan Don Domingo Manuel Garrido, y à Basilio Taytigan Mayordomo dele Real Colegio de Niños de San Juan de Letran de esta Ciudad, para que como espertos y bajo declaracion jurada justiprecien el valor de los precitados sesenta y dos Toros haciendolo constar à continuacion de esta diligencia.*

*Muro*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

...

***Ynstruccion para los Alcaldes Administradores sobre la conducta que deven seguir con los Malavares.***

*Señores Alcaldes Administradores de los Partidos de Agat, Umata, Ynarajan, y Pago.*

*No pudiendo soportar el Presidio los gastos que ocasionan de Aves los diez Malavares Naufragos en Tinian por no querer alimentarse de cerdo, he tenido por combeniente distribuir los en las Reales Administraciones para que assi se haga mas tolerble el gasto; pero observando precisa è indispensablemente lo siguiente:*

*Primeramente seles harà travajar cada dia de labor quatro oras solamente en lo que mas les acomode, y en trabajos que puedan sobrellevar, para que de esta suerte deven-guen la racion que seles dà, y no haya cenesidad de cargar su importe à los pocos bienes salvados en el Naufragio.*

*Ytt. Considerando su miseria, y à que Dios les arrojó à estos establecimientos de nuestro Rey por sus justos juicios; seràn tratados con humanidad y cariño, para que en ningun tiempo puedan quejarse de los Españoles; por lo que si alguno de ellos comitiere algun delito se me remitirà à esta Capital para providenciar sobre èl, sin que por Vmds. se le imponga el mas minimo castigo.*

*Ytt. No se les permitiràn tengan comunicacion con las Mugerres, ni aun con pretexto de labanderas, para evitar assi culpas que quizà resultaràn de familiarizarse dema-diado con ellas.*

*Ytt. Celaràn Vmds. de que no se embriaguen con vino ni tuba, y solo les daràn de quando en quando un pequeño trago de vino, de modo que no les transtorne el juicio.*

*Ytt. Se procurarà divertirlos con los sirvientes de la Administracion en los ratos desocupados, para que assi les sea menos sensible la ausencia de los suyos y de su Patria.*

*Ytt. Del mismo modo cuidaràn Vmds. conserben su ropa, sin permitirles la cambalachen, ò bendan, porque de lo contrario podrà llegar el caso de mirarse desnudos, y entonces me seràn responsables por tan grande desidia.*

*Ytt. Prevengo à Vmds. que ignoramos de que estos Malavares sean ó no Vasallos del Rey de Ynglaterra con quien nuestro Soberano se encuentra actualmente en Guerra; y por lo tanto se hace necesario celarlos en su conducta y combersaciones, y à la mas minima presuncion que dèn contra el estado, los pondrán en Prision, y me daràn abiso, cuidando al mismo tiempo de que no reconozcan nuestro Armamento y fortificaciones.*

*Ytt. Al premer abiso de Embarcacion en al Ysla, seràn conducidos por persona de satisfaccion y sin perder un instante de tiempo al parage donde tengan Vmds. noticia à arrivado para embarcar los en ella.*

*Y para que Vmds. sepan los Malavares que han de tener à su cargo, declaro que al Alcalde de Agat le han de entregar à Asan, y Balapiru.*

*Al de Umata à Miran, Mavarac, y Ysmal.*

*Al de Ynarajan à Camudi, y Ayum, y*

*al de Pago al Contramaestre Nias, y à Piru.*

*Todo lo qual observarán Vmds. sin tergiversacion alguna, y para poderlo berificar sacaràn una Copia del presente cada uno, y melo debolveràn Ovedecido.*

*San Ygnacio de Agaña y Abril tres de mil setecientos noventa y nueve.*

*Manuel de Muro.*

...

***Resumen de todos los gastos ocasionados à este Real Presidio por el Paquebot Espermen, y sus Yndividuos.***

...

*Yo el Capitan Don Justo de la Cruz Secretario de esta Governacion y Guerra, cumpliendo con lo que seme manda en la diligencia antecedente, formo el Resumen de los gastos ocasionados en la Quema del Paquebot Yngles Americano Titulado el **Espermen**; conduccion à esta Capital de los pocos efectos salvados; los diez Malavares; y manutencion de estos; que ès en la forma siguiente:*

***Noviembre de 98.***

*Primeramente. En el Testimonio dado por mi à ocho de Noviembre de mil setecientos voventa y ocho que principia à foxas una buelta de estas diligencias, consta que los Yndividuos del Paquebot Titulado el **Espermen** mataron y consumieron en la Ysla de Tinian correspondiente à Nuestro Catolico Monarca D. Carlos Quarto (que Dios guarde) sesenta y dos Toros grandes; y en el mismo à foxas tres que los tasaron à ocho pesos cada uno el Capitan Don Domingo Manuel Garrido, y Basilio Taytigan, que juntos importan la cantidad de quatrocientos noventa y tres pesos ..... 496 p*

***Dho mes, y año***

*Ytt. A foxas quatro consta or otro Testimonio de la misma fecha sele libraron al Teniente Don Luis de Torres Comandante de la Expedicion de Tinian cinquenta pesos, dos reales, y nueve granos para satisfacer sus Jornales à los hombres que se ocuparon en quemar dicho Paquebot, recoger el Hierro, Cobre, y Plomo; conducir los diez Malavares à la Capital, la Artilleria y demas que de èl se pudo salvar. .... 50 p 2,9*

**Octubre de 98.**

*Ytt. A foxas siete consta de la Cuenta presentada por el Tenedor de los Reales Almacenes Don Ygnacio Martinez, que en el mes de Octubre de noventa y ocho gastó este Real Presidio para sustentar los diez Malavares quarenta pesos y seis reales 90 p 6*

**Noviembre de 98.**

*Ytt. A foxas ocho se hace constar por la Cuenta que presentó el mismo Tenedor de los Reales Almacenes se gastaron en Noviembre de dicho año para lo mismo, treinta y nueve pesos, y siete reales ..... 39 p 7*

**Diziembre de 98.**

*Ytt. En la de foxas nueve, y en el mes de Diciembre del precitado año quarenta y cinco pesos, y quatro reales .....45 p 4*

**Enero de 99.**

*Ytt. En la Quenta de foxas diez por el mes de Enero de noventa y nueve, se acredita aber gastado este Real Presidio cinquenta y quatro pesos, y cinco reales para mantener los diez Malavares, y Alquitrana la Artilleria del Paquebot naufragado para su mejor conserbacion ..... 54 p 5*

**Febrero de 99.**

*Ytt. En el mes de Febrero de noventa y nueve hicieron de gasto quarenta y dos pesos y dos reales segun consta a foxas once ..... 42 p 2*

**Marzo hasta 3 de Abril 99.**

*Ytt. En la quenta de foxas doce consta hicieron de gastos à este Real Presidio quarenta y seis pesos y dos reales desde primero de Marzo, hasta tres de Abril inclusive de noventa y nueve ..... 46 p 2*

	-----
	815 p 4,9
<i>Total de los gastos .....</i>	<i>815p 4r 9g</i>
<i>Suplido por el Señor Gobernador .....</i>	<i>74p 1r 0g</i>
<i>Resulta à favor del Presidio .....</i>	<i>741p 3r 9g</i>
	-----

...

*El Gobernador de las Yslas Marianas da cuenta à V.S. con diligencias de los gastos que han ocasionado à este Real Presidio el Paquebot **Espermen** y sus Yndividuos, con motivo del Naufragio que padecieron en la Ysla de Tinian.*

**Nº 73.**

*M. Y.S.*

*Dirijo à V.S. con esta el Expediente que acredita los Gastos causados à este Presidio por el Paquebot **Espermen**, y sus Yndividuos que Naufragaron en la Ysla de Tinian ó Buenavista, para que en su vista determine esa Superioridad lo que tubiere por combeniente.*

*Dios guarde à V.S. muchos años.*

*San Ygnacio de Agaña Capital de las Yslas Marianas y Abril cinco de mil setecientos noventa y nueve.*

*M. Y.S.*

*Manuel Muro*

[All *M. Y.S. Gobernador y Capitan General de las Yslas Filipinas.*

## **Translation.**

### **Year of 1799.**

Nº 68. Record of the proceedings ... By His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies, Military and Political Governor of these Mariana Islands.

Encl. 16. File copy.

...

### **Depositions.**

I, Captain Justo de la Cruz, Government Secretary for Administration and War, complying with the order contained in the preceding Writ: do vouch for and certify, to whom it may concern, that, in folios 16 to 27 of the case file created as a consequence of the shipwreck at the Island of Tinian of an Anglo-American Packet named **Espermen** [sic], there can be found the simple declarations made by 10 Malabars of her crew, to Question Nº 9, as follows:

...

“San Ignacio de Agaña, 17 October 1798.

“Given the usefulness of recording the expenses that have been caused to this Royal garrison by the 11 Malabars who were shipwrecked at the Island of Tinian, for example, for their maintenance, as well as the transportation to this Capital of 10 of them, and of the few things that were salvaged from the Packet **Experiment**, it is necessary to proceed with the assessment of the value of the 62 large Bulls that are mentioned in their simple declarations on folios 13 verso and 26 verso, which the 10 Malabars confess that they killed and ate at the Island of Tinian, that belongs to this government, in order to stay alive, but it is not necessary to do so with the wild chickens that they mentioned verbally later on, since we do not know how many, and because of their small relative value. And to carry out the valuation of the Bulls, are hereby appointed Captain Domingo Manuel Garrido and Basilio Taytigan, the Majordomo of the Royal College of San Juan de Letran for Boys in this city, so that they may as experts and under a sworn deposition, fix the just price of the above-mentioned 62 Bulls, recording same to the present record of proceedings.

Muro

Justo de la Cruz, Government Secretary for Administration and War.

...

[The so-called experts appeared before Col. Muro and appraised the value of each mature bull delivered at Agaña would be from 15 to 16 pesos, but in the wilds of Tinian they were worth at most 8 pesos each. Hence  $62 \times 8 = 496$  pesos. The cost of re-

covery of the metal from the wreck was then appraised as well as the living expenses of the Malabars in Agaña, month by month, summarized as follows:

November 1798 .....	40 pesos 6 reales
December 1798 .....	39 pesos 7 reales
January 1799 .....	54 pesos 5 reales
February 1799 .....	42 pesos 2 reales
March & April 1799 ...	46 pesos 2 reales

At this time there were no more spare chickens left in Guam to feed them. So, they were distributed among the districts, where they were to be fed some fish, when available...]

...

**Instruction for the Mayor-Administrators regarding the conduct they must follow with the Malabars.**

Gentlemen Mayor-Administrators of the Dictricts of Agat, Umatac, Inarajan, and Pago.

Since the garrison can no longer support the costs of the chickens that the 10 Malabars shipwrecked in Tinian eat, because they refuse to eat pork, I have thought it appropriate to distribute them among the Royal Administrations so that they can make this expense a little more tolerable; however, you are to observe precisely and without fail the following:

Firstly, you are to make them work every day for about four hours only, the time in question being the one they prefer, and doing work that they can bear, the purpose being for them to pay back what the food that is given them, without resorting to charges against the value of the few articles salvaged from the wreck.

Secondly, in view of their misfortune, and that God has wished to bring them to these settlements of our King for His just reasons, they shall be treated humanely and affectionately, to prevent them from ever complaining about the Spaniards. Should any of them commit a crime, he is to be remitted to this Capital to be dealt with; Your Graces are not to inflict upon them the least punishment.

Thirdly, they shall not be permitted to have any intercourse with women, not even under the pretext of having their clothes washed, in order to avoid the possibility of any faults that might ensue if they become familiar with them.

Fourthly, Your Graces are to keep an eye on them, to make sure they will not get drunk on wine or *tuba*, so as not to have their judgment disturbed, but they shall be given only a little drink of wine now and then.

Fifthly, you are to arrange for them to play with the servants of the Administration when they are off, so that in this way they may not miss as much their absence from their friends and country.

Sixthly, by the same token Your Graces are to take care that they will preserve their clothes, not permitting them to barter them, or sell them, because otherwise they might end up naked, and in that case you would answer to me for such a great indolence [on your part].



Seventhly, I warn Your Graces that we do not know whether or not these Malabars are vassals of the King of England with whom our Sovereign is presently at war; consequently, it is necessary for us to watch their conduct and conversations, and at the least attempt against the state, you are to place them in jail, and report to me, and take care also not to let them reconnoiter our weapons and fortifications.

Eighthly, at the first sign of the arrival of a ship at this Island, they are to be led by a trustworthy person, and without any delay, to the place where Your Graces have heard the ship will arrive at, in order to place them on board her.

And, in order for Your Graces to know the names of the Malabars that you will have in your charge, I declare that:

Asan and Balapiru are to be delivered to the Mayor of Agat;  
Miran, Mavarac and Ismael are to go to Umatac;  
Camudi and Ayum to Inarajan; and  
Boatswain Nias and Piru to Pago.

To this effect, Your Graces are to obey [this Instruction] without procrastination and the better to comply, each one of Your Graces is to make a Copy of the present, sending the Original back to me, marked Obeyed.

San Ignacio of Agaña, 3 April 1799.

Manuel Muro

...

**Summary of all the expenses occasioned to this Royal Garrison by the Packet Experiment, and her crew.**

I, Captain Justo de la Cruz, Government Secretary, in compliance with the order contained in the preceding decree, wrote the Summary of the expenses occasioned by the burning of the Anglo-American Packet named **Experiment**, the transport to this capital of the few effects that had been salvaged, that of the 10 Malabars and their maintenance; which are as follows:

**November 1798.**

Firstly, in the testimony given by me on 8 November 1798, that begins on folio 1 verso of these proceedings, it is recorded that the individuals of the Packet named **Experiment** killed and ate at the Island of Tinian 62 large bulls belonging to our Catholic Monarch, Charles IV (whom may God save); and on folio 3 of same, it appears that these bulls were appraised at 8 pesos each by Captain Domingo Manuel Garrido and Basilio Taitiguan; taken together this amounts to a sum of four hundred and ninety three pesos ..... 496p

**Same month and year.**

Also, on folio 4 another testimony of same date records that fifty pesos 2 reals and 9 grains were released to Lieutenant Luis de Torres, Commander of the Expedition to Tinian to pay the wages of the men who were employed in the burning of said Packet, collecting the iron, copper and lead, and transporting the 10 Malabars, the guns and other things that were salvaged to the capital ..... 50p 2, 9

**October 1798.**

Also, on folio 7 the account submitted by the Stock-keeper of the Royal Warehouses, Don Ignacio Martinez, is presented for the month of October 1798, showing that the Royal Garrison spent 98 pesos and 6 reals to maintain the 10 Malabars ..... 40p 6

**November 1798.**

Also, on folio 8 another account presented by said Stock-keeper of the Royal Warehouses shows that 39 pesos and 7 reals were spent in November of said for the same purpose ..... 39p 7

**December 1798.**

Also on folio 9, and in December 1798 of said year, the sum of 45 pesos and 4 reals ..... 45p 4

**January 1799.**

Also in the account on folio 10 for the month of January 1799 it appears that this Royal Garrison spent 54 pesos and 5 reals for the maintenance of the 10 Malabars, and in tarring the guns from the shipwrecked Packet the better to preserve them ... 54p 5

**February 1799.**

Also in the month of February 1799 42 pesos and 2 reals were spent, according to the account on folio 11 ..... 42p 2

**March and up to 3 April 1799.**

Also in the account on folio 12 it appears that they cost this Royal Garrison 46 pesos and 2 reals, from the beginning of March until 3 April inclusive ..... 46p 2

	-----
	815p 4, 9
Total expenses .....	815p 4r 9g
Contributed by His Lordship the Governor .....	74p 1r 0g
Sum due to the Garrison .....	741p 3r 9g
	-----

...  
[Governor Muro decided to forward the above account to the Governor General of the Philippines, thus:]

...  
The Governor of the Mariana Islands reports to Y.L. the record of the proceedings regarding the expenses that were occasioned to this Royal Garrison by the Packet **Experiment** and her crew, as a result of the shipwreck that occurred at the Island of Tinian.

**N° 73**

Most Illustrious Sir:

Along with the present I am forwarding to Y.L. the file recording the expenses caused to this Garrison by the Packet **Experiment** and her crew who were shipwrecked at the Island of Tinian, or Buenavista, for your Superior government to decide what would be more convenient.

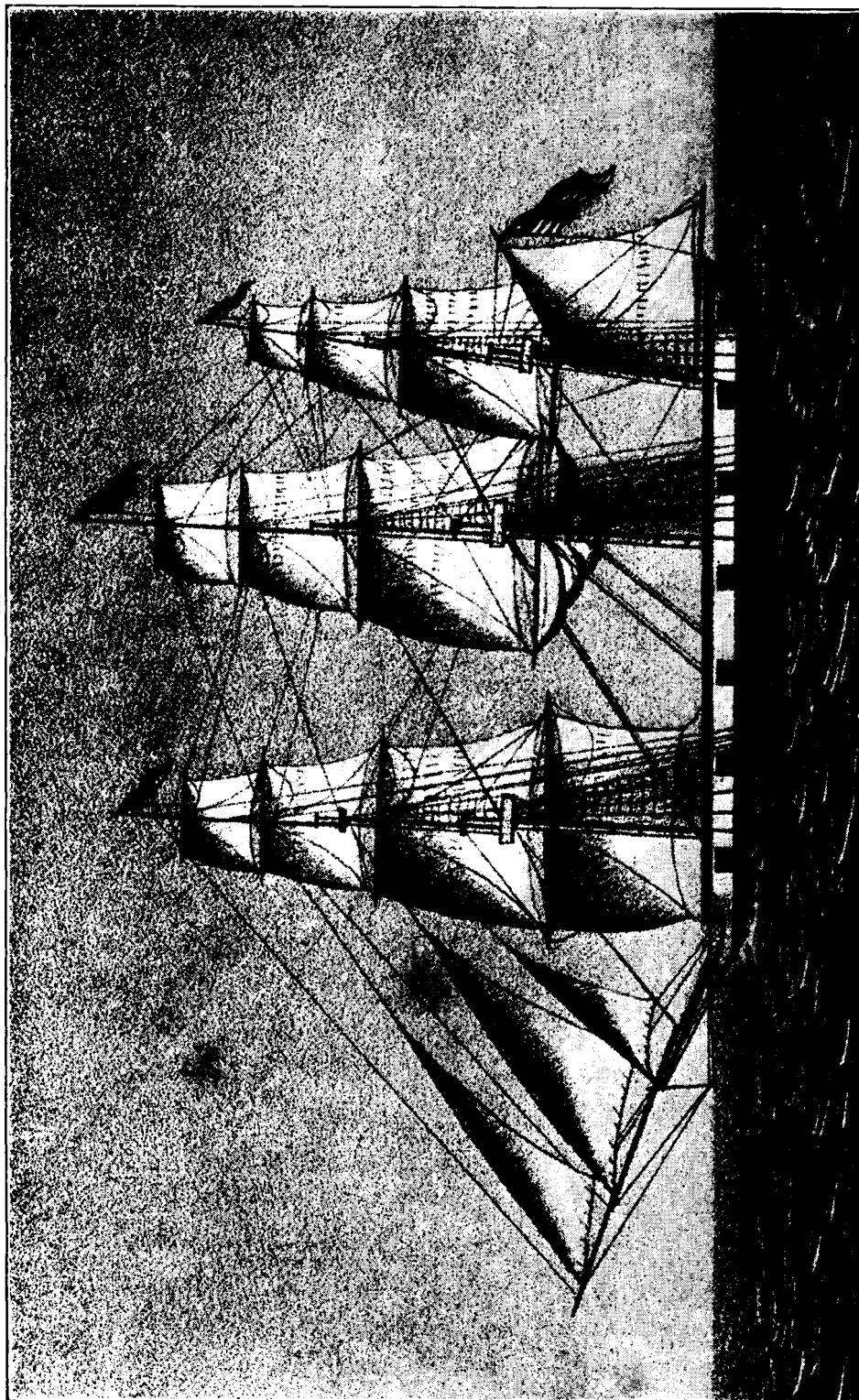
May God save Y.L. for many years.

**San Ignacio of Agaña, capital of the Mariana Islands, 5 April 1799.**

**Most Illustrious Sir.**

**Manuel Muro**

**[To] His Lordship the Governor and Captain General of the Philippine Islands.**



**Ship Betsey, Captain Fanning.**

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## Document 1798C

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# Captain Fanning's first voyage through Micronesia in 1798 in the ship *Betsey*

## The shipwreck of the Packet Boat Experiment—The U.S. side of the story (cont'd)

*Sources: Captain Edmund Fanning. Voyages Round the World (New York, 1833 & London, 1834); reprinted by the Marine Research Society, Salem, Mass., in 1924.*

*Note: Captain Fanning, a native of Stonington, Connecticut, is credited with having discovered some islands to the east of Micronesia; one is still called after him, the others are Washington Island and Kingman Reef. During his long career, this man took part in no fewer than 70 voyages to the South Seas and China. He died in New York in 1841 at the age of 71. See also Doc. 1797E.*

### Selected sketches of voyages to the South Seas, etc.

...  
On the fourteenth [July 1798], had a strong trade wind from E. by S. Had had during the night, squalls of rain; at sunrise, however, it cleared up, and gave us our former fair weather. At 10 A.M. the seaman at the mast-head on the lookout, gave the welcome cry of "Land ho!" bearing W. by N. distant about seven leagues. This proved to be the Island of **Tinian**. At meridian, the south point of Tinian bore W. by N. half N. three leagues distant; made preparation then, by bending the cables, to bring the ship to an anchor. At 2 P.M. we were abreast of the south point, and began to open the bay at the south-west part of the island, where, laying at the inner side of the reef, near to the shore, a wreck was brought to our view; upon which discovery, we set the American colors. An hour after, brought the ship to anchor in seventeen fathoms of water, over a bottom of coral rock and sand; the south point of the island then bearing S. by E. and the north-west point N.W. half N. After having the ship's sails furled, a boat was hoisted out, manned and armed, and proceeded for the shore, where several men could be seen near the wreck, which, as we drew towards it, proved to be that of a ship of between three and four hundred tons, bilged, and laying over on her side.<sup>1</sup> While

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<sup>1</sup> Ed. note: Captain Fanning must have been mistaken. This was the **Experiment**, a much smaller ship, of only 27 cubits (about 60 feet) in length, and a crew of only 20 men (see Doc. 1798A). Spanish records show that she had only an 84-ton capacity.

passing through the passage in the reef by the wreck, it had been noticed that many of the persons on the beach were Malays, and it was therefore thought to be at least the most prudent step for us to be on our guard, and make use of all proper caution in approaching them. As our boat came within a few yards of the shore, the men ceased rowing and lay on their oars, until it was ascertained who they were. On hailing the person who appeared to have command, motioned to his men to fall back, at the same time himself coming forward, and answering in English, that he was the commanding officer of the crew belonging to the wrecked vessel: he, advanced to meet us, as we landed from the boat, and after shaking hands, gave me to understand his name to be Swain, that he was an American, and was born in Nantucket, held the station of first officer on board the lost vessel, and, since the death of the captain, was of course in the chief command, soliciting my assistance in behalf of himself and shipwrecked companions; to this I could but reply, that as it was the bounden duty of every man to render all the assistance in his power, to his fellow creatures in distress, he with his friends might rely upon receiving mine.

He then proceeded, in answer to my inquiries, how many persons there were in all of his company, to state, there were three females, and twenty-one males, viz, the captain's widow, her servant woman, and a female infant, two years of age; three officers, six British seamen, nine Lascars, and eleven Malays;<sup>1</sup> while as he thus finished his statement, giving us an invitation to visit their habitations. These we found pleasantly situated on a beautiful lawn, surrounded by, and having at suitable distances about the same, stately trees, the whole appearing to be a cool and most delightful residence. The first house we arrived at was that belonging to the captain's widow, to whom I was now introduced by Mr. Swain; she was a very lady-like woman, of an easy and graceful demeanor, about thirty years of age, at the moment somewhat unwell, in consequence of the shock she had experienced, from our vessel's coming so suddenly to view, and although getting gradually more composed, yet considerable anxiety still remained depicted upon her countenance. From Mr. Swain it appeared, that this lady was engaged upon some household matters in doors, while the servant woman, at the time busy in front of the house, was the first to notice the approach of our ship by the south head of the bay; it was this woman's exclaiming, "a ship! a ship!" that brought the mistress to the door, who, on beholding a vessel so near, and under full sail towards them, swooned away, and fell to the floor, nor was she brought to herself again until we were on the point of anchoring; not neglecting, while thus recovering, to offer up a thankful prayer to Heaven, for so bright a prospect of deliverance from her present situation, and a restoration once more to her country and friends. The lady herself observed, that the moment our flag was seen flying at the mizen, it at once told them the stranger belonged to a Christian country; this of itself being a sufficient guaranty that her commander would not refuse herself and child a passage to her friends. I assured her, that

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<sup>1</sup> Ed. note: The so-called Malays had brown skin but were of Portuguese nationality; the so-called Lascars were in fact all black-skinned Bengali, except for 1 Tamil from Madras (see Doc. 1798A).

together with the infant and servant maid, she was very welcome to, and should have as comfortable accommodations as our little ship could possibly afford, while on the passage. With many expressions of thankfulness on her part, for thus answering her expectations, we were invited to take a cup of tea previous to returning to the vessel, which of course we did not decline, but accepted with pleasure; and then proceeded to the next house, which was the officers' lodge: nearly in a line with these, were three others, for the seamen, Lascars, and Malays, the whole forming an oblong square, and erected by means of piles driven into the ground, other pieces connecting these at the tops, having a sharp roof thatched with palm leaves, and the turf flooring kept neat and clean by means of mats, of which they had great plenty, made them very comfortable; the men appeared to be under entire subjection to their officers, and quite content.

Within a few feet of the most inland lodge, was a well of the aborigines, or ancient inhabitants of the island; this, walled up in a very neat manner with hewn stone, tapering from the top to the bottom, was fifteen feet diameter at the top, and five at the bottom, with a flight of thirty-six stone steps on its south side, descending to the water, which was very good. Near by this, piled up in an oblong heap, under cover of the ship's sails, was her valuable cargo of silks, teas, &c., and buried in an appropriate grove, on the side of the lawn near to their habitations, were the remains of their captain.

The habitation of Mrs. M'Clannon [rather McClellan), (the captain's widow) where we now repaired to fulfill our engagement, was found in very neat order: it was about twenty-four feet by twelve, the inner walls being hung round with blue nankeen, a screen of the white, separating the farther end of the room into a lodging apartment. We found the tea-table already set, and most bountifully furnished with what was a very agreeable picnic for persons from a long voyage, viz., baked bread-fruit, broiled chickens, beef steaks, and China sweetmeats, to which was added an excellent cup of tea; events during their residence on the island, and other agreeable conversation, soon bringing the hour for returning to the ship at hand.

From the following particulars, as given me, at my request, by Mr. Swain, it appeared, that their ship was an English [sic] vessel, the annual supply ship from the Honorable British East India Company at Canton, for the British settlement at Sidney in New South Wales, with a full cargo on board, consisting of teas, silks, nankeens, Chinaware, sugar, rice, *sam shu* (a Chinese liquor), ginger, candy, and spices. They had, on leaving Macao, crossed the China Sea, and passed Formosa, when on gaining the longitude of Japan, were met by severe storms, so straining to the ship as caused her to leak badly. When built, this ship had been iron fastened, then sheathed with inch boards, put on with iron nails, her bottom coppered over this sheathing; this, at the time they encountered the gales and storms spoken of, was worn thin, and was continually breaking and peeling off, while the iron nails by which the board sheathing was fastened, were eaten off by the copper, so that the sheathing would start and come from the ship's bottom, thus leaving the main plank exposed; the oakum had also, from long standing, become defected, and from the ship's motion, washed out of the seams, so that the leaks rapidly increased; to remedy this unfortunate state of things, their captain had judged

it most prudent to bear away for this island, supposing that by laying her on the beach within the reef, she might be repaired.

Arrived at this island, they became fully satisfied, after a survey and inspection, that it was utterly impossible for them to prosecute their voyage any farther, until the seams were recalced, as then she was only kept from sinking by continual pumping. To accomplish their determination of warping the ship through, and within the reef, then to take out her cargo previous to hauling her on the beach, to proceed with the needed repairs, they had just commenced, as a gale arose, by which the ship was cast on the reef where she now lay, and bilged; not, however, until they had succeeded in getting out the major part of the cargo.

It was now upward of thirteen [sic] months since this ship had been cast away; the crew, however, were so happy as to be thrown on one of the most fertile spots in the world; they had tamed a milk cow, a few young cattle, a number of swine, and domestic fowls; these all run wild. They had, moreover, a large supply of bread-fruit, coconuts, and many other excellent tropical fruits, besides which, their cargo, from its assorted character, furnished them with suitable clothing, as well as some of the most to be wished for articles for the table; so that they were only to be considered as suffering from the want of society. This had been the case with the lady more particularly, since the misfortune and its consequent fatigue had so pressed upon his mind, as to throw the captain into a violent fever, which in a very few days had caused his death.

A hunting party of Malays and Lascars was sent out by Mr. Swain, who had the goodness to offer us some fresh beef, to procure from among the wild herd a young heifer for this purpose. Noticing that they took only a couple of sharp hangers and knives, I inquired what they were going to do with these: in reply, Mr. Swain related their manner of taking these animals. The prairies where the numerous herds of wild cattle are in the habit of grazing, are covered with rich food; around these are thick woods, impenetrable by reason of the under brush, reed, vines, &c., excepting by such paths as the cattle had worn in passing to and from one prairie to another; these paths are so narrow as to oblige the cattle to go along in single file. Two men were usually posted in ambush in these narrow ways, some few feet apart, so that should the first one miss giving a deadly stroke, the second would complete the business: these being stationed, the others of the party make a circuit at a suitable distance, until they were arrived on the opposite side of the prairie in sight of the herd, when driving them off, the cattle always following the leader (a large bull) in Indian file, went by the two first mentioned men; they were allowed to pass until an animal to their liking was approaching, when the first man would strike at and endeavor to cut the ham strings; if he is so fortunate as to cut both, the creature instantly falls, and is butchered on the spot, the meat being cut into pieces sufficient for a load for each person; if not, the second seldom fails in accomplishing this end.

The party sent out this time, returned in less than two hours, with the several portions of a fine fat young animal, to be sent on board for the ship's company.



After returning to the ship, it became necessary to hold a consultation, to arrange sundry matters, and make some suitable preparations for the reception of our new and unfortunate friends, and their accommodations during the passage to Macao; this we were enabled to do by dividing our after cabin, for the greater comfort of the females, into two parts, the other being reserved for the officers; afterwards receiving six boxes and trunks of silk goods, which, together with their luggage, considering the size of our vessel and her full cargo, was all that could be taken on board, and these only for the benefit and by the desire of the widow and officers.

July 17th. The same pleasant weather which has favored us so long still continues, as well as the moderate trade wind. Having obtained wood, water, some refreshments, and an addition to our stock of provisions, of some rice, tea, sugar, &c. a young bullock, several hogs, and poultry, we were now well furnished for the passage to Macao.

It was upon Mr. Swain's proposition, decided to take the Lascars along, and leave the Malays on the island,<sup>1</sup> in consequence of a quarrel that had taken place while the boats were employed in transporting our passengers on board ship with the seamen and their baggage, between them, in which the Malays, intoxicated with the *sam shu*, had fallen upon the Lascars, and beat and wounded one of the latter seriously, by stabbing him with a crusc [i.e. kris] or dagger, so that he became faint and feeble from loss of blood, before we were able to get him on board and dress his wounds; he however, by good nursing and attendance gradually recovered, and by the time of our arrival at Macao was nearly healed. This we the more readily acceded to, because that it was Mr. Swain's intention to charter a vessel, and return from Macao to this island for the cargo; the Malays, moreover, would have plenty of provisions, and even the comforts of life, so that there could be no likelihood of want overtaking them previous to his return, to which a farther consideration was the smallness of our ship, the quantity of water she could with other things carry, being only a moderate allowance for the company with a fair passage, exclusive of the Malays.

Being all ready for sea, we weighed anchor and made sail, leaving the eleven Malays [rather Lascars] in possession of the island, as well as in charge of the wreck and cargo, until Mr. Swain's return, which was in the space of about five months, as I subsequently learned.<sup>2</sup>

Until we drew near the entrance of the China Sea, the weather continued much the same as for many days back, at intervals with heavy squalls of wind and rain, though generally with a brisk trade wind.

August 3d. Our lookout gave the welcome notice of land in the W.S.W. about ten leagues off; this proved to be two of the Babuyane Islands, the wind at the time a light breeze from the E.S.E., weather very pleasant.

...

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1 Ed. note: It was the other way around: they took the 4 Malays and marooned the 11 Lascars.

2 Ed. note: A little white lie. There is no record of Swain having returned to Tinian, or gone to Guam to claim his cargo and the rest of his crew.

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## Documents 1798D

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# The European discovery of Pleasant, or Nauru, Island in November 1798

## D1. Letter of Captain Fearn to the Naval Chronicle

*Source: Captain John Fearn's article in the Naval Chronicle 1799:536-537.*

*Note: The snow Hunter had a capacity of 300 tons, 8 guns and a crew of 50. She had arrived at Port Jackson from Bengal in June 1798; she left again on 20 August for Calcutta, via New Zealand. Nauru was sighted on 8 November that year.*

### Recent discoveries in the Pacific Ocean.

Early in the present year [1798], the **Hunter**, in her passage from New Zealand to Calcutta, fell in with two strange islands, and a very extensive range of shoals, which, not appearing in any chart extant, are presumed to be discoveries, and are thus communicated by Captain Fearn.

—A small island, of a conic figure and considerable height, lat. 22.24. S. long. 171.50. East, lying nearly East, distant about twelve leagues from Mathew's Rock, which was seen at the same time. It is named Hunter Island.

—A beautiful little island, perhaps four miles long, (by double altitude) lat. 60. [rather 0°] 20. South, long. 167.18. East. This solitary spot was found extremely populous, although the nearest known land is placed by the charts above six equatorial degrees distant. The want of a meridional observation may have caused some error in latitude, but it is hoped not a great one. I named it Pleasant Island.

—On the morning of the 16th of November, 1798, the **Hunter** made Brown's Range, bearing in the N.W. and, being unable to pass to the Eastward of them, bore away to leeward. On approaching the South point of the southernmost (Parry's) Island, it was perceived that a long narrow reef, or shoal, projected from that point under water, till it joined a low sand island which shewed itself about six miles W. half N. from Parry's Isle{s}.<sup>1</sup> This sand key was succeeded by other keys and shoals, forming an uninterrupted chain of about thirty-five miles long, by the South side of which the **Hunter**

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1 Ed. note: Brown's Range is Eniwetok Atoll. Parry's Isle is Eniwetok itself and the submerged reef is the South Channel.

ranged within a mile, and frequently half that distance, without sign of soundings. After running this track from an early till a late hour of the day, with the velocity of seven and eight miles an hour, in a direction Westerly to N.W. the course became clear; but the extent of this remarkable danger is yet unknown, as, when it deviated from our track, we could trace it, taking a Northerly direction, till lost from mast-head in the horizon.

—By a lunar observation taken in sight of Parry's Isle, I agree to a mile with Captain Butler, of the **Walpole** [in 1794], in making the longitude 192 [sic]. 52. East of Greenwich; its latitude being 11.21. North.<sup>1</sup>

—On this chain, which occupies so large a space, W., W.S.W., N.W., (and perhaps more North) from Parry's Isles, there stands two sand islands, or keys, having trees or shrubs on some parts of them. These I have presumed to call East and West Danger Islands, expressive of their nature and relative position. They form an appendage to Brown's Range, which bounds them on the East.

## D2. Reference printed in the *Oriental Navigator*

*Sources: John Purdy's article "A Table of Observed Positions..." in John Stevens' book: The Oriental Navigator. (3rd ed. London, James Whittle and Richard Holmes Laurie, 1816), pp. 697-698; J. Horsburgh's India Directory, vol. ii (London, 1827), pp. 593-4; H. E. Maude's article entitled "Post-Spanish Discoveries in the Central Pacific" in JPS 70 (1961): 81-82.*

...  
On a near view it shows a soil, rocky, and for the most part very cragged, appearing so at intervals among the trees, with which it is finely ornamented, but not thickly covered, excepting, however, its low part, close behind a fine beach that surrounds the island. This seems a girdle of larger cocoa-nut-trees, which regularly lines the beach, and amongst them several smaller trees, of a beautiful deep green foliage; amongst these I saw houses in great humbers, the capacious size and regularity of which bespeaks the possessors not meanly lodged.

[Maude has paraphrased the rest of this notice, that Purdy and Stevens seem to have reproduced from Captain Fearn's logbook:]

The Nauruans appeared "very courteous" and without weapons of any kind; in fact their conduct was in marked contrast to that experienced by visiting ships half a century later, by which time the island had become the headquarters of some of the worst beachcom[b]ers to be found in the Pacific. They were most anxious that the **Hunter** should anchor, offering as an inducement several bread-fruit and a single coconut. This readiness to engage in barter, and the fact that Nauru lay right in the track of ships sailing from Australia to China, made Fearn suspect that it must have been visited before, but if so no record of the fact has survived.

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1 Ed. note: This is another transcription error. The longitude should read 162° E, not 192.

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## Palau Part 12—Documents 1798E

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# Lieutenant Samuel Snook returned to Palau in 1798 aboard the sloop *Diamante*

*Sources: Factory Records n° G/12/119 & 122, India Office, London; cited in Daniel Peacock's book "Lee Boo of Belau" (Honolulu, UHP, 1987).*

### E1. Letter book, EIC, January 1798

[G/12/119, fol. 51]

January 3rd [1798]

Received account by letters from the respective Commanders of the arrival at Macao of the Honourable Company's Ships **Abergany, Hindostan, Warley & Neptune**. In Captain Wilson's letter, he informs us of his having brought passengers from Bombay, Lieut. Samuel Snook of the Honourable Company's Marine, his servant, and three women, natives of the Pelew Islands, and that as no opportunity offered in the course of their voyage to land them in their native Country they were now ashore at Macao under care of Mr. Snook who would write to us by this Conveyance for our Orders respecting them. Captain Wilson also enclosed the following copy of an order received from the government of Bombay.

*To Captain Henry Wilson, Commander of the **Warley**.*

*Sir*

*The Board directs that you receive on board of your vessel Lieut. Snook of the Marine with his servant & three Pelew women, their necessaries and baggage, and land them on the Pelew Islands if it is found practicable to make those Islands, if not you will carry them on to Macao.*

*I am, Sir, &c.*

*(signed) John Norris, Sec'y.*

*Bombay Castle*

*18th Sept. 1797.*

By the same conveyance we received the following letter & enclosure from Lieutenant Samuel Snook.—

*To Richard Hall, Esq. President &c. Select Committee.*

*Sir*

*Being appointed by the Bombay Government to proceed to the Pelew Islands, with three women natives thereof, under my charge to be restored to their Country and friends, I came passenger accordingly in the **Warley**, Captain Henry Wilson, but not having any opportunity of landing them at their Islands, was obliged to proceed on to this place.—*

*I have hired a house & taken them on shore together with their necessaries & the presents given them by the Government at leaving Bombay. By the Dispatches I presume you will be acquainted with the Intentions of Government respecting them in case of our being brought here.—*

*I enclose for your information a copy of my Instructions and wait your Commands.*

*I have the honor to be, Sir, &c.*

*(signed) Samuel Snook*

*January 1st 1798*

*Macao*

*(Copy)*

*To Lieutenant Samuel Snook*

*Sir*

*I am directed by the Superintendent to request you will hold yourself in readiness for proceeding to the Pelew Islands, on the **Warley**, Captain Wilson, as the Honourable the Governor in Council has been pleased to signify his intentions that the survivors of the Pelew women now in Bombay should be restored to their Country & friends by you.—*

*Accompanying is a list of articles which the Honourable the Governor in Council directs you will provide for them.*

*And I am further directed to inform you that you are in consequence discharged from the **Antelope**.*

*I have the honor to be, Sir, &c.*

*(signed) P. Bewicke, Assistant.*

*Bombay*

*15th August 1797*

## E2. Letter book, EIC, January 1798 (cont'd)

[fol. 109]

January 31st

### Consultation

Read the following Letters from Lieutenant Samuel Snook.—

Macao, January 25th 1798

Sir,

Understanding that at Canton there is not any vessel that can be procured to convey the natives of the Pelews to their Country, I have enquired whether 'tis possible to get one here, which I find can be done. A brig of about 70 or 80 Tons is now for sale. The Hull, yards, sail & many stores they require Two Thousand Dollars for. She requires Caulking and a few other repairs about her hull and some few stores which I suppose will cost in all Two Thousand Dollars. She may be filled and ready in about a month or six weeks.

Should it meet with your approbation; and you will favor me with an answer, I will do my utmost to get every thing done as quick as possible. My reasons for not waiting on you in person at Canton was the great expence [sic] the Company would be at in my having a Chop to be allowed to pass, which excuse I hope will prove a sufficient apology [sic].

I have the honor to be, Sir, &c.  
Samuel Snook  
[To] Richard Hall, Esq.  
at Canton

To Richard Hall, Esq. President &c. Select Committee  
Sir,

Yours of the 23rd instant I have received enclosing a copy of Captain William Lay's letter have made enquiry whether 'tis possible to get a vessel here and which I am happy to inform you can be accomplished.

At present there are two vessels to be disposed of, one of about Eighty Tons, the other rather larger[.] the first requires several repairs before she can possibly go to sea, but think she be got ready in a month or six weks but think before she is fitted out will cost about five thousand/5000 Dollars[.] with respect to the larger one, at present I have not been able to get a final answer but she is a far superiour vessel to the other and (h)as I understand that about the sum of five thousand 5000 Dollars could be expected for her.

In three or four days I expect an answer but in the mean time I shall go on board her and examine her hull, rigging and stores and get an inventory of such stores as she may have belonging to her.

And on my accomplishing this business will give you immediate information.

I have the honor to be, Sir, &c &c  
Samuel Snook  
January 27th 1798  
At Macao.

To Richard Hall, Esq. President &c. Select Committee.  
Sir

There is at present a small vessel sloop rigged of about 40 tons to be disposed of here. Is built of teak, has good rigging, masts and sails[.] she has been lately caulked and her

bottom well repaired, she appears strong and may be fitted for sea at an easy expence[.] the sum required for her is two thousand two hundred dollars[.] she has arms and ammunition and is only in want of two small anchors, a cable, a boat and some carpenter's work but think that three thousand dollars will be sufficient to fitt her for the voyage and about eighteen or twenty days will be ready for sea.

The Owners [sic] of her require an answer within six days, otherwise he intends altering her, and means to send her to the NW Coast[.] should this offer meet your approbation beg the favor of an answer as soon as convenient, with an order for the cash to pay for her. Accompanying this is an inventory of her stores.

I have the honor, Sir, &c &c

Samuel Snook

January 29th 1798

At Macao

### An Inventory

Masts, yards and rigging compleat [sic]

2 fore and aft main sails .....	one new, one old
1 square main sail .....	Half worn
1 topsail .....	Ditto
1 top gallant sail .....	Ditto
2 jibbs .....	one Ditto, one new
1 staysail .....	Ditto
2 grapnails [i.e. grapnels] .....	both old
2 cables .....	one new, one half worn

6 muskets

6 cutlasses

1 cask of gun powder

100 musket balls

4 water casks

1 bittacle

1 steering compass

1 speaking trumpet

4 lanterns

6 sweeps

1 cabons

1 tiller

1 pump and machinery for Ditto

and some other small stores.

James Snook

The vessel mentioned in the last letter appearing well suited to the purpose, of returning the Pelew women to their native islands, and the terms not unreasonable, We

resolve to authorize Lieutenant Snook's purchasing her on the Company's account[.] wrote him therefore the following letter.

Canton 31st January 1798  
To Lieutenant Samuel Snook  
Of the Honourable Company Bombay Marine  
Sir

We have received your letters and enclosures of the 26th, 27th & 29th instant and having duly considered their contents have adopted the resolution to authorize your purchasing the small sloop rigged vessel described to us in the last of those letters and committing this to your sole management we trust that you will effect the same on terms the most advantageous for your employers in your power to obtain. Tho' you have stated that 2200 dollars is what is demanded for her hull, and stores of which you have forwarded the inventory, we hope you will be able to conclude the purchase at an easier rate or at least that you will endeavor so to do. Having made the purchase and received the transfer of the property to the Honourable Company according to the forms of the place in which Manoel Vincenti De Barroz an inhabitant of Macao and a merchant of respectable credit, will readily instruct you, you will pass your bills, on us at sight, and immediately proceed to put the vessel into a fit state to proceed to sea. Captain Henry Wilson who interests himself in a particular manner on this occasion will procure as pemois(?) is in his power the stores and supplies you even want from the shipping at Whampoa. You will therefore keep him constantly informed of what you stand in need of and in every instance we hope that we shall have reason to commend your economy and zeal.

We have honored your draft of the 27th and Mr. Hall has delivered five hundred dollars to Captain Henry Wilson on your account who had granted his receipt for the same.

We are, Sir, &c &c  
Signed by the Committee

### **E3. Letter book, EIC, 26 February 1798**

[fol. 141]

#### **Consultation**

Read the following letter from Lieut. Snook  
To Richard Hall, Esq. President &c of the Select Committee  
Sir,

I have purchased from Captain Moring<sup>1</sup> two twelve pound cannonades [rather car-ronades] which I trust will meet your approbation as it is really requisite for the vessel to have some arms that may be depended when there being so many Ladrones about,

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1 Ed. note: Captain James Moring of the EIC ship Duckensfield Hall (see Doc. 1798I).



and as Capt. Lay will have sailed before I receive my dispatches from you, I therefore thought it necessary to equip the little vessel well, that I may be able to defend her & fulfil the service I am sent upon. I was sorry to be obliged to put the Honourable Company to the expence of the guns but trust it may prove a saving to them in the end. I therefore have given a bill upon you to Captain Moring for the sum of two hundred dollars.

I have the honor to be, Sir, &c &c  
Samuel Snook  
Feb'y 22d 1798

As we may presume that Lieut. Snook is now ready for sea, and that it may be possible for him to leave Macao in company with the small vessel belonging to Captain Lay for mutual safety, We resolve to forward him his dispatches.

We shall direct him to make the best of his way to the Pelew Islands and return to their native country the three women under his charge. Should there be any Chinese in the Pelew Islands desirous of quitting them, we shall desire Lieut. Snook to grant them a passage & carry them to Bombay or land them at any place he may put into where they may express a wish to remain.

We shall leave entirely to his own discretion both the route to the Pelew Islands & hence to Bombay directing only that should he, in the course of his voyage, fall in with any vessel of the Honourable Company's Bombay Marine, whose Commander may be his Senior, he must immediately place himself under his orders, or should he touch at Amboyna or any other place where the Honourable Company have an Agent, he must not fail to consider himself under his government.

#### **E4. Letter book, EIC, 1 March 1798**

[fol. 146]

Early this morning received the following letter from Lieut. Samuel Snook with its enclosures.

To Richard Hall, Esq. President &c Select Committee  
Sir,

Accompanying this is the whole of my account, the articles I have bought, either stores or provisions for the vessel are paid for, & no person here can have any further claims on the Company. Captain Henry Wilson has a balance to receive of one hundred and fifty nine dollars & one quarter which I must require you will pay him.

The expences on outfit are far more than I expected owing to the great scarcity of stores at this place. The people also receive here double the pay of what is customary in Bombay[.] therefore by that means I have rather void in my calculations:

As the vessel is now ready for sea and as Captain Lay intends sailing on Thursday or Friday, immediately I receive your final orders shall endeavor to proceed in company with him.

I have the honor to be, Sir, &c &c

(Signed) Samuel Snook  
Feb'y 27th 1798

As the above letter contains only part of Lieut. Snook's accounts and is subsequent in date to a letter that has not yet reached us, the accounts are omitted until they can be entered in a complete state.

The following dispatches were sent off by Express to Lieut. Snook.

To Lieut. Samuel Snook,  
in Command of the Honourable Companys Sloop **Diamante**.  
Sir,

Having this day received your final accounts, you are hereby directed, winds & weather permitting & your vessel being in fiti condition, to proceed to sea & make the best of your way to the Pelew Islands & there return to their native country the three Pelew women under your charge.

Having performed that service you will proceed to the Presidency of Bombay & deliver over to the Government there the Honourable Companys vessel with which you are entrusted & by the first opportunity we shall transmit [to] that Government copies of your correspondence & accounts with us.

Should any Chinese who may have been left on the Pelew Islands be desirous of quitting them & for that purpose apply to oyou for a passage, we desire that you will immediately grant their request and carry them to Bombay unless you should in your route touch at any place where they may wish to remain.

We leave entirely to your own discretion both the route to the Pelew Islands & from thence to Bombay, directing only that, should you on your voyage join any vessel of the Honourable Company's Marine, whose Commander may be your senior, that you immediately place yourself under his orders; or should you touch at Amboyna or any other place where the Honourable Company may have a resident, you will not fail to consider yourself under his government.

We wish you a good voyage & are, Sir, &c &c

Signed by the Comittee  
Canton, March 1st 1798

## E5. Letter book, EIC, 6 March 1798

[fol. 156]

Read the following letter from Lieut. Samuel Snook

[To] Richard Hall, Esq. President &c Select Committee

Sir,

I have just received your final dispatches and shall tomorrow morning proceed to sea for the Pelew Islands & fulfil your orders. Your did not mention any thing in your letter respecting the money I requested leave to draw from you. I thought that thro' the hurry of your business it might have escaped your memory. I have therefore drawn on Mr. Manoel Vincente de Barros for three hundred dollars. I did not wish to have drawn

upon you for that sum, could I have possibly done without it, but leaving Bombay without many necessaries requisite for a voyage, it has caused me to be at a great expense here, therefore hope you will pardon the liberty I have taken.

Enclosed is a small bill for the Comprador for fresh provisions and house rent for the four days in March.

I have the honor to be, Sir, &c &c  
(Signed) Samuel Snook  
Macao, March 4th 1798.

...

[Snook sailed from Macao on 4 March 1798 but returned for repairs a week later.]

## E6. Letter book, EIC, 14 March 1798

[fol. 159]

Received the following letter from Lieut. Samuel Snook.

To Richard Hall, Esq. President &c Select Committee  
Sir,

On the 4th instant I sailed from this [place] in the Honourable Company's Sloop **Diamante** and had nothing but faint airs & calms till the 9th at midnight when a fresh gale sprung up from the eastward, at that time being at anchor off the Lema Island, weighed & endeavored to beat to windward. At about 3 on the 10th the vessel carried away her main boom which I got fished & lashed and was in hope I might have been able to proceed on but in about an hour after the gaff and parts of my running rigging gave way. Not having a carpenter on board and not being able to beat any longer to windward, bore up for Macao & got into the Typa last night. I have procured spars from Mr. Manoel Vicenti de Barros & such other things as I stood in need of & hope to be ready again in about three or four days. Should I not receive any further commands from you, I shall proceed to sea with all possible expedition.

I have the honor to be, Sir, &c &c  
(Signed) Samuel Snook  
Macao, March 11th 1798

## E7. Letter book, EIC, 4 December 1798

[G/12/122, fol. 147]

Received the following letter and enclosures from Lieutenant Samuel Snook in command of the Honourable Company's Sloop **Diamante**.

To Richard Hall, Esq. President &c Select Committee of Supra Cargoes at Canton.  
Sir,

I am extremely sorry to be obliged to inform you that it has not been in my power to fully execute your orders sent me on the 1st March. I did not reach the Pelew Islands till the 13th of July owing to bad weather and a dull sailing vessel[.] Several of my people

I lost through sickness on the voyage and on my arrival at the Islands had not a man on board, myself included, but what was in a very weak and sickly state.

By the time I arrived the westerly monsoon was then well set in and the vessel's sails, rigging &c in bad order & required much repair and being very short of provisions and so had a sailing vessel I knew it was impracticable either to beat to Amboyna, Malacca or think of proceeding to Bombay, therefore thought it most prudent to wait at the Islands till the monsoon was nearly over and then return to Macao, being the only port I could attempt to fetch.

I have enclosed a copy of my proceedings for your inspection, and I trust you will find I have done every thing in my power to endeavour to obey your commands.

I sailed again from the Pelew Islands on the 25th of October and took away (at their own request) five of the people formerly belonging to Captain McCluer. On my return hither I experienced extraordinary bad weather which has much damaged the vessel's sails, rigging &c and was much afraid I should not have reached this port till the whole of my provisions were expended, which are now but very short as I had but four months on leaving Macao.

I [a]wait your further orders and remain,

Sir,

Your obedient servant,  
(signed) Samuel Snook.

Macao, Dec. 3rd 1798

### **Proceedings of the Sloop Diamante from Macao towards the Pelew Islands.**

On Sunday March 18th 98, having got the vesel repaired and refitted again for sea, unmoored and worked to the mouth of the Typa, but the wind hauling round to the eastward and came too again.

On the 19th at 9 the tide being favorable and the wind shifting from the eastward to the northward weighed and stood to the eastward. At 2 past Chickhow but soon after it falling calms & the current strong against us, anchored.

When the wind permitted, weighed and worked to the eastward and anchored as required. On the 21st at 7 p.m. anchored in 20 fathoms. At 9 the wind sprung up from the eastward and blew exceeding[ly] hard and a heavy sea, struck our yards and top masts and got every thing snug for riding the breeze out, having then two anchors down and two whole cables on end. On the 22d the gale stil continuing, at daylight began to heave on our cables to endeavor to purchase our anchor in order to make for some harbour, at 8 a fishing boat making for Hon-cong harbour, hailed her and requested a man as pilot with which they complied (altho' at the risk of the man's life) who demanded 10 dollars for his trouble, as one of our cables was then stranded and fearing I should lose an anchor I complied and after much trouble in getting up our anchors, at 5 p.m. anchored in Hon-cong Harbour. Got our rigging and sails put in order, filled up our

water &c &c and on the 24th worked out of the harbour and made the best of our way to the eastward.

On the 26th being clear of the Islands stretched off to sea and on the 8th of April made the coast of Luconia, in general had very stiff breezes which split our sails and did much damage to our running rigging. On the 11th made Cape Bajador [rather Bojeador] bearing E by N dist. 7 leagues[,] kept beating to windward with hard winds and heavy seas till the 16th and finding the wind kept so much against us and the vessel sailing so very bad, thought it adviseable to try to make the southern passage for, should the wind come from the SE and S after getting to the eastward of Luconia and a strong northerly current which is customary should not be able to fetch back again to Macao nor reach the Palow Islands[,] therefore bore away and kept to the eastward and on the 19th of May made the Island of Balambangan, being very short of water and likely for a long passage thought it but to put in there and fill up as also to refit our rigging and repair sails besides being able to clean the vessels bottom, which now begins to be very foul and dirty. Put the people to short allowance of provisions. On the 21st anchored in Ballambangan Harbour abreast the watering place.

From the 22d to the 25th of May employed filling up our water, cutting firewood, repairing our rigging and sails which have been very much damaged. Carened the vessel and cleaned her bottom[,] took in a great quantity of stone ballast.

The 25th the vessel being again ready for sea, weighed and stood out of the harbour with a fine breeze from the SW.

On the 27th at 7 p.m. standing along with a light breeze from W, struck on a bank laying off Banguey, clewed up our sails, hoisted out the boat and got a grapnel out astern by which we hauled her off again without her receiving any damage, the wind being fair kept under weigh during the night[,] as the vessel goes so very bad it will not do to lose any time in prosecuting our voyage[,] kept working and made the best of our way till the 5th of June when being becalmed and strong current against us kept at anchor till a breeze should spring up, but when it came it was from the point to which we wanted to go, we therefore steered in for Borneo shore to endeavor to work along it with the assistance of tides altho' it seemed to me dangerous as so many pirates infest these seas, still I knew we must either do that or return back again.

On the 27th of June fell in with a proa[,] supposing she might be a pirate, got everything ready for engaging and as she did not appear to be above our match, stood for her. She proved to be a trading proa from Samboangan[,] invited the Commander on board who informed me he had been to trade at a town up a river up which we then were. That in going into the river, they saw many large proas who had been to refit there and get provisions[,] he informed me they were in all forty or fifty large proas, well manned and armed, who in a short time meant to go on a cruize: as this was the case, as soon as the tide permitted stretched off to sea. I wished much to touch at Soloo for some refreshments but was informed by the Commander of the proa that on his leaving Soloo there was a Spanish vessel laying there and seemingly by his account a sloop of war. I made the Commander of the proa a present for his information and on

June 19th a fine breeze springing up from the W[,] left the proa to prosecute her voyage to Sooloo and we stood away to eastward. Our people are now beginning to fall sick[,] every day worse and worse.

Wednesday 24th June at 4 p.m. departed this life, Achyco, one of the Chinese. Our Lat. this day at Noon 3°36' N.

On the 24th another man died (a Portuguese).

On the 3rd of July, at 1/2 past noon the weather clearing up saw the Island of Siao from the deck bearing E by S distant 11 or 12 leagues. The whole of our people being in a sickly state and much dejected.

On the 4th I called the people off and requested to know if they were desirous of our touching at any place for refreshments and informed that as the Island of Talaour was near and not out of our way we might get supplies there, but also informed them that as the Island was not far from the Pelews hoped that a few days would carry us to our destined port, besides the touching at any Malay settlement might be attended with danger, that allowing the people at Talaour to be treacherous and inclined to cut us off that in our present weak state we should not be able to defend ourselves as at this time there was not one man on board, myself included, but was very weak and sickly. They agreed to consent to what I should think proper to do. I then told them I made no doubt but the Gentlemen at Canton would willingly pay them their short allowance money and therefore concluded to make the best of our way to the Pelews.

On the 5th another of the Chinese died, one of the stoutest men on board. the disorder has now broke out amongst the Europeans and are swelling as if poisoned, the same sickness as the Chinese died with, but by fair promises and an extra allowance of liquor[,] keep up their spirits so that they do not leave the deck.

On the 7th another Chinese departed this life, being now in fair winds and fair weather, smoked the vessel and washed her with vinegar below. nothing particular happened till the 12th of July when we met with dirty blowing weather by which split some of our sails, judging myself near the Islands hove to best part of the night when clearing up toward daylight stood again to the eastward and at 9 a.m. saw the Island Angaour from the masthead bearing NE by E dist. 5 leagues.

On the 13th at 5 p.m. came on board two canoes from the Island[,] in a short time two more, these last were belonging to Curroara [i.e. Koror] and the people remained on board[,] thro'out the night kept standing to the NE a strong westerly current being against us[,] at daylight stood more to the northward for the Amelchel Channel and on the 14th at 4 p.m. anchored off the Island Amalakek[,] just as the vessel anchored the King and his retinue came on board, who seemed pleased to see the people returned to their country again and remained on board all night[,] the next day received several baskets of Tarrows and a few cocoanuts, putting all the provisions which were left consisting of seven bags of rice[,] two of callasantes(?), two bags of biscuit, four jars of flour and two pieces of salt meat to be taken care of sea stock. Requested from Abba Thule some fresh stock but who to my great surprise informed me that there was not any excepting one Hog which belonged to himself, and that he would send it me directly it

was caught. Some of the people left behind by Captain McCluer had killed all the Goats and Sheep and a great quantity of the Poultry, that nothing had escaped but the Bulls & Cows which had gone wild in the Woods. I told the King I was much displeas'd at his allowing these people to kill the stock which had been sent by the Company for his Islands[,] he said that they were the property of the English as well as the Isle Orlong and as Captain McCluer's people belonged to the English he thought they had a right to eat them. I told him the Company had sent those animals to multiply on the Islands and that in case of any of our ships touching there, they might be supplied with some fresh stock, he saw that for the future he should look upon them as his own and take great care of them.

I now inform'd him I was very much disturb'd for provisions and could not prosecute my voyage till I had more provisions, he said he would supply me with Tarrowes and Cocoa nuts whilst there but that they would not keep about five or six days and advis'd me to stay till the violence of the westerly monsoon was over and then the yams would be fit to dig up[,] that at present there was not any yams to be procur'd. Any of the bulls I chose to shoot he said was at my service. he seem'd much pleas'd at the notice the English had taken of him and his people and also for so good a present of muskets and powder, as he was at war then with some of the neighbouring islands, and said he was very sorry he had nothing on his islands worthy of the acceptance of the English.

He inform'd me that about a month before our arrival a large ship with many guns and men had touch'd there and enquir'd after English vessels if any were among the Islands, that on being inform'd there were not any, they made signs as if they would fire at the English, the vessel came from the Mauritius, he also said that several Spanish vessels had touch'd but that none of their people had ventur'd on shore.

On the 13th [rather 15th] of July had hard gales from the SW and violent squalls and heavy rain[,] let go another anchor and struck yards and topmasts[,] The King being on board and seeing our trouble advis'd me when the weather moderat'd to transport the vessel into the bason where formerly the **Endeavour** lay as at this season [of] the year hard gales were to be expect'd.

On Tuesday 17th being moderate sway'd up yards and topmasts[,] weigh'd our anchors and work'd around the Isles Amalakel and Apakusui(?) and at 3 p.m. anchor'd in the bason of Athellebuck in 7 fathoms mud. Since our arrival here have had no provisions but a few cocoa nuts, tarrow roots, and some few pigeons which we shot.

18th Having fair weather got all our sails dried and unbent, sent on shore to the King part of the present sent him by the Company. Our people still are in a sick state but thank God much better than on our arrival.

19th Fresh breezes from NNW, hard squalls with heavy rain, receiv'd from the King the hog he promis'd on the 14th[,] kill'd it and used such parts as would not take the salt, salted the rest for sea stock, as it continually rain'd and blew very hard[,] request'd from the King one of the large houses or Pyes that we might be able to repair our rigging and sails and request'd his permission to allow the people to sell me coir rope.

Fresh breezes and dirty weather till the 31st of July. Got the vessel secured under fours and trunked her cables with bamboos with which to keep the coral rocks from chafing them. People employed on sundry jobs as requisite, got the rigging and sails on shore to the house to repair and booms and yards to keep them from the bad weather.

August 1st. The first part of the day fine breezes from the SSW and fair weather, the latter part WSW with thunder, lightning and rain. People mending sails &c &c

8th Requested permission of the King to kill a bullock, with which he complied, as for many days the people would not go to catch fish owing to the bad weather[,] sent people to shoot a bullock[,] such parts as would not take salt made use of. Kept the people employed on the rigging and sails[,] nothing particular happened until the 21st altho' the vessel was moored in a bason and under fours[,] it blew so very hard in the night that she parted her cables but luckily owing to its being low water did not receive any damage[,] purchased several remnants of coir rope.

On the 22d very fresh breezes from the SSW and SW with heavy rain and hard squalls. Drove down stakes to back our anchors but owing to the strong puffs of wind from the hills carried away the quarter part(?) of the vessel[,] refitted them again. Purchased from the natives several baskets of dammer(?) for paying the vessel's bottom with.

Till the 31st blowing weather & hard squalls frequent heavy rain, kept the people employed when fair[,] cutting off ferns for breaming our vessels bottom. Sent our provisions ou shore to be dried for sea use. Engaged a man to repair our boat[,] make a new bowsprit for the vessel as the old one is in a bad condition and rather too short.

September 4th. For these four days fine fair and pleasant weather. People employed on the rigging and sails. This day killed a bullock & salted the best part for sea stock.

On the 8th employed taking out our ballast to lighten for hauling on the hard to clean and pay the bottom.

9th Hauled the vessel near the shore but the tide not rising sufficiently could not get her completely on[,] therefore hauled off again.

10th Winds between SE and West[,] hauled the vessel on shore and breamed the starboard side of her bottom, payed it with dummer(?) and tar and when the tide flowed hauled her off again into the bason for the night.

11th Winds from NW[,] hauled the vessel ashore and completed her bottom[,] in the evening hauled off again to the moorings.

On the 15th Fresh breezes from SW and fair weather. Got the standing rigging up over the masthead and set it up. Got the bowsprit out and sent on shore to form a new one by. Sent on board rice & callisances(?) well dried & cleaned of maggots.—

19th Winds for some time from SW in the day but hard squalls from the SE in the night. Got out the other end of the coir cable astern. Took on board the rest of our provisions. People employed on the rigging as requisite.

24th September. Winds chiefly from SW and fair. Got the new bowsprit on board and fitted. Fitted new rigging for the bowsprit[,] purchased coir rope & sent it on board, got the square sail yard battened, Employed getting the vessel ready for sea.



30th Informed the King that now my vessel was nearly ready and that I should sail directly[.] I had my water & wood and requested from him a few yams. He informed me I could wait ten or 12 days they would be fit to be taken up[.] At present they are not ripe[,] therefore they would not keep. I told him I should go on with my wooding and watering and by the time that was finished trusted to him for the yams and also hoped that he would furnish me with some fish to salt for sea stock.

October 1st. These 24 hours variable winds and squally[.] Heeled the vessel to pay the starboard side of her bows with tar and dammer as the worms had begun to eat there and along the lower part of the bends. People employed wooding, watering, &c.

3d to the 8th Oct. Light southerly winds. Employed wooding, watering, &c several other jobs about the rigging.

11th Got all the spars and booms from the house on board and secured them.

The 12th completed our wooding and watering & made our vessel quite ready for sea.

14th Throughout these 24 hours light variable airs & calms with heavy showers of rain, very threatening from SE to West. At about 9 p.m. a violent shock of an earthquake which continued near 1/2 a minute and after it much thunder and lightning and rain.

From 15th to the 20th. Constant hard gales from SSW with most furious squalls, in great apprehension of the vessel breaking adrift every minute. When the wind moderated got ashore water casks filled that had leaked.

21st and 22d. Moderate weather, bent sails, got the rigging up. received on board cocoanuts and a few baskets of tarrow roots for sea stock.

23rd. The first part of these 24 hours heavy rain, and fresh breezes. Took everything on board from the house. At 2 p.m. I went on board, also two Chinese, one Malay and two Malabars (left by Captain McCluer) who requested a passage on the vessel. Got the vessel cleared for sea. Received on board numbers of cocoanuts, tarrows & yams and two small pigs from the King.

24th. These 24 hours dark and cloudy to the southward. At daylight weighed our anchors and sailed out of the bason with the wind ENE. At 9 a.m. falling calm anchored in 18 fathoms abreast of the village of Arrakapparang, it continuing with heavy rain, remained at anchor, the King and his attendants continued on board all day & returned on shore in the evening.

Oct. 25th. The first part of these twenty four hours lt. var. winds & calms. At 7 a.m. a breeze springing up from the SW weighed and worked round for the Amallakel Channel and at noon standing out nearly clear of the inner reef, the King and his retinue accompanying us.

### From the Pelew Islands towards Macao.

Oct. 25th. At 2 p.m. being clear of the inner reefs made sail and stood to the SE. The King and his retinue then taking leave of us, who all appeared much dejected at our parting. Stood on till well clear of the reefs and then hauled to the eastward.

At sunset the Northeasternmost point of the land in sight N3/4West, the SW pt WSW. During the night calms and lt. airs. Standing to the eastward till noon. Lat. obs. 7°19' N. dist. from the Islands 11 or 12 leagues.

29th. Pleasant breezes thro' this day kept to the northward. At noon Lat. obs. 8°11' N. the northernmost of the Pelew Islands (Kyangle) [bore] S43W 4 leagues. This day served out a few clothes to those who had been left at the Islands by Captain McCluer as they had not any thing to cover themselves with.

Till 1st November Light variable winds and frequent calm. Lat. observed this day at noon 9°15' N.

From 2d to the 6th. Pleasant breezes and fair weather a great swell from the northward. Lat Obs. 12°10' N.

From 7 to the 11th. In general fine pleasant breezes from West. Lat. Obs at noon 16°42' N.

From 17 to 25. In general hard gales of winds with high turbulent sea which tore and damaged the vessel's sails and rigging extremely & for these seven days not a dry place in the vessel, the pump obliged to be kept going.

26th. A hard gale these 24 hours from NNE & NE with violent squalls and heavy rain. At 3:04 p.m. saw a small island bearing WNW and at 4 saw another island much larger which I take to be Bottel Tobago and Lema dist. about 7 or 8 miles but extremely hazy over it. Wore round and stood to the ESE for the night.

At noon got an indifferent observation which made us in 21°37' N.

On Tuesday 27th bore away to the westward. At 11 p.m. again blowing very hard and a heavy sea so that we could carry no sail, hove too again with the vessel's head to the NW. Lat. at noon 21°8' N.

28th. At daylight, the bad weather clearing up and being more moderate, made sail and stood to the NW. At noon cloudy no observation.

29th. Throughout these 24 hours have had a very heavy sea and in general fresh breezes which have done us much damage to our sails and rigging, and two of our chain plates having given way obliged us to get us runners and tackles for the security of the masts. Lat. obs. 21°39' N.

On Friday 30th Nov. These 24 hours have in general fresh breezes but the sea not so violent. At daylight struck soundings and at 10 passed several fishing boats.

Saturday & Sunday. Standing along the coast of China. At 10 p.m. [on] the 2d [of December] being but little wind and the tide running strong anchored in 9 fathoms.

Monday December 3rd. At 4 weighed and stood across the Roads for Macao. At daylight abreast the Nine Islands and at 10 anchored in the Typa.

(signed) Samuel Snook

[Snook sold the **Diamante** for 700 dollars. He then took passage back to Bombay aboard **HMS Intrepid**, Captain Hargood. Some years later, and for his gallantry in having taken one year of his life to return the three Palauan women to their country, Snook was awarded a sword of honour by the EIC.]

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**Document 1798F**

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**The ship Neptune, Captain Daniel Greene,  
visited Tinian**

*Source: The Diary of Mr. Ebenezer Townsend, Jr., the Supercargo of the Sealing Ship "Neptune," on her Voyage to the South [sic] Pacific and Canton. Published in the "New Haven Colony Historical Society Papers," vol. 4 (1888), 115 pages.*

*Notes: This 350-ton ship, carrying 20 guns and manned by a minimum of 35 and a maximum of 45 men and boys, was from New Haven and on a sealing voyage (1796-99). She was a new ship, not coppered, and built at the Olive yard in New Haven. Her captain was a 30-year-old mariner named Daniel Greene, a resident of the New Haven colony, who had already completed one such voyage. The ship visited Tinian while going from Hawaii to Canton. It is an unusual, and very interesting, diary, which should be re-published.*

*Besides the diary of the supercargo (below), there are three more accounts of this voyage known to have survived, those of: 1) John Hurlbut, the mate, who lasted the voyage, but the location of his account is unknown to this editor; 2) David Forbes, the surgeon, but he left the ship at Mas-afuera, off Chile; and 3) Elijah Davis, a novice sailor, but he too stayed at Mas-afuera.*



**Captain Daniel Greene**

## Extracts from the diary of Ebenezer Townsend, Jr., supercargo and son of the ship-owner

*Note: The diary is in the form of letters to his brother. Captain Greene had been the first Yankee captain (aboard an unknown ship) to have taken seal skins to Canton, says this author. The departure year from New Haven in 1790, says Latourette, but it could have been as late as 1792.*

### DIARY.

*Ship Neptune, Jan. 1, 1797, Lat. 16°, Long. 21°2' [W of Greenwich].*

Dear Brother:

It is my intention to write you every month the principal occurrences during the voyage which I have undertaken in the ship **Neptune**, Capt. Daniel Greene, on a sealing voyage into the Pacific Ocean and to China.

...

We sailed from New York, on the 29th November last with a fine wind at southwest.

...

Our crew at starting consisted of 36 men and boys...

...

[They took on salt at the Cape Verde Islands, where they met a whaler (unnamed) from Nantucket, Captain Fosdick, on the way to the Pacific Ocean whaling grounds. They passed Trindade Island on the way to the Falklands, which they reached on 22 February. The following August, part of the crew went to the coast of Patagonia, where they were made prisoners for a time at Port Desire, as they were mistaken for Englishmen. They escaped and returned to the Falklands. In November, they had contact with the ship **Betsey**, Captain Edmund Fanning, of New York, also bound to the Pacific. In December, they were visited by the ship **Maria**, Captain Benjamin Paddock, from Nantucket, also bound to the Pacific for sperm oil; this ship brought the news of peace in Europe. Also in December, Captain Barzillai Worth, in the brig **Garland**, told them that he was on his way to the NW Coast of America and Canton. The second mate of this vessel, Mr. Thompson, joined the crew of the **Neptune**. On 24 December, the ship departed for the coast of Patagonia to continue sealing. This time they were well received by the garrison at Port Desire. There follow some interesting remarks about sealing.]

#### [Sealing and how it was done]

We now have on board about 30,000 fur seal skins, which we have got be great exertion... The fur seal which we take have been by traders distinguished by the name of sea-dog and the ursine seal. We call the male "old wigs," and the female "clapmatches." The hair seal males we call sea-lions and the female "clapmatches" also. The young seal

1 Ed. note: This captain had made an earlier voyage to the Pacific (1794-1796) with the ship **Joanna** (ref. Starbuck, p. 190) but Starbuck does not record this voyage that began in 1797.

are called pups until they are old enough to be called yearlings. The hair seal and fur seal never associate; the one always take a sandy beach; the fur seal always takes a rocky one. They generally lay in rookeries of 300 to several thousand. We take them by getting between them and the water, and being frightened they huddle together, when they are killed by a blow with a walnut stick of about three feet long over the nose. They are very easily killed... They are not dangerous if a good lookout is kept: they move slow. Our men sometimes get bit by them, but it is through carelessness.

After they are killed, the next thing is to skin them, in which they take blubber and all, being less labor than to skin them close. They are then laid on a slab or a tanner's beam and the blubber all taken off very clean close to the skin, with what the tanners call a beaming knife; after this they are all to be washed clean, the flipper holes sewed up and carried to the pegging ground, which is frequently a considerable distance, and frequently to another island. The pegging ground must be good clear ground, where it is clean and free enough from stone, or rocks to get a peg down easy with the hand. They are pegged out with ten pegs each, and one good, long clear summer's day will make them fit to come out of the pegs. But in this country we frequently have them down a week and sometimes three. After they are out of the pegs they are to be stacked and let them sweat a little, and in this way they can be spread and stacked several times before they are sufficiently cured to take on board the ship. During the whole time they are in the pegs we are turning them where they may cure so as not to receive the sun, and scraping them with our knives to get whatever blubber may have been left on. After they are on board the ship they are to be frequently shifted and beat, to keep worms out. What skins we take in the winter we have the additional trouble of salting and freshing them in the spring, which is a good deal, as they are to be carried on board ship to be salted and of course to be carried on shore again to be dried... The seal produce young yearly, generally two pups. Those among these islands appear to lie on the rocks most of the time. They are off most of the time the two last spring months,<sup>1</sup> we calculate to wean their pups, as they, the pups, remain on the rocks; they remain off till near the pupping time again, which is early in the summer. We find the old wigs, or males, very much scarified, which is done in their battles for the females.

...  
[In Port Desire, they met with Patagonian Indians. They, and their customs, are well described by Townsend, and so were the guanacos, and other animals strange to the Yankees. By the way, the legend about Patagonian giants, he called "a traveler's lie." They sailed from Port Desire on 16 February 1798.]

---

1 Ed. note: Which corresponds to November-December in the southern hemisphere.

On the 17th [February] we spoke our old friend Capt. Bunker, from the Falkland Islands, bound to the northwest. Had had poor success getting oil; said he had seen no vessel since we parted with him.<sup>1</sup>

...

On the 28th, having wooded and watered, we got under way, with the wind at northwest... Began to think, as the season was fast getting late to double Cape Horn, that we should be obliged to go on to Canton by the way of the Cape of Good Hope, southing it to some islands on our way for a few more seal. We were extremely anxious to double Cape Horn, as it would promise more seal and besides we wished to visit the Sandwich Islands and circumnavigate the globe.

...

[They fought the winds, ice and snow, but they made it, and were at the Island of Juan Fernandez on 11 April. The next day, they went ashore at Mas-afuera and found a crew left there by Captain Fanning of New York. There was also a sealing crew landed by a New Bedford whaler there. After seven weeks, the **Neptune** had an additional cargo of 15,000 skins, The crew left by Captain Fanning was taken on board, and the ship left its own crew of 12 men who were to wait for two years, before fending for themselves. David Forbes, the old surgeon, disembarked here and became captain of the sealing party. Some little sealing was done at the Ambrose Islands nearby, then:]

Saturday night, June 23d, the sealing part of the voyage, which the crew celebrated in their can of grog, giving the usual Saturday night toast of "sweethearts and wives," after which they went to dancing, which finished at twelve o'clock with three cheers and good-bye to the sealing. For the rest of the voyage we calculated for nothing but pleasure.

June 28th. On overhauling our provisions found the mice had been very destructive; we fortunately have not a rat on board. We found two hogsheads of bread eaten entirely up, another about half gone, and considerable of meal and peas.

...

[In early August,] this strange spell of weather appears to have affected the crew; a number began to complain of the scurvy at that time, which increased, and on our arrival at Owyhee several were black to their hips with it. We were very fearful of losing some, but they got well astonishingly almost immediately on our arrival. We are now all in good health. Excepting the spell of weather named to you above, we had pleasant weather and most of the time our studding-sail and royal set. The Pacific Ocean is fully entitled to its name.

...

[The narrative of their stay at the Hawaiian Islands is extremely interesting, specially the descriptions of the native customs, their canoes, the foreign residents, King Kamehameha, etc.]

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1 Ed. note: Captain David Bunker was in command of the sloop **Betsey**, from Hudson, N.Y., not to be confused with the ship of the same name, commanded by Fanning.

...

**[Who discovered the Hawaiian Islands?**

It is very much doubted whether Capt. Cook was the first discoverer of these islands; it in fact appears pretty evident that he was not; however, he may be entitled to the credit of it, provided he received no aid in the discovery and the Spaniards from policy obliterated the discovery by their own navigators. I presume Cook knew nothing of them before he saw them, but as the Spaniards had laid down a group of islands in the same latitude, a few degrees eastward of the Sandwich Islands, where there are none, it is likely to be the same, for at that time they could not be supposed to be very correct in their longitude. There is at Mowee [i.e. Maui] the ring and part of the shank of an anchor of about seven hundredweight which was not long ago hooked up there, where there is no recollection of there ever having been a vessel, and from the appearance it must have been there a great many years. Mr. [John] Young [a foreign resident] says they have a tradition that a couple of white men came on shore and remained there about 150 years ago. They landed in a small vessel covered over with skins and he had seen their descendants which satisfied him of the truth of the story, and that they were white.<sup>1</sup>

...

---

*Ship Neptune, Macao Roads, October 24th, 1798.*

Dear Brother:

My last was dated at the Sandwich Islands, which we left on the 31st of August last with a good stock of hogs and vegetables. On the next day, two of our largest hogs died on deck, we suppose from the heat. We on the same day caught a land bird about the size of a robin, very handsomely spotted with gray and black; we must have been 100 miles from any land that we know of.<sup>2</sup> About a dozen of our men complained of their visit to the Islands; however, they got over it pretty well. On the 2d of September we again saw birds which appeared like whip-poor-will; there was a flock.

On the 3d found our tarrow [i.e. taro] rotting very fast, and our [sugar-] cane that was in the sun on deck beginning to be sour. Saw many birds. At this time the scurvy had nearly disappeared; a number of the crew complained of nausea at the stomach and of sore throats, which was soon removed by emetics. Our watermelons and muskmelons lasted till the 7th. I think our cane might have been kept most of the passage if it had been out of the sun, for we found some below that was there by accident, which

- 
- 1 Ed. note: Few Spanish galleons disappeared without a trace in the Pacific; in fact, only three remained mysteries of the sea in Spanish times, and it was assumed that they had burned at sea. In modern times, the remains of two of them—the **Santo Cristo de Burgos** in 1693, and the **San Francisco Xavier** in 1705—have been found on the coasts of Oregon and California. That leaves the **San Pedro** that disappeared after leaving Cape Engaño on an eastward passage in 1782.
  - 2 Ed. note: The islands to the NW of Kauai were not yet well known.

was good on the 6th of October, but we were out of cane and potatoes on the 21st September.

On the 10th of September we were in 180° west longitude, or east, just as we please to call it, being just half around the globe, calculating from the meridian of Greenwich. We therefore now drop a day and call it the 11th: the sun this year rises one day less to me than it will to you. On the 15th our lunar observation gave us 11 h. 13'20" difference of time between us and Greenwich: we from the 10th calculated for east longitude. On the 16th we saw a grampus, or a young whale.

On the 18th our steward hove his journal overboard, in a pet, which he had kept the voyage; being a good tempered man it did not conform with his character: how frequently we are inconsistent!

Sept. 27th we had more birds than usual in sight. October 2d saw a number of land birds. On the 3d, 7 a.m., we made the land, the Island of Saypan, being W.N.W. twelve leagues distant. Our latitude at noon was 14°57' N.; longitude by lunar observation 145°16' E. meridional distance from Owneho, where we took our departure from, 3,251 miles. At 6 p.m. the Island of Tenian, which we made at 1 p.m., bore W.1/2N. distance 2-1/2 leagues. Stood off and on through the night, wishing to get some wood at this island. Most of our passage down to that island was pleasant, but about ten days of the time, the latter part, we had very singular winds from the trades; we had it squally with heavy thunder, which split our sails to pieces. Wind from S.S.W. to N.N.W. We had the wind generally from E.N.E. to E.S.E.

...

Oct. 4th. We ran along doubling the south point of the Island within about a league, running between that and Aguigan; we ran about a league for the northern part of the bay, where we soon saw a white flag flying and the hull of a vessel within a reef which is about half a mile from the shore. I set off in the launch for the shore where I found about 60 or 70 Spanish Indians, commanded by a couple of white Spanish officers. As they were all on the beach our boat's crew were much alarmed, but I could but have confidence in the white flag with our ship, that made a pretty formidable appearance, in sight. They were more frightened than we were. They were a crew from Mariguan [rather Guam], about 30 leagues from there, getting jerk beef, hides, tallow; had been there two or three months, and were to leave there soon.

They shoot the cattle that are wild on the island; the beef is cut in thin pieces and strung on poles in the sun and salt water hove on it from the sea occasionally, which cures it. They told us that an American brig commanded by Capt. Swain was cast away there about 15 months before, from Canton, bound to Peru.<sup>1</sup> We saw considerable China-ware scattered on the beach. There were also a couple of Malays among them who had also been cast away among the islands in an English ship.

When the Spaniards found we were friends they were ready to do everything for us. They cut wood for us, presented us with a couple of quarters of beef, some bread-fruit

---

1 Ed. note: This was the **Experiment**, formerly Capt. MacClellan.





**The “atis,” or sweet-sop, a fruit growing on Tinian in 1798.**

and cocoanuts, also some Manilla cigars of an uncouth length, but the pleasantest I ever smoked. We made them some small presents in return which pleased them also, so that we parted good friends.

We found plenty of limes, guavas and cocoanuts. There was also a kind of fruit which the Spaniards called *artease*[sic], about the size of an orange, green and knobby like a pineapple, of rather an insipid taste.<sup>1</sup>

The limes were the largest and best I ever saw; a smooth, thin skin full of juice. The bushes bent to the ground; we could have loaded the ship with them. The Indians told us that bread-fruit and oranges were plenty [on] the other side of the island, but the oranges were not sweet.

One of the officers<sup>2</sup> told me that this island was once thickly inhabited, but that the island of Guam, in the vicinity, was depopulated by a plague, and that the government

---

1 Ed. note: This was most certainly the *atis*, called sugar-apple, or sweet-sop, in English. Scientific name *Annona squamosa*, L.

2 Ed. note: Probably then-Lieutenant Luis de Torres.

ordered all the inhabitants to moce and re-people Guam. Byron, in his voyage, says it was once populated with thirty-thousand.

Lord Anson describes this island as a little paradise, but it is very different now, although I can believe that it was once a very pleasant place, and it is now so long since Anson was there [i.e. 1742] that he may not have stretched any. There was here and there a lawn on which we saw a number of cattle, but the island generally is so filled in with lime bushes and underbrush that it is very difficult to get along. We found a regular made well about 200 yards from the landing, about 6 feet deep, and another a little further on, 18 feet deep.

We found several clusters of stone columns which we thought must have been set up from some religious motive. They contained 12 columns in a cluster, two rows of six each, all regular alike, and the largest was a 14-foot column, or more properly pillar, for they were not round; on the top of which was set a huge solid stone shaped like a punch-bowl without the bottom rim, and measuring 10 feet at the top and 3-1/2 feet at the bottom, which just filled the top of the tapering pillar which was also cut from solid stone, the top being 3 feet square, the foot 3 feet on one side and 6 feet [on] the other, the wide side tapered off to the 3 feet; therefore, the foot was oblong, two sides oblique and two perpendicular. The stone on the top must have weighed several tons. The Spaniards told us that they were built by the Indians about 120 years ago, but they looked as though they had stood several hundred years. Several of them had fallen down.

Being under the lee of the island we found it very warm. Many of the trees interspersed among the lime bushes were two feet in diameter. It was bold water close into the reef. Among the cocoanuts we found some that had hung on the trees over one season; the effect on them was new to us all; in lieu of the milk there was a pithy substance evidently the commencement of vegetation; the white meat was yet good. The cocoanut tree starts from the cocoanut through the eyes or the small holes which you see in the shell end; if not right up[,] the tree will grow in a direction accordingly. The Indians have a good way of climbing these trees, which I do not recollect ever seeing described. They fasten the two ends of a rope to their ankles, clasping their feet around the tree in the ordinary manner, which prevents them from slipping.

I saw some quahogs, or round clams on the beach, but we were told they were scarce, but were plenty at Guam, which is also, with Tenian, one of the group of Ladrone Islands.

Our crew were at this time completely out of tobacco, which is an important thing with sailors; they there got a comfortable supply from the Spaniards. We got a few yams which kept better than those we had before; they were brought up from Moryann [i.e. Guam], and I suppose fully ripe when they were dug. It is said there are guanacos and pearl oysters at Saypan, by Byron. Latitude of Tenian is 14°54' N. and longitude by our lunar 144°32' East. We sailed from Tenian on the 3d of October.

...  
[They reached the Bashee Islands on October 17th. and Macao on the 23rd. Capt. Benjamin] Swift had been in three days from the northwest coast of America in the brig

**Hazard**; has been out 26 months;<sup>1</sup> he left the Sandwich Islands 10 days after we did and says he was told there that we were too indulgent in allowing so many to come on board, in consequence of which some of them endeavored to lay a plan to cut us off, but we kept too good a look-out for them.

...  
[On 25 October, they anchored at Whampoa, where they met Capt. Fanning of the ship **Betsey**, ready for sea. After selling their skins and taking on a cargo of teas, mostly, they left Canton on 26 December. There is a good description of the Chinese customs, and commercial practices.]

...  
Capt. Greene and myself, in company with Richard J. Cleveland and Tongua, a Chinese merchant, have fitted out an expedition to the Northwest Coast; it is a cutter sloop of about 80 tons, completely armed with brass carriage guns and commanded by the said Cleveland, who is a Salem, Massachusetts, man, and a most enterprising fellow, who says when he returns to America he intends to do it in a Chinese junk.<sup>2</sup> The vessel and outfits cost us a little rising 18,000 dollars, and we have given him a *carte blanche* and to settle with us when he gets through the voyage. This vessel has made one successful voyage on to the coast, commanded by Capt. Lay, an Englishman.

...  
[The **Neptune** went through the Malacca Straits in company with the brig **Hazard**. After that, the ships parted, the latter being considered a faster sailer, being copper-bottomed.]<sup>3</sup>

...  
On the 6th of May we spoke the ship **Alexander** of Boston, Capt Dodge, who left Canton just a month after us; he has the advantage of us by being coppered.<sup>4</sup>

...  
On the 14th of April... we caught fire in our cabin and burned a couch of Mr. Gardner's and nearly through a chest of tea; we could not account for it, but we have made the best of the whole of it.<sup>5</sup>

...

- 
- 1 Ed. note: Voyage mentioned by Latourette, and by Howay. She was from Boston, and was back home in June 1799.
  - 2 Ed. note: Cleveland himself (Doc. 1799I) says that this cutter, formerly named **Dragon**, was re-named **Caroline**, for that voyage, and that it was but of 50-ton capacity.
  - 3 Ed. note: Her captain, Swift, was another 30-year old Yankee.
  - 4 Ed. note: Howay says that she was commanded by Capt. Asa Dodge, which had left Boston in Sept. 1798 for the NW Coast, was at Canton in Dec. 1798, and back home by 9 July 1799, two days before the **Neptune** reached New Haven.
  - 5 Ed. note: Sounds like he might have been responsible, probably by leaving a cigar butt unattended.

Capt. Greene, much to his credit, has been indulgent to his sailors. We now have sailors well qualified to take charge of a ship, that could scarcely write their names when we sailed, and a majority of them would make good mates. The voyage has been no more unpleasant than I expected when I started, and I believe I can say that it never entered my head that I have been sorry that I undertook it.<sup>1</sup>

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1 Ed. note: The author of this beautiful narrative (in its full length) is said to have met with bad luck during the ensuing War of 1812, as the coffee house that he had operated in New York was destroyed. He moved to the Far West, and never returned.

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## Documents 1798G

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# The voyages of the *Ann & Hope*, Captain Page, and the *Jenny*, Captain Brown

*General source about the Ann & Hope: Article by R. W. Kenny "The Maiden Voyage of the Ann & Hope" in American Neptune, 1958.*

*Notes: See Doc. 1799J for the next voyage of the Ann & Hope. Samuel Snow was supercargo aboard the Ann & Hope.*

### G1. The account of Benjamin Page, Jr.

*Sources: Ms. journal in the John Carter Brown Library, Brown University, Providence, Rhode Island; PMB 540.*

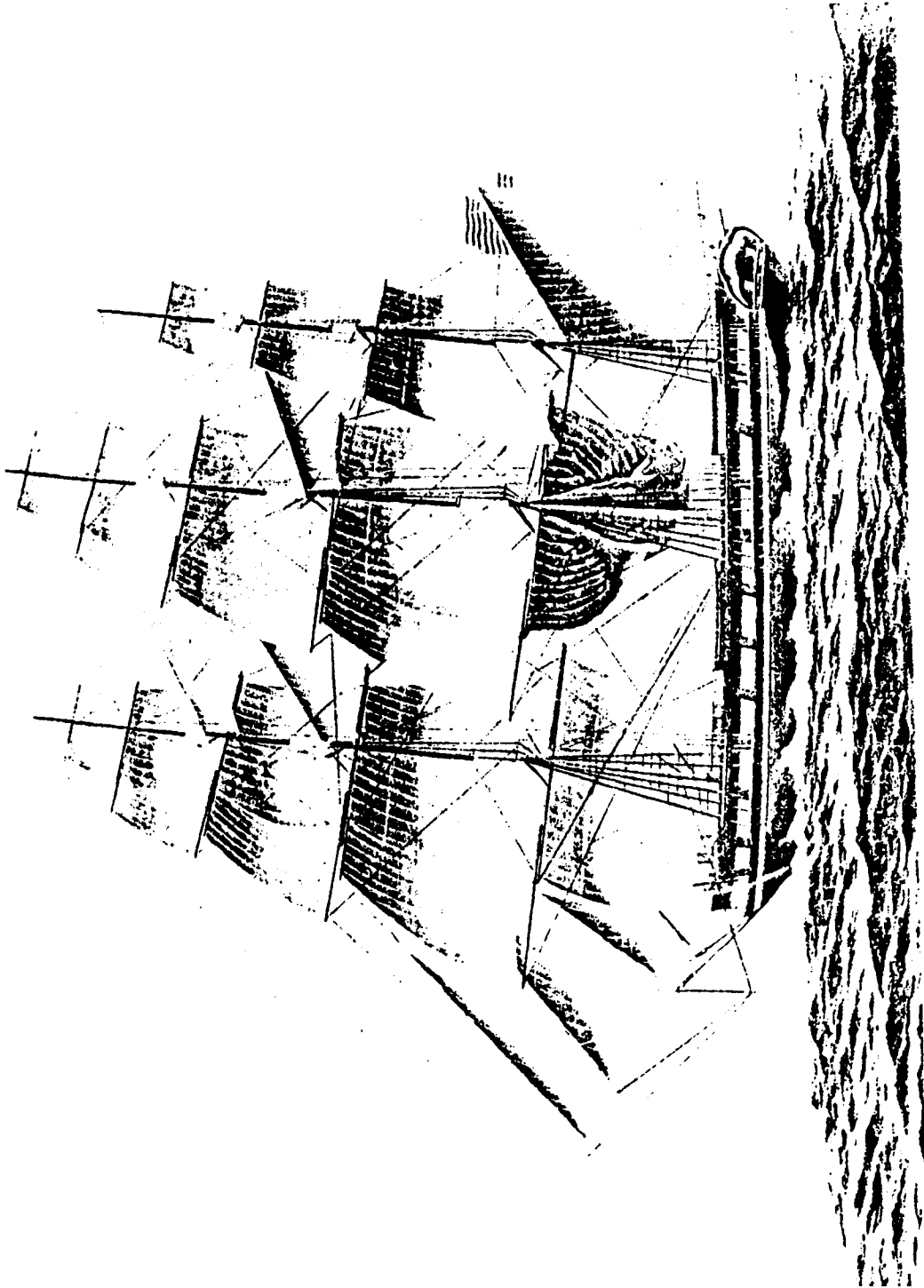
*Notes: The log-keeper was the young son of the Captain. Reproduced with permission of the John Carter Brown Library at Brown University.*

...

[Summary: On 18 November, he noted: "We caught a shark that fed all hands." On 24 November an almost total eclipse of the moon was observed. On the 26th, Captain Page sent the jolly boat with a quarter of fresh pork to Captain Brown aboard the **Jenny**. On 27th, "she spoke with us and as we are clear of all the islands we took our leave of him and made sail." Upon arriving at Tinian, he wrote the following description:]

[We] saw two white flags hoisted on Lord Anson's beach, and with a S[py] glass, saw a man walking the beach which we concluded to be a Spaniard come to jerk Beef. The Island had a beautiful appearance from the Ship, and we could distinguish the cocoanut trees in great abundance, a few white cattle grazing around in what had the appearance of high Grass. The Captain and several of us got in the Yawl and went on shore. On our landing we found the man which [we] took to be a Spaniard was an unfortunate Lascar who had been cast away on the Island 18 months before in a Brig that had sailed from Macao bound for Port Jackson. The Captain dying before he made this Island the command [fell] on the first mate, one Swain of Rhode Island, who not thinking it incumbent on him to proceed any further landed part of her Stores and part of her Crew with the Captain's whore and another of the same description, launched the Brig's topmast and left her a single Anchor in the height of the S.W. monsoon where she chased her Cable, drove a Shore and beat to pieces with the loss of one man.

...



**The ship Ann & Hope of Providence on her maiden voyage. This ship was of 550 tons burden, 119 feet 4 inches in length, 32'4" at the waist and 16' from top deck to keel. She was named after the wives of the two owners: Ann Carter Brown and Hope Brown Ives.**

## G2. The account of Christopher Bentley, Mate

*Source: Log kept in the John Carter Brown Library, in Providence.*

*Note: Reproduced with permission of the John Carter Brown Library at Brown University.*

### Logbook of the Ship Ann & Hope of Providence, Capt. Benjamin Page. Voyage 1798-1799. Log kept by Christopher Bently [sic].

...

Friday 23rd of Nov. 1798

... the **Jeney** [sic]<sup>1</sup> in company. Carried a light [signal] for her...

Lat. by Obs. 4°23 N.

#### [Ngatik sighted]

Saturday 24th of Nov.

First part of this day pleasant weather. At 6 p.m., squally... The **Jeney** in company... At 10 p.m., the eclipse of the Moon came on and went off at 1/2 past 12 Midnight... At 10 a.m., saw the land from the M[ain] Top[mast] bearing NE by N, small low isle... The **Jeney** in company. All hands employed in tarring rigging, sail making and sundry other duties on board ship. paid our sides round with varnish.

Lat. by obs. 5°57 N.

Sunday 25th of Nov. 1798

... Pleasant weather, the **Jeney** in company but a distance astern. At MR [i.e. Meridian, or Noon], lowered down our top gallant sails on the Capp [sic] for her to come up... At 6 p.m., ... the **Jeney** not got up... At 10 p.m., in sight... Latter part... At 2 a.m., the **Jeney** came up... Carried a light for the **Jeney** all night.

Lat. by obs. 7°37 North.

Monday 26th of Nov.

First part... shortened sail for the **Jeney**. At 2 p.m., lowered down our Jolly Boat. Veered her astern by a line to the **Jeney** and sent the Capt a quarter of fresh pork... Latter part... At 6 a.m., made more sail. At 8 a.m., pleasant weather, the **Jeney** closed up. At 11 a.m., the **Jeney** dropping astern.

lat. by Obs. 10°9 North.

Tuesday 27th of Nov. 1798

First part of this day... the **Jeney** some distance astern... At 3 p.m.... let by on the Capp [sic] for the **Jeney** to come up... At 1/2 past 6, she came up. Spoke her... Latter part... At MR, could just discern the **Jeney** astern...

lat. by obs. 12°40 North.

---

1 Ed. note: This was the ship **Jenny** of Boston, Captain Richard Brown, which they had first met with on 9 November.

Wednesday 28th of Nov.

... Lat. by obs. 14°41 North.

Thursday 29th Nov 1798

... Lat. by obs. 15°04 North.

**[Marianas sighted]**

Friday 30th of Nov.

... At 3 p.m., made the land which proved to be Saypan. At 1/2 past 4 p.m., made Tinian. At 6 p.m., brought the Ship by the winds to the Southward under our three top-sails, mizzen & fore topmast stay sail. The South point of Tinian bearing SW by W 3/4 W about 7 leagues dist. At 12 MNight, wore Ship to the Northward. Latter part of this day, pleasant weather. At 4 a.m., bore away for the passage. Made the **Jeaney** [sic] on our Larboard Quarter. At 7 a.m., came to anchor in Tinian Road in 15 fathom of water with our second bower, the South point of the Isle bearing SSE and Lord Anson's Beach NNE. Hoisted out our yoale [=yaw] and pinas [=pinnacle] and the Capt. with 25 men, Mr. Snow, Tompson, Capt. Page's son and the Doctor went on shore.

Lat. obs. in Tinian Road 14°59 North.

Saturday 1st of December 1798

First part of this day pleasant weather. At 4 p.m., the Capt. came on board. Brought limes, coconuts, etc. The **Jenny** laying in the road in company. Brought on board a Moor Man that was cast on shore in this bay in an English Brig from Macau bound to Port Jackson, he being the only man on the Isle for a long time.<sup>1</sup> At 6 p.m., got under way for Canton, the **Jeney** in company. Latter part of this day, pleasant breezes and fine weather... the **Jeaney** in sight a long way astern...

Lat. by Obs. 15°38 North.

...

### G3. The journal of Benjamin Brown Carter

*Sources: Logbook in the Ship's Log Collection, Manuscript Collection, Rhole Island Historical Society, Providence; ML FM4/578.*

**Extract from the logbook kept by Benjamin Brown Carter, surgeon.**

**Journal of a Voyage from Providence to Canton in the Ship Ann & Hope. Benjamin Page Master. Samuel Snow Super Cargo. Christopher Bentley 1st mate.**

...

---

<sup>1</sup> Ed. note: This was the Bengali boatswain of the **Experiment**, named Cader, mentioned in Doc. 1798A & B.



Sunday Nov. 18. First part of this day light winds and squally with heavy rain. At 6 p.m. handed M[ain] sail. At 12 Midnight. Thunder, squally, handed T[op] G[allan]t sail. Latter part of the day, light winds and squally, heavy rain. At 6 p.m. [rather a.m.] set T.Gt. sails. Very squally, in and out sails often.

Lat. by obs. 3°5' S. Dist. 39-1/2 [m.]<sup>1</sup> Winds NWbN. NW.

Monday Nov. 19. First part of this day small winds and squally with rain. At 4 p.m. fresh breezes. At 10 p.m. in T.Gt. sails and M.T.M. stay sails. Latter part of this day fresh breezes and squally with rain. At 10 a.m. saw a ship bearing ENE from us.

Lat. by obs. 0°27' S. Dist. 169-1/2 m. Courses NNE. N. Winds WNW. W.

Tuesday Nov. 20. First part of this day very squally with rain. In and out T.Gt. sail often. At 4 p.m. spoke the ship we saw to Leeward which was the **Jenny** of Boston, Capt. Brown. Latter part squally with rains, carried a Light for the **Jenny** all night.

Lat. by obs. 1°32' N. Dist 118 m. Whole dist. 19,107 m. Courses NbW. N. NNE. Winds W. WNW.

Wednesday Nov. 21. First part of this day squally weather with plenty of rain. The **Jenny** in Company all night[,] carried a light for her all night. Latter part of this day moderate winds. At 12 Midnight very pleasant weather. At 3 p.m. the **Jenny** came up.

Lat. by Observation 3°04' N. Courses NE. N. NbE. Winds NWbN. WbS.

Thursday Nov. 22. First part of this day squally with rain. At 10 p.m. pleasant weather, the **Jenny** in Company, carried a light for her all night. Latter part of this day pleasant weather. At 7 a.m. squally. Rainy squally disagreeable weather.

Lat. 3°45' S. Winds variable. Dist. 30-1/2.

Friday 23 Nov. First part of this day baffling winds and squally weather with rains. At 3 p.m. tacked ship to the Northward. Employed in making and taking in sail. The **Jenny** in Co. Carried a Light for her. Middle & latter part of the Day pleasant weather. At 2 p.m. Calm. At 5 a.m. small breeze from the W. headed the ship to the Nward. the **Jenny** in Co. Send up Mizen T.Gallant mast. Employed in scraping ships sides, sail making[,] tarring down rigging, rattling down shrouds.

Lat. 4°23' N. Dist. 64-1/2 m. Courses NNE. W. N. Winds NW. calm. Long. 186°56' W.

Saturday Nov. 24. First part of this day pleasant weather. At 6 a.m. [rather p.m.] squally. In T.Gt sails. rainy. At 8 up Main sail. The **Jenny** in Co. At 11 p.m. the Eclipse of the moon came on and went off at 1/2 past 12 Midnight almost total. Latter part pleasant weather. At 4 a.m. tacked ship to the NW, set M.T.Gt. sail and Jib. At 10 a.m.

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<sup>1</sup> Ed. note: Distance covered in that day's run, in miles.

saw the land from the M.Top bearing NEbN a small low island, sent up Mizen T.Gt mast and yard. Set the new Mizen T.Gt. sail. The **Jenny** in Co. All hands employed in tarring rigging, sail making and sundry other duties on board. Paid out ships sides round with varnish.

Lat. 5°57 N. Dist. 114-1/2 m. Courses NE. NNW. NW. Winds WNW. NbW. W. NNE.

Sunday Nov. 25. First part of this day moderate breezes and pleasant weather. The **Jenny** in Co. but at a distance astern. At MR [i.e. noon] Lowered down our Top Gt. sails on the Capp for her to come up[,] hauled up our M. sail. At 2 p.m. on bent [rather unbent] our F[ore] sail[,] repaired him. At 4 p.m. bent him again, on bent our F.T[op] sail and bent our spare one. Handed Mizen T.Gt. sail. At 6 p.m. handed F.T.Gt. sail. The **Jenny** has not come up. At 10 p.m. in sight, in Jibb[,] up Mizen[,] some squalls. Latter part moderate and squally with rain. At 2 a.m. the **Jenny** came up. Set Mizen, Jibb hoisted up M.T.Gt. sail. At 6 set F.T.Gt. sail & Mizen. carried a light for the **Jenny** all night.

Lat. 7°37 N. Dist. 119-1/2. Courses NW. NEbN. NNW. Winds NE. NEbE. ENE. Longitude 155°13'15" [E.]

Monday Nov. 26. First part of this day squally weather with heavy rain, shortened sail for the **Jenny**. At 2 p.m. lowered down our jolly boat. Veered her astern by a line to the **Jenny** and sent Capt Brown a quarter of fresh pork. At 5 p.m. handed F.T.Gt. sail[,] hauled up M. sail[,] stowed Jibb[,] up Mizen. Carried a light for the **Jenny** all night. At 12 Midnight took the 2d reef in Mizen T. sail[,] took one reef in F. & M.T. sail[,] handed M. sail and M.T.Gt. sail. Latter part squally with rain. At 6 a.m. made more sail. At 8 a.m. pleasant weather[,] the **Jenny** close up. At 11 a.m. the **Jenny** dropped astern, handed Mizen T.Gt. sail. Employed in sail making and sundry other duties on board ship.

Lat. by Obs. 10°9' N. Dist 158 miles. Courses NNW. Winds ESE. Variable from SE to NE[,] from ENE to ESE. Dist. 19,748. Long. 153°43'30" [E.]

Tuesday Nov. 27. First part of this day moderate breezes & small squalls of rain[,] The **Jenny** some dist. astern[.] Lowered the Mizen T. sail on the Cap. At 3 p.m. clew up M.T.Gt. sail[,] down M.T. sail[,] on bent him, bent a spare one, let it lie on the cap for the **Jenny** to come up. At 5 p.m. hove the Mizen T. sail aback. At 1/2 past 6 p.m. she came up, spoke her, made sail, set T.Gt. sail, M.T.M. stay sail, flying Jibb. Latter part of this day, pleasant weather and a fine breeze. At 6 a.m. set T. & M.T.M. steering sails & M. royall[,] M.T.Gt. stay sail. Employed in altering our old M. sail into a T. sail, middle [part] stubbing him and M.T.Gt. sail, tarring rigging &c. At noon we could but just discern the **Jenny** astern.

Lat. 12°40' N. Dist. 202-1/2. Courses NW. Winds variable from NEbE to EbS.

Wednesday Nov. 28. First part of this day fine breezes but small squalls of rain. At 4 p.m. sent up F.T.Gt. royal mast & yard and set the sail. Set M.T.Gt. steering sail. At 7 p.m. in M.T.M. steering sail and M.T.Gt. do. At 12 Midnight pleasant weather. Latter part of this day fine and pleasant. At 6 a.m. set M.T.M. steering sail and M.T.Gt. do. on both sides. Set ring tail & lower steering sail.

Lat. 14°41' N. Courses NWbW. WNW. WbN. Winds NEbE. ENE. E.

Thursday Nov. 29. First part of this day very pleasant weather and steady breezes. At 6 p.m. set larboard M.T.M. steering sail, in ring tail and up Mizzen. Latter part of this day pleasant weather. At 4 a.m. set larboard lower steering sail. Employed in middle stitching sails, caulking our waterway seams on the quarter deck, bent the best bower cable and sundry other duties on board.

Lat. 15°4' N. Long. 147°42'48" E by Chron. Courses WbN. W. W1/4S. Wind E.

Last night I had a remarkable dream. I thought I stood on the quarter deck and looking over the starboard boat. Saw the land at a distance rising in hummocks on the horizons, steering W & WbN. My imagination had drawn the picture in strong colours and as we are so near Tinian one of the Ladrone Islands expect my dream will be realized soon and we shall be gratified with something more substantial than visionary phantoms.

Friday Nov. 30. First part of this day pleasant breezes and fine weather. At 3 p.m. made the land which proved to be Saypan. At 1/2 past 4 p.m. made Tinian. At 6 p.m. brought the ship by the wind to the southward under our 3 Topsails, Mizzen & Foretop mast staysail, the South point of Tinian bearing SWbW 3/4 W. about 7 leagues dist. At 12 Midnight wore ship to the N. Latter part of this day pleasant weather. At 4 a.m. bore away for the passage between Tinian on the North and Aguijan on the South. Made the **Jenny** on our larboard quarter. At 7 a.m. came to anchor in Tinian road in 15 fathoms water with our second bower, the S. point of the Island bearing SSE and Lord Ansons Beach NNE. Hoysted out our yawl and pinnace and the Capt. with 25 men went on shore.

Lat. by obs. in Tinian road 14°59' N. Long. 146°13'45" E.

Saturday Dec. 1. First part of the day pleasant weather. At 1 p.m. the Capt. came on board, with limes, cocoa nuts &c. The **Jenny** lying in the road in company. On entering the passage between Tinian and Aguijan, viewing the former island with a spy glass we discovered on Lord Anson's Beach 2 small white flags flying, a canoe, & a man walking back & forward. When the pinnace drew near the shore he hailed her and enquired what country & what man he was. He replied that he was an unfortunate Lascar or Moor man of Bengal cast away here 18 months since. When the gunner went on shore he prostrated himself at his feet in the oriental manner. He informed us that he was the only man on the island, and begged to be taken on board and delivered from death. The scene was so affecting that it could not be beheld without tears. Capt. Page

consoled him by assuring him that he should go to Macao in the ship, where he would doubtless find Bengal vessels to return to his friends. The Moor man was about 25 years old. He had been the Surang or Head of the gang, a term answering to Boatswain with us, and was really a man of abilities. He conversed in English, French, Spanish, Portuguese & Malay beside his own language. He informed us that his Brig's name was the **Bramin** [sic] commanded by Capt. McClellan, who died at Luconia, that the mate whose name was Swain succeeded to the command, that they arrived at Tinian 18 months since, and preserving no order or government on board ship, the Capt being ashore and the people on board drunk, she parted her cables in the monsoon at night and struck on a reef where she went to pieces; The people were saved all but one man, Part of the cargo was likewise preserved. The Crew lived on Tinian in huts for some months and at length all the whites, 8 or 9, were taken off by a vessel bound to the NW Coast. The Lascars, 9 or 10 in number remained till the arrival of a Spanish vessel. The Spaniards then confined them in irons and carried them off the island[,] all except this unfortunate man who escaped into the woods. When he returned he found the Spaniards had plundered him of most of his property which he had saved from the wreck. Here he spent the remainder of his time in solitude and tears till our ship arrived, which according to his grateful acknowledgement rescued him from death. The circumstances in the life of this unfortunate man are so singular that I regret the want of time and abilities to describe them more particularly and in better language. At 6 p.m. got under way for Canton.

For the following description of the Island of Tinian I am indebted to Capt. Page who visited this Island before, in the year 1793. Feb. 22.

[Dr. Carter copied here an extract from the logbook of Captain Page regarding his first visit to Tinian in February 1793 (see Doc. 1793A).]

What is remarkable among the quadrupeds is that the Bullocks are all white and the hogs black. Latter part of this day pleasant breezes and fine weather. At 4 a.m. some squally winds inclining to the Eastward, the **Jenny** in sight a long way astern. Employed in stowing anchors.

Lat. 15°38' N. Dist. 140 m. Course WbN, Winds NNE. NE. E.

...

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## Documents 1798H

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### The galleon *Magallanes* and the frigate *Fama*

*General source: AGN Fil. 63-2.*

*Notes: The Magallanes crossed the Pacific eastward in the fall of 1797, under the command of Manuel de Espinosa Tello, perhaps a relative of José de Espinosa y Tello (ref. MN 577, fol. 122-124v.*

#### H1. Letter to the Royal officials, dated Orizaba 11 January 1798

*Source: AGN AHH 1225, folio 247.*

#### Original text in Spanish.

*Dispongan V.Ms. que en la forma acostumbrada y a la mayor posible brevedad salgan para Acapulco setenta mil pesos a entregar a los Ministros de aquellas Caxas para las atenciones del Real servicio en el presente despacho de la Nao de Filipinas, y Fragata **Fama** que ha venido en su conserva descontandose dha cantidad de la remisible a dha Tesoreria por la general del cargo de V.Ms., previa toma de razon en la Contaduria Mayor de Cuentas.*

*Dios, &c<sup>a</sup>*

*Orizava 11 de Enero de 1798.*

*El Marques de Branciforte.*

*[A los] Señores Ministros de Exercito y Real Hacienda de las Caxas de Mexico.*

#### Translation.

Your Graces are to arrange in the usual manner for the immediate delivery to Acapulco of 70,000 pesos to the attention of the Ministers of that Treasury for the requirements of the Royal service in the present despatch of the Philippine galleon, and Frigate **Fama** that has come as her escort, by deducting said sum from the accounts payable of said General Treasury in care of Your Graces, once the Superior Accounting Office has recorded same.

May God, etc.

Orizaba, 11 January 1798.

The Marquis of Branciforte.

[To] the Gentlemen Ministers of the Army and Royal Treasury in the Finance Department in Mexico City.

## H2. Letter to the Royal officials, dated Mexico 24 January 1798

*Source: AGN AHH 803.*

### Original text in Spanish.

*Paso à V.Ms. el oficio, y listas remitidas por el Ministerio de Acapulco, en contestacion al que les dirigé con extraordinario, sobre la provision de viveres, y utencilios para los Buques **Fama**, y **Magallanes**, que han de retornar à Manila, para que en su vista dispongan lo conveniente, y espero hagan sacar una copia certificada de uno, y otro para dar cuenta à la Superioridad del Exmo. Sor. Virrey.*

*Dios guarde à V.Ms. muchos años.*

*Mexico Enero 24 de 1798.*

*Balthasar Ladron de Guevara.*

*[A los] Señores Ministros Generales de Exercito, y Real Hazienda.*

### Translation.

I forward to Your Graces the official letter, with accompanying lists, sent by the Minister's office in Acapulco, in answer to a letter that I sent directly to them on an extraordinary basis, regarding the provision of food supplies, and equipment for the ships **Fama** and **Magallanes** that are to return to Manila, so that, in view of same, you may arrange what is appropriate, and I hope that you will have certified copies made of these documents, in order to send a report about this to the superior office of His Excellency the Viceroy.

May God save Your Graces for many years.

Mexico, 24 January 1798.

Balthasar Ladrón Guevara.

[To] the Gentlemen Ministers General of the Army, and Royal Treasury.

## H3. Subsidy for the college of Guam

### Original text in Spanish.

*Conformandome por decreto de 1º de este mes con pedimento del Señor Fiscal de Real Hacienda, prevengo à V.Ms. que agreguen al situado de Filipinas y remitan a disposicion del Señor Governador Don Rafael Maria de Aguilar los seis mil pesos que corresponden al año proximo pasado y al presente, por la pension anual que S.M. se dignó conceder al Colegio de San Juan de Letran de Yslas Marianas.*

*Dios guarde à V.Ms. muchos años.*

*Orizava 10 de Febrero de 1798.*

*Branciforte.*

[A los] *Señores Ministros de Real Hacienda de las Caxas generales.*

*Exmo. Sor.*

*En la carta cuenta de los situados de Manila que con fha de 20 de Enero ultimo dirigimos a V.E. y en su Apendice de 16 del corriente se incluíeron por aumento los 6,000 pesos correspondientes al Colegio de San Juan de Letran de la Prov<sup>a</sup> de San Ignacio de Agaña en Islas Marianas, por los años de 97 y 98 y lo participamos a V.E. en contestacion de su superior orden de 10 de este mismo mes, para su noticia.*

*Dios &c. Febrero 16/98.*

[Al] *Exmo. Sr. Marques de Branciforte.*

### **Translation.**

In compliance with the decree of the 1st extant, issued at the request of the Fiscal of the Royal Treasury, I advise Your Graces to add to the subsidy of the Philippines and to remit to their Governor, Don Rafael María de Aguilar, the 6,000 pesos that correspond to last year's and this year's annual pension that H.M. was pleased to grant to the College of San Juan de Letrán in the Mariana Islands.

May God save Your Graces for many years.

Orizaba, 10 February 1798.

[Viceroy] Branciforte.

[To] the Gentlemen Ministers of the General Funds of the Royal Treasury.

Your Excellency:

In the letter of accounts for the subsidies of Manila, bearing date of 20 January last, which we addressed to Y.E., and in its Appendix dated 16th of this month, there were included as an Addition the 6,000 pesos corresponding to the College of San Juan de Letrán of the Province of San Ignacio de Agaña in the Mariana Islands, for the years '97 and '98, and we let Y.E. know about it, in answer to your superior order of the 10th day of the present month, for your information.

May God, etc. 16 February 1798.

[To] His Excellency the Marquis of Branciforte.

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## Documents 1798I

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# The ship Duckensfield Hall via Ngulu in January 1798

## I1. The original report by Captain James Moring

*Source: Log 403A, India Office.*

### Ship Duckensfield Hall from Amboina towards China.

...  
[After leaving New Guinea, the ship gained latitude and avoided islands, passing just to the East of Palau in 140° Longitude.]

...  
Tuesday January 28, 1798

... At 1/2 past 1 a.m., saw two small islandns on the lee beam NbW1/2W[.] sounded ground [at] 25 fathoms coral rock[.] hauled on a wind immediately up SbW[.] kept the lead constantly going[,] sounding pretty regular from 25 to 28 fathoms. At 3 saw another small island right ahead with a light on it. Tacked and lay up NEbE but found we could not weather the islands we first made. At daylight, tacked, our soundings as before, only twice we deepened our casts to 30 fathoms[.]

The islands seemed to be the Mattalotes [sic,] they have very dangerous reefs stretching from island to island and appear to run 5 or 6 leagues to the Northward and Westward[. At] 1/4 past 7 the Southernmost island S10°W, the Northernmost N10°E, the NW Island WSW1/2W[.] we shoaled our water from 20 to 11 fathoms afterwards[,] afterwards passed over two of those small spots not twice the ship's length with not less than 5 fathoms[.] we could see from the masthead two others but suppose there was water over them, as we could see the bottom plain[ly] in 20 fathom water[,] at 11 we doubled the Southernmost island about 3 mile[s.] it appears from the masthead bold to in the South end[,] a reef runs from the said island about 3 miles to the NE and a bank of breakers about 1/2 mile farther from the reefs.

At Noon Lat. Obs. 8°31' N, the South island bearing N[,] the body of the N. island NNW. Long. in. 138°05' [E].

...  
[No other island of Micronesia seen after that. They missed Yap.]



## I2. Notes by Horsburgh

*Source: James Horsburgh. India Directory (London, 1836).*

### **MATELOTAS [sic] are the westernmost of the extensive chain of islands called Carolinas...**

They are small, low, covered with trees, and the inhabitants come off in their canoes at times, to ships passing near, bringing with them cocoa-nuts, smoked fish, and pieces of cloth of their own manufacture. The southernmost island, seems safe to approach on the South side: but dangerous shoals stretch from it in a northerly and N.W. direction around the other islands, also betwixt it and the two northern islands, which are connected and surrounded by reefs. With the wind at S. Eastward, the **Duckingfield-Hall** [sic], got close to the East side of these islands, in the night, January 22d [rather 28th], 1798, and had soundings from 20 to 35 fathoms coral rock. She made one of two tacks before day-light, mostly in soundings of 20 to 30 fathoms, but could not clear the islands, because the tide or current set strong to the westward. At 7 a.m. it turned, and set to the eastward with strong rippings; shortly after, when the southern island bore S. 10° W., and the two northern islands bore N. 10° E., and W. by S. 1/2 S., the depth decreased suddenly to 11, next cast to 5 fathoms. She then tacked to the N.N.E. and immediately deepened; afterward, passed over two small patches of 5 fathoms, and rounded the southernmost island at 1/2 past 11 a.m. At noon, observed lat. 8°15'30" N., lon. 137°44' E. by chronometer, the southernmost island bearing North, distant about 4 miles, the other islands N.N.W. and N. 31° W...

The [George] **Washington**, American ship, passed on the East side of this reef and the islands, November 23d, 1804, with a strong westerly wind.

The **Althea**, bound from China to Bengal, passed also to the eastward of these islands, July 20th, 1806...

Admiral Rainier, in **HMS Suffolk**, passed near these islands, December 15th, 1796...

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## Document 1798J

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# The ship Barwell, Captain Cameron, from NSW to China

*Source: Log 420G, India Office.*

*Note: After visiting Port Jackson, the Barwell cut the Equator in 164° Long. E. No island was spotted in the Gilberts. On Wednesday 31 October 1798, her position was 5°06' N., and 161°26' E.*

## The logbook kept by Captain James Cameron

...

Friday the 2 day of Nov. 1798

... Read the Articles of War to the Ship's Company.

Lat. obs. 7°23' N. [At noon] Lat. 7°19' N., Long. in. 161°8' E., Long. obs. 156°50' E.

...

Tuesday the 6th day of Nov. 1798

... At midnight departed this life John Thomas, Quartermaster. At noon committed his body to the deep.

Lat. obs. 11°34' N., Long. in. 158°34' E.

...

Saturday 18th day of Nov. 1798

... At 4 p.m. saw the Island of Saypan bearing WNW1/2N dist. 7 leagues. At 6 the North end of Saypan NNW dist. 7 leagues, Southernmost end of Tinian WbyS1/2S dist. 6 leagues. At 10 Tinian bore N1/2W...

Lat. obs. 15°24' N., Long. in. 150°11' East, Long. obs. 143°36' E.

...

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## Note 1798K

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### Ship communication signals

#### East Indiamen begin to standardize ship-to-ship communications

*Source: Log 232A, India Office.*

#### Editor's notes.

Appendix 1 gives a set of signals that were used by the fleet of East Indiamen that left London in 1798. Although this fleet never went farther than India, their set of instructions set the pace for other fleets to follow.

Since only one set of number flags were carried, repetitive numbers were simply not used, e.g. 11, 22, 33, etc.

For some reason, this fleet did not use the series of numbers from 18 to 52; I can only presume that it was to avoid confusion with previously-used instructions.

As these signals were found in the logbook of the ship **Dover Castle**, Captain Peter Sampson, who was the senior captain, or commodore, of this fleet, we may safely assume that he had a role to play in the standardization of such communication signals.



**Viceroy Azanza, 1798-1800.**

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## Documents 1799A

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# More correspondence of Governor Muro, 1798-1801

*Source: Item 11, Mariana Is., LC Mss. Div.*

*Notes: The simple proclamations for the celebration of holidays and feast days are here omitted. The Proclamation dated 7 May 1801 reproduced a royal decree of 11 Septembere 1799, declaring war on Russia.*

## A1. Proclamation of 3 February 1798 about deer hunting in Guam

### Original text in Spanish.

*Bando de 3 de Febrero de 1798.*

*Sobre Permitir à todos los Naturales de la Ciudad, seis Pueblos inmediatas, y los Partidos de Agat, Umata, Merizo, è Ynarajan, que cacen Benados en los Sitios que señala.*

*Manuel Muro Teniente Coronel de los Reales Exercitos Governador Militar Presidial y Politico por S.M. de etas Yslas Marianas &a.*

*Por quanto se me han dado barios abisos de que los Benados que hay en el Monte causan perjicio à las siembras de los naturales, particularmente de esta Ciudad y Pueblos inmediatos, y sin embargo de que dichos animales corresponden al Presidio por aberselos cedido en tierras del Rey su dueño que fuè el Señor Coronel D. Mariano Tovias; pero como el Governador no puede mirar con indiferencia los daños que sele siguen à sus subditos por la grande multiplicacion que han tenido, y deseoso al mismo tiempo de que se aprobachen de su Carne y Piel: Concede licencia à todos los Avitan-tes de esta Ciudad, Pueblos de Tepungan, Asan, Anigua, Sinajaña, Pago, Mungmung, y Apurguan para que por aora puedan matar y perseguir los Benados con Escopeta y Perros desde la Lu-(?)... de S. Victores tirando por Fangigayan y pasando por la boca de Tiyan hasta Guahi. Desde este sitio podran seguir la costa hasta el Pueblo de Pago; y de este pasaran por la parte del Norte de la Casa de Tachuña tirando una linea para el sitio de Lada que benga à desembocar en el Rio de Maso; de suerte que se puede cazar entre esta linea y la Mar por el Norte sin pasar de ella para el Sur, con solo la obligacion de abisar à la Justicia de quien dependan los Cazadores el numero de Benados que han cogido, y en el mismo dia que regresen à sus Casas.*

*Asimismo permito à los Pueblos de Agat, Umata, Merizo, è Ynarajan persigan y maten Benados aprovechandose de la Carne y Piel con los mismos medios, pero solo en aquellos sitios que les ha sido permitido à los Naturales Cazar Cerdos sin entrar en los Montes bedados desde tiempo inmemorial; pero prohivo à todos, y a cada uno de por sí el que pongan Lazos en todos aquellos sitios à donde llegue à Pastear el Ganado Bacuno del Rey, y de particulares, como tambien el que se propasen de los terminos que este señala aunque sea con el pretexto de hir persiguiendo algun Benado; sopena de que el que sele aberigue aber puesto Lazos en dichos sitios, y pasado de los terminos, será reputado y castigado como Ladron.*

*Y para que en ningun tiempo puedan alegar ignorancia sobre el particular, procurarán todos los que no estan bien instruidos de los sitios bedados, instruirse del Capitan del Campo, y Alcaldes de los Partidos antes de salir à Cazar, por que si se exceden no se les admitirá disculpa. Y à el efecto se publicará por Bando en esta Capital, y fixarán copias en los parages acostumbrados, despachando Testimonio al Capitan del Campo, y Alcaldes de los Partidos, para que en sus respectibas jurisdicciones practiquen igual publicacion, y assi mismo pongan copias en el Ydioma del Pais à fin de que todos se instruyan de esta Providencia, y en ningun tiempo puedan alegar ignorancia.*

*Dado en la Ciudad de S. Ygnacio de Agaña à tres de Febrero de mil setecientos noventa y ocho.*

*Manuel Muro*

### **Translation.**

Proclamation of 3 February 1798.

To permit all natives of the City, the Towns in its vicinity, and the Districts of Agat, Umatac, Merizo and Inarajan to hunt deer at specific sites.

Manuel Muro, Lieutenant-Colonel of the Royal Armies, Military and Political Governor of these Mariana Islands, etc.

Whereas I have received various reports to the effect that the wild deer are causing damage to the plantations of the natives, specially those of this City and vicinity, and notwithstanding the fact that said animals belong to the Garrison, on account of their having been released on land belonging to the King by their former owner, Colonel Mariano Tobias; however, the Governor cannot look with indifference upon the damages that affect his subject, on account of their great multiplication. So, desirous at the same time that their meat, and hide, be taken advantage of, for the time being he does grant permission to all the residents of this City, the Towns of Tepungan, Asan, Aniguag, Sinahaña, Pago, Mungmung, and Apurguan to pursue deer and kill them with shotguns and dogs, [in an area defined by the following boundaries: a line running] from the Place(?) of Sanvitores, going towards Fangigayan, passing through the mouth of Tiyan, as far as Guahi. From the latter place, they could follow the coast as far as the Town of Pago; and from there they could pass north of the Residence of Tachuña, and then follow a line toward the site called Lada that connects with the Maso River; in effect, hunting can take place to the northward of this line, between it and the sea,

without crossing south of it. The only obligation of the hunters will be to notify their respective Justice on the number of deer they have killed, and to return home that same day.

Also, the people of the Towns of Agat, Umatac, Merizo and Inarajan may pursue and kill deer, to take advantage of the meat and hide, with the same means, but only on those sites where the natives have been permitted to hunt pigs, excluding the mountains that have been out-of-bond since time immemorial; however, I prohibit every one of them from setting up snares on any of those sites where the cattle belonging to the King or to private citizens are ranging; I also prohibit them from crossing the boundaries indicated in the present document, even under the pretext of pursuing some deer; under penalty, for anyone found setting snares in said sites, or going beyond the boundaries, of being considered a thief, and punished as such.

And, to prevent anyone from claiming ignorance at any time regarding this matter, all those who are not clear about the out-of-bound areas are to seek information from the City Mayor, and the Mayors of the Districts, before going out to hunt, because if they transgress them they will not be excused. And to this effect, the present shall be published by proclamation in this capital, and by posting copies of it in the usual places, and certified copies are to be sent to the City Mayor, and District Mayors, requesting them to publish same in their respective jurisdictions, and post copies of it in the local language as well, so that no-one can claim ignorance, once this measure has been made know to him.

Given in the City of San Ignacio of Agaña, 3 February 1798.

Manuel Muro

*Note. The Proclamation dated 5 June 1799 prohibited the making of tuba, or coconut wine, to prevent drunkenness, etc.*

## A2. Proclamation dated 14 September 1799

### Original text in Spanish.

*Don Manuel Muro Teniente Coronel graduado de los Reales Exercitos, Governador Militar, Presidial, y Politico por S.M. de estas Yslas Marianas.*

*Hago saber à todos los vecinos estantes y Avitantes de esta Ciudad de San Ygnacio de Agaña y Pueblos de mi Jurisciccion:*

*Como Don Josè Navarrete Comandante del Bergantin de S.M. titulado **San Rafael alias Aguilar**, me ha representado prohiva lleven vino al Buque de su mando con la idea de evitar los excesos que pueda ocasionar en la Tripulacion: En cuyo supuesto prohivo à todos mis subditos no conduzcan al precitado Buque Vino, Tuba, ni licor alguna que sea capaz de embriagar para venderlo, regalarlo, ú con otra qualquiera fin sopena de que el contraventor serà castigado con todo rigor; y ademas quedará sugeto à las resultas que ocasione la inovediencia.*

*Con este motivo lo tengo tambien para prevenir à los Alcaldes y Ministros de Justicia de los Partidos Celen sobre la tranquilidad de sus Pueblos, y no embaracen el tránsito à los Yndividuos del precitado Bergantin, quando se les presenten con licencia firmada de su Comandante, y por el termino que en ella les señale, cuidando de que por las noches se recojan à pasarla en la Casa Real por estar assi prebenido en las Ordenanzas del Superior Gobierno de Philipinas: con el bien entendido que el que se encontrare sin el requisito de la Licencia de su Jefe, sele prenderà, y me lo remitiran asegurado à esta Capital.*

*Y para que llegue à noticia de todos, y ninguno alegue ignorancia se publicará por Bando en esta Ciudad, y sacando Testimonios se fixaran .. los parages acostumbrados; remitiendo un tanto à Pueblos de esta Jurisdiccion para que hagan igual publicacion, y fixen asi mismo copias, con el fin de que todos se enteren de su contenido.*

*Dado en la Ciudad de San Ygnacio de Agaña à catorce de Septiemhre de mil setecientos noventa y nueve años.*

*Manuel Muro*

### **Translation.**

Don Manuel Muro, graduated Lieutenant-Colonel of the Royal Armies, Military Superior of the Garrison and Political Governor of these Mariana Islands.

I make it known to all the residents and inhabitants of this City of San Ignacio of Agaña and Towns under my jurisdiction:

That Don José Navarrete, Commander of His Majesty's Brig named **San Rafael, alias Aguilar**, has represented to me that he prohibits wine being taken to the ship under his command, to prevent drunkenness among his crew. To this effect, I prohibit all my subjects from taking to said ship any wine, *tuba*, or any other liquor that might intoxicate, either to sell or give, or for any other purpose, under penalty for the contravener of being punished with all rigor; and, in addition, he shall be responsible for the results caused by his disobedience.

By the same token, I wish to request the Mayors and Ministers of Justice of the Districts to be watchful of the tranquility of their Towns, and not to bother any member of the crew of said Brig, if he presents a permit signed by his Commander, and for the period granted by it, but making sure that they are assembled at night, to spend the night in the Royal House, in accordance with a provision in the [Naval] Ordinances of the Superior Government of the Philippines. To be precise, anyone found to be without the permit from his Superior is to be arrested and sent to me in this capital under guard.

And in order for the present to be known to all, and that no-one may plead ignorance, it shall be published by proclamation in this City, and a copy sent to the Towns under my jurisdiction for them to make a similar proclamation, and post copies as well, for the purpose of informing everyone.

Given in the City of San Ignacio of Agaña, on 14 September 1799.

Manuel Muro



### A3. Proclamation dated 13 December 1799

#### Original text in Spanish.

*Don Manuel Muro, etc.*

*Por quanto el Bergantin de S.M. Titulado **S. Rafael (alias) el Aguilar** surto en el Puerto de Apra, se està aprontando para regresar à Manila dandose à la Vela el dia veinte del presente mes: Y pudiendo suceder que algun Yndividuo de la Tripulacion piense quedarse en la Ysla, se probiene; que el que lo berificare, sele pondrà y mantendrá en Prision con un Grillete travajando à Racion y sin Sueldo en las obras del Rey, hasta que toque alguna Embarcacion en esta Ysla, a quien sele entregará para que lo conduzca à la disposicion del M. Y.S. Governador y Capitan general de Filipinas, con el fin de que le imponga el condigno castigo que su Superioridad tubiere por combeniente; y el Subdito mio de qualesquiera calidad, estado, condicion, ò sexo que sea; que oculte, ò abrigue algun dependiente de la precitada Tripulacion ... [2 words or so missing] hace no lo denuncie; sufrirá irremediamente la pena que està señalada à los que ocultan Marineros desertores de los Buques del Rey. Y para que llegue à noticia de todos y ninguno pueda alegar ignorancia, se publicará por Bando en esta Capital y Pueblos de mi Jurisdiccion, fixando un Tanto en parage publico.*

*Dado en la Ciudad de San Ygnacio de Agaña à trece de Diciembre de mil setecientos noventa y nueve años.*

*Manuel Muro*

#### Translation.

Manuel Muro, etc.

Whereas His Majesty's Brig **San Rafael, alias Aguilar**, anchored in the Port of Apra, is being made ready to return to Manila and will sail on the 20th of the present month; in case any member of her crew thinking about remaining at the Island, this person is hereby forewarned that, by doing so, he will become liable to be arrested and kept in prison with leg-irons and have to work for his ration, without pay, in public works, until some vessel touches at this Island; he shall then be placed on board same and be taken to the Philippines and placed at the disposal of their Most Illustrious Governor and Captain General, for him to impose the worthy penalty that his Superior Government will dictate. Furthermore, any Subject of mine, of any rank, status, condition, or sex, who might hide, or shelter, any dependent of said crew ... [about 2 words missing; or knows but] refuse to denounce him shall irremediately suffer the penalty that is reserved for those hiding desertors from the Royal Navy. And for this to become known to all and so that no-one can claim ignorance, the present shall be published by proclamation in this Capital and the Towns under my jurisdiction, by posting a copy in a public place.

Given in the City of San Ignacio of Agaña, on 13 December 1799.

Manuel Muro

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## Document 1799B

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# The voyage of the cutter *Caroline*, Captain Cleveland, via Tinian

*Source: Richard J. Cleveland. In the Forecastle; or, Twenty-Five Years a Sailor (New York, Hurst, n.d.); other editions, under other titles in 1842 and 1886.*

*Note: See also Doc. 1803B for Captain Cleveland's next voyage with Captain Shaler aboard another ship.*

## The narrative of Captain Richard Jeffry Cleveland

### CHAPTER V.

*... Embark for Batavia... Embark for China... Arrival and purchase of an English cutter... Associates in the adventure.*

...  
 I was about contracting with the captain of the country ship **Zoroaster** to let him have my money on respondentia, and to embark with him for Calcutta. But before definitely closing this negotiation, a little English cutter arrived at Whampoa from the Northwest Coast of America, and was offered for sale. This suggested to me an enterprise which would be attended with great difficulties and dangers, but which offered a prospect of fortune in proportion. As my means alone were not sufficient to buy this vessel and to put in a cargo suitable for a voyage to the Northwest Coast, I engaged the assistance of Messrs. D. Green and E. Townsend, of New Haven,<sup>1</sup> and purchased this cutter, of about fifty tons burden; two thirds for my account and one third for theirs; having abandoned my Calcutta plan. She was called the **Dragon**; but as my papers were for the **Caroline**, I changed her name accordingly.<sup>2</sup> From the remnants of the cargo of a Boston vessel, returned from the Northwest Coast, and such articles as I could procure from the shops at Canton, I made up a very suitable investment to the amount of nine thousand dollars...

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1 Ed. note: These two had their own ship, the **Neptune** (see Doc. 1798F).

2 Ed. note: This cutter had made more than one previous voyage to the NW Coast and returned to China, possibly via the Northern Marianas also. Her former English master was called Captain Lay, as Cleveland later says (p. 108).



**Captain Richard J. Cleveland.**

CHAPTER VIII.

*Sail for Sandwich Islands [from the NW Coast]—Owhyhee—Provisions and Fruit—Natives—Mowee—Proceed westward—Tinian—Anchor in the Typa... Sell the Cutter—Sail for Calcutta...*

...  
 During our passage to the Sandwich Islands no incident occurred to vary the monotony of the voyage. We had none other than a fair wind...

On the 15th of August, 1799, we passed between the islands Aguigan and Tinian, and very near to the latter; but, as it was after dark when we were nearest it, we had not an opportunity of seeing those beauties which are so pleasingly described by the narrator of Lord Anson's voyage, as well as by more recent navigators. In our passage between these and the Bashi Islands, we had so great a portion of westerly winds, that we did not reach the latter till the 8th of September...

...  
 I engaged the factory No. 1, Nuequas Hong, and as soon as it was furnished, moved into it. On the 25th of September, having had various offers for the cargo, and the best being that of Nuequa, I contracted with him for it at the rate of twenty-three dollars a skin, cash, or twenty-six dollars to be paid in produce, or any proportion at these rates.

This contract being made, and the payment to be prompt on delivery of the cargo, it became necessary to determine, without delay, what course it was most advisable to pursue next. The cutter, independently of the objection of size, being a foreign bottom, could not take a cargo to the United States without being subjected to the payment of such increased duties as would be equal to the amount of the freight of an American bottom. To return again to the Northwest Coast offered a prospect as promising as any plan which presented itself to my mind, and could I have obtained an orderly crew, might have been the most advisable. But to undertake another voyage with a crew com-

posed of such men as I had, (and none besides deserters from other ships could be procured,) was little better than living for such time with a knife at my throat; which, at any unguarded moment, might be made to close the scene. The small size of the vessel was another important objection; as, besides the privations inseparable from navigating in it, there was an increased danger from the hostility of the savages. And as, in consequence, a greater number of men was required than could be well lodged and provisioned for so long a time, this tended to create among them dissatisfaction, sullenness, and finally mutiny. Besides this, my inclination for such uncommon exposure and fatigue, was diminished in proportion to the recent increase of my fortune.

From these considerations,—and not entirely uninfluenced by a desire of visiting the capital of British India, I made an arrangement to this effect, by disposing of the cutter to Robert Berry, Esq., and a cargo of teas and other articles of his selection, to the amount of fifteen thousand dollars, making together twenty-one thousand dollars; for which I took a respondentia bond with a premium about equal to the risk, and interest, payable three months after my arrival at Calcutta. In addition to this, I took with me gold bars to the amount of three thousand dollars...

The cutter again became the **Dragon**; hoisted English colors, and had an English master appointed to her, because by our treaty with Great Britain it was not permitted us to bring a cargo from China to Calcutta in an American vessel... On the 20th October, 1799... I embarked as a passenger, and the next day weighed anchor... On the 13th of December, 1799, arrived safely at Calcutta.

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## Document 1799C

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# The second voyage of the Ann & Hope through Micronesia in 1799-1800 led to the European discovery of Ebon

*Source: Logbook in the John Carter Brown University, Providence, Rhode Island; in same book as Doc. 1798G2.*

*Note: Reproduced with permission of the John Carter Brown Library at Brown University, with special thanks to Susan Danforth.*

## The narrative of Amos Warner, Mate

### Logbook of the Ship Ann & Hope of Providence, Capt. Christopher Bentley. Voyage 1799-1800. Log kept by Amos Warner.

#### Voyage to Canton in China round New Holland...

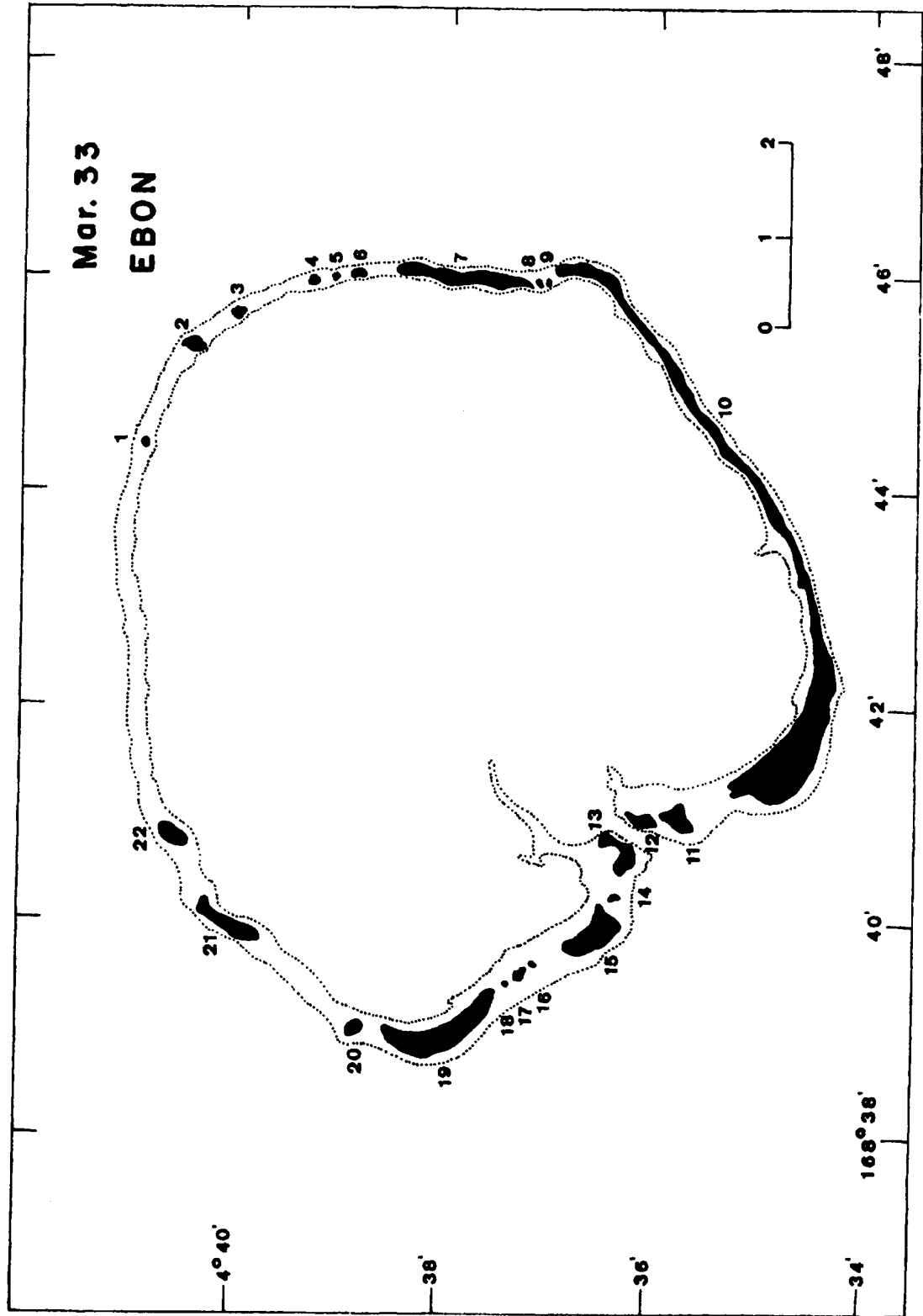
...

December 20, 1799

Supposing ourselves now to the eastward of Mulgrave's range [i.e. Mili, etc.], thought it most prudent to stand to the eastward all night... had very squally rainy disagreeable weather most part of the night. At day light made all sail & stood NE. At 1/2 past 8 a.m., made land distant 3 leagues, bearing from E by N to NE by S. The southernmost land appeared to be quite low, with two very high trees near the middle of it. At 9 a.m. saw the bottom under us. Immediately wore ship to the WNW & was soon off the bank... Found the latitude to be about 38' South which, if correct, is 20 miles to the south of all the land laid down in Lord Mulgrave's range.

December 21, 1799

Commences with unsteady winds... At 6 p.m. wore ship to the westward, wind veered NW, made all sail, saw the land bearing SE of us from mast head, being the same mentioned yesterday, which now feel pretty confident is Hooper [Aranuka] Island, the southernmost of Lord Mulgrave's range, as by a lunar observation at 10:44(?) a.m. our Longitude was 173°39' east... The Latitude 26' South. This latitude & longitude agrees nearly with situation of Hooper Island on the charts. At half past 10, could just discern the land from mast head bearing ESE...



Ebon, discovered by the Ann & Hope in 1799. (From Edwin H. Bryan's Guide to Place Names).

December 22, 1799

At 9 a.m. saw the land bearing about East(?) by compass, the same land seen yesterday (Hooper Is) known by the two high trees appearing very much like two sail. The other land two or three points to northward of them rather higher than the southernmost part of the island. The situation of this land by the chart is Lat. 15' South & Long. 173°37' We find by our observation at meridian that it extends as far as 20 miles further westward... Obtained 3 sights resulting 173°39'15" which confirm our yesterday's observation... We suppose it a dangerous island to approach near, from the appearance of the water round it... Lat. was 26' South.

...

Thursday December 26, 1799

... During the latter part, thick rainy weather with moderate Easterly winds & tolerable pleasant weather. Some flying clouds. Saw a large tree to leeward of us. It appeared at first sight like a boat, but with the glass, could distinguish the roots to appearance 6 feet or more above water...

Lat. obs. 3°50 [N]. Long. 169°43-170°14 E...

**[Discovery of Ebon]**

Friday December 27, 1799

... Our situation indeed is very disagreeable, in a part of the world remote & unexplored & consequently where we can place but little dependance on our chart... At half past 7 a.m., broke away a little to the Westward, saw land bearing from NW to W by S by compass. The distance from the nearest shore, we judge to be about 3 leagues making low & level in 5 separate islands. By 9 a.m., could distinguish 11 or 12 separate islands, 3 back West of the former, 1 appearing about 5 miles in length, 1 ditto about 3, the others small and appeared to be all connected by reefs as breakers were seen the whole length of the land & about 1 mile to the northward of it, saw smoke on one island. This land is very low, but thickly covered with high trees. Through some of which you can see, which spaces appear to the naked eye at 3 leagues distance like white sandy spots. We saw also floating along an old tree full of barnacles supposed to have been at sea some time. Our chart lays down no land within 2 or 300 miles of this. This circumstance convinces us of the real necessity of seeking our way through these latitudes & keeping a good lookout, which we attend to every night, one man being stationed on the fore yard, and one on the bowsprit, by day a hand continually at masthead... We judge the land to tend NNW & SSE in length 12 or 16 miles, but we know not how far westward. We place this land in 168°45' E by our run from Hooper's Island & by lunar account in 169° East & in Lat. 4°20' North by account... Variation allow 10° E.

**[Namorik sighted]**

Saturday December 28, 1799

... Ship all canvas abroad. Kept a good lookout & stood N by W until 1 p.m., at which time the Northernmost land bore SW 1/2 S seen from the poop deck, then directed course NW by N by compass. At 3 p.m., we lost sight of the land...

... Daylight... steering NW by N & NW as wind permitted, course directed NW by N. At 1/2 past 7 a.m., made land from fore top masthead bearing W by N distance about 6 leagues, apparently three small islands. Latitude therein, reckoned back from observation at noon 5°30' N. Long. from Hooper's Is. account 168° E., by Lunar account 168°15' E.<sup>1</sup> At 1/2 past 11 a.m., lost sight of the land. When last seen, it bore SSW. (This land is not laid down on our Chart)...

Sunday December 29, 1799

... Obtained a very good observation.

**Estimation**

Course good N 33° W	Meridian altitude	0 59.16
Dist. 107 M	Zenith distance	30.44
Diff. Lat. 1°30 N	Declination	23.15-1/2
Diff. Long. 58' W		-----
Lat. by a/c 7°30 N	Lat. by obs.	7°28-1/2
Lat by obs. 7°28-1/2 N	Lat. by a/c 7°30	
Long. by a/c 167°39 E	Variation by azimuth	
Long. by Lunar 167°8 E.	last evening 9°47' E.	
Diff. Long. from Hooper's Island 6°56 W...		

Monday December 30, 1799

... Squally, hazy weather, accompanied by some rain and a rough sea... From 8 p.m. to midnight, several violent squalls... Daylight ... made sail with strong breezes NE by N. Latter part, fresh breezes & hazy.

**Estimation**

Course good NW 3/4 W	Meridian alt.	0 58 5
Distance 100 M	Zenith distance	32
Diff. Lat. 1°20 N	Declination	23.12
Diff. Long. 1° W		-----
Lat. by a/c 8°40 N	Lat. by obs.	8°48
Do. by Obs. 8°48 N		
Long. by a/c 166°39 E		
Lunar a/c 166°8 E		
From Hooper's Island 7°56 W		

<sup>1</sup> Ed. note: The exact position of the center of the atoll is 5°37' N & 168°07' E. Namorik was previously discovered by the Royal Admiral, Captain Bond, in 1792.



**[Lae sighted]**

Immediately after our observation at Meridian, descried land from masthead bearing from NW by N to WNW.

Tuesday December 31, 1799

... At 1/2 past meridian, not having it in our power to pass to windward of the land, kept away West to pass under the lee of it. At 1/2 past 2 p.m., hauled up NW having then the SW part of the land bearing E by N. The land makes in a number of small Islands with a dangerous reef extending off the SE part on which the sea broke very high. There are breakers all round the shore & we suppose it dangerous to approach near. Notwithstanding the appearance of the land at a distance, we suppose it to be only one Island & the same that is laid down in our Chart, in about this Lat. (though a little further Westward) by the name of Cosbocos [sic].<sup>1</sup> It is very low land & lies something in the form of a horseshoe. There are many spots of white sand beach & it appears well covered with trees. Judge it extends about 16 miles from NW to SE, as we were 2 hours passing the land in that direction. We place this Island, south part in Lat. 8°56' N & in Long. 166°24' E from the mean of 3 Lunar Sightings taken at 1/2 past 3 p.m. Suppose it extends as far as 9°10' North.<sup>2</sup>

... 5 a.m... made sail NW by N.

At 3:47:01, obtained 3 Lunar sights, resulted in 165°54' E. Lat. by obs. 10°7' N.<sup>3</sup>

**Estimation**

Course good N 39° W

Distance 102 m

Diff. Lat. 1°19' N

Diff. Long. 1°4' W

Lat. by a/c 10°11' N

Lat. by obs. 10°7' N

Long. by a/c 165°35' E

Lunar a/c 165°10' E

Diff. Long. from Hooper's Island 9° W

Wednesday Jan. 1, 1800

... Kept 2 hands on fore yard & one on the bowsprit to look out, likewise a sharp lookout kept all around the Ship...

Thursday January 2, 1800

... At 2 p.m., obtained 7 Lunar sights, the mean results 163°7' East... Lat. by obs. 14°40' [N]...

- 
- 1 Ed. note: Cascobos, or some similar name (probably a misprint for Abreojos), applies to Ujelang (West of Ujae) on some old charts.
  - 2 Ed. note: The center of Lae atoll actually lies in 8°56' N and 166°14' E.
  - 3 Ed. note: They were then 1° directly North of Ujae.

Friday January 3, 1800

... At 4:23 p.m. obtained Lunar sights which gave the Long. at that time  $159^{\circ}15$  East... At Midnight, directed Course W  $1/2$  S judging ourselves then in Lat.  $15^{\circ}$  North. Latter part, very pleasant weather. All hands employed getting guns on deck, about the rigging, & new fore sail.

**Estimation**

... Lat. by obs.  $15^{\circ}7$  N... Long. by Lunar a/c  $156^{\circ}45$  E.

Saturday January 4, 1800

... Lat. by obs.  $15^{\circ}4$  N... Long. by Lunar  $152^{\circ}52$  E...

Sunday 5 January, 1800

... Lat. by obs.  $14^{\circ}56$  N... Long. Lunar  $149^{\circ}31$  E.

Monday January 6, 1800

... Saw many scattering birds resembling a gannet... Lat. by obs.  $15^{\circ}11$  N... Long. Lunar a/c  $146^{\circ}21$  E.

**[Marianas sighted]**

Tuesday Jan 7, 1800

... At 3 p.m., saw the Island of Saypan bearing from NW by W to NW by N dist. 4 or 5 leagues & at half past 3, made Tinian bearing WSW. Steering since we made the land SW by compass. At  $1/2$  past 4, saw the Island of Aguigan bearing SW by W  $1/2$  W by compass. At the same time, the SW Point of Tinian bore W  $1/2$  S distance about 3 leagues. The Island of Tinian tends about SW & NE about half its length, then tends off about NNE. About the middle, it makes in a saddle which when at 9 or 10 leagues distance would make it appear like two separate Islands. Aguigan is much smaller than Tinian, perhaps 4 or 5 miles in length; bears from Tinian about SW by compass 3 leagues distance.

N.B., you may approach within a mile of Tinian without fear; it apparently is a very clear passage between it & Aguigan, there being no sign of danger from shore to shore.

Middle, Latter part, steady breezes & pleasant weather. Ship under full sail, crew very busily employed on sails & about the rigging. At 6 p.m., took a new departure from Tinian, being then in the Longitude of the road which is in Long.  $145^{\circ}47$  E, Lat.  $14^{\circ}56$  N.

...

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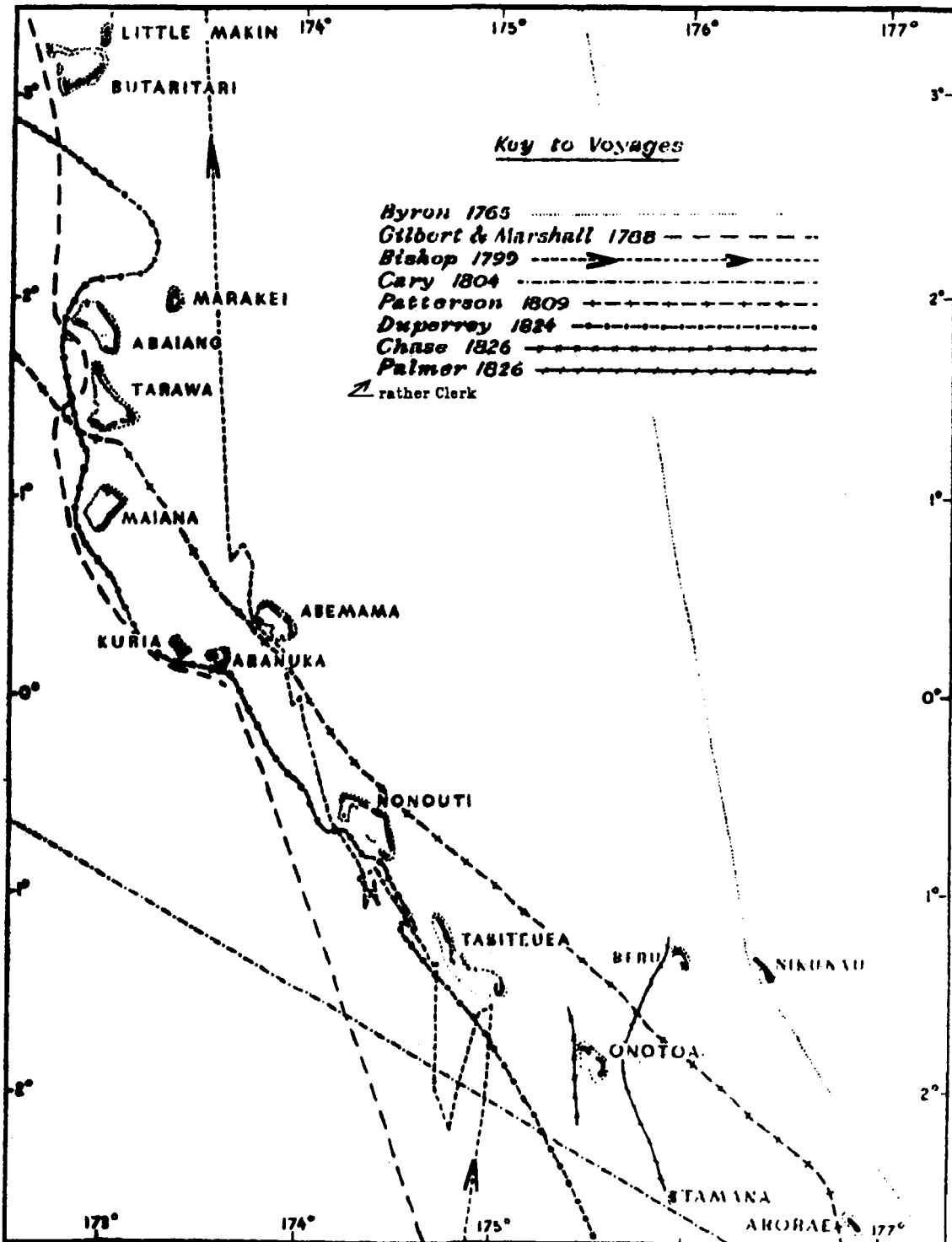
**Note 1799D**

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**The ship N.S. de Aranzazu**

*Source: AGN Fil. 33, exp. 4; and Fil. 17, exp. 1.*

[Lost my notes about this Spanish ship. It is not very well known, but was recorded in my STM.]



The Gilbert Islands, discoveries 1765-1826. *Sketched by H. E. Maude in Post-Spanish Discoveries (JPS 70 (1961): 87).*

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## Documents 1799E

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# The snow *Nautilus*, Captain Bishop, visited the Gilbert and Marshall Islands in July 1799

### Introductory notes.

The English snow, or brig, *Nautilus* was a small 57-foot 60-ton boat purchased by Captain Charles Bishop at Amboyna for a run to the NW Coast of America, but, like the packet boat *Experiment* before him, this boat could not surmount the storms in the north Pacific and turned back in distress, to New South Wales. Then a decision was made to go to China to sell her. During the latter voyage, the *Nautilus* passed through the Gilberts and Marshalls while going from NSW to China in 1799. A chart showing the track followed by this ship and the islands discovered was made by the supercargoes Roger Simpson and George Bass, and published by Alexander Dalrymple in 1802. The original copy of this chart was reported to be located in the India Office, London, in 1895.

Captain Bishop gave the first firm report of Tabiteuea, Nonouti, and Abemama, sighted in July 1799. Nonouti had never been seen by any other European before.

Captain Bishop gave the name of his boat to a newly-discovered shoal, and Tabiteuea was named in his honor by the crew. According to H. E. Maude (*Post-Spanish Discoveries*, p. 82), the main islet of Eanikai was also named Drummond Island, after the EIC supercargo at Macao.

Nonouti was probably discovered for the first time on 3 July 1799 and the whole atoll named Sidenham Teast's Islands after the owner of the boat, a merchant of Bristol, whereas Temotu, its southernmost islet was named Dog Island. The next day, one islet on its west side, Numatong, was given the name of Two Tree Island.

On 4 July, the south end of Abemama was sighted and given the name of Harbottle Island, after the second officer of the *Nautilus*. The whole atoll was named Roger Simpson's Islands, after Captain Simpson of Canton who was one of the two supercargoes on board.

Captain Bishop crossed the Marshalls where he sighted previously-discovered islands. According to Abel-Rémusat, he also touched at the Bonin Islands after leaving Micronesia. He arrived at Macao on 27 August 1799.

## E1. The logbook of Captain Bishop is not extant

*Source: Captain Charles Bishop (ed. by Michael Roe). The Journals and Letters of Captain Charles Bishop on the Northwest Coast..., in the Pacific, and in NSW 1794-99 (Cambridge, Hakluyt Society, 1967).*

...

### Editor's notes.

The correspondence of Captain Bishop, once he arrived at Canton from Port Jackson, gives a very summarized relation of his voyage, so summarized that no details are given about any islands discovered in the Gilbert or Marshall groups. He gives the particulars of his vessel as follows: "Brig Nautilus, Built at Bengal, Burthen 60 Tons per Register, Owner—Sidenham Teast Esquire, Master—C. Bishop."

## E2. The notes taken by George Bass and Roger Simpson

*Source: MN 96, fol. 253v. Note: Copied by Admiral Espinosa y Tello while he was visiting Arrow-smith in London in 1812. The original source was a newly-published English chart.*

### Text copied by Espinosa, partly in Spanish.

**Islands of the Pacific Ocean seen by the brig Nautilus, Capt. Charles Bishop on her passage from New South Wales to China in the year 1799.**

Group of islands with various spaces between them ranging from 1°20' S to 0°30' N.

1° Drummond's Group. South End 1°30' S & 176°8' E of Greenwich.

2° Bishop Isles [blank].

3° Simpson's Isles. South End 0°20' N & 175°00' E.

4° Bass' Isles. South End 8°32' N & 172°15' E Sun-Moon.

[Next to these islands on the chart there is a note that says:]

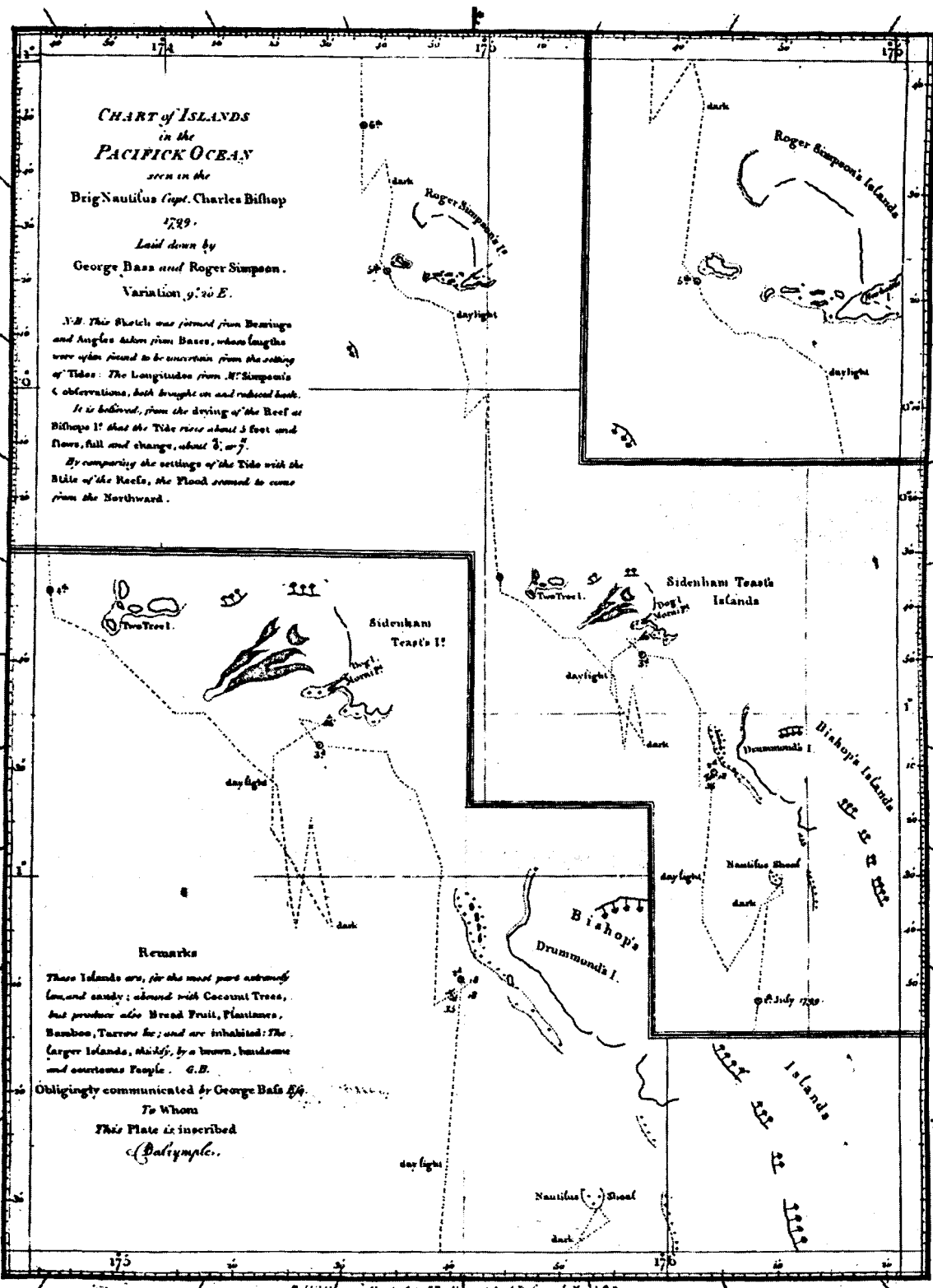
"They are for the most part extremely low and sandy, abound with cocoa nut trees, but produce also bread fruit, plaintains, bamboo [sic], tarrow, etc. and are inhabited, the larger thickly by a brown handsome and courteous people."<sup>1</sup>

[Espinosa continues:]

The latitudes were observed by Mr. Simpson... Variation 9°20' E.<sup>2</sup>

1 Ed. note: Apparently, Captain Bishop was describing the people of Tabiteuea.

2 Ed. note: See Note 1801L for continuation. The brig Nautilus seems not to have been sold in China, because it is recorded as having been wrecked at Newcastle, Australia on 24 November 1816.



(Previous page:) **Chart of the Gilbert Islands**, based on information from Bishop, Simpson and Bass, published by Alexander Dalrymple, 1802. Bishop's Island is Tabiteuea; Dog Island is Nonouti; and Harbottle Island is Abemama.

The captions read: "Chart of Islands in the Pacifick Ocean seen in the Brig Nautilus, Captain Charles Bishop, 1799. Laid down by George Bass and Roger Simpson. Variation 9°20' E. N.B. This sketch was formed from Bearings and Angles taken from Bases, whose lengths were often found to be uncertain from the setting of Tides. The Longitudes from Mr. Simpson's lunar observations, both brought on and reduced back. It is believed, from the drying of the Reef at Bishop's Is., that the Tide rises about 5 feet and flows, full and change, about 6' or 7'. By comparing the setting of the Tide with the State of the Reefs, the Flood seemed to come from the Northward.

Remarks: These Islands are, for the most part extremely low, and sandy; abound with Coconut Trees, but produce also Bread Fruit, Plantanes, Bamboo [sic], Tarrow, &c. and are inhabited: The larger Islands, thickly, by a brown, handsome and courteous People. G[eorge] B[ass].

Obligingly communicated by George Bass, Esq. To whom this Plate is inscribed."

(Facing page:) **Chart of the Marshall Islands**, based on information from Bishop, Simpson and Bass, published by Alexander Dalrymple, 1802. George Bass' Reef-tied Isles is Maloelap; the island visited on 16 July is Erikub; and Steep-to Island if Jemo.

The captions read: "Bishop Junction Islands and Bass's Reef-tied Islands. Laid down from observations in the Nautilus, Capt. Charles Bishop, 1799, by George Bass & Roger Simpson."

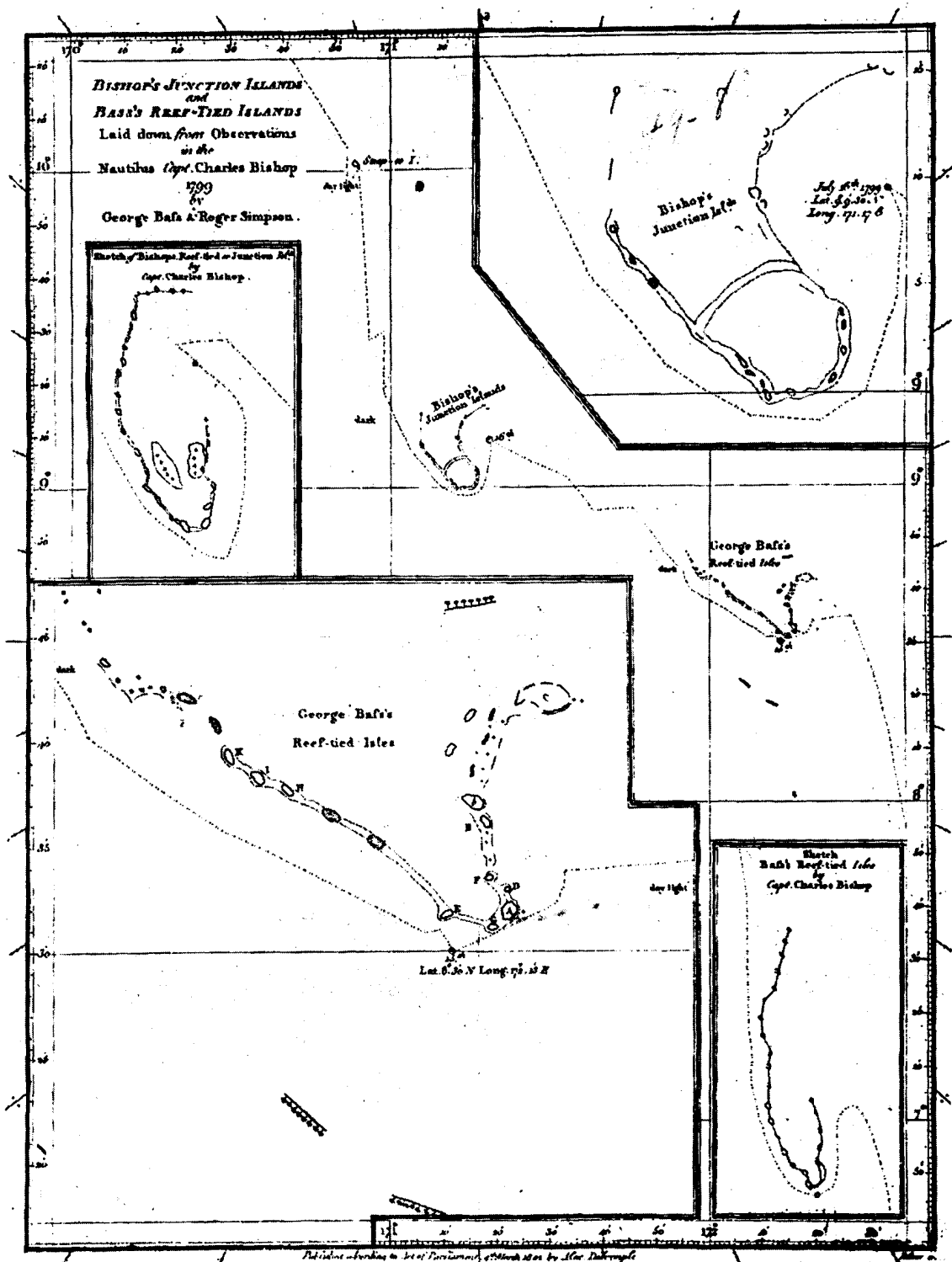
"Sketch of Bishop's Reef-tied, or Junction Islands, by Capt. Charles Bishop."

"Bishop's Junction Islands."

"George Bass's Reef-tied Isles."

"Sketch Bass's Reef-tied Isles, by Capt. Charles Bishop."





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## Documents 1799F

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### A rare visit by a Spanish ship to Palau: the Filipino, Captain Ibargoitia, in 1799

*Source: The primary accounts recorded by José Espinosa y Tello in MN 577, folios 111 (summary), 117-142 (1st copy), 143-188 (duplicate); this is followed by a summary table of positions and remarks, folio 189.*

*Note: This ship, formally named the San Francisco Xavier, was better known as El Filipino. She cut through the Carolines on the way to Chile, South America.*

#### The European discovery of Cata Island, perhaps Puluwat

##### F1. Extracts from the logbook. made by Espinosa y Tello.—Translated.

**1799. Extract from the log of the ship Filipino, from her departure out of the Strait of San Bernardino to the Port of Concepción in Chile.**

...

Departure from the Strait of San Bernardino on 30 July at 1 p.m.

...

**Palau sighted.** Important note: When the [lunar] distances were measured, we considered ourselves on the meridian of the Palaos, which must be kept in mind, due to the uncertain position of these islands.

7 Aug.	8°9' Lat N (est.)	133°48' Long E of London (est.)
8 Aug.	8°11' Lat N (obs)	135°22' Long E of London (obs.)
		141°39' Long E of Cadiz (obs.) <sup>1</sup>

...

**Cata Island sighted**, at 5 p.m. Note: This island is located at 6°41' Lat. N. & 144°10' Long. E of Paris on the chart of Mr. D'Entrecasteaux; not shown on other charts.

16 Aug.	6°29' Lat N (obs.)	148°7' Long E of London (obs.)
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<sup>1</sup> Ed. note: Given a difference of 6°17' between Greenwich and Cadiz, although the difference may be more accurately given as 6°11'30". The two islands sighted were the Kayangel Islands.

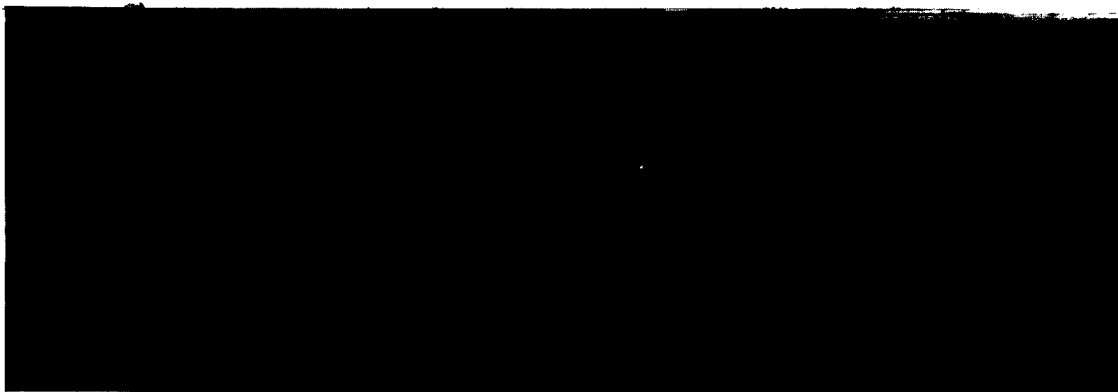
154°24' Long. E of Cadiz (obs.)<sup>1</sup>

The [equatorial] line was crossed at 10 in the morning [of 10 September] by 165°52' E of London.

...

We arrived at Concepción in the morning of 18 December 1799.

[Signed by] Juan Ibargoitia.



**Profile of north end of Palau in 1799.** Overall title: *“Configuración de varias Yslas vistas por la Fragata el Filipino en su Viage à Lima [sic] desde Cavite por el Mar del Sur, al mando de Don Juan de Ybargoitia, Teniente de Fragata de la Real Armada. Año de 1799,”* which means: *Profiles of various islands seen by the Frigate Filipino in her voyage by the South Sea, under the command of Don Juan de Ibargoitia, Lieutenant of the Royal Navy, in the year 1799.*—*“Ysla Emungs [sic] la mas N de las Palaos vista el día 7 de Agosto à las 6 de la mañana demorando al E, dist. de 7 m[illa]s.”* = *Emungs [sic] Island, the northernmost of the Palau Group seen on 7 August at 6 a.m., bearing E dist. 7 miles.*




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1 Ed. note: This corresponds to Pulusuk, which was also named Ibargoitia later on. In 1800, he was to report a position of 7°17' and 155°15' E of Cadiz for the same island of Cata, but it was, in fact, Puluwat.

## F2. The full logbook kept by Captain Ibargoitia.

### Original text in Spanish.

#### *Viage desde Manila à Concepción de Chile por la mar del Sur. Año de 1799. Extracto del Diario.*

*La mañana del 26 de Julio dí la vela en el Puerto de Cavite: El viento del S al SO flojo variable no pude alejarnos ni dos millas del fondeadero; en la noche se quedò calma, y las corrientes llevaron la Fragata cerca del Bajo de S. Nicolàs donde sondamos à menudo para dar fondo en caso necesario:*

*La mañana siguiente continuó la calma, y las marcaciones situaban la fragata una milla distante de èl, y ocho del punto de la salida:*

*Al medio dia entrò el viento del SO fresco y con la diligencia que se hizo en la tarde conseguimos anochecer proximos à la Costa entre Caucave y Limay; la mayor parte de la noche soplà el viento bonancible, y al amanecer habiendose llamado del N se dirigió la proa à la salida del Puerto:*

*La mañana del 28 nos hallavamos en la mediania de la parte del N entre Mariveles y la Ysla del Corregidor: aqui estubimos en calma algunas horas, pero luego soplà nuevamente el viento del SO, y forzando de vela se logró montar la Ysla Fortun, à las 4 de la tarde[,] al ponerse el Sol nos demorava por la popa à larga distancia. Continuamos haciendo los rumbos proximos al Sur, y à las 10 de la noche se havistò la entrada del Estrecho de S. Bernardino; el viento soplava del O fresco favorable, y à la misma hora entramos en èl con solas las gabias arriadas porque el tiempo estava algo obscuro:*

*El dia 20 nos amaneciò junto à la Ysla Verde; el viento seguia de la misma parte y forzando de vela logramos en todo el navegar hasta mas alla del Yslote Elefante: desde aqui dirigiendo la proa en la continuacion del Estrecho navegamos à los rumbos del E1/2SE y SSE segun convino:*

*La noche se puso mui obscura con malos semblantes; el viento soplava del O mui fresco con chubascos, y fuè preciso acortar de vela para navegar con aparejo proporcionado al tiempo y al lugar:*

*En la mañana del 30 nos hallavamos entre las Yslas Burias y Masbate; Al medio dia à la vista del Pueblo de S. Jacinto en el mismo fondeadero de su Puerto; el viento seguia fresco del O; y se observò que la marea estava parada; la hora, el tiempo y las circunstancias no podia ser mas favorables para emprender el ultimo paso del Estrecho el mas critico, con que no quise perder la buena oportunity; se forzó mucho de vela, y à las 6 de la tarde salimos de èl: à las 5 el Yslote que està en medio de su entrada oriental del mismo nombre nos demorava al N corregido; La Longitud de èl situado en 124°00' al E de Londres determinè fuese el punto de salida para la continuacion del viage y apuntada la hora que estubimos en su meridiano dimos principio à echar la Corredera para llevar la quenta de la Estima.*

*Las Cartas de que harè uso en el viage son dos Ynglesas del año de 88 y una Francesa del de 91: de las dos primeras, la una se extiende acia el E hasta el Archipiélago del Espiritu Santo; la otra mucho menos: La Francesa ademas de este, comprende las Yslas*

*de la Sociedad, Amigos y todas las situadas al N y E de la Nueva Olanda: unas y otras cuentan la Longitud Oriental de sus respectivas meridianos, y harè mencion de ellas quando en las recaladas se encuentren diferencias, que sea preciso anotarlas.*

*31 de Julio:*

*Después de haber salido del Estrecho mande gobernar los rumbos del NE y ENE a los que continuamos la mayor parte de la noche para separarnos de la proximidad de la tierra.*

*Amaneció mui obscuro el viento del O al OSO soplava fresco y la mar del NO era mui gruesa: Se viò la Costa del Cavo del Espiritu Santo à larga distancia, porque el Oriente de aquella parte se mantenía claro: navegamos toda la mañana haciendo Rumbos del E y ESE con fuerza de vela, y al medio dia no se pudo observar porque no lo permitió el mal aspecto del tiempo: en la tarde mandé se gobernase al SE1/4E con la idea de disminuir Latitud hasta considerarnos en el paralelo proximo de las Yslas Palaos para reconocerlas, si el buen tiempo lo proporcionaba: la noche fuè desigual en sus aspectos acompañada de muchos chubascos y el viento del O que soplo fresco se inclinaba con frecuencia al SO y SSO; la mar del NO continuaba sin disminuir, y ocasionaba à la Fragata balances y cavesadas que no era posible hacer todo el esfuerzo de vela que se deseava:*

*1 de Agosto.*

*El dia siguiente se manifestó con mejores semblantes, y al medio dia pude observar la Latitud de 11°54'56": La Longitud de estima contaba 127°21': los vientos soplaban con mucha variedad, llamandose del 3° al 4° quadrante con frecuencia, lo que ocasionaba calmas intermedias, y mucha inconstancia en el tiempo: la mar del NO nada disminuyó, y la noche fuè obscura, con chubascos, truenos y relampagos.*

*Amaneció el tiempo mas claro por que se dis[h]jicieron todos los malos aparatos de la noche, y la mañana la disfrutamos mas limpia y despejada con el viento del 3° quadrante que se declaró mas constante: tambien la mar del NO cedió mucho, y se hizo fuerza de vela a favor del buen tiempo gobernando al Rumbo del SE1/4E;*

*2. de Agosto.*

*La situacion de la Fragata al medio dia era en 11°07' N. de Latitud observada, y la Longitud de estima contava 128°16': El tiempo por la tarde aunque continuó bueno, en la noche el viento varió frecuentemente del 3° al 4° quadrante y de este al 1° cuyos horizontes se mantenian oscuros y nos tenian con algun cuidado:*

*3. de Agosto.*

*El dia siguiente fuè mas despejado, y al medio dia la Latitud observada era de 9°55' y la de estima de 10°18' notandose la diferencia de 23' al S en la singladura: La Longitud contava 129°30'. Tambien se observó la variacion de la Auja [sic] por la Amplitud del Sol de 51' NE, y unos Azimutes calculados en la misma mañana dieron la del 1°44', aunque no fueron de la maior confianza porque los balances ocasionaban à la Auja poca quietud para marcarlos bien: En la noche mandè enmendar el rumbo al SE1/4S para huir del paralelo de los Yslotos llamados Garvanzos, que pinta una de las Cartas Ynglesas en cuya Latitud nos hallavamos, y no mui lejos de la Longitud en que los pone;*

*y sin embargo que tengo por dudosa su situacion y existencia respecto à que las otras no hacen mencion de ellos, no quise dejar de tomar una precaucion que en nada atravesaba el viage, y salia en la noche del cuidado: à la mañana siguiente se gobernò al rumbo de Derrota dado anteriormente: El tiempo continuó con mal caris; los vientos no tenían constancia, pasando del 3° al 4° quadrante; la mar del N, bolvió à engrosar molestándonos mucho: Al medio dia la observacion fuè dudosa, pero de aprecio con preferencia à la Estima que hacemos juicio tendria grandes errores con la experiencia que teniamos de las diferencias anteriores: La Latitud observada fuè de 8°51' N y la Longitud de Estima de 130°12':*

*4 de Agosto.*

*Por la tarde vimos abundancia de pajaros y troncos de arboles que pasaron por nuestra inmediacion indicandonos proximidad de tierra:*

*El tiempo aclaró alguna cosa, y se hizo fuerza de vela hasta mas de media noche, à cui hora fue preciso no solo afferrar las menudas, sino tambien arriar las gabias cerca del amanecer, porque el viento soplava à rafagas fuertes con mucha agua y obscuridad presentandose la mañana con el aspecto mas desagradable: sin embargo de estos malos semblantes determiné hacer rumbo por si avistava las Yslas Palaos en todo el dia cuya Longitud ibamos à cumplir, y se gobernò al S1/4SE hasta considerarnos en su paralelo:*

*Al medio dia la obscuridad no permitió observar el Sol, y nos fuè mui sensible por ser en ocasion algo critica, y de algun cuidado: La Latitud de Estima era de 8°22' y la Longitud de 132°47'.*

*5 de Agosto.*

*Toda la tarde hicimos fuerza de vela à descubrirlas: El viento soplava fresco del SO y la mar era gruesa, pero los [h]orizontes despejaron, dejando el tiempo mas claro, y la tarde fuè menos mala: Al ponerse el Sol nada vimos, y luego que entrò la noche mandé virar con rumbo al N para separarnos de su paralelo; Despues de la virada hize tomar dos risos de cada gabia, y echar avajo las vergas de Juanete, porque el viento del SO empezò à soplar con rafagas fuertes, y el tiempo obsureciò mucho: tambien la mar aumentò mas que en la tarde, y la noche con sus malos aspectos imponia mucho cuidado: Nos mantubimos sobre bordos sondando à menudo porque nuestra situacion era algo dudosa, respecto à que no pudimos observar la Latitud en este dia ni los anteriores con confianza, y que teniendo presente las diferencias al S experimentadas en la travesia nos hacian sospechar que la Longitud de Estima tubiese algun error de consideracion.*

*Amaneciò en iguales terminos, y aún peores porque el viento aumentò de fuerza despediendo chubascos de su horizonte de tal malos aparatos que no pudimos largar mas velas; esto mismo sucediò en la travesia diferentes mañanas al tiempo de ponerse la Luna guardando uniformidad en la hora de la ocultacion de aquel astro bajo nuestro horizonte que siempre notamos variedad en la fuerza del viento y los semblantes: luego aclarò mas la mañana, y forzando de vela se hizo rumbo à reconocer las Yslas para asegurar nuestra situacion, pues no podia determinarme à pasar adelante sin esta circun-*

*stancia por lo que dirè parte: nabegamos con fuerza de vela gobernando â los rumbos del SE y ESE: el viento soplava del SO al O fresco, y la mar siempre continuaba mui gruesa:*

*6 de Agosto.*

*Al medio dia observè la Latitud de 7°58' N con dudosa â causa del mal aspecto del cielo y horizontes que dificultè â darle la preferencia â ella ò â la de estima; La Longitud contaba 133°11': esta fatalidad nos fuè tan sensible quanto que nuestra situacion se hacia mas critica, y las dudas se aumentaban en razon del maior numero de dias que nabegavamos con una Longitud poco segura, teniendo fundados motivos para desconfiar de ella:*

*La tarde no fuè mejor que la mañana y los horizontes siempre mantubieron una obscuridad que no se vió el cielo claro un instante: al ponerse el Sol nada descubrieron de los topes, ni se notò otras señas de tierra que unas gabiotas que bolavan cerca de la Fragata, y me pareció eran de las que se alejan poco de la Costa: no olvidè el tenir presente esta señal para las precauciones con que devia nabegar en la noche proxima:*

*Esta se presentó con iguales semblantes â las anteriores, y no dejava duda del partido que era forzoso tomar para continuar en ella: luego que se obscureció mandé ceñir el viento mura â babor con solo el trinquete: este bordo me pareció siempre el mas seguro y de menos riesgo, porque la mar gruesa del O me hacia creer que no estabamos â la banda del E de las Yslas, sin embargo que la Longitud del medio dia, y mas lo que en la tarde se nabegò, daban sobradamente para tenerlas rebasadas: pasamos la noche sondando â menudo; el viento del O soplò mui fresco, la obscuridad era continua; los horizontes despedian chubascos con mucha lluvia que la hacian mas desagradable, y al amanecer guardando el mismo orden de los dias anteriores se puso mas facil aumentando de fuerza el viento: â las 12 hice cambiar del otro bordo y previne que cumplidas las mismas horas de la buelta anterior se cambiase al rumbo del N; pero no di tiempo â que se cumpliese aquel termino porque el recelo de que estabamos proximos â la tierra, y una severa inquietud que no me dejò sosegar un instante, me movieron â mandar revirar mucho antes, sospechase siempre de que el bordo del S era el del riesgo.*

*7 de Agosto.*

*Amaneciò con malisimos aspectos y la obscuridad no dejava distinguir ni una milla de horizonte: El viento haviendose llamado al SO soplava â rafagas acompañadas de abundante lluvia, y la mar se manenia mui gruesa: en vista del mal tiempo no quise virar ni hacer diligencia alguna hasta que aclarase mas, ò â lo menos se perciviese algo de horizonte, tan persuadido estava de que nuestra situacion era mala. A las 8 despejaron un poco los horizontes, y mandé cazar las gabias, virando al rumbo del ESE: andaviamos dos millas escasas quando adverti que los Marineros destinados â vigiar en las serviolas se hallavan ocupados en la maniobra: les gritè mirar bien por la proa. La advertencia fuè tan oportuna que avisaron se vehia la tierra y tambien reventazon de mar: Al instante hice ceñir el viento por babor arriando algo las gabias para asegurarlas porque el viento del SO estava mui fresco, la mar del O mui gruesa, y no quise exponer los masteleros en situacion tan critica: como el viento era favorable para hacer*

*rumbos del O proximos, nos fue facil el separarnos de la tierra y luego que la misma á distancia que nos quitó todo recelo, mandè governar al rumbo del N para reconocerla y tomar alguna idea de su configuracion:*

*Eran dos Yslas mui rasas que demoravan al E rodeadas de Arrecifes que se extendian del S al N las que distarian de nosotros como dos millas porque se distinguian desde la cubierta, y la obscuridad del tiempo era mucha: En el Plano de vistas que acompaña al Diario estàn representadas en la forma que se vieron; la extension de los Bajos acia el N no la vimos terminada, y habiendo calmado el viento, la mar empezò á abatirnos sobre ellos cuio accidente nos puso en gran cuidado: pero entrò luego una ventolina del S y la mar que apaciguò mucho, nos fuè favorable para salir del empeño forzando de vela;*

*Al medio dia seguia la obscuridad sin verse un instante el Sol, y no podiamos observar: La Latitud de Estima era de 8°9' y la Longitud de 133°48': La tierra avistada no podia dudar eran las Yslas cuios reconocimientos solicitava, pero la falta de la observacion y no haber visto el extremo de los Arrecifes nos hacian sospechar si eran las del extremo N u otras demas al S: en esta incertidumbre mandè governar al E porque el viento en la tarde soplò del S bonancible, la mar havia serenado, y despejaron los horizontes en disposicion que podiamos bolverlas á reconocer de larga distancia si las teniamos por la proa; nada vimos á la oracion, y sin embargo no quise continuar por no exponerme á otra como la pasada: luego que cerrò la noche hice virar en buelta del N con aparejo proporcionado á mantenernos sobre bordos; el tiempo aunque havia sosegado mucho no faltaron chubascos, y el viento soplò á rafagas aunque no con la fuerza que en las anteriores; la mar se mantubo mas tranquila; esto me dizo creer sucederia pronto la bonanza, y fue asi, porque la mañana se presentò despejada y clara con el cielo limpio, que lo vimos por la primera vez en toda la travesia desde la salida del Estrecho: El viento se quedò calma, y al medio dia observè la Latitud de 8°43'51" N, la Longitud de Estima contaba 131°14': tambien se observò la variacion de 4° NE.*

*8 de Agosto.*

*Por la tarde continuò la calma, el tiempo seguia claro, y pude medir distancias de Sol-Luna que dieron por Longitud de 135°38' ál E de Grenwich: á la hora de esta observacion nos consideravamos por la estima en el Meridiano de las Yslas Palaos avisadas el dia antes; en este corto tiempo no podia tener mucho error, conque se puede formar juicio se hallan situadas dentro del grado de aquella Longitud.*

*El reconocimiento de las Yslas me fuè preciso para arreglar la Longitud de Estima que la considerava con grandes errores, teniendo presente las diferencias al S que en los pocos dias de observacion desde la salida del Estrecho experimentamos en el viage que no tube medio de corregirla á causa de la continua obscuridad del cielo: Esta ès una de las razones que tube para dicho reconocimiento; pero la principal fuè la diferente posicion que les dàn las Cartas, y el mayor numero de Yslas que pintan otras á la banda del E sin dejar mas que 30 leguas de paso entre ellas y los Matelotes, que corren igual paralelo con poca diferencia, como sucede con una que tengo del año 88, si se atiende á esta el paso ès algo critico recalando en circunstancias tan fatales como la nuestra, en*



*que raro fuè el dia en que vimos el cielo claro, ni los horizontes, y dudo que haya quien no recele seguir adelante sin estar asegurado antes de este paso.*

*La Longitud en que las colocan en lo general ès de 133°30' con poca diferencia, pero justamente la que motivò mis dudas las situa en la misma que observè de 135°38'. La de estima contaba tambien 134°14', y aunque esta pudo tener diferencia en el viage, dà sin embargo alguna idea para juzgar que las Yslas estan situadas mas al E de lo que las ponen el mayor numero de Cartas.*

*Las Longitudes diarias en adelante seràn corregidas por las observaciones que se hagan, y las diferencias que se encuentren entre una y otra observacion, se anotarán quando las corrientes las hayan echo muy patentes, con respecto à la estima intermedia. Tambien se hará mencion de la de estima para la que va anotada en el Plano que acompaña este Extracto, y se ha llevado en la navegacion desde la salida del Estrecho sin correccion alguna hasta la vista de la Ysla Erronan donde se afirmò nuebamente.*

*Anocheciò algo obscuro, aunque el tiempo no aparentava malicia, porque la mar estaba sosegada, y el viento se mantubo del S al SO calmoso; se forzó de vela gobernando al ESE pero anduvimos poco, y al amanecer continuaba lo mismo:*

*9 de Agosto.*

*Al medio dia no se pudo observar el Sol à causa de la obscuridad, y la Latitud de Estima situaba la Fragata en 8°35'; La Longitud observada el dia antes contaba 135°51'; la tarde siguiò buena sin embargo que los horizontes no tenian el mejor aspecto; en la noche empezò à refrescar el viento del SO y continuando en gobernar al mismo rumbo se consiguiò andar la suficiente distancia para hacer en la mañana el del SE à fin de ir disminuyendo de Latitud libres de las Yslas reconocidas;*

*10 de Agosto.*

*Al medio dia observè la latitud de 7°59' N y la Longitud de estima contaba 136°52'; la tarde continuò clara y despejada, pero en la noche tubimos chubascos con mucha lluvia, fugadas de viento fresco cambiando incesamente del SO al NO: no havia mar à pesar del viento fresco, y se atribuyò al abrigo de la tierra que teniamos por la popa: la mañana siguiente fuè mas benigna, y*

*11 de Agosto.*

*Al medio dia la situacion de la Fragata era en 6°42' de Latitud observada algo dudosa, y la Longitud de 137°57'00", despues de la observacion mandè gobernar al E1/4SE respecto à que la Latitud del medio dia nos ponía en un paralelo libre y franco de todas las Yslas para continuar el viage: la tarde siguiò con regulares semblantes, la noche fuè mejor porque los vientos del 3° y 4° quadrante sin embargo que variavan con frecuencia no dejaron de soplar constantemente y la mañana fuè de las mejores que tubimos hasta entonces: despues que salimos de la proximidad de las Yslas Palaos los tiempos tomaron otro aspecto, y se empezaron à ver dias claros, quando antes todos fueron oscuros:*

*12 de Agosto.*

*Al medio dia observè con toda confianza la Latitud de 6°29' N y la Longitud era de 139°47' tambien se marcaron Azimutes que dieron la variacion de 6° NE aunque no fueron de toda confianza por el movimiento del barco.*

*La tarde juntamente con la noche fueron claras y el favor del buen tiempo navegamos con toda vela gobernando al E corregido. El viento soplo sin variar del 3° cuadrante fresco, y â la mañana siguiente se notò que se inclinava con frecuencia al S de donde despedia chubascos sin maior fuerza; se observò la variacion de la Auja por Azimutes de 7° NE:*

*13 de Agosto.*

*Al medio dia la situacion de la Fragata era en 6°30' de Latitud, y 141°36' de Longitud: La tarde continuò buena, y tambien la noche; Los vientos del S al SSO fueron constantes sin mar alguna:*

*El dia siguiente fuè igual con la diferencia de haberse llamado los vientos al SO y O que nos favorecieron para ganar Longitud gobernando siempre al E corregido.*

*14 de Agosto.*

*Nuestra situacion al medio dia fuè en 6°18' de Latitud observada, y la Longitud de 143°42'. El tiempo siguiò constantemente bueno â la tarde y noche, pero al amanecer sobrevino una turbonada tan fuerte del NO, que sin embargo de soplar por la popa nos obligò el cazar las gabias, tal era su fuerza: El tiempo se puso tan obscuro que en mas de una hora parecia de noche; por fin â las 10 aclarò y desapareciò todo aquel aparato de nubes y agua:*

*15 de Agosto.*

*Al medio dia no pudimos observar porque aun duraba el cielo toldado. La Latitud de Estima era de 6°18' N y la Longitud de 145°56'30": La tarde y noche fueron regulares, y el viento soplo fresco del SO donde se mantubieron mas constantes: la mar del O se notò gruesa y tendida, lo que dava â entender que los vientos de esta parte soplaban por nuestra popa, y el chubasco de la mañana fue otra indicacion de lo mismo: La del dia siguiente quiso parecerse â la anterior en los preparativos, pero no soplo con aquella fuerza, obscuridad, ni fue de tanta duracion: luego llamò al SO y de aqui pasò. en la misma mañana al S donde se fijò, y nos fuè poco favorable porque ya en la Longitud que nos consideravamos debiamos disminuir de Latitud para dar resguardo â las muchas Yslas, que en igual paralelo nos demoravan por la proa:*

*16 de Agosto.*

*Al medio dia observè la latitud de 6°28'43" N la que comparada con la estima tenia 15' mas al N que las corrientes llevaron la Fragata en los dos dias: La Longitud era de 148°7'; la tarde fuè clara y de buen aspecto, pero el viento se mantubo del S al SSE fresco: â las 5 avisaron de los topes se descubria una Ysla que demorava al Rumbo del ENE; procurè acercarme para descubrirla desde abajo, pero el viento se quedò calma y no lo conseguimos: Ella era rasa y su maior Longitud parece corria del SO al NE segun relacion de uno de los Pilotos que subiò â verla: Esta Ysla hice juicio seria la de **Cata**, una de las mas Meridionales de las Carolinas, segun la posicion que le dà la Carta*

*Francesa que tengo á mano: Las otras dos Ynglesas no la pintan, y en falta de aquella no la hubiera dado resguardo ignorando su existencia.*

*Quando la descubrimos la Longitud de Estima contava 148°33'. Ella està situada en 144°10' al E de Paris ó 146°30' al E de Grenwich: La distancia estimada á la Ysla era de 8 á 9 millas; Luego la Longitud de la marcacion daba 144°01' de Paris, ó 146°21' de Londres. La diferencia de 2°12' se hallava la Nave adelantada suponiendo buena la de dicha Ysla.*

*Como la calma continuaba, y las corrientes tenian su direccion acia el N por las que experimentamos los dias anteriores, mandè virar del bordo del O para alejarme de ella, y evitar un empeño: La noche fuè buena, pero anduvimos poco: El viento escasamente sopló algo del S y al dia siguiente sucedió lo mismo que en la maior parte lo pasamos en calma. La vista de esta Ysla ès una epoca notable de nuestra navegacion, porque justamente en el mismo dia cesaron los vientos del O favorables, que no los bolvimos á tener hasta la altura en la otra mar, sucediendo las bonanzas, calmas, chubascos y contrariedades.*

*La multitud de pajaros de diversas especies que bolavan cerca del barco el dia antes y despues que la reconocimos, eran señal de la proximidad de la tierra; pero tambien se verà en la continuacion del viage, que de la misma especie y otras, que nunca se alejan de las Playas, nos acompañaron hasta mas allà de cortada la Linea en parage bastante distante de toda Ysla.*

*17 de Agosto.*

*Al medio dia la Latitud observada fuè de 6°33'41" N y la Longitud de 148°23' contada desde la ultima observacion sin haverse echo alteracion, ni correccion alguna; y solo advierto para que no ofresca alguna duda, que habiendo navegado la maior parte de esta singladura al Oeste resulta hoy al medio dia menos que ayer quando la reconocimos: La tarde siguió buena, aunque el viento del S fuè mui calmoso, y habiendo echo los Rumbos del E proximos desde la mañana bolvimos á dar vista á la misma Ysla que demoraba al NE á maior distancia que el dia anterior: como los vientos dieron en fijarse en el S y pasaban con frecuencia al SSE mandè ceñirlos por estribor para disminuir de Latitud y acercarnos á la Linea.*

*El dia siguiente amaneciò bueno, pero al medio dia no se pudo observar el Sol porque obscureciò todo: Los vientos soplaron con mucha variedad del SO al S calmosos: la mar continuaba gruesa del O mui tendida: La Latitud de estima ponia la Fragata en 5°58'. La Longitud en 148°47':*

*18 de Agosto.*

*Por la tarde entablaron algo las ventolinas del S y no fuè mala pero la noche se presentò fatal con chubascos, truenos, vientos variables de todos los quadrantes, y mucha obscuridad.*

*La mañana inmediata se ofreció muy clara, y refrescó algo mas el viento llamandose al SO, pero durò poco calmando al medio dia.*

*19 de Agosto.*

*A cuia hora observè la Latitud de 5°4', la Longitud contava 149°12': el resto de dia y noche fueron tambien de calmas y ventolinas flojas de todos los quadrantes, y solo se notò que las llamadas eran continuas al S y SE lo que me hizo creer que en la Linea reinaban estos vientos mas entablados.*

*20 de Agosto.*

*Amaneciò despojado y al medio dia observè en la Latitud de 4°44' N. La Longitud de estima era de 149°37'. En la mañana las distancias de Sol à Luna dieron la de 151°04' reducida à la hora del medio dia, y se vè la diferencia de 1°27' que tiene mas que la de estima adquirida en los doce dias que mediaron desde la ultima observacion: Tambien se observò la variacion de la Auja de 6°40' NE: La tarde se mantubo despejado, pero la noche desagradable por la calma, obscuridad y malos aspectos: La mañana siguiente fuè mejor, y nos vimos rodeados de muchos pajaros de diversas especies, de los que los mas singulares fueron los Zacapicos de playa que nunca se alejan de la tierra, y entraron con frecuencia à bordo; se cogiò uno y haciendo examen del buche, lo tenia sin comida alguna: tambien vimos cañas gruesas, y ramas de arboles que flotan van en el agua.*

*21 de Agosto.*

*Al medio dia observè la Latitud de 4°09'14" N la Longitud de Estima era de 152°03' y la observada contada à la misma hora de 152°34': notandose la diferencia de 31' mas al E de la distancia andada por corredera en las 24 horas; La calma siguió toda la tarde; noche siguiente, y al otro dia: en la mañana se vió à larga distancia un bulto en el àgua que nos pareció Canoa: hice echar el bote al agua, y habiendolo traído à bordo era una gruesa palma que denotava mucha vegez; estava vacia por dentro como si fuera un cañon, donde tenian su abrigo multitud de peces chicos que entraban y salian por auge-ros pequeños huyendo de los grandes de que tambien se hallava rodeado el palo; lo hice amarrar al costado que lo mantubimos durante la calma por si los Marineros pescaban algunos, pero tubieron poca habilidad.*

...

*17 de Diciembre.*

...

*La noche fuè de algun cuidado, pero se consiguió lo que deseavamos: Al amanecer nos encontramos una milla distante de la costa entre el Puerto de S. Vicente y el de Concepcion para el que nos dirigiamos; al mismo tiempo de reconocer nuestra situacion avistamos el Bajo de la Olla, y forzando de vela mande arivar poniendo la proa à la entrada del Puerto.*

*Quando aclarò el dia enteramente teniamos concludido el primer bordo, el viento soplava bonancible del S à esta hora, y en poco tiempo ganamos la distancia que hay hasta los Bajos: en la bordada que se ivan à rebasar refrescò el viento en disposicion que se hizo poco manejable; y habiendose llamado mas al SO era imposible tomar el fondeadero del Castillo:*

*18 de Diciembre.*

*Por tanto dispuse dar fondo en 80 brazas à dos millas del Pueblo; pasamos en este sitio el resto del dia y noche hasta la mañana siguiente que haciendo levar el ancla à buena hora conseguimos quedar amarrados junto al Castillo de Galvez en 4-1/2 brazas de buen fondo*

*19 de Diciembre.*

*Aqui desembarcamos 14 Enfermos atacados de escorbuto, los 8 gravemente, y los restantes no tanto: empezaron à sentirse à medio golfo: Estas son las enfermedades consiguientes à tantos aguaceros como sufrieron en las proximidades de la Linea.*

*A Bordo de la Fragata Filipina [sic] en el Puerto de Concepcion 19 de Diciembre de 1799.*

[unsigned]

### **Translation.**

#### **Voyage from Manila to Conception in Chile through the South Sea. Year 1799. Transcript of the Logbook.**

On the morning of 26 July I set sail from the Port of Cavite. The wind was light from S to SW variable, so that I could not get beyond two miles of the anchorage. During the night we were becalmed and the currents took the frigate towards the Shoal of San Nicolas where were sounded often, to drop the anchor, if necessary.

The next morning the calm weather continued and the sightings we took indicated that we were 1 mile from the shoal and 8 miles from our point of departure.

At noon the wind became fresh from SW and with the effort that was made in the afternoon, by sunset we had managed to reach a spot along the coast between Caucave and Limay. For most of the night the wind blew favorable, and at sunrise from N, so that we headed for the exit of the port.

On the morning of the 28th, we found ourselves in the vicinity of the north part between Mariveles and Corregidor Island. Here we were becalmed for a few hours, but then the wind began to blow from SW and, by force of sail, we managed to get beyond Fortun Island by 4 p.m. At sunset, it could be seen at a long distance behind the ship. We continued along southerly courses, and at 10 p.m. the entrance of the Strait of San Bernardino could be seen; the wind was blowing fresh and favorable from W. Within the hour we had entered the Strait with only the topsails furled, because the weather was somewhat dark.

On the 29th, at daybreak, we were next to Isla Verde; the wind continued from the same quarter and, by force of sail, we managed that day to reach beyond the islet named Elefante. From here we corrected our courses to follow the strait, between E1/2SE and SSE according to need.

During the night, the sky became dark with bad appearances; the wind was blowing from W very fresh with squalls, and it became necessary to shorten sail to navigate with rigging that was appropriate to the weather and the place.

In the morning of the 30th we found ourselves between Burias and Masbate Islands. At noon we were in sight of the town of San Jacinto in the very anchorage of its port; the wind kept blowing fresh from W and it was observed that the tide had stopped moving. The time, the weather and the circumstances could not have been more favorable to attempt to cross the last, and most critical, portion of the Strait. That is why I did not wish to lose this good opportunity; we forced the sails and by 6 p.m. we came out of it. At about 5 p.m. the islet that is in the middle of its eastern entrance and bear its name bore N, corrected. I took my departure from it, its longitude being 124°00' E of London, and noted the time when we passed its meridian so as to estimate our daily runs from then on.

The charts that I will use during the voyage are: two English charts of the year 1788, and one French chart of 1791. One of the former charts extends eastward as far as the Archipelago of Espiritu Santo [i.e. Vanuatu], the other much less. The French chart<sup>1</sup> shows the same area, plus the whole oceanic areas around the Society [i.e. Tahiti] Islands, the Friendly [i.e. Tonga] Islands, and all the other islands situated N and E of New Holland. Those charts use longitudes with respect to their respective meridians [i.e. London, or Paris], and I will mention them specifically, whenever I find meaningful differences in the positions of the ports we will visit.

31 July.

After we had left the Strait, I set the courses NE and NNE which we followed for most of the night in order to get away from the land.

At daybreak the sky was very dark, the wind blowing fresh from W to WSW and the waves very high from NW. Cape Espiritu Santo was seen at a long distance, because the horizon in that quarter was still clear. We sailed all forenoon towards E and ESE with all sails, and at noon we could not observe [the sun] because the bad weather did not allow it. In the afternoon I ordered the course set to SE1/4E with the idea of decreasing my latitude until we were on the parallel of the Palaos Islands in order to see them, if the weather was good enough for that. The night was uneven in its appearances, accompanied by many squalls and the wind blew fresh from W, but frequently from SW and SSW; the sea kept rolling in from NW without letting up, and was making the frigate roll and pitch to such an extent that it was impossible to keep as many sails out as we wished.

1 August.

The next morning the appearances of the sky improved, and at noon I was able to observe the Latitude to be 11°54'56". The estimated Longitude was 127°21'. The winds were very variable, and frequently came from the 3rd and 4th quarters, something which caused intermediate calms, and inconstant weather. The sea kept rolling in from NW, and the night was dark, with squalls, thunder and lightning.

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1 Ed. note: It was D'Entrecasteaux's map, according to Espinosa y Tello (see above).

At daybreak the weather cleared, when we got rid completely of the bad system of the night before. The forenoon was bright and clear with a more constant wind, from the 3rd quarter. With all sails out we took advantage of this good weather to make progress to SE1/4E.

#### 2 August.

The position of the frigate at noon was in Latitude observed  $11^{\circ}07'N$ , and Longitude estimated  $128^{\circ}16'$ . The weather continued good in the afternoon, but during the night the wind varied frequently between the 3rd and 4th quarters, and from the latter to the 1st quarter; the horizons remained dark and we were on the lookout.

#### 3 August.

The next day the sky was clear again and at noon the Latitude observed was  $9^{\circ}55'$  while the Latitude estimated was  $10^{\circ}18'$  which denoted a difference of  $23'$  southward in our daily run. The Longitude was estimated at  $129^{\circ}30'$ . The variation of the compass was also observed by the amplitude of the sun to be  $51'$  NE, but a few azimuths calculated in the morning had resulted in a variation of  $1^{\circ}44'$ , although they could not be given much credence, on account of the excessive rolling of the ship which made the needle move most of the time. During the night I ordered the course changed to SE1/4S to get away from the parallel of the islets named Garbanzos [i.e. Ulithi] on one of the English charts, in whose latitude we found ourselves to be, and not far from the longitude in which they are placed therein. Although I doubt their position to be correct or even their existence, since they do not appear on the other two charts, nevertheless, I wanted to avoid any risk that would jeopardize our voyage, and we kept a good lookout. The next morning we returned to the earlier headings of our planned route. The sky was still looking bad, the winds were inconstant, coming from the 3rd and 4th quarters, the waves were from the N and the sea began to run high again, something which bothered us a great deal. At noon my observation was doubtful, but I judged my estimated latitude to be unreliable because experience had shown that we had had great differences earlier. Latitude observed  $8^{\circ}51' N$ , Longitude estimated  $130^{\circ}12'$ .

#### 4 August.

In the afternoon we saw an abundance of birds and tree trunks that passed near us, indicating to us the proximity of land.<sup>1</sup>

The sky cleared somewhat and we had all sails out until midnight, at which time it became necessary, not only to furl the auxiliary sails, but also the topsails at dawn, because the wind was blowing in strong squalls with much rain and darkness. At daybreak the sky looked really disagreeable. In spite of these bad appearances I decided to steer directly for the Palaos islands all day long, to find out if we could get into sight of

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<sup>1</sup> Ed. note: They were still NW of the northernmost islands of Palau.

them, since we were supposed to reach their longitude; the heading was therefore kept to S1/4SE until we would reach their parallel.

At noon the dark sky prevented us from observing the sun, and we thought it was deplorable in view of the fact that we were in a somewhat critical position, with some danger. Latitude estimated 8°22' and Longitude estimated 132°47'.

#### 5 August.

All afternoon we kept all sails out heading for the Palaos, the wind blowing fresh from SW and the sea running high, but the horizons cleared and the weather too, and the afternoon was not so bad. At sunset we [still] could see nothing, and then night fell; I ordered the heading changed to N in order to get out of their parallel. After this change of course, I had two reefs taken from each topsail, and had the topmast yards taken down, because the wind began to blow from SW in strong squalls, and the sky became very dark. The sea also rose higher than in the afternoon, and the night with its bad appearances required great care. We kept on tacking back and forth, and sounding frequently, because our situation was somewhat doubtful, given that we had not been able to observe the sun, either that day or on the previous days, with some confidence, and given that the differences southward that we had experienced during the crossing made us suspect that our estimated longitude had some meaningful error.

At daybreak, the weather continued the same, or even worse, because the wind increased in strength, sending squalls to us from the horizon, such a bad system that we could not set more sails. The same circumstances happened on other mornings during the crossing, whenever the moon was disappearing at the same time below the horizon; we would always noticed a change in the strength of the wind and the appearance of the sky then. Later on in the morning, the weather cleared, and once again we headed towards the Islands, in order to ascertain our position; indeed, I did not wish to go beyond them without determining it. Hence, I will give the details. We sailed with all sails out, heading SE and ESE, the wind blowing from SW to W fresh, and the sea always running very high.

#### 6 August.

At noon I observed the Latitude to be 7°58' N but it was doubtful because of the bad appearance of the sky and horizons that made it difficult to choose between it and the estimated latitude. The Longitude estimated was 133°11' but this occurrence was of concern because our situation was getting critical, and the doubts increased as the number of days with an uncertain longitude increased, as we had good reasons to think it was untrustworthy.

The afternoon was not better than the morning and the horizons always remained dark to such an extent that the sky did not clear for even one instant. At sunset nothing could be seen from the tops, and we did not see any other signs of land except a few sea gulls flying about the frigate, and it seemed to me that they were of the type that do



not fly far from land. I did not forget this sign when taking the precautions for the navigation during the incoming night.

This night came in with the same appearances as the previous ones, and there was no doubt what actions were necessary to weather it; as soon as darkness fell, I ordered to tack to larboard with only the foresail. This tack always seemed to me safer and with lesser risk, because the heavy seas from W made me believe that we were not on the east side of the Islands, although the longitude that noon, and furthermore, the distance covered in the afternoon, would make us believe that we might have passed them. We spent the night sounding frequently, the wind from W blew very fresh, the darkness was continuous, the horizons despatched to us squalls bearing much rain that made them very disagreeable. In the morning, as on previous mornings, the strength of the wind increased. At 12 [midnight], I had the course changed, to tack back, and I ordered that, after the same number of hours had elapsed, the heading was to be changed to N. However, I did not give enough time for this to happen, because of the fear that I had that we were near land, and of a severe disquiet that did not leave me one instant; I was led to decide to veer much before, as I was suspicious that the southward tack was the more risky one.

7 August.

At daybreak the appearances were very bad and the darkness was so bad that it did not let us distinguish even one mile of the horizon. The wind had shifted to SW and blew in squalls accompanied with heavy rain, and the seas were still running very high. In view of the bad weather, I did not wish to veer nor make any effort, before it cleared a little, or at least part of the horizon could be seen, so persuaded I was that our situation was bad. At 8, the horizons cleared a little, and I ordered the topsails trimmed, as we veered to ESE. We had not made two miles when I noticed that the sailors assigned to the cat-heads were busy in the maneuver. I shouted to them to look out ahead. The warning came right on time, because they immediately reported that they could see land, and also the breakers ahead. I immediately ordered tacking to larboard, easing the topsails a little to make them safe against the wind that blew very fresh from SW, the waves very high from W, and I did not wish to strain the topmasts in such a critical situation. As the wind was favorable to headings close to W, it was easy for us to get away from the land. When we had gained enough distance to make us lose any fear, I ordered to steer N in order to check it out and get some idea of its configuration.

They were **two very flat islands** that bore E, surrounded by reefs that extended from S to N, and the distance from us was about 2 miles, because they could be seen from the deck, and the sky very dark. In the profile views that accompany the Logbook,<sup>1</sup> they are represented in the shape that is shown; we could not see how far the shoals extended northward. The wind having abated, the currents began to push us towards them and this incident made us fear the worst; however, light airs from the S soon blew and

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1 Ed. note: See above illustrations.

the sea calmed down a little, so that they became favorable for us to get out of there by forcing the sails.

At noon, as darkness continued, we could not see the sun for one instant, and could not observe. The Latitude estimated was  $8^{\circ}9'$  and Longitude [estimated]  $133^{\circ}48'$ . The land sighted could not be other than the Islands that I was looking for, but the lack of an observation and the fact that we had not seen the full extent of the reefs made us wonder if they belonged to the northern end [of Palau] or any of the other islands more to the south. Being thus uncertain, I ordered the course to be E, because the wind in the afternoon blew moderate, the sea had calmed down, and the horizons cleared, in such a way that we might be able to come close enough to see them again, from a long distance, if we turned our bow towards them. By prayer time, we had not yet seen anything yet; nevertheless, I gave up, so as not to expose myself to another scare. As soon as darkness fell, I had them tacked to N with enough sail to maintain ourselves by tacking back and forth. As far as the weather was concerned, although it had calmed down a lot, there was no lack of squalls, and the wind blew in gusts, although not as strong as before. The sea stayed calm; this made me believe that the weather would soon become fair, and so it happened, because by morning the sky appeared completely clear and cloudless; it was the first time that we saw it that way since we came out of the Strait. The wind remained calm, and at noon I observed the Latitude in  $8^{\circ}43'51''$  N., the Longitude estimated was  $131^{\circ}14'$ . The variation was also observed to be  $4^{\circ}$  NE.

#### 8 August.

In the afternoon the calm weather continued, the sky remained clear, and I was able to measure the Sun-Moon distances which resulted in a Longitude of  $135^{\circ}38'$  E of Greenwich. At the time of this observation we considered ourselves, according to the estimated longitude, to be on the meridian of the Palaos Islands that we had seen on the previous day. In this short time, we could not have had much error; hence, we can form the opinion that they are located within one degree of that longitude.<sup>1</sup>

Our having sighted the Islands forced me to revise my estimated longitude, which I considered to carry large errors. Indeed, I had noted southward differences on the few days that I had observed since we left the Strait on our voyage, but I could not be correct it because I had no means to correct it, because of the continuous darkness of the sky. This is one of the reasons that I had for looking for these Islands, but the main reason was the different position given to them by the charts, and the greater number of islands shown to the E of them by some charts that leave no more than 30 leagues clear between them and the Matalotes [Yap], that are located almost on the same parallel, as can be seen on one that I have, dated 1788. If I pay attention to this chart, the passage is somewhat critical, if one sights land under circumstances as deadly as ours, in which there was hardly one day with clear sky, or clear horizons, and I doubt if anyone would dare go forward without being assured first of this passage.

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1 Ed. note: True, as the longitude of the Kayangel Islands is about  $134^{\circ}44'$  E of Greenwich.

The longitude that is normally given to them is 133°30' more or less, but the one that gave me food for thought was the one that placed them in the longitude that I myself observed, that of 135°38'. The estimated longitude was also 134°14', and although this would not make much difference in the voyage, it does nevertheless gives an idea to judge that the Islands are located further E than is shown on most charts.

From now on, the daily longitudes will be corrected by the observations that will be made, and the differences encountered between observations will be noted when the currents make them obvious, with respect to the intermediate estimation. The estimated longitude will be mentioned, so that it can be noted along the track, as marked on the chart that accompanies this Transcript,<sup>1</sup> the one that has been carried forward since our departure from the Strait, without any correction until we came in sight of Erro-nan Island where it was again affirmed.<sup>2</sup>

At sunset, it was somewhat dark, although the weather did not show any sign of becoming bad, because the sea was calm and the wind remained sort of calm from S to SW. With all sails out, we steered to ESE but made little headway, and by daybreak the weather stayed the same.

#### 9 August.

At noon I could not observe the sun because of the darkness, but the latitude estimated placed the frigate at 8°35'. The longitude observed the day before, carried over, gave 135°51'. The afternoon [weather] remained good, in spite of the fact that the horizons did not look good. During the night, the wind began to freshen from SW, but by continuing to sail along the same course, we managed to travel enough distance to allow us, by morning, to head SE in order to go on decreasing our latitude clear of known islands.

#### 10 August.

At noon I observed the latitude in 7°59' N and the longitude estimated was 136°52'. The afternoon remained clear and bright, but during the night we had some squalls with much rain, gusts of fresh wind, continuously changing between SW and NW. The sea was calm in spite of the fresh wind, and this was attributed to the land that we had behind us. The next morning it was more benign, and on

#### 11 August.

At noon, the situation of the frigate was 6°42' Lat. observed, somewhat doubtful, and the Longitude was 137°57'00". After the observation I ordered the course changed to E1/4SE, since the noon latitude placed us in a parallel clear of any island, to pursue our voyage. The afternoon continued with regular appearances, the night was better,

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1 Ed. note: There is no longer any map accompanying this transcript.

2 Ed. note: Erronan, according to Brigham's Index, is the same as Futuna in the New Hebrides, i.e. Vanuatu.

because the winds were from the 3rd and 4th quarters, and they kept blowing constantly, though they were varying frequently. The morning was one of the best that we had had until then. Since we left the neighborhood of the Palaos Islands the weather began to improve, and we begin to enjoy clear days, whereas before they were always cloudy.

#### 12 August.

At noon I observed with complete confidence the Latitude to be  $6^{\circ}29'$  N and the Longitude was  $139^{\circ}47'$ . The variation by Azimuths gave  $6^{\circ}$  NE, although this may not be accurate on account of the movement of the ship.

The afternoon as well as the night were clear and with the favorable weather we had all sails out, steering due East. The wind blew fresh without variation from the 3rd quarter, but the next morning it was noticed that it frequently inclined to the south, whence came some squalls of little strength. The variation of the needle was observed by azimuths to be  $7^{\circ}$  NE.

#### 13 August.

At noon the situation of the frigate was  $6^{\circ}30'$  Latitude, and  $141^{\circ}36'$  Longitude. The afternoon continued good, and the night as well. The winds were constant from S to SSW and the sea flat.

The next day was the same, except that the winds, coming from SW and W, favored us since we were always steering due East.

#### 14 August.

Our situation at noon was  $6^{\circ}18'$  Latitude observed, and the Longitude was  $143^{\circ}42'$ . The weather remained good, afternoon and night, but in the morning we had such a strong gust from NW that it forced us to ease the topsails, although it blew from astern; such was its force. The sky became so cloudy that after one hour it was like nighttime. Finally at 10 it cleared and that whole system of dark clouds dispersed.

#### 15 August.

At noon we were not able to observe, because the sky still remained overcast. The estimated Latitude was  $6^{\circ}18'$  N and the Longitude was  $145^{\circ}56'30''$ . The afternoon and night were regular, and the wind blew fresh from SW, whence it was more constant. The sea rolled in from the W with high and long waves, which made us understand that the winds from this direction were blowing astern, and the squall of the morning was another indication of the same thing. The weather of the next day started by making the same preparations as the day before, but the wind did not blow with the same force, the same cloudiness, nor as long. Then it veered to SW and from there it changed that same morning to S, where it became fixed, but it was not too favorable to us because we had already reached the longitude where we considered that we should lose latitude, in order to avoid many islands that lied ahead of us on our planned route.

16 August.

At noon I observed the Latitude in  $6^{\circ}28'43''$  N. which, when compared to the estimate, was 15' more to the N—the drift suffered by the frigate over the last two days. The Longitude was  $148^{\circ}7'$ . The afternoon was clear and of good appearance, but the wind remained fresh from S to SSE. At 5 p.m. **one island** was sighted from the tops; it bore ENE. I tried to get near enough to it to be able to see it from the deck, but the wind remained calm and we did not succeed. It was low-lying and it trended from SW to NE, according to the description given by one of the pilots who went up to have a look at it. This island I judge to be **Cata Island**, one of the southernmost of the Caroline Islands, according to the position given to it by the French chart which I have at hand; the two other charts, the English ones, do not show it. If I not had the former, I would not have been able to avoid it, because I would not have known that it existed.

When we sighted it the Longitude estimated was  $148^{\circ}33'$ . It is situated in  $144^{\circ}10'$  E of Paris, or  $146^{\circ}30'$  E of Greenwich. The estimated distance to the island was 8-9 miles. Then the longitude [of the ship] when we took our bearings was  $144^{\circ}01'$  E of Paris, or  $146^{\circ}21'$  E of London. Supposing that the longitude of said Island is good, the  $2^{\circ}12'$  difference means that the ship was ahead.

As the calm continued and the currents carried northward, based on our experience over the last few days, I ordered to heading changed to W in order to get away from it, and to avoid a problem. The night was good, but we made little progress. The wind blew light and southerly and the next day the same thing happened, as we spent most of the day becalmed. The sighting of this island is a remarkable part of our voyage, because it was on that very day that the favorable westerly winds ceased to blow, and they did not return until we reached southern latitudes; in fact, we had a series of moderate winds, calms, squalls and contrary winds in between.

The multitude of birds of various species that were flying near the ship the day before and after we sighted it, were a sign of the nearness of land; however, it will also be noted that, further on during the voyage, birds of the same or other species that never leave the beaches, did remain in our company until we were much beyond the Line and rather distant from any island.

17 August.

At noon the Latitude observed was  $6^{\circ}33'41''$  N and the Longitude was  $148^{\circ}23'$  carried over from the last observation without alteration or correction having been made to it. I will only point out, so that there will be no doubt about it, that, since I have sailed westward for most of this daily run, the result at noon today was less than yesterday when we sighted it. The afternoon remained good, although the wind from S was very light, and having headed back east since morning we again came ~~o~~ in sight of the same Island which bore NE at a greater distance than the day before. As the winds finally became more or less southerly, and frequently shifted to SSE, I ordered the ship tacked to starboard in order to decrease our latitude and get nearer the Line.

The next morning the weather was fine, but at noon we could not observe because the sky was completely overcast. The winds blew light with much variability from SW to S. The sea was continuing to run high with long swells from W. The Latitude estimated placed the frigate in  $5^{\circ}58'$ . The Longitude was  $148^{\circ}47'$ .

#### 18 August.

In the afternoon the southerly light airs stabilized somewhat and it was not bad, but the night came in very badly with squalls, thunder, variable winds from all quarters, and much darkness.

The next morning was very clear, and the wind became rather fresh from SW, but it lasted but a short time, and at noon we were becalmed.

#### 19 August.

At this time I observed the Latitude in  $5^{\circ}4'$ , the Longitude being estimated at  $149^{\circ}12'$ . The rest of the day and the night were also calm, with light airs from all quarters, but those that lasted longer were from S and SE, which made me believe that such were the winds that prevailed on the Line.

#### 20 August.

At daybreak the sky was clear and at noon I observed in Latitude of  $4^{\circ}44'$  N. The Longitude estimated was  $149^{\circ}37'$ . In the morning the Sun-Moon distances gave a longitude of  $151^{\circ}04'$  which, carried over to noon, gave a difference of  $1^{\circ}27'$  over the estimated figure which was acquired over the 12 days since the last observation. The variation of the needle was also observed to be  $6^{\circ}40'$  NE. The afternoon remained clear, but the night was disagreeable because of the calm, the darkness and the bad appearances. The next morning was better, and we were surrounded by many beach birds that never leave the land. They often landed on the ship. One was caught and its maw examined; it was empty. We also saw large bamboos and tree branches floating by.<sup>1</sup>

#### 21 August.

At noon I observed the Latitude in  $4^{\circ}09'14''$  N. The Longitude estimated was  $152^{\circ}03'$  and the longitude observed at the same time was  $152^{\circ}34'$ . Hence, a difference eastward of  $31'$  accumulated over these 24 hours. A calm followed that lasted all afternoon, evening and night. The next morning there was seen at a long distance a floating mass that looked like a canoe. I had the boat put down to fetch it. They brought it alongside. It was a big palm tree that showed signs of being very old; it was hollow inside as if it were a cannon. This hole offered shelter to a multitude of small fishes that went in and out through the many small holes when fleeing from larger fish that also surrounded the stick. I had it tied alongside, and we kept it there during the calm, to see if the sailors could catch any fish, but they had no luck.

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1 Ed. note: The ship was SW of the Mortlocks.

...  
[They kept on gently decreasing their latitude, not encountering any island in their path. On the 27th they were in 3°15' N and about 157° E. They followed the 2° parallel for a while, until the 8th of September when the captain decided to cross the Equator and try the weather on the other side. On the 10th they effectively crossed it in 167° of Longitude. They later met with a group of islands which they took to be the Solomon Islands of Mendaña.<sup>1</sup> The rest of the voyage is omitted because it took place far from Micronesia.]

...  
17 December.

...  
The night was cause for some concern, but we got what we were looking for. At day-break we found ourselves one mile from the coast between Port San Vicente and the Port of Concepción which was our destination. At the same time as we found our bearings we sighted the Shoal of the Olla, and with all sails out, I ordered the bow to be pointed at the entrance of the port.

When the sky cleared completely, we had finished the first tack, the wind was blowing fair from S at this time, and we soon covered the distance separating us from the shoals. During the tack that would have taken us beyond them, however, the wind became fresh and not at all manageable; when it shifted to SW, it became impossible for us to make it to the anchorage before the Fort.

18 December.

That is why I managed to go and anchor in 80 fathoms at two miles from the Town. We spent the rest of the day and night in that place until the next morning when I had the anchor weighed. We finally moored next to the Fort of Galvez in 4-1/2 fathoms, good bottom.

20 December.

Here we disembarked 14 sick afflicted by the scurvy, 8 of them seriously, and the others not so much. They began to feel sick half-way across the ocean. Such illnesses are caused by so many rain showers, such as those they suffered from in the vicinity of the Line.

Aboard the frigate **Filipino** in the Port of Concepción, 19 December 1799.  
[unsigned]

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1 Ed. note: However, this could not be, as they were effectively near the southernmost Gilbert Islands.



**Viceroy Felix Berenguer de Marquina, 1800-1803.**  
*Formerly Governor-General of the Philippines, from  
1788 to 1793. (From Rivera's *Los gobernantes de México*).*



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**Document 1800A**

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**The Glatton, Captain Drummond, skirts  
Micronesia****The logbook kept by Captain Charles Drummond**

*Source: Log 172M, India Office.*

...

[2°49' N & 135° E]

[3°38' N & 133° E]

[4°54' N & 132° E]

[Sonsorol]

Tuesday 4th March 1800

Light breezes and cloudy. In 1st reef Mizzen topsail. 1/2 past 10 saw 2 small islands bearing NW about 3 miles. Tacked immediately. At 11 brought to, heading SE.

Lat. obs. as per Sun & Moon at 8:05:42 a.m. 132°18' E. At 7 [a.m.] the islands bore NW. At 8 the two islands from NW3°W to WbN1/2N 7 miles. At 9 the two islands in sight about 6 miles. At noon the two islands in on SSW about 3 leagues.

Lat. obs. 5°35' N., by acct. 5°34' N, Long. in. 133°16' E., by lunar 132°08' E., by Chron. 132°.08' E.

...

[No mention of the Palau Islands. Passed at Long. 132° E., i.e. 2° to the west of them.]

...

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**Note 1800B**

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**Another visit of the Swallow, Captain John Luard**

*Sources: India Office Ledger and Receipt Book, bearing n° 385T.*

**Editor's Note.**

There is no logbook extant of the seventh voyage of this ship, from 1799 to 1801, carried out under the command of Captain John Luard. The ship went from England to Sydney and China.

In the India Office records in London, there is only a Ledger and Receipt Book, bearing n° 385T. The logbook is missing.

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## Documents 1800C

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### The voyage of the San Rafael

#### C1. Letter to the Viceroy, dated 9 June 1800

*Source: AGN Fil. 36, fol. 78-81.*

#### Original text in Spanish.

*Despues de admirar la moderacion de V.E. en prevenirme le manifieste mi dictamen sobre si habra inconveniencia en que la Fragata **San Rafael** ultimamente llegada de Manila á Acapulco verifique luego su vuelta para recalar en fines de Agosto ó principios de septiembre, como lo desea el señor Capitan General de Filipinas, materia en que por duplicados titulos puede V.E. fundar el mejor juicio, devo decir cumpliendo su superior orden: que desde principios de mayo hasta fines de septiembre dominan en el golfo que media entre las Filipinas y Marianas vientos fuertes del sudoeste contrarios para vencer el viaje desde estas costas á las de Luzón, los cuales desean algunas intermedias en que se experimentan favorables de Nordeste al Este, naturales entre Tropicos, con que varias embarcaciones logran finalmente rendirla, aunque saliendo con gran diferencia menos tarde de lo que se solicita la empresa esta. Pasados dichos meses cambia la Monzón contraria, ó principia la favorable, pero en octubre y noviembre son de esperar siempre los terribles Vaguios o temporales de todos vientos que tantos males han causado, y últimamente motivaron el de la arrivada de la Nao **Magallanes** en terminos lastimosos que la pusieron á punto de perecer, lo mismo que a la Fragata **Pilar**; sin que baste á prometer otra cosa el ejemplar unico o rarisimo de la navegacion de aquel mismo Buque vajo mi mando, con quien en igual tiempo hallé en el Golfo de Marianas Vientos constantes bonansibles de solo el primer Quadrante, tal vez porque segun se observa, el cambio de Nordeste á Sudoeste en aquel año fué uno de los mas formidables, como lo prueba el entero descalabro de la Escuadra de S.M. en los mares de Asia, la perdida de una Fragata de ella y la de gran numero de Embarcaciones del comercio de las Filipinas.*

*Consequente a estos principios, y á la que fuera actual de los vientos generales en el Golfo desde Acapulco á Marianas, creo que si estrechando V.E. sus ordenes de apresto de viveres, y llevando á jornadas dobles, con riesgo de malearse caminando por las tardes en el presente tiempo de aguas, lograrse salir dicha Fragata de principios á mediados de julio, que es lo más temprano posible, llegaria á las citadas ultimas Yslas, ésto*

*es á las Marianas, quando desea el Señor Capitan General de Filipinas tenerla ya en Manila, de donde resultará todo el inconveniente de que dexo hablado, hallandose primero en lo más fuerte de la Monzon entraria durante el mes de septiembre, y despues en el de octubre en el peligroso mencionado tiempo de los vaguios de lo durable de las Collas de Sudestes con las quales hubiese detenido y aun atrasado su viaje en el mes anterior.*

*De todo ello resulta, segun mi modo de pensar, que tratandose de despachar á Manila una Embarcacion interesante, su misma importancia exige el grado de seguridad posible, la qual en lo natural solo lograra saliendo de Acapulco de mediados a fines de Octubre ú principios de Noviembre, tiempo el mejor año para en cosa de un mes, ó poco mas, llegara á Marianas y desde allí, ya en Diciembre con vientos frescos establecidos del Nordeste atravesar en quince ó veinte dias el mar que las separa de las Filipinas. Determinacion tambien mui ventajosa con respecto á que salen las viveres á Acapulco quando yá ha cesado las aguas, ó tiene poco que temerse de ellas en el camino y fatal temperamento de aquel puerto.*

*Sin embargo juzgo tan preciso como propio para satisfacer el anhelo de acertar que V.E. expresa, manifiesten su modo de pensar en el asunto el Capitan y Pilotos de la **San Rafael**, dirigiendolo con copia de las Ynstrucciones recibidas del Señor Capitan General de Filipinas, que habran sido naturalmente formadas despues de averiguar la opinion de los mejores facultativos practicos, y con presencia de todas las circunstancias actuales de aquella importante Colonia; no olvidando al leerlas puede consistir la mucha exigencia sobre el regreso de dicho buque en dudar se hubiere salvado la **Fragata Pilar** de los temporales que oficialmente permitieron escapar a la Nao; y que el retardo de esta pregunta, caso se determine la pronta salida de la mencionada Embarcacion compensará suficientemente el repartimiento de la fabrica de la galleta en muchas panaderias, pues en cosa de veinte dias ó poco mas hicieron en el año de 98 á razon de ocho meses para setecientas plazas de dotacion y transporte de la Nao **Magallanes**, y trescientas á quatrocientas de la **Fragata Fama**; fuera aparte de que varias veces se ha usado.*

*Dicha consulta y examen de las Ynstrucciones es tanto más necesario quanto, como a la inteligente comprension de V.E. no puede olvidarse, tomando el problema vajo el punto de vista de enemigos tiene sus ventajas nada despreciables arriesgarse en un mal tiempo á navegar para liverarse de ellos; porque no hay duda de que en octubre puede repetirse el bloqueo de Acapulco que vimos, aunque con toda buena regla, el año de 98; y que en Diciembre es tambien estacion de hallar ya cruzeros en la recalada a Filipinas, (especialmente) no ignorandose nunca en Cantón nada de lo que pertenece á Manila, como así mismo tiempo de hallar los Buques Yngleses que vienen contra Monzon de Europa á China por el este de las Filipinas, riesgo a la verdad casual pero efectivo. Una recalada donde precedido convenio aguardare nuestra Esquadra ó parte de ella a la **Fragata** de que se trata, daría la mayor seguridad y quietud en esta parte, si lo expresan las Ynstrucciones, á no ser una razon poderosa de ella misma para llamar otra superior aun cuando no piensen en atacar a Manila y que protegiendo el comercio pro-*

*pio atente contra el Español. Pero tampoco es negable que los riesgos de estacion son generalmente mas fixos que los ultimos de qué dexo hablado de alguna congruencia, que hasta el presente no se han visto dicho Cruzero, ni se save hayan formado plan alguno formal de atacar las embarcaciones procedentes de este Reyno.*

*No hablo de la seguridad que podría darle a la expresada embarcacion aguardar la llegada de la Nao, que debe ponerse en Noviembre en una Fragata de Guerra, y la Esquadra nuestra division que es regular la espere a su vuelta; por que temo ademas de ser factible, como queda ya indicado, lo impida otra superior Enemiga, cause desde luego el perjuicio de retardar la llegada de los caudales que lleve, dando lugar tambien á que si experimentasen descalabro de consideracion los buques, no hubiere otro que los reemplazase para la siguiente expedicion careciendo ya de tiempo para proporcionarlo, lo mimo que para caxonar aquellos.*

*Quanto queda expresado manifiesta claramente las validas razones con que V.E. gradua de delicado y grave el punto que forma la materia de este oficio, en el que por cumplir con su superior orden digo lo que creería de mas en otras circunstancias y aun falta de respeto hablando con un Teniente General de Marina que ha sido Capitan General de las Yslas Filipinas.*

*Nuestro Señor guarde a V. E. muchos años.*

*México 9 de Junio de 1800.*

*Excelentísimo Señor*

*Manuel Espinoza*

*Excelentísimo Señor Governador Capitan General de esta N.E.*

### **Translation.**

I have to admire the moderation of Y.E. in seeking my advice on whether it would be appropriate for the frigate **San Rafael** that has recently arrived at Acapulco from Manila to go back in order to get back there at the end of August or the beginning of September, according to the wish of the Captain General of the Philippines, a subject upon which Y.E. may take the best decision, based on your two titles.<sup>1</sup> To comply with your order I must say that, from the beginning of May until the end of September, there prevail, in the sea between the Philippines and the Marianas, strong winds that blow contrary from SW if one tries to go from these coasts to those of Luzon; however, some favorable spells with winds from NE to E do occur during that same time, a natural thing within the tropics, and these are taken advantage of by various vessels that have made it in the end, although they had left much before the time that is presently considered for the frigate. Once these months are over, the contrary monsoon changes, or the favorable one begins, but during October and November one can always expect the terrible typhoons, or storms blowing from all directions, that have caused so many dis-

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1 Ed. note: The Viceroy had been Governor of the Philippines.

asters, for instance, the recent aborted voyage of the galleon **Magallanes** that occurred under such pitiful conditions that they almost caused her loss, the same as what happened to the frigate **Pilar**. One cannot count on the extraordinary happenstance that involved the voyage of the same ship under my command<sup>1</sup> when I found nothing but constant and favorable winds from the first quadrant in the Mariana Sea, perhaps because, according to my observations, the change from NE to SW that year was one of the most formidable that occurred in a long time, as proven by the complete ruin of H.M.'s squadron in Asian seas, the loss of one of its frigate, and that of a large number of vessels belonging to Philippine traders.

Based on the above principles, and on what is known of the general winds in the ocean space between Acapulco and the Marianas, I believe that, if Y.E. were to issue orders for the preparation of the food supplies, and they were to be transported twice as rapidly, at the risk of being damaged along the way by travelling at night during the rainy period, in order for said frigate to leave between the beginning and the middle of July, which would be the earliest possible time, then she would arrive at the said Islands, i.e. at the Marianas, when the Captain General of the Philippines wishes to have her already at Manila. The outcome would be the disadvantage that I have just talked about, as she would first meet with the monsoon when it is strongest, during the month of September, and then during October would meet with the dangerous typhoons that follow the durable blasts of wind from SE, that would have delayed her and even stopped her voyage the month before.

The conclusion that can be drawn from the above, in my humble opinion, is that, when trying to despatch an interesting vessel to Manila, security ought to be the first concern, and this can only be obtained naturally by leaving Acapulco anytime during the month of October or at the beginning of November; in the best year the ship would then reach the Marianas in one month, or a little more, and from there, it would be December already, it would meet with well established NE winds blowing fresh and cross the sea that separates them from the Philippines in 15 to 20 days. Such a decision would also be very advantageous, from the point of view of having the food supplies carried to Acapulco when the rainy season would be over, or the rain be a minimal concern along the way or cause a deadly climate in that port.

Nevertheless, I think that it would be appropriate, in order for Y.E. to satisfy your desire to be sure, to seek the opinions of the Captain and Pilots of the **San Rafael**, enclosing a copy of the Instructions received from the Captain General of the Philippines, as such instructions would naturally have been written after first checking the opinions of the most experienced pilots, and keeping in mind all the present circumstances of that important Colony, although, upon reading them, one may well become convinced of the urgent return of said ship, but can still doubt that the frigate **Pilar** would have been saved from the storms that officially allowed the galleon to get through. The re-

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1 Ed. note: General Espinosa Tello was in command of the **Magallanes** during her return voyage in 1798.

turn voyage of the latter brings up another question: would the early departure of the above-mentioned vessel allow sufficient time for the distribution of the contract for the manufacture of the sea biscuit among many bakeries? In fact, it took 20 days or more in 1798 to manufacture an 8-month supply for the 700 men belonging to the crew and passengers of the galleon **Magallanes**, and the 340 aboard the frigate **Fama**; besides the fact that this was done many times before.

Said consultation and review of the Instructions are specially necessary when, as Y.E. understands and cannot forget, the problem is studied from the point of view of our enemies. Indeed, it does not make sense to take risks with the bad weather, only to free ourselves from them, because there is no doubt that the blockading of Acapulco during October could be repeated, although in 1798 it turned out OK. Also, one should not forget that December is also the time when cruisers could be already found upon arrival at the Philippines (since every thing that happens in Manila is known in Canton). That is also the time when English ships going from Europe to China avoid the monsoon by sailing to the east of the Philippines; though chancy, this danger is nevertheless a real one. If the Instructions stipulate that, by previous arrangements, our Squadron or part of it, is to meet the frigate in question at her arrival at the Philippines, this would provide more security and ease of mind overhere, unless, of course, higher priorities, such as an attack upon Manila, would in the meantime have intervened and priority been given to protecting the Spanish trade. Still, one cannot deny that the risks posed by the season are generally there to be dealt with, always, and do not have the lower probability of the possible events that I have just mentioned; said cruiser has not been seen anywhere, nor is it known whether there is such a plan for cruising against any vessel coming from this Kingdom.

I do not mention the security risk associated with the vessel in question having to wait for the arrival of the galleon, that is, in having a warship, and the Squadron of our naval division waiting for her return, because I also fear that this is not feasible, that, as I have said, some other stronger reason such as enemies would take precedence. Hence, some prejudice would occur by the funds getting there late, by the possibility of many important ships suffering damage, and not having others to replace them for the next voyage, not having enough time to build new ones, or even to make those ready.

What I have said so far amply proves the validity of the arguments that Y.E. used when you said that the matter under consideration is delicate and serious. To comply with your superior order, I have said my opinion openly, something which under other circumstances could be considered disrespectful when addressing someone who is a Lieutenant-General and a former Captain General of the Philippine Islands.

May our Lord save Y.E. for many years.

Mexico, 9 June 1800.

Your Excellency.

Manuel Espinosa.

[To] His Excellency the Governor and Captain General of this New Spain.

## C2. Letter to the Viceroy, dated 8 July 1800

*Source: AGN Fil. 36, fol. 119.*

### Original text in Spanish.

*Excmo. Señor*

*Hallandome encargado por el Sor. Governador y Capitan General de Filipinas de la venta en este Reyno de los mil quintales de fierro platina que por via de lastre ha conducido la Fragata de mi mando **San Rafael** de cuenta de la Real Hacienda con el fin de subvenir con sus utilidades en parte a los crecidos gastos que ha ocasionado el despacho de dicha Fragata y la **Luconia** y [h]asta esta fecha sin declaracion de V.Exa. de si se permitira su venta, no puedo menos hacer presente a V.Exa. que he perdido la proporcion de venderlo con bentaja a favor de la misma Real Hacienda a negociaciones que han concurrido en este Puerto, y se ha retirado como tambien de permitir V.Exa. el que se conduzca a esa capital para su veneficio por estar las aguas establecidas y los caminos intransitables, no se hallara quizas ninguno que se quiera hacer cargo asta el mes de Noviembre lo que ofrece quebrantos á esta negociación, y notable falta a aquellas Reales Caxas el capital y utilidades de ella, si para mi salida no esta realizada como se me proviene por instruccion.*

*Dios que guarde a V. Exca. muchos años.*

*Acapulco 8 de Julio de 1800*

*Andres de Ainsiburu*

*[Al] Excelentisimo Señor Felix Berenguer de Marquina*

*Virrey Governador y Capitan General del Reyno de N.E*

### Translation.

Your Excellency.

Having been entrusted by His Lordship the Governor and Captain General of the Philippines with the sale in this Kingdom of the 2,000 quintals of iron plate that the frigate under my command, the **San Rafael**, carried by way of ballast and belonging to the Royal treasury, for the purpose of defraying some of the increased expenses that the despatch of said frigate and that of the **Luconia** will occasion, I must say that, so far, I have not received the declaration of Y.E. as to whether or not this sale will be permitted, and as a consequence I have lost the opportunity of selling it advantageously for said Royal treasury; offers that might have followed negotiations taking place at this port are no longer possible. The transport of this iron to that capital, for sale there, has also become impossible on account of the rainy season having set in and the roads become impassable; it is probable that no-one could be found to undertake this transport until the month of November, the result being unfavorable terms for this sale and an important shortage for the Royal treasury in not having this capital and the interests from it, if this instruction that I received for my departure cannot be carried out.

May God save Y.E. for many years.



Acapulco, 8 July 1800.  
Andrés de Ainsiburu  
[To] His Excellency Felix Berenguer de Marquina, Viceroy Governor and Captain  
General of the Kingdom of New Spain.<sup>1</sup>

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<sup>1</sup> Ed. note: It is very probable that the San Rafael did depart from Acapulco before the end of 1800, since she is recorded as having returned there in 1801.

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## Document 1800D

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# The frigate *Pilar* discovered an island in mid-Pacific

*Source: MN 577, fol. 68.*

## Letter from Alava to Navy HQ, dated Cavite 3 July 1800

### Original text in Spanish.

*Direccion general. P[articular].*

*Excelentísimo Señor.*

*El Capitan de Navio Don Miguel de Zapiain con la Fragata **Pilar** de su mando despues de haver dado cumplimiento à la comision de que le encargué para el Puerto de Acapulco, y de que di cuenta à V.E. en 17 de Agosto ultimo, regresó de ella el 21 de Mayo conduciendo à su bordo un millon seis cientos, y tantos mil pesos de cuenta del Rey, y particulares con algunos efectos tambien de Real Hacienda.*

*Durante su navegacion de ida, y el 10 de Noviembre de 99 por los 28°9' de Latitud N; 56° de Longitud Oriental de Manila, y 176°55'45" occidental de Cadiz, segun la estima, hizo el descubrimiento de una Ysla, que denominó del Patrocinio, y cuiã posicion verdadera es provable sea mas al O, por que diez, y nueve dias antes, ô el 22 de Octubre se havia calculado astronomicamente la Longitud, y hallado que deferenciaba de la de estima en tres grados mas al O.*

*De esta unica ocurrencia notable que hà tenido la **Pilar** en su viage à Acapulco doy cuenta à la Superioridad, y lo comunico à V.E. en cumplimiento de mi obligacion.*

*Dios guarde à V.E. muchos años.*

*Cavite 3 de Julio de 1800.*

*Excelentísimo Señor.*

*Ygnacio Maria de Alava.*

*[Al] Excelentísimo Señor Director general de la Real Armada.*

### Translation.

Director General—P[ersonal].

Your Excellency.

Navy Captain Miguel de Zapiain, with the frigate **Pilar** under his command, has returned on 21 May last, from a commission that I had entrusted him with for the port of Acapulco (which I reported to Y.E. on 17 August last), and carrying one million, six hundred and some pesos, belonging to the King and to individuals, along with some effects for the Royal treasury.

During his voyage eastward, on 10 November 1799, by 28°9' lat. N. and 56° long. E. of Manila, i.e. 176°55'45" W. of Cadiz, according to estimates, he made the discovery of an island, which he named Patrocinio, whose true position is probably more to the west, because 19 days earlier, i.e. on 22 October, he had calculated his longitude astronomically and found that it was then 3° west of his estimated position.

To comply with my duty, I report to my superiors and Y.E. the only incident worth mentioned that happened to the **Pilar** during her voyage to Acapulco.

May God save Y.E. for many years.

Cavite, 3 July 1800.

Ignacio Maria de Alava.

[To] His Excellency the Director General of the Royal Navy.

### **Analysis and identification of this island.**

Manila lies in 121° E. of Greenwich. If one adds 56°, one gets a longitude for this new island of 177° **East** of Greenwich, but the longitude given with respect to Cadiz corresponds to 177°7'15" **West** of Greenwich. We must look for this island at an approximate latitude of 28°, and a range of longitudes of at least 3° on either side of the International Date Line. According to William T. Brigham's Index to the Islands of the Pacific Ocean (Honolulu, 1900), it is the same as the Byer Island, of the Hawaiian Group, re-discovered by Captain Morrell in July 1825. According to Sharp's Discovery of the Pacific Is., under 1822, it would correspond to the **Pearl and Hermes Reef**, whose position is there given as 27°46' N and 176° W.

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## Documents 1800E

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### The Marquis de Poterat again in the news

#### E1. Letter from Admiral Alava to Viceroy Azanza, dated Cavite 5 July 1800

*Source: AGN Fil. 37, fol. 85-85v.*

*Note: See also Doc. 1796D, namely Marquis de Poterat's Journal. The Fama and Lucia made an eastward passage in 1800, as escort to the galleon Magallanes. The San Rafael has also gone to Acapulco a few months earlier.*

#### Original text in Spanish.

*Exmo. Señor*

*El Teniente de Navio D. Abraham de Poterat padece hace tiempo el penoso mal de Solitaria, y habiendo pedido pasar à esa ciudad para procurar su restablecimiento, despues que renocido por una junta de facultativos me expusiere el resultado de su acuerdo. Este ha sido que existiendo aquella enfermedad como la espera el Paciente, y no conociendo específico ninguno del qual pueda esperarse su completa curacion, parece prudente que abandonando Poterat un clima poco aparente a su actual constitución pase á Mexico en donde beneficiará del temperamento, y remedios mas eficases para poder conseguir el alivio que desea.*

*En concurrencia se lo hé permitido asi, y sigue de transporte en una de las dos fragatas que pasan al Puerto de Acapulco, con advertencia de que si no consiguieren el objeto, ó le fuere peor se dirija a la Peninsula, previo el acuerdo, y venia de V.E. quien lo comunico para su noticia, y que se sirva prestar aquel oficial los auxilios que necesite, ya sea para su permanencia en esa Capital, como para como continuar su viaje, ó regresar a esta Esquadra logrando el fin de sus esperanzas.*

*Dios guarde a V. E. muchos años.*

*Cavite 5 de Julio de 1800.*

*Exmo. Sor.*

*Ygnacio Maria de Alava*

*[Al] Excelentísimo Señor D. Miguel José de Azanza.*

**Translation.**

Your Excellency.

Navy Lieutenant Abraham de Poterat has been suffering for some time of the painful disease of the tapeworm. Now that he has requested leave to go to that city to seek the recovery of his health, after a commission of physicians gave me a report about it. It appears that such a disease has no known cure, as the patient has hoped to get, and that it would be prudent for Poterat to abandon a climate that is little conducive to his present constitution and travel to Mexico where he would get the benefit of the climate and find more efficient remedies to get the relief that he seeks.

Consequently, I have given him permission to travel aboard one of the two frigates that are going to the port of Acapulco, with the proviso that, should he not achieve his purpose, or wish to go on to the Peninsula, he could do so, but only after getting approval from Y.E. That is why I am letting you know about this, hoping that you will provide that officer the help that he might need, either to remain in that capital, or to continue his voyage, or return to this Squadron, if he should find the cure that he hopes for.

May God save Y.E. for many years.

Cavite, 5 July 1800.

Your Excellency.

Ignacio Maria de Alava

[To] His Excellency Miguel José de Azanza.

**E2. Letter from Poterat himself, dated Mexico 15 April 1801**

*Source: AGN Fil. 37, fol. 87.*

**Original text in Spanish.**

*Exmo. Señor*

*Don Abraham de Poterat Teniente de Navio de la Real Armada, hallandose actualmente en esta ciudad para restablecer su salud, haze presente a V.E. que a pesar de las reiteradas tentativas que ha hecho para lograrlo, no habiendo lo conseguido, y esperando hallar en Europa mas recursos para la curacion de su penosa enfermedad, a V.E. la supplica se sirva conceder la licencia para pasar, sea a la Nueva Orleans o Pensacola, o sea a la Havana, afin que de estos lugares pueda proseguir su viage hacia Europa, las actuales circunstancias no permitiendole hazerlo en derecha.*

*Dios guarde a V.E. muchos años.*

*Mexico 15 de abril de 1801.*

*Abraham de Poterat.*

*Exmo. Señor.*

**Translation.**

Your Excellency.

The undersigned, Abraham de Poterat, Lieutenant of the Royal Navy, presently in this city to recover his health, represents to Y.E. that, in spite of repeated efforts to achieve this, he did not succeed, and is hoping to find in Europe more resources to cure his painful disease, and he begs Y.E. to please grant him leave to go on, either to New Orleans, or to Pensacola, or else to Havana, in order to find transport there for Europe, since the present circumstances are such that he cannot do so directly.

May God save Y.E. for many years.

Mexico, 15 April 1801.

Abraham de Poterat

Your Excellency.

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## Documents 1800F

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### The logbooks of the galleon Filipino, through the Carolines in 1800 and 1801

*Source: MN 96, fol. 195-203; synopsis already published by Espinosa y Tello, in his Memorias, Tome II, pp. 22-38.*

*Notes: The captain of the Filipino was Ibargoitia. Logbooks were kept by Captain Ibargoitia and by his Mate, Monteverde. The following analysis of the voyages of the Filipino is by General Alava, commander of the Asia Squadron. For reference, Greenwich is located 6°11'30" E. of Cadiz.*

#### F1. Unsuccessful voyage of 1800, after her return from Chile earlier that year

##### Original text in Spanish.

*N. II.—Varias noticias utiles à la mejora de las Cartas Hidrograficas, deducidas del viage del Navio Filipino, que salió de la Bahia de Manila con destino à Lima, al mando del Teniente de Fragata Don Juan Ybargoitia el 15 de julio de 1800, y arribó al Puerto de Samboanga, en Mindanao, el 12 de Diciembre del mismo año.*

##### *Reconocen las Yslas y baxos septentrionales de las Palaos.*

*A las 9 de la mañana del 27 de Agosto avistaron desde las cofas las Yslas septentrionales de las Palaos: son estos unos pequeños Yslotes, de cuya extension y direcciones reciprocas no pudieron formar juicio por efecto de la distancia, que era de cinco leguas proximamente; las marcaron al S.E. de la aguja.*

*A poco de haver avistado estos Yslotes sondaron en 15 brazas de fondo cascajo y coral. Desde luego para evitar el peligro se pusieron al rumbo del N., y aumentaron hasta 29 brazas, perdiendo la tierra de vista. Con buena observacion de latitud gobernaron al E., con objeto de tomar conocimiento, en un parage tan poco frequentado como peligroso; pero à poco sondaron en 12, 10 y 8 brazas piedra, y tuvieron que ponerse en facha, echar los botes al agua, y dirigirlos por la proa, sondando sin cesar. Guiados por los botes marearon, y consiguieron zafarse de los baxos, habiendo seguido para esto el rumbo del Norte.*

***Verdadera situacion de los baxos septentrionales de las Palaos.***

*La latitud en que situaron estos baxos fué de 8°26'32" N., y la longitud deducida por un promedio entre varias series de distancias lunares, tomadas en el mismo acto del empeño de 134°50' al E. del meridiano de Londres. Se extienden estos baxos fuera de la vista de los yslores septentrionales de las Palaos, y como al N.O. 1/4 N. de ellos.*

***Errada colocacion de los baxos è Yslas septentrionales de las Palaos en las cartas Yngleses.***

*Debe pues notarse que los baxos septentrionales de las Palaos se hallan mal colocados en las cartas inglesas. La de Jorge Robertson, una de las mas modernas, y acaso la mas exacta y estimada para las navegaciones à China, situa estos baxos en la latitud de 8°16' N., y en longitud de 133°32' E.; es decir, 10'35" mas al S., y 1°18' mas al O. de su verdadera situacion.*

***Vista de una Ysla que supusieron ser una de las Anacoretas.***

*El 30 de Setiembre à la 1:30 de la tarde descubrieron una isla pequeña que les demoraba al S.E. à 4-1/2 leguas de distancia. Supusieron ser esta una de las islas Anacoretas; y tratando de separarse de su cercanía tomaron el bordo del N. Su situacion era en este instante de mucha confianza. La latitud deducida de la observacion del medio dia hasta el momento de avistar la isla fue de 00°30'19" S. La longitud deducida por un medio entre varias series de distancias, tomadas à las 7 de la misma noche, y referida à la que se contaría al momento de avistarse la isla, fue de 145°6' E. de Londres.*

***Situacion de la ysla avistada.***

*Resultó pues que la situacion de la isla avistada, determinada por referencia à las observaciones hechas en el navio, fue de 00°40'49" de latitud S., y de 145°14'36" de longitud oriental del meridiano de Londres.*

***Se examina si la isla avistada por el Filipino es nueva, ó si estaba ya reconocida por otros navegantes.***

*Tal situacion les persuadió, como se ha referido era la isla descubierta una de las Anacoretas, aunque este juicio es en algun modo probable; sin embargo, atendiendo à la considerable diferencia de sus latitudes, se advierte que esta suposicion admite conjeturas dignas de examen.*

*Comparando pues la situacion de la isla septentrional de las Anacoretas (que es la que pudieron ver), y la de la isla Durur [sic], que está proxima con la situacion asignada à la isla avistada por el Filipino, se conseguirá alguna mayor claridad en esta indagacion.*



	<i>Latitud</i>	<i>Longitud</i>
	-----	-----
<i>La isla avistada por el Filipino,</i> <i>segun sus observaciones, está en .....</i>	<i>00°40'49" S.</i>	<i>145°14'36" E.</i>
<i>La isla deducida su situacion de la carta de</i> <i>las descubiertas de los franceses al S.E. de la</i> <i>Nueva Guinea, construida en 1790</i> <i>por Carteret en Setiembre de 1767, está en</i>	<i>1°16'00" S.</i>	<i>143°21'00" E.</i>

*La diferencia de mas de medio grado que se nota entre las latitudes de la isla, vista por el Filipino y las ya mencionadas, manifiesta que aquella es una isla nueva, ó al menos (aunque poco probable) que es una de las islas meridionales del grupo de los Anacoretas.*

*Por ultimo, es de notar que aun quando la isla vista por el Filipino, no se pueda decir decididamente que es nueva, y por consiguiente que es una isla que deba aumentarse en las Cartas Geograficas, resulta siempre de este reconocimiento el beneficio de quedar colocada en su verdadera latitud y longitud por las observaciones hechas al intento en aquel navio.<sup>1</sup>*

#### ***Reconocimiento de las yslas meridionales de las Palaos.***

*La mañana del 21 de Noviembre reconocieron las islas meridionales de las Palaos. La suma escasez de viveres en que se hallaban, la necesidad de hacer aguada, y la esperanza de fondear en alguna de estas islas para proveerse de frutos, refrescos y demas objetos que les pudieran proporcionar, los detuvo hasta el 25.*

#### ***Auxilios que recibieron de los naturales de estas yslas.***

*En los días que se mantuvieron cruzando sobre ellas fueron casi continuamente visitados de los naturales de las islas. El desinterés y generosidad con que les proveían de los mencionados artículos, la franqueza con que se prestaban à su trato, y lo poco molestos que les fueron, les dió una favorable idea del carácter bondoso de estos Yndios.*

*Los refrescos que mas comunmente les conducian estos naturales eran pescado, cocos, platanos y algunas raices.*

*Por los habitantes de estas islas supieron que el Rey está en la de Coror, unica que tiene fondeadero, y que no les fue posible conseguir por haberse sotaventado, y haber experimentado siempre las corrientes y vientos contrarios.*

*La Ysla Pelew [sic] está situada à la parte del S. y O. de la de Coror; y la de Niaur [sic] es la mas meridional de todas. Ademas de estas tres islas vieron otras que se extendian hacia al N.O. y N.E. de ellas.*

*De las observaciones hechas en la época que existieron sobre estas islas se deduce lo siguiente.*

<sup>1</sup> [Footnote added in the Memorias:] Los vientos contrarios, y una fuerte corriente de 50 millas al O. por día, obligaron al Comandante à arribar à Zamboanga hasta mejor estacion.

***Situacion de la Ysla Niaur, mas meridional de las Palaos.***

*Que la estremidad meridional de la Ysla Niaur, ó extremo S. de este grupo, se halla situada en la latitud de 6°53'55" N., la misma en que se coloca este punto en las cartas de Jorge Robertson.*

*Que la longitud de esta isla, deducida por un medio entre algunas series de distancias tomadas la tarde el 21 en su inmediacion, es de 134°31'18" al E. de Londres.*

***Errada situacion de las Palaos en las cartas Ynglesas.***

*Reuniendo ahora las observaciones hechas en la parte septentrional de estas islas con las que se acaban de referir, se evidencia que todo este grupo se halla colocado en las cartas de Jorge Robertson 1° y 18' à 1° y 25' mas al O. de su verdadera posicion; y que sus baxos septentrionales estan colocados de 11 à 15 millas mas al S. en todas las cartas Ynglesas.*

*La Ysla Pelew [sic] está al N.N.E. de la Ysla Niaur [sic], que es la mas S. de ellas. El 24 pasó el navio entre ambas del O. al E., y sobre bordos costeó la parte S. de Pelew à distancia de una milla sin hallar fondo. Advirtieron tiene esta isla una pequeña poblacion en su parte del S.O.*

***Atentan hacer agua[da] en la costa meridional de la Ysla Pelew.***

*Con objeto de hacer agua[da] destinaron la lancha à la costa meridional de la isla, pero no habiendo podido atracar à menos de dos cables de distancia de la playa por el poco fondo, y la mucha resaca, se sirvieron de las canoas de los indios para desembarcar la barrileria. Estos naturales les ayudaron con gran empeño y humanidad en esta faena, aunque sin éxito; condujeron los barriles mas de media milla en el interior del bosque; y no hallando sino un pozo de muy poca y salobre agua, desistieron del intento.*

***Descubren un placer de roca en la parte N.E. de la Ysla Pelew.***

*La mañana del 25 enviaron la lancha con un Piloto del navio, y uno de los naturales por práctico, à buscar el fondeadero de la Ysla de Coror, para tratar con el Rey sobre habilitacion de víveres. A poco de haberse separado la lancha, advirtieron estar sobre un placer, en el qual sondaron en 12, 13 y 14 brazas de fondo manchas de arena y piedra.*

*Llamaron pues à la lancha, y dirigiendola por la proa al rumbo del O.N.O. para que sondase en el canal que forman las islas Pelew y Niaur consiguieron franquearse à la 1:30 del dia. Desde luego hicieron rumbo al Cabo San Agustin [h]arto cansados de estas peligrosas islas, en que por dos veces habian tocado su perdida, y en que no habian logrado sino unos cortos refrescos, poco suficientes à cubrir su escases.*

***Situacion del placer al N.E. de la Ysla Pelew.***

*Este placer de roca sale al N.E. de la Ysla Pelew, y al E. 1/4 N.E. de lo mas N. de la Ysla Niaur.*

***Errada situacion en latitud del Cabo San Agustin y otros puntos a la parte del S.O. de Mindanao.***

*La noche del 1° de Diciembre observaron de confianza la latitud del Cabo San Agustin de 6°20' N., siendo así que en las cartas Ynglesas lo sitúan en solo 6°, y en la del Padre Murillo en 6°47'30" N.*

*Estando el 3 de Diciembre E-O con la punta de Mindanao ó extremo meridional de esta isla, observaron en 5°32'18" N. Las cartas Ynglesas la colocan en 5°42'30", y la del Padre Murillo en 6°32'.*

*En la tarde del mismo día atravesaron el canal entre las islas de Sarangani y el extremo S. de Mindanao; hallaron ser este canal sumamente estrecho, y tuvieron para pasarlo que llevar à precaucion los botes en el agua. Las cartas de Robertson dan à este canal 20 millas de extension N.S.; pero el Padre Murillo lo extiende solo de una à dos millas.*

*El medio día del 4 de Diciembre observaron en 5°24'00" N., y les demoraba en este instante la isla occidental de las de Sarangani al E. Las cartas Ynglesas la colocan en 5°21', y el Padre Murillo en 6°29'00" N.*

*El 12 del mismo pasaron el canal entre las islas septentrionales de la de Basilan, y la parte S. de Mindanao; sondaron en todo él de 30 à 37 brazas de fondo, concha y cascajo. Este mismo día dieron fondo en Zamboanga, y baxo las enfilaciones anotadas en el extracto de la derrota.*

**Translation.**

**II.—Various notices that can be used to improve Hydrographic Charts, derived from the voyage of the galleon Filipino, which left the Bay of Manila bound to Lima, under the command of Lieutenant Juan Ibargoitia on 15 July 1800, and turned back in distress to the Port of Zamboanga, in Mindanao, on 12 December of the same year.**

**They survey the islands and shoals to the north of the Palaos.<sup>1</sup>**

At 9 a.m. on 27 August, they sighted from the crowns of the islands lying north of the Palaos. They are small islets whose relative size and direction they could not judge properly, because the distance was too great, about 5 leagues. They bore S.E.

A little after they sighted these islets, they sounded in 15 fathoms, bottom of broken shells and coral. From then on, in order to avoid the danger, they headed N. and the bottom increased to 29 fathoms, as they lost sight of the land. After a good observation of latitude, they steered E. for the purpose of getting information about such a little-known, though dangerous, place. Soon, however, they found a rocky bottom in 12, 10 and 8 fathoms, when they hove to, put out the boats, which went ahead, sounding continuously. Guided by the boats, they resumed sailing and were able to get free of the shoals, having headed north in order to do so.

<sup>1</sup> Ed. note: The Kayangle Islands and Velasco Reef.

**True position of the shoals north of the Palaos.**

The latitude in which these shoals are situated is  $8^{\circ}26'32''$  N., and the longitude derived from an average of various series of lunar distances, taken while they were man-aging to get free of them, was  $134^{\circ}50'$  E. of London. These shoals extend out of sight of the northern islets of the Palaos, and about NW $1/4$ N from them.

**Erroneous placement of the shoals and islands to the north of the Palaos on English charts.<sup>1</sup>**

Indeed, it must be stated that the shoals to the north of the Palaos are badly located on the English charts. The chart by George Robertson, one of the most modern, and perhaps the most exact and esteemed chart that those sailing to China use, places these shoals in  $8^{\circ}16'$  lat. N. and in  $133^{\circ}32'$  E, that is,  $10'35''$  further S, and  $1^{\circ}18'$  further W. of their true position.

**Sighting of an island that they supposed to be one of the Anacoretas.**

On 30 September at 1:30 p.m. they discovered a small island that bore S.E., 4-1/2 leagues distant. They supposed that it was one of the Anacoretas islands and, in trying to get away from its vicinity, they veered N. Its position was at that moment very reliable. The latitude derived from the midday observation was  $00^{\circ}30'19''$  S. The longitude derived from various series of [lunar] distances, taken at 7 p.m. of that same evening, and converted to the position they were in when they sighted the island, was  $145^{\circ}6'$  E. of London.

**Position of the island in question.**

Therefore, the position of the island that they sighted, determined from the obser-vations taken aboard the ship, was  $00^{\circ}40'49''$  lat. S. and  $145^{\circ}14'36''$  long. E. of London.<sup>2</sup>

**Analysis of whether the island sighted by the Filipino is a new one, or whether it had already been discovered by other mariners.**

Such a position made them wonder whether or not the island discovered was one of the Anacoretas or not, although this judgment is in some way probable; nevertheless, since their latitudes differ considerably, this conjecture is worthy of further analysis.

Therefore, if one compares the position of the northernmost island of the Anacoretas (which is the one they might have seen), and that of Durur [sic] Island, which is near the position assigned to the island seen by the **Filipino**, the investigation may reveal greater clarity.

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1 Ed. note: Such charts were based on the surveys of Captain McCluer, who had not, however, done a proper survey of the northern Palau Islands.

2 Ed. note: This position does indeed correspond to the Anacoretas, or Hermit, Islands, a group discovered earlier (according to Brigham's Index) by Bougainville in 1768, but specifically applies to Commerson Island.

	Latitude	Longitude
	-----	-----
The island seen by the <b>Filipino</b> , according to their observations, is in .....	00°40'49" S.	145°14'36" E.
The island whose position is taken from the chart of the discoveries of the French to the S.E. of New Guinea, constructed in 1790 & by Carteret in September 1767, is in .....	1°16'00" S.	143°21'00" E. <sup>1</sup>

The difference of over half a degree noted between the latitudes of the island seen by the **Filipino** and those already mentioned, shows that the island in question is a new one, or at least (though not very probable) one of the southern islands of the Anacoretas Group.

Finally, it should be noted that, although the island seen by the **Filipino** may not be a new one (one that, as a consequence, should be added to the geographic charts), nevertheless this survey has the advantage of placing it in its true position, thanks to the observations taking for that purpose aboard said ship.<sup>2</sup>

#### **Survey of the southernmost islands of the Palaos.**

In the morning of 21 November, they surveyed the southern islands of the Palaos. The extreme need of food supplies which they felt, the need to find drinking water, and the hope of finding an anchorage at some of these islands, in order to provide themselves with fruits, refreshment, and other products that could be available there, made them linger until the 25th.

#### **Help they received from the natives of these islands.**

During the days that they remained cruising near them, they were continuously visited by the natives of the islands. The disinterestedness and generosity with which they provided them with the above-mentioned articles, the frankness with which they carried out their contact, and the little bother they were, gave them a favorable idea of the good character of these Indians.

The refreshments that these natives would generally bring them were fish, coconuts, bananas, and a few roots.

Through the inhabitants of these islands, they learned that the King resides in the Island of Coror, the only island that has an anchorage, one that they could not reach because they had fallen to leeward, and had always experienced some contrary currents and winds.

<sup>1</sup> Ed. note: Position corrected to 1°33' S. and 143°31' E. in Brigham's Index.

<sup>2</sup> The contrary winds, and a strong current running west at the rate of 50 miles per day, obliged the Commander to seek shelter in Zamboanga to await a better season.

Pelew [rather Peliliu] Island is situated to the S.W. of Coror Island, and Niaur [rather Angaur] Island is the southernmost of them all. In addition to these three islands, they saw others that extend toward the N.W. and N.E. of them.

From the observations taken at the time they were near these islands, the following results can be deduced.

#### **Position of Niaur Island, the southernmost of the Palaos.**

The south point of Niaur Island, or south extremity of this group, is found in 6°53'55" lat. N., the same latitude given by the charts of George Robertson.<sup>1</sup>

The longitude of this island, derived from an average of a few series of distances taken in the afternoon of the 21st, is in 134°31'18" E. of London.

#### **Erroneous position of the Palaos on English charts.**

Now, if one put together the observations taken in the northern part of these islands with those that have just been mentioned, it becomes obvious that the whole group is badly placed on the charts of George Robertson, that is, from 1°18' to 1°25' too far west of their true position; and that their northern shoals are placed from 11 to 15 miles too far south on all the English charts.

Pelew [rather Peleliu] Island is N.N.E. of Niaur [rather Angaur] Island, which is the southernmost of them all. On the 24th, the ship passed between both of them from W. to E., and by short tacks coasted the south side of Pelew at a distance of one mile without finding any bottom. They noted that this island has a small settlement on its S.W. side.<sup>2</sup>

#### **They try to take on water on the south coast of Pelew Island.**

For the purpose of taking on water, they sent the launch to the south coast of the island, but they could not approach it within two cable-lengths of the beach, on account of the shallow water, and the great surf. Instead, they made use of the canoes of the Indians to unload the barrels. The natives helped them with great eagerness and humanity in this task, although without success; they rolled the barrels for more than half a mile inland, but, finding only a well with very little, brackish, water, they gave up the attempt.

#### **They discover a sunken reef on the N.E. part of Pelew Island.**

In the morning of the 25th, they sent the launch with a pilot from the ship, and one of the natives as a local pilot, to look for the anchorage of Coror Island, in order to deal with the King regarding the provision of food supplies. A short time after the

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1 Ed. note: Correct; the position of the southwest corner of Angaur is given in Bryan's Place Names as 6°53' N and 134°07'30" E.

2 Ed. note: By 1940, this settlement had grown to three villages: Ngasias, Ngarekeukl, and Attalabul.

launch had left the ship, they noticed that they were on top of a sunken reef, at depths measuring 12, 13 and 14 fathoms, amid patches of sand and rocks.

So, they recalled the launch and had it guide them in a W.N.W. direction to take soundings in the channel between Pelew and Niaur Islands. They managed to get clear by 1:30 in the afternoon. Then, they headed for Cape San Agustin, very tired of these dangerous islands, in which they had come close to becoming lost twice, and in which they had managed to get only few refreshments, very insufficient to meet their needs.<sup>1</sup>

#### **Position of the sunken reef to the N.E. of Pelew Island.**

This sunken reef is located to the N.E. of Pelew Island, and to E.1/4N.E. of the north point of Niaur Island.

#### **Erroneous latitude of Cape San Agustin and other points on the S.W. part of Mindanao.**

During the evening of 1 December, they took a good sighting that fixed the latitude of Cape San Agustin at 6°20' N., whereas that derived from the English charts is only 6°, and is 6°47'30" on the chart by Father Murillo [Velarde].

On 3 December, when they were abreast of the point of Mindanao, or southernmost point of this island, their latitude observed was 5°32'18" N. The English charts place it in 5°42'30" and that of Father Murillo in 6°32'.

In the afternoon of the same day they crossed the channel between the Islands of Sarangani and the south point of Mindanao; they found this channel to be extremely narrow, and they took the precaution to put the boats ahead to guide them through. The charts by Robertson give 20 miles as the width of this channel, but Father Murillo only gives it from 1 to 2 miles.

At noon of 4 December, they observed in 5°24'00" N., and at the time they were abreast of the western island of the Sarangani group. The English charts place it in 5°21' and Father Murillo in 6°29'00" N.<sup>2</sup>

On the 13th of the same month they passed through the channel formed by the islands north of Basilan and the south coast of Mindanao; they found bottom in 30-37 fathoms, shells and rubble. That same day they anchored in Zamboanga, after the maneuvers mentioned in their navigation record.

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1 Ed. note: They were forced back to Zamboanga, Philippines, by lack of food, as well as contrary winds and currents. During four days, they had had Palauan natives on board the Filipino (see Doc. 1806B).

2 Ed. note: The true latitude of Balut (that is its modern name) is 5°25' N.

## F2. The voyage of the Filipino in 1801, via Pulusuk, Puluwat, Pulap and Ulul

### Original text in Spanish.

*Noticias deducidas del viage del navio Filipino desde el puerto de Zamboanga al de San Blas, al mando del Teniente de Fragata de la Real Armada Don Juan Ibargoitia; salió de Zamboanga el 1° de Marzo de 1801; reconoció una parte de las Yslas Carolinas, las septentrionales de la cordillera de las Marianas, y entró en San Blas el 30 de Junio del mismo año.*

*El 13 de Marzo pasaron el canal formado por las islas de Sanguy y Siao del O. al E. Conforme adelantaban para el S. y E. descubrieron muchas islas pequeñas, que no hallandolas situadas en las cartas, les hicieron sospechoso el paso, y dudaron emprenderlo; por fin se determinaron animados del viento favorable, y de la reflexion de que les sobraba dia para salir de todo riesgo evitable. En efecto, à medio dia tenian atravesado este grupo de islas, y se dirigieron despues à doblar la mas S.E. de todas llamada Aycoc. Este es un islote muy facil de conocer por su desagradable aspecto; lo forman una porcion de peñascos separados en forma de torres, y no se advierte en todo èl ver-dura alguna.*

*Es de advertir que en la mediania de este canal no situan las cartas Ynglesas sino tres islas casi en direccion E-O, que no les dan nombre; y segun se deduce del diario del Filipino, hay en èl muchas, y muy pequeñas.*

### **Reconocen las Yslas Carolinas.**

*A la puesta del sol del 7 de Abril avistaron desde los topes una isla que tuvieron por la de San Bartolomé. En la noche tomaron el bordo de fuera para evitar su cercania, y à la siguiente mañana la reconocieron de cerca, y la situaron por buenas observaciones de latitud y longitud.*

### **Ysla de Kata.**

*Al amanecer del 9 dieron vista à otra isla que les demoraba al O.N.O. à 5 ó 6 millas de distancia; la tuvieron por la Ysla de Kata.*

*Poco rato despues avistaron otras dos, que creyeron ser los Martires. A las 9:30 de la mañana, demorando la Ysla de Kata al O.S.O. 5°S., y los Martires al N.3°O, pasó entre aquella, y estos.*

### **Reconocimientos de los islotes Martires y su descripcion geografica.**

*Los Martires, segun se deduce de los diarios del Filipino, son un grupo de islotes pequeños que tienen un arrecife à su punta oriental. Los dos islotes mas occidentales parece se comunican por otro arrecife, y entre ellos y otros dos colocados à su parte del E. se manifiesta haber paso aunque estrecho. Observaron este dia la latitud de 7°37'19" N., marcado los Martires al E. à 3 millas de distancia.*



**Explanation of the charts on following page.**

**Map of part of the central Caroline Islands.** Copied by General Alava from the logbooks kept by Monteverde and others, aboard the galleon **Filipino** in 1801. The Spanish legend reads as follows:

*“Yslas avistadas por el Navio Filipino en su navegacion desde la Linea para el N. atravesando el Archipelago de las Carolinas en 1801.*

**Nota.** *La Ysla de San Bartolomé está situada por la Longitud que se deduxo de las distancias Sol-Luna tomadas à la vista de ella; las otras que corren al N. solo se han colocado por estima; pero como que el tiempo que medió entre las observaciones, y la ultima isla avistada solo fuè de tres dias se puede formar juicio se halle su verdadera posicion dentro de medio grado.*

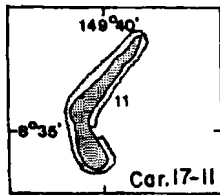
*La linea de puntos señala el paso del Navio.”*

Translation: Islands seen by the ship Filipino during her passage from the Equator northward through the Archipelago of the Carolines in 1801.

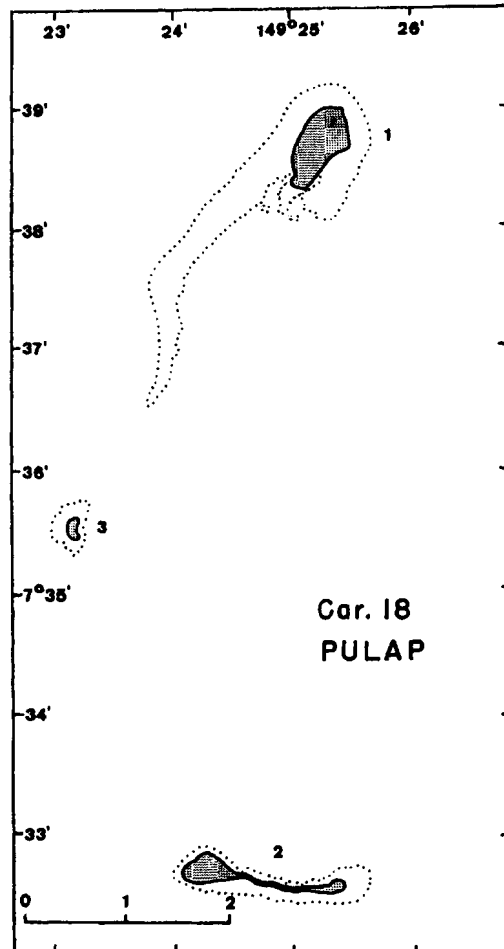
**Note:** The Island of San Bartolomé [=Pulusuk] is located in a Longitude that was deduced from Sun-Moon distances taken in sight of it. The other islands north of it have only been located by estimation, but, since the time lapse between the observations and the last island in question was only three days, it is possible to assume that their true positions lie within half a degree [of those shown].

The dotted line indicates the track of the ship.

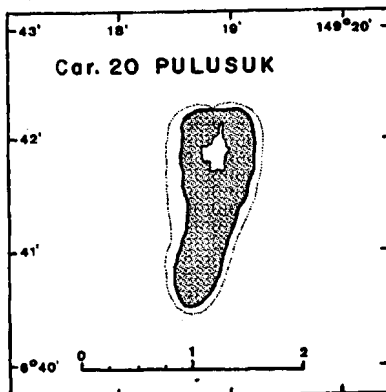
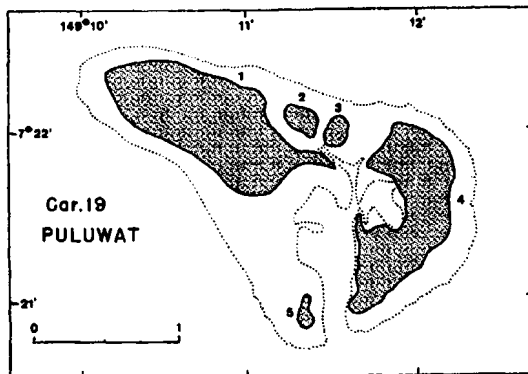




**Anónima = Ulul.**



**Los Martires = Pulap.**



**Kata = Puluwat. San Bartolomé = Pulusuk.**

***Comunicaron con los habitantes de las Yslas Carolinas. Comercio con los yslafios.***

*Mientras practicaban los pasos entre estas islas tuvieron siempre à la vista multitud de canoas que se dirigian à bordo. La mañana del 9 comunicaron por primera vez con ellas, y desde entonces continuaron haciendo el comercio con aquellos naturales, hasta la mañana del 10 que perdieron de vista las mencionadas islas. Mostraron estos indios una extremada codicia por el fierro, y segun se expresa en los diarios era tal el interes que les movia qualquier pedazo de aquel metal, que al verlo daban en cambio quanto traian en sus canoas.*

***Vista de una ysla que nombraron Anónima.***

*Avistaron à la puesta del sol del 10 de Abril otra isla, que no teniendo nombre alguno en las cartas, le dieron el de la Ysla Anónima,*

*La reconocieron la mañana del 11, y habiendose acercado à ella comunicaron con sus naturales, que en multitud de canoas atracaban à bordo, procurando el comercio de fierro como lo habian hecho los habitantes de las demas islas. Al momento de medio dia marcaron esta isla al S.61°E. corregido y à distancia de 14 millas.*

***Perdieron de viata las Carolinas.***

*En la tarde las perdieron de vista.*

***Plano de una parte de las Yslas Carolinas, y elementos empleados para levantarlo.***

*Acompaña à estas noticias el plano que levantaron de todas las referidas islas.<sup>1</sup> Los fundamentos ó datos mas esenciales que emplearon para la construccion de esta pequeña carta fueron:*

*La longitud observada por distancias lunares tomadas el 8 de Abril à la vista de la Ysla de San Bartolomé [sic].*

*Las latitudes observadas en los medios dias del 8, 9, 10 y 11 de Abril; dias que observaron en los paralelos de algunas de ellas, y finalmente las enfilaciones y referencias de unas à otras que se les proporcionaron durante el tiempo que las atravesaban.*

***Situacion de una parte de las Yslas Carolinas, segun resulta de las observaciones hechas al intento à bordo del navio Filipino, reconocidas en 1801.***

*En 8 de Abril, que tuvieron la latitud de 6°41'37" N., y la longitud de 149° E. de Londres, ambas observadas, marcaron la Ysla de San Bartolomé [sic] al S.77°O. corregido distancia 7 millas: de estos datos resultó*

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1 Con arreglo à este plano se han trazado dichas islas en las cartas de la Dirección Hidrográfica.

	<i>Latitud</i>	<i>Longitud Oriental</i>
	-----	-----
<i>La situacion de la isla de San Bartolomé en .....</i>	<i>6°35'18"</i>	<i>148°53'18"</i>
<i>La de la Ysla de Kata, vista al día siguiente, fuè de</i>	<i>7°22'00"</i>	<i>148°57'10"</i>
<i>La de los islotes Martires ...</i>	<i>7°37'19"</i>	<i>149°13'14"</i>
<i>La Ysla Anónima ...</i>	<i>8°36'00"</i>	<i>150°3'00"</i>

### Translation.

**Notices derived from the voyage of the galleon Filipino from the port of Zamboanga to that of San Blas, under the command of Lieutenant of the Royal Navy, Don Juan Ibargoitia; departed Zamboanga on 1 March 1801; surveyed a part of the Caroline Islands, the northern islands of the Mariana chain, and arrived at San Blas on 30 June of the same year.**

On 13 March they crossed the channel formed by Sanghi and Siao Islands from W. to E. As they were progressing in a S.E. direction, they sighted many small islands that are not shown on the charts, they hesitated for a time. Finally, they went ahead, encouraged by a favorable wind, and the thought that there was enough daylight hours left to be able to avoid any danger. Indeed, by noon they had already passed this group of islands and were then trying to get past the southeasternmost of them all, named Aycoc. This is an islet that is very easy to recognize, as it looks very unpleasant; it is made up in part by isolated crags shaped like towers, and is completely devoid of vegetation.

It is worthy of notice that, in the middle of this channel, the English charts show only three islands lined up almost E-W, and nameless, but, from the log of the **Filipino**, one learns that there are many islands, all small.

### **They survey the Caroline Islands.**

At sunset on 7 April, they sighted from the tops an island that they thought was the Island of San Bartolomé.<sup>1</sup> During the night, they tacked to avoid its vicinity, but the following morning they surveyed it closely. Its position was determined through good observations of latitude and longitude.

### **Island of Kata.**

In the morning of the 9th, they sighted another island that bore W.N.W., 5 to 6 miles distant; they took it to be Kata Island.

A short time later, they sighted two other islands that they took to be the Islands of Martires. At 9:30 in the morning, Kata Island bore W.S.W.5°S, and Martires N.3°W. They passed between the former island and the latter islands.

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<sup>1</sup> Ed. note: Erroneous location of the true San Bartolomé, or Taongi, on some old charts. It corresponded to Pulusuk (see below, and Sharp's identification).

**Survey of the islets of Martires and their geographic description.**

Los Martires, as derived from the logbooks of the **Filipino**, are a group of small islets that have a reef on their eastern point. The two westernmost islets appear to have another reef linking them, and between them and another set of two islets<sup>1</sup> located to the E. there appears to exist a narrow passage. On this day they observed the latitude in 7°37'19" N, when Los Martires bore E., 3 miles distant.

**They have contact with the inhabitants of the Caroline Islands. Trade with the islanders.**

While they were passing through these islands, they were always accompanied by a multitude of canoes that visited the ship. On the morning of the 9th they had their first contact with them, and from then on they were continuously trading with those natives, until the morning of the 10th when they lost sight of the above-mentioned islands. These Indians showed an extreme greed for iron, and according to the logbooks, their interest was such that any piece of that metal would move them to give anything they had in their canoes in order to get it.

**Sighting of an island which they named Anónima.**

At sunset on 10 April, they sighted another island that had no name on the charts; they called it Anonymous Island.

They surveyed it in the morning of the 11th, and having come near it, they had contact with the natives, who came alongside in a multitude of canoes, trying to trade for iron, as the inhabitants of the other islands had done. At exactly noon, this island bore S.61°E. corrected and was distant 14 miles.<sup>2</sup>

**They lost sight of the Carolines.**

In the afternoon the lost sight of them.

**Map of part of the Caroline Islands, and data used in drawing it.**

The present notices are accompanied by a map that they drew, upon which appear all of the above-mentioned islands.<sup>3</sup> The most basic elements, or data, that they used for the construction of this small chart were:

The longitude observed through lunar distances taken on 8 April while in sight of San Bartolomé Island.

The latitudes observed at noon on the 8th, 9th, 10th and 11th of April, days on which they observed while on the parallel of some of them, and finally the bearings and reference points from one island and another during the time that they were passing through them.

- 
- 1 Ed. note: The islet named To, or Tau (Car. 18-2 in Bryan's Place Names (see illustration) was then two separate islets, now linked by a sandspit.
  - 2 Ed. note: The word corrected means that the bearing was adjusted for magnetic variation.
  - 3 Based on this map, said islands have been added to the charts in the Hydrographic Office.

**Position of a part of the Caroline Islands, according to the result of the observations taken on purpose aboard the galleon Filipino, surveyed in 1801.**

On 8 April, they measured their latitude in 6°41'37" N., and their longitude in 149° E. of London, both observed, when the Island of San Bartolomé bore S.77°W, corrected [bearing], distant 7 miles. The result of these data is:

	Latitude N.	Longitude E.
	-----	-----
Position of San Bartolomé I. ....	6°35'18"	148°53'18"
Position of Kata Island, seen the next day ....	7°22'00"	148°57'10"
Position of Los Martires ...	7°37'19"	149°13'14"
Position of Anonymous Island <sup>1</sup> .....	8°36'00"	150°3'00"

**F3. Which island was the Kata seen by the same ship in 1799?**

**Original text in Spanish.**

***Que la ysla de San Bartolomé es la de Kata vista por el navio Filipino en 1799.***

*Si se hace atencion à la situacion asignada à la Ysla de San Bartolomé, se percibirá facilmente que dicha isla es la que el mismo navio Filipino vió en el viage que hizo al Perú en 1799, y entonces llamó de Kata. Aunque esta opinion parezca aventurada, respecto à que no cabe rezelar equivocacion tan considerable en los individuos de aquel navio, ni menos en un Oficial de tan alto mérito como el que lo mandaba, y el mismo que la habia reconocido dos años antes; sin embargo es preciso convenir que esta suerte de errores es consiguiente y aun necesaria à enorme diferencia que se encuentra en la situacion de las Carolinas, tanto en las cartas nacionales como en las extranjeras. El año de 99, usando de la carta francesa, trabajada para servir à la expedicion de Entrecasteaux, creyeron en el Filipino que la isla que avistaron era la de Kata; pues en la mencionada carta es la mas meridional de las Carolinas.*

*En el diario del Teniente de Fragata Don Juan Antonio Ibargoitia, Comandante de la expedicion, se lee lo que sigue:*

*"A las 5 de la tarde del 16 de Agosto avisaron de los topes se descubria una isla que demoraba al E.N.E.; procuré acercarme para descubrirla desde abaxo, pero el viento se quedó calma, y no lo conseguimos. Ella era rasa, y su mayor longitud parecia correr del S.O. al N.E. segun la relacion de uno de los Pilotos que subió à verla. Esta isla hice juicio seria la de Kata, una de las mas meridionales de las Carolinas, segun la posicion que le da la carta francesa que tengo à la mano; las otras dos inglesas (del año de 88) no la pintan, y en falta de aquella no la hubiera dado resguardo ignorando su existencia."*

*En 1801, habiendo reconocido no solo la referida isla sino varias otras mas septentrionales para darles nombres, hubieron de recurrir à las cartas manuscritas españolas,*

1 Ed. note: The position given here corresponds to Ulul, the westernmost islet of the Namonuito Atoll.

*en que hallaron mas semejantes con las que se les presentaban à la vista. En estas cartas se nombra la Ysla de San Bartolomé, à la mas S. del grupo ó archipelago de las Carolinas: la que sigue al N. es la de Kata, y à su parte septentrional estan los islotes Martires. Este orden fué el mismo que observaron en las situaciones respectivas de estas islas, y consiguientemente el que prefirieron y adoptaron.*

*Indagadas ya las causas que originaron dar el nombre de isla de San Bartolomé à la isla de Kata vista en 1799, es del caso entrar en el examen del como estas dos islas son una sola y misma isla.*

*Para presentar con la exactitud que pide esta investigacion, es menester averiguar la situacion de la Ysla de Kata por las observaciones hechas en los dias 16 y 17 de Agosto de 1799, segun conste de los diarios del Comandante del **Filipino**, y comparandola despues à la situacion ya referida de la Ysla de San Bartolomé, se evidenciará como es imposible sean dos distintas islas.*

***Situacion de la Ysla de Kata, vista el 16 de Agosto de 1799 à las 4:30 de la tarde.***

***Situase la Ysla de Kata por observaciones hechas el 16 de Agosto de 1799.***

*El medio dia del 16 de Agosto observaron en el **Filipino** en la latitud N. de 6°28'43", y la longitud de estima traída desde el 8 del mismo, en que tuvieron las ultimas observaciones de distancias [lunares], era de 148°7'00" E. de Londres.*

*Navegaron desde el medio dia hasta la hora que descubrieron la isla à los rumbos corregidos de S. 88°30' E. la distancia de 18 millas, y S. 79°30' E., distancia 5 millas y 5/10, de los cuales resultó hallarse al momento de marcar la isla de Kata en la latitud de 6°26'45" N., y en la longitud de 148°30'30" E.*

*Les demoraba la isla al N. 72°10' E. corregido distancia 10 millas; luego la situacion de la Ysla de Kata es en 6°29'53" N., y por 148°40'00" E.*

***Situacion de la misma Ysla de Kata, vista el 17 de Agosto de 1799.***

***Situase por nuevas observaciones hechas el 17 del mismo.***

*La tarde del 17 de Agosto volvieron à descubrir la Ysla de Kata; habian observado à medio dia en latitud N. de 6°33'41", y la longitud de estima traída desde el 8 del mismo dia que observaron distancias lunares, contaba 148°23' E.*

*Navegaron desde el mismo dia hasta la hora de ver la isla al S. 58° E. corregido distancia cinco millas y 9/10 de modo que se quedavan en este momento en 6°30'17" N., y en 148°28'00" E.*

*Marcaron la isla al N.E. corregido distancia 12 millas, de lo que resultó estar dicha Ysla de Kata en latitud de 6°38'53" N., y en longitud oriental de 148°36'30".*

***Situacion media de la Ysla de Kata, vista en 1799, comparacion con la de San Bartolomé, y conclusion que es la de San Bartolomé, vista en 1801.***

***Situacion media de la Ysla de Kata vista en 99 y concluyese que es la de San Bartolomé en 1801.***



	<i>Latitud</i>	<i>Longitud</i>
<i>Resulta, pues la Ysla de Kata por las obser-</i> <i>vaciones de 16 de Agosto en .....</i>	6°29'53"	148°40'00"
<i>Por las del 17 del mismo .....</i>	6°38'53"	148°36'30"
<i>Situacion media, ó verdadera situacion</i> <i>de la Ysla de Kata vista en 1799 .....</i>	6°34'23"	148°38'15"
<i>La de la Ysla San Bartolomé</i> <i>vista en 1801, es de .....</i>	6°35'18"	148°53'18"
<i>Luego se diferencian unicamente en .....</i>	55"	15'3"

### Translation.

#### **The San Bartolomé is the Kata seen by the galleon Filipino in 1799.**

If one considers the position given to the Island of San Bartolomé, he will soon notice that said island is none other than the island that was named Kata by the same galleon **Filipino** during the voyage that she made to Peru in 1799. Although this opinion may seem far-fetched, given that the individuals aboard that ship could hardly have made such an important mistake, and certainly not an officer of such a high calibre as was then in command, the same man who had surveyed them two years before, nevertheless, it is necessary to accept the fact that this sort of chance errors are the inevitable result of so much uncertainty to be found in the positions of the Caroline Islands, not only on national charts but on foreign ones as well. In 1799, the crew of the **Filipino** used the French chart that had been specially drawn for the D'Entrecasteaux expedition; they believed that the island that they sighted was that of Kata; indeed, on the chart in question, it appears as the southernmost of the Carolines.

In the logbook of Lieutenant Juan Antonio Ibargoitia, Commander of the expedition, one can read what follows:

"At 5 p.m., on 16 August, those in the tops said that they could see an island that bore E.N.E. I tried to get close enough to it to see it from the deck, but the wind remained calm and we could not do so. It was flat, and its greater dimension appeared to run from SW to NE, according to the report of one of the pilot who went up to take a look at it. This island, I thought, would be Kata Island, one of the southernmost islands of the Carolines, according to the position given it by the French chart that I have at hand. The other two English charts (published in 1788) do not show it. If I did not then have the former [chart], I would not have watched out for it, not knowing that it existed."

In 1801, having surveyed not only the above-mentioned island but various other islands north of it, in order to name them, they had to refer to Spanish manuscript charts, where they found a layout that closely resemble what they had in sight. On such charts, the southernmost island of the Caroline archipelago is named San Bartolomé, the next one north of it is named Kata, and north of Kata are shown the islets of Martires. This order was the same that they observed in the respective positions of these islands, and consequently the layout that they preferred, and adopted.

Since we have now investigated the reasons that caused the name of San Bartolomé Island to be given to the Kata Island seen in 1799, it is proper to analyze how these two islands are one and the same.

In order to present the case as rigorously as this investigation demands, it is necessary to find out the position of Kata Island through the observations taken on 16 and 17 August 1799, according to the logbooks of the Commander of the **Filipino**, then comparing it with the position already assigned to the Island of San Bartolomé, it becomes obvious that they cannot be distinct islands.

**Position of Kata Island, sighted on 16 August 1799 at 4:30 p.m.**

**Position given to Kata Island through observations made on 16 August 1799.**

At noon on 16 August they observed aboard the **Filipino** the latitude in  $6^{\circ}28'43''$  N. and the longitude, estimated by carrying it from the 8th of the same month, when it was observed to be  $148^{\circ}7'00''$  E. of London, through various [lunar] distances.

Between noon until the time that they sighted the island, they sailed along the following corrected courses of S.  $88^{\circ}30'$  E. over a distance of 18 miles, and S.  $79^{\circ}30'$  E over a distance of 5-1/2 miles, according to which they found themselves in latitude  $6^{\circ}26'45''$  N. and longitude  $148^{\circ}30'30''$  E. at the time they marked the Island of Kata.

The island then bore N.  $72^{\circ}10'$  E., corrected, distant 10 miles. Therefore, the position of the Island of Kata is  $6^{\circ}29'53''$  N. and  $148^{\circ}40'00''$  E.

**Position of the same Island of Kata, sighted on 17 August 1799.**

**Position given to it through new observations made on the 17th.**

In the afternoon of 17 August, they sighted the Island of Kata once more. Having observed at noon a latitude of  $6^{\circ}33'41''$  N., they estimated the longitude, by carrying that of the 8th of the same month, observed by lunar distances, at  $148^{\circ}23'$  E.

They marked the island to N.E., corrected, distant 12 miles, from which can be deduced that the Island of Kata is in  $6^{\circ}38'53''$  lat. N. and  $148^{\circ}36'30''$  long. E.

**Average position of Kata Island, seen in 1799, compared to that of San Bartolomé, seen in 1801.**

**Average position of Kata Island seen in '99 and conclusion that it is the same as the San Bartolomé of 1801.**

	Latitude	Longitude
In conclusion, Kata Island, through observations		
made on 16 August, lies in .....	$6^{\circ}29'53''$	$148^{\circ}40'00''$
Though those of the 17th .....	$6^{\circ}38'53''$	$148^{\circ}36'30''$
Average position, or true position of		
Kata Island, seen in 1799 .....	$6^{\circ}34'23''$	$148^{\circ}38'15''$
That of San Bartolomé Island,		
seen in 1801, is .....	$6^{\circ}35'18''$	$148^{\circ}53'18''$
Therefore, the difference between them is only	55"	15'3"

## F4. Westward tack through the Northern Marianas in 1801

### Original text in Spanish.

#### *Dieron vista à las Yslas Marianas.*

*La tarde del 18 de Abril dieron vista à las islas Marianas, y de las observaciones que hicieron desde este dia hasta el 21 que se separaron de ellas, resultaron las situaciones siguientes:*

#### *Situacion de la isla nombrada el Farallon al N. de Saypan, deducida de las observaciones hechas à bordo del navio Filipino.*

*Dia 18 de Abril de 1801.*

*A las 6 de la tarde descubrieron la isla nombrada el Farallon: havian observado à medio dia en la latitud N. de 16°23'30", desde cuya hora hasta descubrir la isla habian navegado el rumbo del N. 24°45' O. corregido la distancia de 13 millas y 1/10, y al del N. 27°45' O., distancia de 7.2 [millas], de lo qual resultó estar à las 6 de la tarde en la latitud de 16°41'54" N.*

*Con suficiente confianza observaron la longitud por distancias lunares à las 3 de la tarde de 146°40' E., la qual reducida à la hora de la marcacion fue de 146°25' E.*

*La marcacion al Farallon fue à las 6 de la tarde al O. corregido distancia 24 millas, de cuyos datos resultó la situacion del meridiano islote en 16°41'54" N., y en la longitud de 146°10'00" E. de Londres.*

#### *Diversidad que se encuentra entre las situaciones asignadas al Farallon en las cartas españolas, y extranjeras.*

	<i>Latitud N.</i>	<i>Longitud Oriental</i>
	-----	-----
<i>Las cartas manuscritas españolas</i>		
<i>colocan el Farallon por .....</i>	<i>16°30'00"</i>	<i>146°11'24"</i>
<i>La inglesa de Laurie de 1794 .....</i>	<i>16°15'00"</i>	<i>146°10'00"</i>
<i>Y por las observaciones</i>		
<i>del Filipino [en 1801] .....</i>	<i>16°41'54"</i>	<i>146°10'00"</i>

*Al momento de marcar el Farallon vieron la isla de Seypan que les demoraba al O.S.O., y al N. de aquel avistaron otra isla que tuvieron por la de Anatajan.*

#### *Situacion en latitud de la isla de Sariguan al N. de Anatajan.*

*Dia 19 de Abril.*

#### *Situase en latitud la Ysla de Sariguan.*

*Este medio dia habian observado en 17°2'8" N. Navegaron hasta las 3:30 que marcaron la isla de Sariguan al O. corregido, al rumbo del N. 6°45' O. la distancia de 13 millas, y 3/10: resultó de estos datos estar la isla en la latitud de 17°15'50".*

*Aunque se observaron distancias la tarde del 19 à la vista de la isla Sariguan, no ha podido determinarse la longitud de ella por no constar en el diario los elementos necesarios para deducirla.*

***Situacion de la isla Guguan [sic] reconocida en 20 de Abril, y deducida de las observaciones hechas.***

*El 20 observaron la latitud de 18°1'00" N.; la longitud deducida de la observada la tarde del 19 era al momento del medio dia de 146°57' E.; se marcó à este tiempo lo mas N. de la Guguan al N. 73° O. corregido distancia 8 leguas.*

*Se deduxo pues la situacion del extremo N. de esta isla en 18°8'12", y la longitud fue de 146°32'42" E. de Londres.*

***Situase la misma isla por nuevas observaciones hechas la tarde del 20 à la vista de ella.***

***Segunda situacion preferida à la primera.***

*La latitud observada del medio dia fue como se ha referido, de 18°1' N. Navegaron desde esta hora hasta las dos de la tarde al rumbo del N. 1°15' O. la distancia de 6 millas.*

*A este tiempo marcaron el extremo N. de la isla Guguan al O. corregido distancia 23 millas; tomaron varias distancias [lunares], y el promedio de las longitudes dió la de 146°40'.*

*Resultó el extremo N. en 18°7'00" N., y en la longitud de 146°16'12" E. de Londres.*

*Sin embargo de resultar despreciable la diferencia que se halla entre ambas situaciones, no hay duda es la ultima la que debe preferirse.*

***Volcan de la Ysla de Guguan [sic].***

*Esta isla tiene à su parte N. un volcan, que juzgaron ser de mucha consideracion por estar despidiendo incesantemente explosiones de humo de una gran caldera que forma su cima.*

*Es esta isla la mayor que avistaron de la cordillera de las Marianas; y es muy notable que ni en las cartas inglesas ni en las nacionales se describa como de mayor extension que las demas, y mucho mas singular aun, que no hagan mencion de su volcan septentrional. En ninguna de las cartas de este mar colocan en las Marianas mas que un volcan nombrado por los Españoles de San Agustin, y por los Yngleses Volcan grande: estos lo colocan por 20° de latitud N., y aquellos en 19°40'00".*

*Las buenas y rectificadas observaciones hechas en el Filipino para la situacion de la isla Guguan [sic], no dexa la mas leve duda en que el volcan que tiene à su parte N. es distinto del de San Agustin.*

***Diversidad notable entre las latitudes asignadas en las cartas à la isla de Guguan, y la deducida por el Filipino.***

	<i>Latitud N.</i> -----	<i>Longitud E.</i> -----
<i>Las cartas españolas sitúan</i>		
<i>la isla Guguan por .....</i>	<i>17°53'00'</i>	<i>146°13'24"</i>
<i>Las inglesas en .....</i>	<i>17°37'00"</i>	<i>146°18'00"</i>
<i>Y por las observaciones resultó en .....</i>	<i>18°7'00"</i>	<i>146°16'12"</i>

*El 21 de Abril no tuvieron observacion en latitud, y aunque vieron las islas de Pagon [sic] y Grigan [sic] septentrionales de Guguan [sic], no las pudieron situar. Fueron estas las ultimas islas que avistaron de la cordillera.*

***Que las mas de las Yslas de la cordillera vistas por el Filipino estan mal colocadas en latitud.***

*Es mui notable y digno de observarse que estando situadas estas islas en sus verdaderas longitudes, tanto en las cartas españolas como en las extranjeras no lo esten en latitud siendo este el elemento mas facil de observar con precision.*

*Esto parece provenir unicamente de que estando la cordillera de las Marianas casi N.-S. ha bastado observar bien la longitud de una de las islas para tener la de todas; pero, como [para obtener] las latitudes es necesario ir à cada una de ellas, ó ir observando en cada paralelo, ha resultado siempre la operacion mas larga, y dificultosa.*

*El 16 de junio reconocieron la costa occidental de la América por los 37°44' de latitud N., y como esta se halla situada actualmente con la mayor exactitud en nuestras cartas nacionales, se excusa hacer mencion de las diferencias que notaron en las situaciones de algunos puntos de la referida costa en las cartas manuscritas españolas que sirven para la navegacion de Filipinas à Acapulco. Observaron el 26 de junio la situacion del Cabo San Lucas en la latitud de 22°50' N., y en la longitud de 250°16'00" E. de Londres y es de notar que en el viage que hizo la fragata **San Rafael** desde Manila al Perú el año de 1801 observó la latitud del mencionado Cabo San Lucas en ocasion de estar mui proximo à él, de 22°53'20" N. Las cartas manuscritas españolas lo colocan con bastante diversidad, unas por 22°40' y otras in 23°10'.*

*A bordo del Navio **Montañés** navegando el 3 de Febrero de 1803.  
Alava.*

## **Translation.**

### **They sighted the Mariana Islands.**

In the afternoon of 18 April, they sighted the Mariana Islands, and from the observations that they made from this day until the 21st when they left them, there resulted the following positions:

**Position of the island named Farallon to the north of Saipan, derived from the observations made aboard the galleon Filipino.**

10 April 1801.

At 6 p.m. they sighted the island named Farallon. Having observed in 16°23'30" lat. N. that day, afterwards they sailed along a corrected heading of N.24°45'W., for 13.1 miles, and to N.27°45'W. for 7.2 miles; hence, at 6 p.m., they had reached the latitude of 16°41'54" N.

The conditions were good when they observed the longitude through lunar distances at 3 p.m. in 146°40' E., which gives a longitude of 146°25' E. at the time they marked the island.

The Farallon bore W., corrected bearing, distant 24 miles, at 6 p.m.; hence, its position of the southern islet is 16°41'54" lat. N. and 146°10'00" long. E. of London.<sup>1</sup>

**Variations among the positions assigned to Farallon on the Spanish and foreign charts.**

	Latitude N.	Longitude E.
	-----	-----
The Spanish manuscript charts place the Farallon in .....	16°30'00"	146°11'24"
The 1794 English chart by Laurie in .....	16°15'00"	146°10'00"
And through the observations of the Filipino [in 1801] .....	16°41'54"	146°10'00"

At the moment of marking the Farallon they sighted the Island of Saipan which bore W.S.W., and north of it they sighted another island which they took to be Anatahan.

**Position in latitude of the Island of Sarigan to the north of Anatahan.**

19 April 1801.

**They determine the latitude of Sarigan Island.**

At noon they had observed in 17°2'8" N. Until 3:30 p.m. when they marked Sarigan Island to the W., corrected, they sailed to N.6°45"W over a distance of 13.3 miles. The result of these data gives to the island the latitude of 17°15'50".<sup>2</sup>

Although they observed [lunar] distances in the afternoon of the 19th while in sight of Sarigan Island, it is impossible to determine its longitude because the logbook lacks the necessary data for its derivation.

1 Ed. note: The true position of the south point of Farallon de Medinilla is 16°00'30" N. and 146°04'30" E. So, Ibargoitia's latitude was over 41 minutes too high (hard to believe). Chances are that they were already looking at Anatahan, whose south point lies in 16°20'.

2 Ed. note: The correct latitude of the center of Sarigan is 16°42'25" which shows that Ibargoitia's latitude was here 33 minutes too high. Perhaps they were already looking at Guguan.

**Position of Guguan Island, sighted on 20 April, and derived from the observations made there.**

On the 20th they observed a latitude of 18°1'00" N. The longitude, derived from the observed longitude of the 19th, was at noon 146°57' E. At this time they marked the north point of Guguan bearing N.73°W., corrected, distant 5 leagues.

Hence, the position of the north point of this island was derived to be 18°8'12" N. and its longitude was 146°32'42" E. of London.<sup>1</sup>

**The position of the same island is determined by new observations in the afternoon of the 20th, while in sight of it.**

**Second position preferred to the first.**

The latitude observed at noon was, as was said, 18°1' N. They sailed from then on until 2 p.m. along a bearing of N.1°15'W. for 6 miles.

At this time the north point of Guguan island bore W., corrected, distant 23 miles. They took various [lunar] distances and the average of the longitudes was 146°40'.

The result is that the north point lies in 18°7'00" lat. N. and 146°16'12" E. of London.<sup>2</sup>

In spite of the slight difference found between the two calculated positions, there is no doubt that the second one is to be preferred.

**Volcano on Guguan [sic] Island.**

This island has a volcano on its northern part, which they judged to be quite important, because it was producing continuous eruptions of smoke from a large crater that forms its peak.<sup>3</sup>

This island is the largest of the Mariana chain of islands that they sighted, but it is worth mentioning that neither the English charts nor the Spanish ones describe it as being larger than the others, and even more amazing, they do not even mention its northern volcano. None of the charts for this sea shows more than one volcano in the Marianas; the Spanish charts named one, San Agustín, but the English call it Volcan grande. The Spanish place it at 19°40'00" lat. N. but the English place it in 20° lat. N.<sup>4</sup>

The good and rectified observations made by the **Filipino** for the position of Guguan [sic] Island, do not leave room for doubting that the volcano on its northern part is not the same as San Agustín.

- 
- 1 Ed. note: The correct position of the north end of Guguan is 17°19'40" and 145°50'45" E, so that Ibargoitia was consistently too high in his latitudes, here by 48 minutes. Perhaps they were already looking at Pagan.
  - 2 Ed. note: Latitude still 47 minutes in error, but only 3 minutes in error if applied to Pagan.
  - 3 Ed. note: Since Guguan has no active volcano, but Pagan definitely has, they were looking at Pagan.
  - 4 Ed. note: In both cases, Volcano Island corresponds to Asunción.

**Notable difference between the latitudes assigned by the charts to Guguan Island, and that derived by the Filipino.**

	Latitude N. -----	Longitude E. -----
The Spanish charts place		
Guguan [sic] Island in .....	17°53'00'	146°13'24"
The English charts in .....	17°37'00"	146°18'00"
And the observations result in .....	18°7'00"	146°16'12"

On 21 April, they did not observe for latitude, and although they sighted the islands of Pagon [sic] and Agrigan [sic] to the north of Guguan [sic], they could not position them. These were the last islands of the chain that they saw.

**That the other islands of the chain seen by the Filipino are placed in wrong latitudes.**

It is worth mentioning here that these islands are placed in their true longitudes, both in Spanish and in foreign charts, but they are not so well placed in latitude, although this is the element that is easier to determine correctly.

This phenomemon seems to be due to the fact that the Mariana island chain lies almost N.-S. Thus it is possible to observe well the longitude of one of them to get good longitudes for the others. Or else, to observe the latitude of the parallel of each one has always been a longer, and more difficult, operation.<sup>1</sup>

On 16 June they sighted the west coast of America in 37°44' lat. N., and as it is presently placed correctly in our national charts, we can be forgiven for not mentioning here the differences that they noted in the positions of a few points along the said coast in the Spanish manuscript charts that are used for the navigation from the Philippines to Acapulco. On 26 June they observed the position of Cape San Lucas in 22°50' lat. N. and 250°16'00" long. E. of London.<sup>2</sup> One should mention that the voyage made by the frigate **San Rafael** from Manila to Peru in 1801 observed the latitude of said Cape San Lucas in 22°53'20" when they were very close to it. The Spanish manuscript charts place it at different latitudes, some in 22°40' and others in 23°10'.

Aboard the ship **Montañés** under sail, 3 February 1803.

Alava.

- 
- 1 Ed. note: Even Freycinet, in 1819, will fall into the same erroneous island identification as Ibargoitia and/or Alava, and it will not be before 1864 that Sanchez y Zayas will put it right once and for all.
  - 2 Ed. note: That is 109°44' **West** of Greenwich. The true position of Cape San Lucas is 22°52' N. and 109°53' W.



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## Documents 1801A

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# The discovery of Banaba Island by the ship Diana, Captain Gardner

## A1. Discovery reported at Manila on 30 January 1801

*Source: MN 137 bis ("Mares de Asia," Tomo I), Doc. 6.*

*Note: Banaba was also known as Ocean Island for a time, because of the claim of discovery made three years later by Captain John Mertho, of the English ship Ocean.*

## Report of Juan Barry to the Navy Commander, dated Manila Bay 30 January 1801.

### Original text in Spanish.

*Al Señor Comandante General de la Esquadra.*

*Doi parte el Ayudante abaxo firmado de haver entrado en este Puerto la Fragata Americana **Diana**, su Capitan J. Gardener [sic], 16 hombres de tripulación, cargado con anclas, sombreros, paños, casimires, alguna quinquilleria y cristaleria, trae un coche de Londres de 4 asientos.*

*Salió de New Bedford en la Nueva Inglaterra el 10 de Julio [1800]. Ha hecho la misma derrota con corta diferencia que el último americano[.] ha tocado en el Puerto de Jackson donde llegó el día 20 de Noviembre. Allí permaneció hasta el 1° de Diciembre en este Puerto[.] havia una corveta de guerra inglesa, un navio de la Compañía y una Fragata y Bergantin Mercante Español apresados por los balleneros de la Costa del Perú, otra Fragata Española tambien presa[.] havia salido para la India hacia poco tiempo. La tripulacion de estos buques fueron hechados en tierra en la America, y ninguna de estas presas pertenecia a la Compañía de Filipinas.*

*Despues de haver salido del Puerto de Jackson, reconoció la parte SE de la Nueva Caledonia el 14 de Diciembre, el 3 de Enero [1801], reconocieron una pequeña isla en la Latitud de 1° Sur y en la Longitud de 168°45' E de Londres, que no estaba señalada en su carta. el 7 del mismo mes avistaron la Isla de Largafany [sic] que está como 10 leguas al Sur de las Pescadores. Esta fuè la ultima tierra que vieron hasta reconocer las Marianas. El 14 hizieron el paso entre Saipan y Natigan [sic]. Pasó entre las Batanes y Babullanes. El 22 continuó costeano la Isla [de Luzon]. El 24 rebasaron el Cavo Bojeador, y singló en vista de tierra hasta su entrada en el día de la fecha.*

...

*Desde esta Isla [de Nueva Caledonia] has[ta] la linea, vientos del E fresquos. Desde este punto has[ta] Marianas, vientos muy frescos desde el NE al E. Este ultimo viento les acompanó muy fresco y con lluvia hasta el Cavo de Bojeador...*

*En el renglón de noticias, no me ha sido posible aclarar cosa de particular. El Capitan que ya se halla en tierra trae algunas gazetas viejas. Pero me dice el informante que poco antes de su salida leyó una gazeta que un comboy español escoltado por dos Fragatas [de] guerra haria encontrado sobre la costa del Brazil a una Division Inglesa que les havia apresado 6 ó 8 embarcaciones. No particularia deste sucesso.*

*Bahia de Manila â 30 de Enero de 1801.*

*Juan Barry.*

### Translation.

To His Lordship the Commander General of the [Asia] Squadron.

The undersigned Adjutant reports the arrival at this port of the American frigate **Diana**, Captain J. Gardner, with 16 crewmen, loaded with anchors, hats, linen, cashmere, some hardware and crystal goods; it carries a four-seater coach from London.

This ship left New Bedford in New England on 10 July [1800]. It followed the same route as the last American ship, with little difference. It visited Port Jackson where it arrived on 20 November and remained there until 1 December. In said port there was an English war frigate, one East Indiaman, plus two captured Spanish merchantmen, one frigate and one brigantine, taken by whalers along the Coast of Peru, and another captured Spanish frigate that had left for India a short time before. The crews of those ships were put ashore in America but none of those prizes belonged to the [Royal] Philippine Company.

After leaving Port Jackson, it sighted the SE part of New Caledonia on 14 December, and on 3 January [1801], they sighted a small island in 1° Lat. S. and 168°45' Long. E. of London, which did not appear on their chart.<sup>1</sup> On the 7th of the same month, they sighted Largafany [sic] Island which is at about 10 leagues south of the Pescadores.<sup>2</sup> It was the last island seen before they sighted the Marianas. On the 14th, they passed between Saipan and Natigan [sic = Sarigan?]. He passed between the Batanes and Babuyan. On the 22nd, he continued coasting along the Island [of Luzon]. On the 24th, they rounded Cape Bojeador, and he sailed in sight of land until his arrival on this date.

...

Between the Island [of New Caledonia] and the Equator, the winds were easterly, fresh. Between this point and the Marianas, the winds were very fresh, from NE to E. The latter wind was very fresh and accompanied them as far as Cape Bojeador...

1 Ed. note: The exact position of Banaba, or Ocean, Island is 0°52' S. and 169°35' E., slightly NE of the position calculated by Gardner.

2 Ed. note: There is not enough information to identify those Marshall Islands correctly.

As far as news is concerned, it has not been possible to find out anything specific. The Captain, who has just stepped ashore, brought some old newspapers. However, the informant tells me that, a short time before their departure, he has read in a newspaper that a Spanish convoy escorted by two war frigates had met with an English Division along the coast of Brazil, where from 6 to 8 of their ships were captured. There is no further details about this incident.

Bay of Manila, 30 January 1801.

Juan Barry.

## A2. Discovery reported in New England newspapers

### First reports.

*Sources: Columbian Courier, of New Bedford, dated 25 September 1801; Impartial Register, of Salem, dated 28 September 1801; Newsburyport Herald and Country Gazette, of 2 October 1801; as copied in Ward's Central Activities, under Nauru 1.*

#### NEW DISCOVERY

**Extract from the Log-Book of the Ship Diana, Jared Gardner, Master, arrived here last week from Manilla.**

On the passage off—"Jan. 3, 1801, lat. by obs. 00. 17. S. long. 167. 13. E. At 5 A.M. saw land bearing E. by N. 1/2 N. four or 5 leagues distant, of a moderate height, rather highest in the middle, and the ends gradually sloping down to the water: it appeared to be about 4 leagues from North to South: we saw smokes in two or three places, which gave a reason to suppose it was inhabited.—Being now the latitude of Byron's [Nukunau] Island, we thought this might be that Island, through by our calculation we were some degrees to the westward of it; but from the course which we afterwards steered, and our not making the islands which lie to the northward of it, renders it impossible for it to be Byron's Island; and not finding it laid down in any of our Eastern Charts, we consider it as a new discovery, and as such have named it Rodman's Island. We place it in 1°00' South lat. and in 168°45' East lon. by Lunar obs. two days after making it."<sup>1</sup>

### Second reports.

*Sources: The Mercury and New England Palladium, of Boston, 20 October 1801; similar report in The Impartial Register, of Salem, of 19 October, 1801; copied in Ward's Central Activities, under Nauru 3.*

From the New Bedford Courier. Relative to the publication (copied into the Mercury of Oct. 2). We must state, that the lat. of 0°17' S. first mentioned, was that which the ship was in at noon; but the Island being discovered at five in the morning was by

<sup>1</sup> Ed. note: The 215-ton Diana was owned by Rodman & Co. of New Bedford. The Rodman name for this new island did not stick, as the English chart-makers soon replaced it by Ocean Island.

calculation placed in the lat. of 1° south, as afterwards stated.—The long. was stated from the dead reckoning, but afterwards corrected by observation.—This land may possibly be “Pleasant Island” [Nauru], but as it appears the chart laying down such an island, was not published till the present year, and as Capt. Gardner of course could not be possessed of it on the voyage, and as he found no land laid down in this situation, on those which he had, (and he had the latest which could be procured at the time of his sailing.) he was consequently led to consider it as a New discovery. He is however, confident that the land which he saw, could vary but little, if any from the latitude in which he has placed it; and as he 4 days afterwards, on the 7th Jan. made the island of Longurfanes [sic], and thereby had a further opportunity of ascertaining the longitude, he thinks that must likewise be very near the truth.<sup>1</sup>

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1 Ed. note: The ship Diana of New Bedford is not to be confused with another U.S. ship named Diana, of Boston, Captain Obed Barnard, and her 1801-1802 voyage to the NW Coast. This ship may also have sighted the Northern Marianas, in January 1802, since she went to China by way of Hawaii (ref. F. W. Howay), and arrived at Whampoa on 8 February of that year.

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## Documents 1801B

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# The Royal Admiral, Captain William Wilson, came through the Carolines

### B1. The logbook kept by Captain Wilson

*Sources: Log 338I, India Office, London; copies in AJCP M1620 and ML Sydney A1963, ms. 1296.*

*Note: This ship left Port Jackson for Whampoa, China, by way of Tahiti, and passed between Saipan and Tinian.*

#### Ship Royal Admiral from Otaheite towards China.

...

[On 7 September, the ship passed Rotuma Island. She crossed the equator at 168° E. No island seen until reaching a latitude of 15°, which was followed due west, until the Northern Marianas were seen.]

...

Courses W by S, etc.

Tuesday 29th of September 1801.

Variable light breezes and cloudy weather. In 2nd reef mizen top sail, handed top-gallant sails. In 2nd reef fore & 3rd reef main topsail.

At 6, squally and rain, handed main sails.

At 6:15 dark rainy weather.

At 6:45 elect. rain.

At 1/4 past 4 saw the Mariannes Isles bearing from W by N to NW. At 6 a.m. being daylight bore up. At 1/2 past the extremes of the Island Saypan from N76°W to N3°W. The Island of Tinian from W to S70°W and the A[g]luigan S61°W Dist. of the S. and of Saypan about 4 leagues.

At 5 [sic] a.m. the extremes of Tinian from N83°W to Auigan just in one with the other extreme S48°W and the extreme of Saypan from S69°W to N1°W Dist. off the South end of Saypan about 3 or 4 miles. Steering between Saypan and Tinian.

At noon the extremes of Saypan N67°E to S70°E, the extremes of Tinian S64°E to S47°E, the extremes of Auigan [sic] S28°E to S24°E.

Lat. obs. 15°13' N., Long. by Chron. 145°.23' E., Long. by Acct. 149°22' E.

...

## B2. The narrative of Rev. Smith

*Source: Rev. William Smith. Journal of a Voyage (New York, 1813).*

...

*Sail towards China.—Make the Ladrone Islands, and pass between Saypan and Tinian.—Great number of cattle.—Arrive at the Bashee Islands.*

...

Having now finished our foraging pursuits, we sailed on our course towards China, where we expected to arrive in time to join the homeward bound Company ships. After being absent from these [Polynesian] islands about a week, three men were scraping the ship's side preparatory to painting, when the board on which they were at work broke in the middle, and let the centre man into the sea; the alarm being immediately given, boards, chairs, hencoop, &c. were thrown to his assistance; he having caught a board, which supported him till he stripped himself, when he committed himself to the sea, and as the ship was thrown in the wind, he swam to her in safety; but the vast number of voracious sharks, and the distance he had to swim, his return was considered miraculous.

A few days afterwards made the Ladrone Islands, and passed between Saypan and Tinian; but as the wind was fair we made no stay, though the temptation was very great; the land was covered with luxuriant vegetation, and rising in gentle slopes from the shore to the middle of the islands, intermixed with valleys of a easy descent, which are beautifully diversified with the mutual encroachments of the woods and lawns; and covered with an immense number of cattle, all milk white, excepting their ears, which are either brown or black; also a vast number of fowls, which are said to be easily caught, and plenty of wild hogs. In the woods are prodigious quantities of cocoa-nuts, guavas, cabbage-trees, limes, sweet and sour oranges, and bread-fruit. The climate is healthful, for the rains are not continual, but fall in frequent refreshing showers. There are no streams; but the water of the wells and springs, is extremely good. The principal inconvenience opposed to a settlement on these islands arises from the vast numbers of moschetoës [sic], and other kinds of flies, besides ticks which fasten upon the limbs and bodies of men, and bury their heads under the skin. The road is inconvenient, and in some seasons, there is little security for a ship at anchor. Long. 146° E., lat. 15° N.

Shortly after passing these islands, the weather became very unsettled, accompanied with frequent squalls and heavy rain, and the wind varying from the eastward, southward, and southwest, with lightning and dark clouds; the weather continued in this unsettled state till our arrival at the Bashee Islands...

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## Documents 1801C

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# The forts of Guam: Fort San Rafael, Fort Santa Cruz, and Fort Santa Agueda

*Source: LC Mss. Div., Span. Col. Gov't., Items 32 & 34; cited in B&R 53: 369-370 [8 leaves].*

### C1. First part—Public Works

#### Original text in Spanish.

*Año de 1801.*

*Nº 89. Diligencias que contienen un Ynforme de todos los Oficiales del Presidio, sobre las Obras de Fortificacion y otras, que se hân fabricado de cuenta del Rey, durante el tiempo que Governo estas Yslas Marianas el Señor Don Manuel Muro Teniente Coronel Graduado de los Reales Exercitos.*

*Practicadas por orden de dicho Señor.*

*Ens. 3. Para el Archivo.*

*San Ygnacio de Agaña y Agosto 11 de 1801.*

*Necesitando una Constancia de las Obras de Fortificacion y otras, que en mi tiempo se han travajado para este Real Presidio de las Yslas Marianas, con que instruya à mi subcesor, y le haga la entrega de ellas como propias del Rey: Todos los Señores Oficiales que lo componen, me informarán à continuacion de este por Principal las que hayan visto, y sus circunstancias.*

*Muro.*

*Justo de la Cruz, Secretario de esta Governccion y Guerra.*

*Señor Governador*

*Nosotros el Sargento maior actual Don Joaquin de Lima; todos los Oficiales assi bivos, Graduados, como Reformados que componemos este Real Presidio de las Yslas Marianas y abajo firmaremos; Ovedeciendo la Superior Orden que de V. antecede, para que le informemos las Obras de Fortificacion y otras que en tiempo de V. se han fabricado à beneficio de este dicho Real Presidio, y por quenta de èl, lo qual declaramos que son todas las siguientes:*

*Primeramente se reidificaron ... Aposentos [de la Casa Real por] tener el Maderamen podrido y amenazar ruina, [era] necesario fabricarlos todos de nuevo con buenos materiales, menos las Paredes de tres caras, abiendo levantado una Sola nueva en la quarta.*

*Ytt. Una Pieza que se le añadió à dicha Casa Real toda de Pared maestra hasta el techo y Ariques con trece varas de largo y seis de ancho para proteger la Secretaria de las inclemencias del tiempo que sufría.*

*Ytt. Una Atalaya ò Mirador de Cal y canto con quatro grandisimos Ariques obra solida y ertosa à espaldas de la Casa Real, que sirve para descubrir la Campaña y Marina de beinte y seis varas de alto.*

*Ytt. Una Casamata de Cal y canto echura de laberinto para deposito de la Polvora en el Castillo de Orote que no tenía.*

*Ytt. Un Fortin para embarazar el el Ataque de tierra à dicho Castillo porque se alava enteramente indefenso por esta parte, abiendo su autor reducido esta fortificacion à solo la ofensa y defensa de la Marina.*

*Ytt. Otra Casamata tambien de Cal y canto echura de laberinto en el Monte que està à espaldas de esta Ciudad para dividir la Polvora por que no perezca toda en caso de algun accidente, y tener aqui la que sea preciso.*

*Ytt. Un Corral de Pared de Cal y Canto para el seguro de los Bueyes Aradores y otros animales del Presidio, cuya cerca se estiende à un Mil y cinquenta y cinco Varas.*

*Ytt. Una Cerca de Cal y Canto que cierra por la Espalda la Casa Real, de cinquenta y una varas de largo y mas de tres varas de altura; dentro de la qual se à fabricado tambien un Gallinero de los mismos materiales cubierto de Texa.*

*Ytt. Se hà construido de nuevo la Azotea de la Casa Real de Umata.*

*Ytt. Se han fabricado unos Reales Almacenes que no tenía el Presidio, de treinta y seis varas de largo, y ocho varas y media de ancho con Paredes maestras hasta el Texado, cubierto de Texa, con treinta y quatro Arigues de refuerzo los mas gruesos que se han encontrado en la Ysla; tres Arcos de Piedra grandes, en el frente, que hacen una agradable vista; con Cocina Cubierta de Texa, Paredes y Azotea de Cal y Canto, y una Cerca de Piedra con la extension de setenta y nueve varas, fuera del largo que ocupa el principal Edificio para asolear viberes y otros efectos del Rey; asegurando que esta fabrica es la mas solida, y la mas hermosa que ha visto la Ysla de Guajan.*

*Ytt. Un Castillo Titulado **San Rafael**, con su Alojamiento y Gola cerrados de Cal y Canto mui solido, Capaz para diez y siete Cañones de qualquiera Calibre, de hechura quadrilongo; que tiene por la parte inferior quarenta y dos varas de largo; beinte y dos varas y media de ancho, y cinco varas de alto hasta la parte superior del terraplen fuera del Parapeto.*

*Ytt. El Castillo **Santa Agueda** que se situò en una Montañuela que està à espaldas de esta Ciudad dominando à San Rafael dicho Castillo ès de Cal y Canto bastante solido, quadrado, con Gola cerrada, y con capacidad para nueve Cañones.*

*Ytt. Un Puente de Silleria en el Riachiolo de esta Ciudad, para conducir por èl la Lancha y Bote del Rey à su respectivo Camarin; y para que sirva de comunicacion à los*



*de la Ciudad con la Playa, Obra bastante grande, solida y de mucha utilidad, porque el antiguo Puente que [tie]-ne mas arriba fuera de la Ciudad ofrece y [es de] poca duracion.*

*Ytt. Una Torre de Cal y Canto junto al Quartel de tres Cuerpos, y sobre ellos una media naranja con Quadrante de Sol para el Presidio y Publico; la Campana con que à este se le anuncian todas las Oras del dia y noche, y una pieza decente que sirva de arresto à los Oficiales que delinquieren separandolos de la Tropa entre quienes han sufrido sus correcciones.*

*Ytt. Otro Castillo de Cal y Canto con el Titulo de **Nuestra Señora de los Dolores y la Santa Cruz** en la Ysleta de este nombre, que està situada à la entrada del Puerto de San Luis de Apra; abiendo recojido dentro de sy dicha Ysleta para servir de Terra-plen al Castillo: Es obra mas solida de treinta y quatro varas de largo, y diez y siete de ancho; con Gola cerrada capaz de once Cañones de qualquiera Calibre, y que se circunda de Agua quando crece la marea. La utilidad de esta Fortaleza se comprende bastante con decir; de que no hai otro Puerto en la Ysla mas que este, y que ès imposible tomarlo Embarcacion Enemiga, mientras tenga buenas Armas y defensores.*

*Todas estas Obras existen en el dia con las circunstancias que quedan explicadas; y las mismas que han sido fabricadas por Orden y direccion del Señor Don Manuel Muro Teniente Coronel graduado de los Reales Exercitos y Governador actual por S.M. de estas Yslas Marianas; por que aunque se han hecho algunas otras obras menores, como Puertas principales de la Casa Real, Quartel que jamas han tenido, no se ponen en esta relacion por no ser considerables: Y aseguros que todo lo expuesto en este nuestro Ynforme ès cierto y berdadero en todas sus partes, y para que assi conste en qualquiera tiempo firmamos el presente por **Principal** en la Ciudad de San Ygnacio de Agaña à once de Agosto de mil Ochocientos y un años.*

<i>Joaquin de Lima</i>	<i>Domingo Manuel Garrido</i>
<i>Joseph Romano Dueñas</i>	<i>Juan Francisco Raxis de Torres</i>
<i>Pedro Calderon</i>	<i>Phelipe de la Cruz</i>
<i>Marcos de Rivera</i>	<i>Ygnacio Espinosa</i>
<i>Leopardo Arceo</i>	<i>Juan de Leon Guerrero</i>
<i>Augustin Roque Zablan</i>	<i>Juan Crisostomo Flores</i>
<i>Felipe Arceo</i>	<i>Luis de Torres</i>

## **Translation.**

### **Year of 1801.**

Letter N° 89. Proceedings that contain a Report from all the officers of the garrison regarding the works of fortification done at the expense of the king, during the term of office of Don Manuel Muro, Lieutenant-Colonel of the Royal Armies, as Governor of these Mariana Islands.

Recorded by order of His Lordship.

Encl. 3. File copy.

San Ignacio of Agaña, 11 August 1801.

There is a need for a Statement regarding the works of fortification and other works that have been carried out during my term by this Royal garrison of the Mariana Islands, to enlighten my successor, upon officially turning them over to him. All the gentlemen officers of the garrison are to prepare a report on what they have seen, with detailed descriptions, to be used as the main document in this case file, and be recorded hereunder.

Muro.

Justo de la Cruz, Government Secretary for Administration and War.

Your Lordship:

We the undersigned, the present Sergeant-Major Joaquin de Lima, and all the other Officers presently living, serving and retired, who are part of this Royal garrison of the Mariana Islands; in compliance with the above superior order of Y.L. for us to prepare a report on the works of fortification and other works that have been built during your term of office for the benefit of this Royal garrison, and at its expense, declare that they are as follows:

Firstly, ... apartments [of the Palace] were rebuilt, as their woodwork was rotten and about to crumble, and it was necessary to rebuild them all using good materials, except for the three inside walls, as only one [outside] wall was redone.

Plus one room that was added to said Palace, the whole main wall up to the roof and its pillars, measuring 13 yards by 6 yards, to protect the Secretary's office from further damage from the elements.

Plus one watch-tower or look-out tower, 26 yards high, made of masonry with four huge pillars, very solid and beautiful, behind the Palace, to serve as an observation post to look over the fields and the sea approaches.

Plus one powder magazine of masonry, shaped like a labyrinth, to store the gunpowder at the Fort of Orote, where there was none before.

Plus one bunker that was added to said Fort to prevent an attack from the land side, because it was completely defenceless on that side, as its builder had designed this fortification only for offence and defence in the direction of the sea.

Plus another powder magazine, also of masonry and shaped like a labyrinth, that is at the back of this City, in order to divide the powder, to prevent its total disappearance in case of some accident, and to store there, for use when needed.

Plus one masonry wall around a stockyard for the bulls that are used for plowing and other animals belonging to the garrison; this wall measures 1,055 yards in length.

Plus one masonry wall that encloses the back of the Palace, measuring 51 yards in length by over 3 yards in height, inside which has been built one hen-house of the same materials, covered with tiles.

Plus the roof terrace of the Palace of Umatac has been rebuilt.

Plus some Royal Warehouses that the garrison needed have been built, measuring 36 yards in length by 8-1/2 yards in width, with outside walls up to the roof, covered

with tiles, with 34 massive columns, the largest in the Island, plus three large stone arches in front that gives them a good appearance, and a cook-house covered with tiles, walls and roof terrace of masonry, and a stone wall measuring 79 yards, beyond the main building in which the King's food supplies will be kept; this work is certainly the most solid and most beautiful existing in the Island of Guam.

Plus one Fort named **San Rafael**, with its lodging and ledge, surrounded of very solid masonry, capable of holding 17 guns of any caliber; it is rectangular in shape, measuring 42 yards in length at its base, 22-1/2 yards in width, and 5 yards in height up to the upper part of the rampart, besides the parapet.

Plus Fort **Santa Agueda** that is situated on top of a hill which is behind this City, overlooking Fort San Rafael; it is made of rather solid masonry, square in shape, with an enclosed ledge and a capacity for 9 guns.

Plus one bridge built of hewn stones over the stream in this City, over which to drag the Launch and the Boat belonging to the King as far as their respective sheds, and to serve as a road link between the City and the beach; this work is rather large, solid and very useful, because the old bridge that exists upriver outside the City is not made of permanent materials.

Plus one masonry tower next to the Barracks, three-story high, with a half circular balcony with a sun-dial for the garrison and the public alike; the bell that was added to it tolls at every hour, day or night; there is also one room to hold delinquent officers who formerly had to purge their sentence among the soldiers.

Plus another masonry Fort named **Nuestra Señora de los Dolores y la Santa Cruz** on the islet of the same name, which is situated at the entrance of Port of San Luis of Apra; said islet had been flattened to serve as a bulwark for the fort. This work is very solid and measures 34 yards in length by 17 yards in width; it has an enclosed ledge able to hold 11 guns of any caliber, and it becomes surrounded by water at high tide. The usefulness of this fortress can be understood by saying that there is no other port in the Island besides that one, and that it is impossible for any enemy ship to take it, as long as it has good weapons and defenders.

All of these Works exist today, as described above, and they have been built by order and under the supervision of Don Manuel Muro, Lieutenant-Colonel of the Royal Armies and present official Governor of these Mariana Islands. However, although there have been some other minor works, such as the main entrance gates of the Palace and Barracks, which they never had before, such works do not appear in this list, as they are not important enough. And we assert that everything mentioned in this our report is true and correct in all its parts, and in faith whereof we have signed the present main document in the City of San Ignacio of Agaña on 11 August 1801.

Joaquin de Lima	Domingo Manuel Garrido
José Romano Dueñas	Juan Francisco Raxis de Torres
Pedro Calderon	Felipe de la Cruz
Marcos de Rivera	Ignacio Espinosa
Leopardo Arceo	Juan de León Guerrero

Augustin Roque Sablan    Juan Crisostomo Flores  
Felipe Arceo                    Luis de Torres

## C2. Second part—The Forts

### Original text in Spanish.

**Año de 1801.—Nº 91. Testimonio de las diligencias practicadas a consecuencia de un Oficio del Superior Gobierno por quien ordena sele remita Plano, ó descripcion del Castillo de S. Rafael, que se berificò incluyendo tambien los de Santa Agueda, y Nuestra Señora de los Dolores y la Santa Cruz:**

*Mandados fabricar Por El Señor Teniente Coronel de los Reales Exercitos D. Manuel Muro Governador Militar, Presidial, y Politico por S.M. de estas Yslas Marianas. Ens. 10.—Para el Archivo.*

*Señor Governador.*

*En cumplimiento de la orden berval [sic] que recivi de V.S. hayer sobre que pasase yo al reconocimiento del Castillo nombrado San Fernando, que està situado en la playa de esta Ciudad, lo qual executè; y haviendolo reconocido bien encon[tré] en el, que à demas de no tener figura de Castillo, à dentro y fuera, no tenia mas que dos cortas Esplanadas formadas para dos Cañones pequeños, y estos sobre dos Aposentos de madera que el uno esta hundido su terraplen: El Tejado que le cubre està amenazando por instantes la misma ruina. La circunferencia de dicho Castillo se halla todo quarteado pues aun los estrivos que tiene para su refuerzo, estan separados de las Paredes principales; de manera, que por ningun pretesto deveria V.S. permitir se dispere en dicho Castillo ninguna Pieza de Artilleria pues lo considero enteramente inutil en todas sus partes; y ès quanto tengo que informarle à V.S. sobre el particular.*

*Dios guarde à V.S. muchos años.*

*San Ygnacio de Agaña veinte y seis de Febrero de mil setecientos noventa y seis.  
Pedro Calderon.*

*San Ygnacio de Agaña y Febrero beinte y seis de mil setecientos noventa y seis.*

*Enterado de lo que aqui informa el Capitan de Artilleria Don Pedro Calderon, sobre el mal estado en que se encuentra la unica fortaleza que hai en esta Capital, se guardará esta Representacion para proceder con tiempo à lo que mas combenga al servicio del Rey.*

*Muro*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

*Señor Governador de estas Yslas Marianas.*

*El Sargento maior Don Vicente Duran y todos los Oficiales Vivos, Reformados, y Graduados de este Real Presidio Ante V.S. con el maior rendimiento, y sumision que devemos nos presentamos y decimos:*

*Que hallandonos en la actualidad en Guerra con el Yngles, y no teniendo esta Ciudad fortificacion ninguna conque poder resistir à una imbacion que haga el Enemigo; pues aunque ès berdad hai un Castillo enfilado à la misma Barra para este efecto, no ignorarà V.S. se halla sumamente maltratado pues se han quarteado todas las Paredes y estrivos que tiene para su refuerzo; amenazando ruinas por todas partes como lo hemos visto todos por nuestros mismos ojos, y creemos segun nuestra poca inteligencia no podrà haver otro remedio que demolerlo, y hazer otro de nuevo por lo que si la bondad de V.S. lo tubiese à bien en Vista de las razones que exponemos arriba le suplicamos encarecidamente mande se ejecute por quenta del Presidio y bajo la idea y medidas que à V.S. le parezca lo que pedimos cuya gracia esperamos conseguir de su integridad y celo en el servicio del Rey: Por tanto*

*A V.S. rendidamente suplicamos se sirva proveer, y mandar como llevamos pedido, jurando no proceder de malicia, y lo necesario.*

*San Ygnacio de Agaña y Febrero once de mil setecientos noventa y nueve años.*

*Vicente Duran.*

*Jose Fernandez de Cardenas.*

*Domingo Manuel Garrido.*

*.Augustin Roque Zablan.*

*Joaquin de Lima.*

*Juan Francisco Rexis de Torres.*

*Felipe de la Cruz.*

*Justo de la Cruz.*

*Ygnacio Espinosa.*

*Juan de León Guerrero.*

*Juan Crisostomo Flores.*

*Josè Romano Dueñas.*

*Felix Arceo.*

*Luis de Torres.*

*Juan Rexis Pablo.*

*Gregorio de Castro.*

*Ygnacio Martinez.*

*San Ygnacio de Agaña y Febrero once de mil setecientos noventa y nueve.*

*Por lo que produce en esta Representacion el Sargento maior Don Vicente Duran y Oficiales el Presidio que en ella forman, se bè no tenemos en esta Capital ninguna fortificacion util con que podamos resistir al Enemigo, en el caso de invadir este establecimiento del Rey; y no deviendo escuchar con indiferencia un recurso tan fundado, y mucho menos quando à mi mismo me consta ser enteramente cierto quanto exponen; se procederà à acabar de arruinar la Fortificacion que hai en la Playa de esta Ciudad, y fabricar un Castillo con el nombre de San Rafael, que tenga alojamiento y Gola cerrada, pero enfilandolo mas à la Barra; acumulando esta à otra Representacion que hizo el Capitan de Artilleria Don Pedro Calderon con fecha de beinte y seis de Febrero de*

*mil setecientos noventa y seis, y aunque el Presidio se encuentra con barrias ocupaciones, se suspenderán y procederá à dar las Providencias correspondientes para la fabrica del Castillo que se intenta, por urgir esta, mas que las otras, al Presidio.*

*Muro.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

***Nota:*** *Con la misma fecha que expresa la diligencia antecedente, se acomulò esta Representacion à la del Capitan de Artilleria Don Pedro Calderon, y dieron las demas Providencias, que en ella se mandan: Notolo para que conste y de ello doy feè.*

*Cruz.*

*San Ygnacio de Agaña y Septiembre primero de mil ochocientos y uno.*

*Con motivo de haver recibido por el Navio **Magallanes** que Anclò en la Rada de Umata el treinta de Abril ultimo inmediato un Oficio del Muy Ylustre Señor Governador y Capitan general de las Yslas Filipinas su fecha siete de Febrero de mil y ocho cientos, en que me inserto un Superior Decreto de once de Enero del mismo por quien me manda le Ynforme: **De què medios me he valido para fabricar el Castillo San Rafael: Como he podido hacerlo sin gasto ni auxilio el mas minimo de estas gentes, y qual es su situacion ò figura, sease formando descripcion ò incluyendo Plano; pues sin estos conocimientos no puede aprobarse la nueva obra, ni la destruccion de la antigua.** Y no abiendo en toda esta Provincia de mi Cargo sugeto capaz de formar el Plano que se me pide, dificulto el desempeño; pero como ès preciso ovedecer al Superior que dicta esta Orden, se procederà à formarlo, con los que corresponden à los Castillos de Nuestra Señora de los Dolores y la Santa Cruz, y al de Santa Agueda en los terminos que permita mi rudeza, con la descripcion que exigen todos tres en Oficio separado, los quales se acomularán à continuacion de esta diligencia, para que sino pudieren entenderse por falta de explicacion y metodo, sirvan de menos confusion: Lo qual berificado, el Capitan Don Justo de la Cruz Secretario de esta Governacion y Guerra sacando dos Testimonios de estas, con insercion de iguales Planos; el uno para Archivarlo y el otro para repitirlo al Capitan general en el caso necesario, à quien deve dirigirse en primera ocasion el Expediente.*

*Muro.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

*El Governador de las Yslas Marianas dirige à V.S. (con descripcion) los Planos de los Castillos de San Rafael: Nuestra Señora de los Dolores y la Santa Cruz; y Santa Agueda.*

*Muy Ylustre Señor.*

*Ovediciendo el Superior Decreto de V.S. de once de Enero de mil y ochocientos que me encluye en Oficio de siete de Febrero del mismo, y recivi por el Navio **Magallanes**, à fin de que Ynforme **De què medios me he valido para fabricar el Castillo San Rafael. Como he podido hacerlo sin gasto ni auxilio el mas minimo de estas gentes, y qual ès su situacion ò figura, sease formando descripcion ò encluyendo***

**Plano; pues sin estos conocimientos no puede aprobarse la nueva Obra, ni la destruccion de la antigua, digo: Que el Castillo de San Rafael, y quantas Obras se han fabricado en esta Ysla para el servicio del Rey; desde que se puso à mi Cargo, han sido fabricadas sin el mas minimo auxilio de estos Naturales, à expensa de la Tropa en aquellos ratos que el Soldado se encontraba desembarazado de su principal profesion de las Armas, por haver profesado todos los de esta Guarnicion el continuado trabajo en qualquiera exercicio, al tiempo que sentaron Plaza, y en Virtud de una constante economia con que he estado cerceriando(?) muchos gastos superfluos que tenia el Presidio para pagar Jornales.**

*Las adjuntas diligencias satisfaran à V.S. suficientamente sobre las causas que me movieron à destruir el antiguo Castillo, y fabricar el nuevo de San Rafael, sobre que me Ordena le forme una descripcion, ò le remita Plano; lo qual berifico y encontrará V.S. à foxas cinco de dichas diligencias; y haciendolo la siguiente.*

*El Castillo San Rafael està situado en la Playa de esta Capital y enfilado à la Barra que ès el unico parage por donde pueden entrar Embarcaciones menores: Tiene su figura quadrilonga de quarenta y dos Varas Castellanas de largo: Beinte y dos y media de ancho incluyendo la parte que ocupa la Gola, y al frente en su linea el Alojamiento: Estas Piezas y el Castillo las cierra una Pared gruesa con Puerta bastante segura: Tiene de alto hasta la parte superior al Terraplen cinco Varas; y de esta para arriba lo que compone el Parapeto con su correspondiente Banqueta dos Varas: La Pared en el cuerpo del Castillo tiene mas de tres Varas de grueso, y en el Parapeto siete quartas: Es capaz de diez y siete Cañones de qualquiera Calibre por tener otras tantas embrasuras ò Cañoneras, que cada una de estas està abierta por la parte interior dos quartas y media, y por la de la Campaña mas de dos Varas y media: La Rodillera en cuya parte superior empieza la embrasura; se eleva tres quartas sobre el Plano de la Obra en lo interior; y por la Campaña una quarta y media; cuya medidas aunque pueden ser pequeñas en el concepto de los facultativos, se han tenido por bastantes en consideracion al Calibre de los Cañones que podràn venir aqui, y à los pocos, y de corto alcance que tenemos: De Centro à Centro de [em-]brasura tiene el Parapeto cinco Varas. El Espesor de los Merlones, ès correspondiente à la distancia de embrasura y derrame señalado: Y ultimamente tiene un Alojamiento cubierto, y capaz de permitir descansar à cien hombres en tres Ordenes de Tabladillo; que tambien se ha destinado para el seguro de la Polvora, Balas, Metralla &c. en tiempo de Guerra; y para conserbar las Cureñas y demas Pel-trechos en el de Paz.*

*No dudo encontrará V.S. en esta descripcion y Plano de foxa cinco mucha confusion, por ignorar yo enteramente la facultad; pero lo cierto ès, que no hay en esta de mi Cargo quien sepa mas. Las dimensiones bien conozco son algo menores de lo regular, y con todo me he atrevido à fabricar por las razones de arriba; pero esta falta lo berà V.S. algo enmendada en la descripcion que abajo se harà del Castillo de Nuestra Señora de los Dolores y la Santa Cruz, cuyo Plano tambien incluyo colocado à foxa seis de las citadas diligencias.*

*El Castillo que llaman de Orote que solo consta de Esplanada, y una Vara de Parapeto, està situado en la Punta de su nombre sobre una grande elevacion: A la parte del Sur y en la misma Punta hai barios Promontorios de Peña biva, que elevandose sobre la fortaleza impiden absolutamente el uso de la Artilleria; de suerte que la Embarcacion que benga por este rumbo, se meterà seguro bajo el Cañon, atracarà si quiere hasta barar en la Punta, y se introducirà en la Canal sin experimentar el mas minimo perjuicio. Estas reflexiones, el considerar no tiene la Ysla (toda cercada de Bajos) mas Puerto que el de la Caldera de San Luis de Apra, y que sin asegurar sus Buques no podrà el Enemigo en ningun tiempo formar grandes designios expuestos que quedaran en alta Mar, me obligaron à premeditar hacer una Fortaleza en sitio que oportunamente asegurase el Puerto; Para esto elejí la Ysleta de Santa Cruz en la misma orilla del Canal por donde se entra à la Caldera; y en ella mande fabricar el Castillo de Nuestra Señora de los Dolores y la Santa Cruz, cuyo Plano encontrará V.S. à foxas seis y su descripcion en la siguiente:*

*El Castillo de Nuestra Señora de los Dolores y la Santa Cruz està formado por medio de una Pared de Silleria gruesa al rededor de la Ysleta de Peña biva de Santa Cruz, habiendo quedado esta por anima de la Fortaleza, despues de rellenas de Piedra, Ripio, y Lechada las oquedades que resultaron entre una y otra: Su situacion ès à la orilla del Canal; de suerte, que en tiempo de mareas bivas se encuentra el Castillo cercundado de tres quartas de agua, y concluido el refluxo queda in seco: En las Mareas locas se conserban de dos à tres quartas de agua; y por eso se dispuso la defensa de Piedras grandes arrimadas hasta la altura de nueve quartas, que V.S. podrà ber al numero ocho del Plano de foxas seis. Esta defensa forma un Plano de seis Varas de extension por todas partes, y à aquel altura de nueve quartas; y desde aqui corren en declive otras doce hasta terminar en una: Con esta providencia se libran las Paredes de el deterioro que necesariamente resultaria por el continuado fluxo y refluxo del Mar, y tambien de algunos embates de las Olas quando se agitasen por algun fuerte huracan, aunque se dificulta le lleguen capaces de maltratar la Fortificacion, tanto por las noticias de seguridad que han administrado los practicos, quanto por un Bajo que circunda la Ysleta y se extiende hasta el golfo donde rebientan las Olas, y no lo señalan algunas Cartas. Està enfilado al Canal unico parage que hai por donde puedan entrar las Embardaciones: Tiene su figura quadrilonga de treinta y quatro Varas Castellanas de largo, y diez y ocho y media de ancho, incluyendo la parte que ocupa la Gola, y al frente en su linea el Alojamiento: Estas dos piezas y el Castillo las cierra una Pared gruesa con una puerta bastante segura: Tiene de alto hasta la parte superior del Terraplen cinco Varas y quarta, de las quales deven rebajarse nueve quartas que le roba la defensa: El Parapeto con su correspondiente Banqueta, ès dos Varas de alto y siete quartas y media de grueso: Es capaz de once Cañones de qualquiera calibre por tener otras tantas embrasuras à Cañoneras, que cada una de estas està abierta por la parte interior dos quartas y media, y por la de la Campaña dos Varas y tres quartas: La rodillera en cuya parte superior empicza la embrasura, se eleva una Vara sobre el plano de la obra en su interior, y por la Campaña dos quartas: De centro à centro de embrasura hay seis Varas: El Espesor de los Mer-*



*lones, es correspondiente à la distancia de embrasuras y derrame señalado: Ultimamente tiene su Alojamiento cubierto para descansar alguna Tropa en tiempo necesario, y para el seguro de Polvora, Balas, Metralla &a.*

*A Espaldas de esta Ciudad y como à cien pasos de la misma Casa Real, se encuentra una Cordillera de Montaña que ocupa aun mucho mas que toda su estension; de suerte, que estableciendo una Bateria de Cañones en qualquiera parte de ella, con facilidad se arrimaria la Poblacion y el Castillo San Rafael por dominar enteramente à una y otra. Para remediar este peligro que en algun tiempo podria ocasionar la ruina de Agaña, dispuse fabricase un Castillo con el nombre de Santa Agueda en la parte mas elevada de dicha Montaña, conque se impeda al Enemigo berificar àquel pensamiento. Como à este sitio no puede subirse Artilleria gruesa sin muchisima dificultad y se fabricò solo para Cañoncitos de à quatro, notará V.S. con èl bastante pequeñez; para lo qual incluyo el Plano à foxas siete, y aqui su descripcion.*

*El Castillo de Santa Agueda està situado en una Montaña que domina à Agaña, y al de San Rafael. Es su figura quasi quadrada. Tiene nueve Varas Castellanas de largo, y dies y seis de ancho, incluyendo la parte que ocupa la Gola, que con buena Pared y Puerta està cerrada: Su fabrica ès de Silleria, y el Terraplen con cascajo menudo mezclado de tierra gredosa: Tiene de alto hasta la parte superior al Terraplen tres Varas y tres quartas; y desde esta lo que compone el Parapeto una Vara y media: Es capaz de diez Cañones pequeños por tener otras tantas embrasuras; que cada una de estas està abierta por la parte interior media Vara, y por la de la Campaña dos Varas: La Rodillera en cuya parte superior empieza la embrasura; se eleva dos quartas y mas de media sobre el Plan de la Obra en lo interior, y por la Campaña una quarta y menos de media. De Centro à Centro de embrasura hai tres varas y tres quartas y media. El Espesor de los Merlones, ès correspondiente à la distancia de embrasuras y derrame señalado.*

*Me alegrarrè Muy Ylustre Señor haver acertado à. explicarme en estas descripciones de modo que pueda ser entendido; pero lo miro à tanta distancia como hay, de la ignorancia que relata sin saber, à la sabiduria que escucha sin explicacion, aunque me queda el consuelo de tener entendido, que en el concepto de esta, se perdonan con facilidad las torpezas de aquella quando con ingenuidad y lisura las confiesa.*

*Dios guarde à. V.S. muchos años: San Ygnacio de Agaña Capital de las Yslas Marianas quince de Septiembre de mil ochocientos y uno.*

*Muy Ylustre Señor Governador y Capitan General de las Yslas Filipinas.*

*Concuerta con las diligencias Originales y Consulta N. 129. que en primera ocasion deven remitirse al M. Y.S. Governador y Capitan General de las Yslas Philipinas: Y en Virtud de lo que en ellas mismas seme Ordena, saquè el presente en Papel comun (por no usarse de ningun sello en estas Yslas Marianas) en la Ciudad de San Ygnacio de Agaña à quince de Septiembre de mil ochocientos y uno, yò el Capitan D. Justo de la Cruz Secretario de esta Governacion y Guerra; de los quales esta fielmente sacado, corregido y Concordado en siete foxas utiles a--- ---- -ra de los tres Planos que ban colocados à continuacion en las foxas ocho, nueve, y diez; siendo Testigos à lo ber sacar,*

*corregir y Concordar el Ayudante Don Ygnacio Espinosa, el Sargento Manuel Tiburcio Garrido, y Nicolas de Borja presentes de que doy feè.*

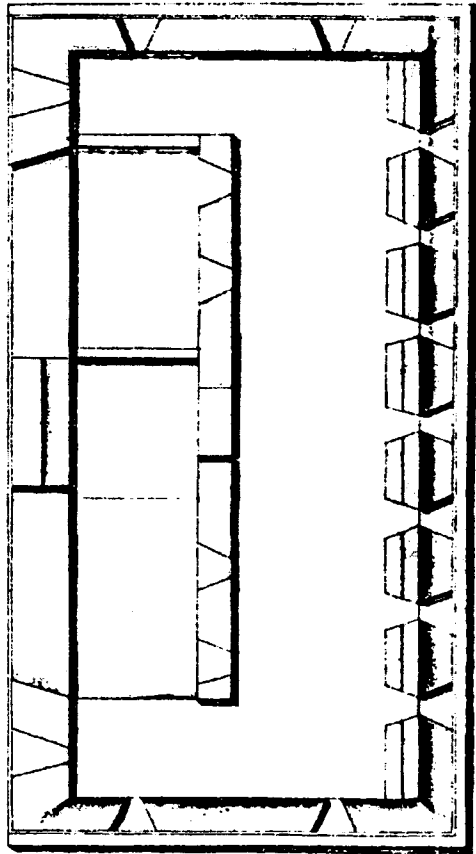
*En Testimonio de Verdad lo firmo.*

*Justo de la Cruz, Secretario de Governacion y Guerra.*

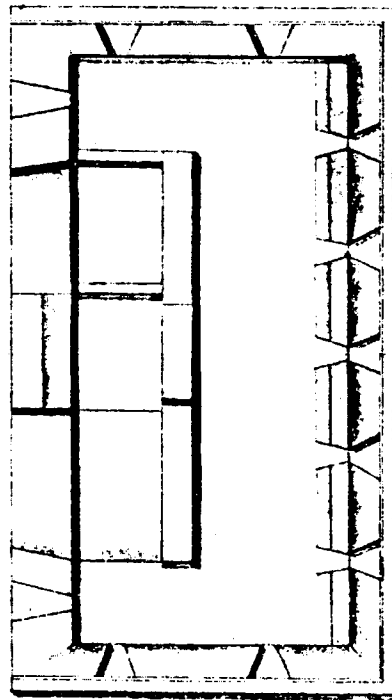
**Nota:** *A continuacion de esta Nota, y en las foxas ocho, nueve, y diez ban colocados los tres Planos de los Castillos de San Rafael, Nuestra Señora de los Dolores y la Santa Cruz, y Santa Agueda rubricados por mi: Lo qual pongo por Nota en la Ciudad de San Ygnacio de Agaña à quince de Septiembre de mil ochocientos y uno, y de ello doy feè.*

*Cruz.*

(Facing page:) **Forts of Guam in 1801.** *They were designed and built by Governor Manuel Muro between 1799 and 1801, as follows: 1) Fort **San Rafael**, on the former site of Fort Santa Guadalupe on the beach at Agaña; 2) Fort Nuestra Señora de los Dolores y la **Santa Cruz**, on an islet at the inner basin of Apra Harbor; and 3) Fort **Santa Agueda**, on the hill overlooking Agaña, which is the only one extant. (Adapted from an original drawing, as copied by Alberto Córdoba at Manila in 1804, and now kept at the Servicio Histórico Militar in Madrid. See also the reference book entitled "Architectural Sketches of the Spanish Era Forts of Guam," edited by Driver & Brunal-Perry).*



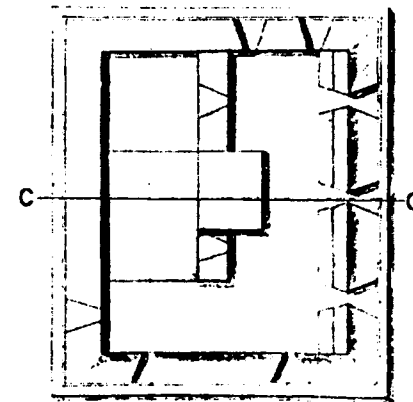
Fort San Rafael



Fort Santa Cruz



Cutaway—view along C—C



Fort Santa Agueda

## Translation.

**Year of 1801.—N° 91. Record of the proceedings carried out as a result of a Letter from the Superior Government asking for a a copy of the Plan, or description of Fort San Rafael, which was done, along with copies of the plan of Fort Santa Agueda, and that of Nuestra Señora de los Dolores y la Santa Cruz:**

Ordered built by His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies, officially-appointed Military and Political Governor of these Mariana Islands.—

Encl. 10.—File copy.

### [Survey of the ruins of Fort Santa Guadalupe by Captain Pedro Calderón]

This is to comply with the verbal order received from Y.L. yesterday, for me to make a survey of the Fort named San Fernando [sic] which is situated on the beach of this City.<sup>1</sup> Having surveyed it well, I found out that, in addition that it does not have the required shape for a fort, inside or outside, it has only two short esplanades meant for two small guns, but those are located on top of two wooden apartments, and the bulwark [i.e. roof platform] of one of them has caved in; the roof structure is in imminent danger of collapsing. The outer walls of said fort are all cracked; indeed, even the buttresses meant to reinforce them are separated from the main walls, so that Y.L. should on no account allow any piece of artillery to be fired at said fort. In fact, I consider it completely useless in all its parts. That is all I have to say on the subject to Y.L.

May God save Y.L. for many years.

San Ignacio de Agaña, 26 February 1796.

Pedro Calderón

San Ignacio of Agaña, 26 February 1796.

Having received the report of Artillery Captain Pedro Calderón regarding the bad condition of the only fortress existing in this Capital, this representation is to be kept in abeyance meanwhile a decision is made in the best interests of the service of the King. Muro.

Justo de la Cruz, Government Secretary for Administration and War.

[To] His Lordship the Governor of these Mariana Islands.

We, Sergeant-Major Vicente Durán and all of the other officers of this Royal Garrison, serving or retired, appear before Y.L. and with the greatest humility and submission as we must, declare that:

Whereas we are presently at war with England, and this City does not have any fortification to enable it to resist any invasion by the Enemy; indeed, although it is true that there is a fort facing the bar of this port for this purpose, Y.L. knows that it is in

<sup>1</sup> Ed. note: It appears that the real name of Fort of Our Lady of Guadalupe had been forgotten by this time.

extremely-bad condition, since all of its walls are damaged, as well as the buttresses that reinforce them, everywhere on the verge of collapse, as we have all seen with our own eyes, and we believe, in spite of our restricted expertise, that there is no other remedy than to demolish it, and build a new one. Therefore, if Y.L. be so kind as to admit the above-mentioned reasons, we earnestly beg you to please order it to be built at the expense of the Garrison, and following the plan and measurements that may seem convenient to Y.L. We expect this favor from your integrity and zeal for the service of the King. Consequently:

We humbly beg Y.L. to please provide and order as we have requested, and swear that we are not acting in malice, but as necessary.

San Ignacio of Agaña, 11 February 1799.

Vicente Durán.

José Fernández de Cárdenas.

Domingo Manuel Garrido.

Agustín Roque Sablan.

Joaquin de Lima.

Juan Francisco Rexis de Torres.<sup>1</sup>

Felipe de la Cruz.

Justo de la Cruz.

Ignacio Espinosa.

Juan de León Guerrero.

Juan Crisostomo Flores.

José Romano Dueñas.

Felix Arceo.

Luís de Torres.

Juan Rexis Pablo.

Gregorio de Castro.

Ignacio de Martinez.

San Ignacio de Agaña, 11 February 1799.

From the contents of this representation made by Sergeant-Major Vicente Durán and the Officers who are part of the Garrison, one can see that this Capital has no fortification whatever, capable to resist the Enemy, in case this Royal establishment be attacked; and since I cannot remain indifferent to such arguments, specially since I have checked them and found them to be quite true, I order the destruction of what remains of the fort that is located on the beach of this City, and the construction of a fort to bear the name of **San Rafael**. It is to have an apartment and an enclosed ledge, but more aligned with the bar; this representation is to be added to the other representation made by Artillery Captain Pedro Calderón dated 26 February 1796, and although the garrison is presently employed in various occupations, they are to be suspended, and

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1 Ed. note: The officer who acted as Antonio Pineda's guide in 1792 (see Doc. 1792F).

corresponding procedures taken to begin the construction of the proposed fort, since this is more urgent than any other tasks, for the garrison.

Muro.

Justo de la Cruz, Secretary for Administration and War.

**Note:** On same date as the previous proceeding, this Representation was recorded after that of Artillery Captain Pedro Calderón, and the other measures mentioned therein were taken, as ordered. I so note for the record.

Cruz.

San Ignacio de Agaña, 1 September 1801.

On the occasion of the receipt, by way of the galleon **Magallanes** that anchored in the port of Umatac on 30 April last, of a letter from His Most Illustrious Lordship, the Governor and Captain-General of the Philippine Islands, dated 7 February 1800, in which is inserted his Superior Decree dated 11 January 1800, by which he orders me to inform him regarding: **What means did I avail myself to build Fort San Rafael? How was I able to do it without any expense or the least assistance of the people here, and what is its location and design. A plan, including a description, is needed; indeed, without that information the new work cannot be approved, nor the destruction of the old one.** And, since there is no-one in the whole Province under my care able to draw up the sketch that I am being asked to provide, the job is difficult; however, since it is necessary to obey the orders of a Superior, I will proceed to draw same, as well as those that correspond to the forts of **Nuestra Señora de los Dolores y la Santa Cruz**, and of **Santa Agueda**, within my limited capacity, in addition to the description of all three of them under separate cover, which are to be recorded immediately after this proceeding, at least to reduce confusion to a minimum, should it lack enough clarity for lack of [proper] explanation and method. Once this is done, Captain Justo de la Cruz, the Government Secretary, is to make two full copies of this document, including two copies of the sketches, one for the file, and the other to send as a duplicate to the Captain-General, if required. The whole file is to be sent to him at the first opportunity.

Muro.

Justo de la Cruz, Secretary for Administration and War.

The Governor of the Mariana Islands remits to Y.L. the sketches of Fort San Rafael, Fort Nuestra Señora de los Dolores y la Santa Cruz, and Fort Santa Agueda, plus a description thereof.

Most Illustrious Sir:

In compliance with the Superior Decree of Y.L. dated 11 February 1800 that you have included in the Letter you sent to me on 7 February 1800, which I received by the galleon **Magallanes**, and asking me to submit a report regarding: **What means did I avail myself to build Fort San Rafael? How was I able to do it without any expense or the least assistance of the people here, and what is its location and de-**

**sign. A plan, including a description, is needed; indeed, without that information the new work cannot be approved, nor the destruction of the old one,** I declare that Fort San Rafael, as well as the other works that have been built in this Island for the service of the King since the beginning of my term, have been built, without the least participation of the natives, by the Troop, whenever the soldiers were not otherwise employed at the main tasks of their profession of arms, since all the members of this Garrison have sworn to work continuously at whatever exercise, when they signed on, and thanks to a constant economy that I made use of, to cut any superfluous expenses for this garrison, in paying journeymen.

The enclosed record of proceedings will inform Y.L. sufficiently regarding the causes that motivated me to destroy the old fort, and build the new one of San Rafael, regarding which Y.L. has ordered me to write a description, or send a sketch. This I did, and Y.L. will please find same on folio 5 of said proceedings. Its description is as follows:

**[Fort San Rafael]**

Its shape is rectangular, and it is 42 Spanish yards in length, by 22-1/2 yards in width,<sup>1</sup> including the part occupied by the ledges, and along the front wall is the apartment. These two divisions and the fort is enclosed by a thick wall with an entrance that is rather secure. Its height, up to the top of the terrace, is 5 yards, and from there upwards, which consists of the parapet with its corresponding platform, 2 more yards. The wall holding the parapet is over 3 yards thick at its base, and 1-1/2 yards at the parapet. It can hold 17 guns of any caliber, since it has as many embrasures or gun openings, whose width on the inside is a little over 1/2 yard,<sup>2</sup> and on the field side it is over 2-1/2 yards wide. The base of the parapet, where the embrasure begins, is 3/4 yard above the level of the work on the inside, and over 1 foot on the field side. These dimensions, though they may appear small to experts, have been thought sufficient, considering the caliber of the short-range guns that might be brought here, and the calibers of the few short-range guns that we now have. The thickness of the wall between the embrasures depends upon its distance from the embrasures and their aperture, as shown. Finally, it has its covered apartment to enable the soldiers to rest, with three contiguous rooms separated by board partitions where the powder, balls, and other ordnance can be kept in war-time, and to store the gun carriages and other equipment in peace-time.

I have no doubt that Y.L. will find much confusion in this description and sketch on folio 5, because I do not completely understand this specialty; however, the truth is that I have no-one more knowledgeable at my orders. I know very well that the dimensions are somewhat smaller than normal, but I have dared build it for the above-mentioned reasons. However, Y.L. will see that this deficiency has been somewhat improved

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1 Ed. note: This is much smaller than the previous fort on same site, which was approx. 100 yards x 100 yards (see HM8: 48).

2 Ed. note: Almost 2 feet, and exactly 0.62 m.

[sic] in the following description that I make of Fort of Nuestra Señora de los Dolores y la Santa Cruz, whose sketch I have also included on folio 6 of said proceedings.

### **[Fort Santiago]**

The so-called Fort of Orote<sup>1</sup> consists only of an esplanade, with a parapet one yard in height. It is located on the Point of said name on top of a high hill. South of it and toward the point itself, there are various promontories of bare rock, that are higher than said fort and absolutely prevent the use of any gun, such that any vessel coming from that direction would be safe when passing under the cannon, by keeping close enough to the point to run aground upon it, and would come into the channel, without experiencing the least damage. Such reflections, and the fact that the Islands (completely surrounded by reefs) has no other port than that of the basin of San Luís of Apra, and the fact that an enemy could not provide safety to his ships and do much, as long as he remained in the high sea, have led me to plan the construction of a fort that will eventually make this port secure.

### **[Fort Santa Cruz]**

For this purpose, I chose the islet named Santa Cruz located at the very edge of the channel leading to the inner basin, and I ordered Fort Nuestra Señora de los Dolores y la Santa Cruz to be built there. Y.L. will find its sketch on folio 6 and its description on the following folio.

Fort Nuestra Señora de los Dolores y la Santa Cruz consists of a thick masonry wall around the bare rock islet of Santa Cruz itself, as this rock forms the foundation upon which the fort has been built, after its irregularities were filled with stone and rubble, and the gaps between them filled with grout. Its location is at the edge of the channel, so that, at high tide, the fort is surrounded by water 3/4-yard deep, and at low tide, it is dry, but when the sea is agitated, there remains some water from 1/2 to 3/4 yard in depth. That is why, the defence of the walls was assured by placing large stones right next to the waters up to a height of 9 quarts [i.e. 2-1/4 yards?], which Y.L. will be able to see as N° 8 on folio 6. This defence in plan view is six yards in extent all around, at said height of 9 quarts; then it slopes down for another 12 yards where it is 1 yard high. In this manner the walls of the fort are safe from the damage that would necessarily result from the continuous action of the tides, and also from the beatings of the waves during some strong hurricane, although it would be difficult for it to damage the fort, not only on account of the safety precautions taken by the workmen, but also on account of the shoal that surrounds the islet, which extends toward the open sea, and upon which the sea breaks (it is not shown on some charts). It is right next to the only channel through which vessels can enter.<sup>2</sup>

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1 Ed. note: The other fort on Orote Peninsula, Fort San Luís, may already have been abandoned; see its shape and location on the 1737 map of Apra Harbor (Doc. 1734F), where its dimensions are given as 15 yards x 9 yards x 5 yards up to the embrasures.

2 Ed. note: That is, can reach the inner basin.



Its shape is rectangular, 34 Spanish yards in length by 18-1/2 yards in width, including the part occupied by the ledges, and along the front wall is the apartment. These two divisions and the fort are enclosed by a thick wall with an entrance that is rather secure. Its height, as far as the top of the terrace, is 5-1/4 yards, from which can be deducted 2-1/4 yards of the defensive sea-wall. The parapet with its corresponding platform, is 2 yards in height, and a little over 1-3/4 yards in thickness. It can hold 11 guns of any caliber, since it has as many embrasures or gun openings, whose width on the inside is a little over 1/2 yard, and on the field side it is over 2-1/2 yards wide. The base of the parapet, where the embrasure begins, is one yard above the level of the work on the inside, and 1/2 yard on the field side. From the center of one embrasure to the next there are 6 yards. The thickness of the wall between the embrasures depends upon its distance from the embrasures and their aperture, as shown. Finally, it has its covered apartment where the soldiers can rest, as required, and for the storage of the powder, balls, other ordnance, etc.

#### [Fort Santa Agueda]

Behind this City and at about 100 paces from the Royal Palace itself, there runs a ridge of hills that occupies a much greater distance than the extension of the city, such that by establishing a battery of guns anywhere upon it, the settlement and Fort San Rafael could be easily affected, since it entirely overlooks both of them. To remedy this danger, which might at any time bring ruin to Agaña, I arranged for the construction of a fort with the name of Santa Agueda on the highest part of said mountain [ridge], to prevent the Enemy from even thinking about doing that. Since big guns cannot be hauled up to this site without great difficulties and it was built only to carry small four-pounder guns, Y.L. will note that it is rather small (see the Plan enclosed on folio 7). Its description is as follows:

Fort Santa Agueda is located on a mountain that overlooks Agaña, and Fort San Rafael. Its shape is almost square. It is 9 Spanish yards in length, and 16(?) yards in width, including the part occupied by the ledges, and it is surrounded by a good wall and has an entrance. It is made of hewn stone, and the terrace is made of small rubble mixed with clayish earth. Its height, as far as the top of the terrace, is 3-3/4 yards, and from there upwards, which consists of the parapet, 1-1/2 yards. It can hold 10 small guns, since it has as many embrasures, whose opening on the inside is 1/2 yard wide, and on the field side 2 yards wide. The base of the parapet, where the embrasure begins, is almost 3/4 yard above the level of the work on the inside, and about 1 foot on the field side. The center of one embrasure to the next is over 3-3/4 yards. The thickness of the wall between the embrasures depends upon its distance from the embrasures and their aperture, as shown.

Most Illustrious Sir, I would be glad if these descriptions have provided useful explanations that hopefully can be understood; however, if one considers the great distance involved and the ignorance of yours truly, whose wisdom may have caused him to listen without asking for explanations, although he hoped that he had understood,

still I hope that a frank admittance of my shortcomings will result in being forgiven, since I confess them openly and with ingenuity.

May God save Y.L. for many years.

San Ignacio of Agaña, Capital of the Mariana Islands, 15 September 1801.

[To His] Most Illustrious Lordship, the Governor and Captain-General of the Philippine Islands.

It agrees with the original proceedings and Consultation N° 129, which must be remitted at the first opportunity to H.M.I.L. the Governor and Captain-General of the Philippine Islands. And in view of the order given to me therein, I, Captain Justo de la Cruz, Government Secretary for Administration and War, made the present copy using common paper (as we have no sealed paper at all in these Mariana Islands) at the City of San Ignacio of Agaña on 15 September 1801, and it is a faithful transcript thereof, containing 7 useful folios, followed by the three sketches that go in continuation as folios 8, 9 and 10. It was revised and corrected in the presence of Adjutant Ignacio Espinosa, Sergeant Manuel Tiburcio Garrido, and Nicolas de Borja, in faith whereof, I have affixed my signature.

Justo de la Cruz, Government Secretary for Administration and War.

**Note:** Following this Note, on folios 8, 9, and 10, there are shown the three sketches of said Fort San Rafael, Fort Nuestra Señora de los Dolores y la Santa Cruz, and Fort Santa Agueda, initialled by me. This I mention as a Note, signed at this City of San Ignacio de Agaña on 15 September 1801, in faith whereof.

Cruz.

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**Document 1801D**

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**Population of the Marianas in 1800 and 1801**

*Source: PNA.*

**Census of the villages, houses and inhabitants of the Mariana Islands**

**Taken by Lieutenant-Colonel Manuel Muro, their official Governor, for the year 1801, stating the census of 1800 and the increase/decrease in each category.—**

[Table on next 2 pages]

As it appears, the sum of all the Spaniards, Filipinos, native Indians [i.e. Chamorros], black people, and descendants of both sexes, who inhabit these Mariana Islands in 818 houses is 4,245 which is the total of the present census, except that the number for Rota is shown as being the same as last year, because the list for that island has not arrived, and the increase over the year 1800 is 87 inhabitants.

(Signed)

Muro

Justo de la Cruz, Government Secretary for Administration and War.

Inhabited Islands	Villages	Houses	Officers and soldiers, incl. invalids	Spaniards & half-breeds: Male	Female
GUAJAN	Agaña & Sta. Cruz	377	140	291	356
	Anigua	146			2
	Asan	15			
	Tepungan	12			
	Apurguan	6			
	Mungmung	15			1
	Sinajaña	36			3
	Agat	53			
	Umata	49			
	Merizo	62			2
	Inarajan	32			1
Pago	30			1	
ROTA	Rota	85			
	Totals:	818	140	291	366

<b>Filipinos &amp; descendants: Male</b>	<b>Female</b>	<b>Native Indians [Chamorros]: Male</b>	<b>Female</b>	<b>Blacks: Male</b>	<b>Female</b>	<b>Total for 1801</b>	<b>Total for 1800</b>
548	671	99	85	7	8	2,207	2,123
	8	101	90			201	207
	4	39	29			72	69
	2	34	33			69	68
2	1	10	10			23	25
	4	35	30			70	69
1	4	106	74		1	188	181
17	6	110	110			243	244
		87	92	4	3	186	186
1	4	144	112			263	255
		94	93			188	190
	1	103	85	7	1	198	204
.....	.....	.....	.....	.....	.....	.....	.....
		169	168			337	337
.....	.....	.....	.....	.....	.....	.....	.....
569	705	1,131	1,011	18	13	4,245	4,158

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## Document 1801E

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# A description of the Mariana Islands, by an unknown author

*Sources: BL Add. ms. 17,625. fol. 92-95v, entitled: "Noticias de algunas islas de las Marianas." Quoted by Espinosa y Tello, in his Memorias, p. 16; cited by B&R 53: 363.*

## Original text in Spanish

### Noticias de algunas islas de las Marianas—N° 245.

*La isla principal de las islas Marianas y la capital de todas ellas es la que llaman Guajan ò Guam que està situada en los 13°18'47" de latitud N. y 150°49' longitud E. de Cadiz. Esta isla que tendrà unas quarenta leguas de circunferencia, esta rodeada de un arrecife ò cordillera de bajos que velan. Sus unicos puertos son el de San Luis de Apra situado al O proximo à la punta de Orote, y otro dos millas mas al E que nombran de la Caldera.*

*La poblacion de las islas que casi toda se halla reunida en Guajan, pasa en el dia de 48 [rather 4U] almas, siendo suu capital la ciudad de San Ygnacio de Agaña, que tiene para su defensa dos baterias ò castillos cerrados, una en la playa, y otro en una eminencia que aunque de dificil acceso puede dominar el castillo y la Ciudad.*

*El suelo de esta isla se compone de un terreno en partes cortado è inutil, y en partes feraz que produce lo que basta al sustento de sus habitantes, dexando ademas mucho sobrante. Los granos principales del alimento son el mais y el arroz. Del primero se hacen al año dos cosechas y una tercera que llaman de aventura, y lo preparan en pan haciendo unas tortillas semejantes en sazon y gusto à las de Nueve España. El arroz lo emplean igualmente en pan, dandolo asi à los enfermos, y les sirve de una especie de regalo en sus mayores funciones.*

*Criase en los montes el arbol del coco, el de la rima ò arbol del pan y una fruta llamada **ducduc** que se asemeja à la rima y sirve tambien como de pan aprovechando su cosecha. Encuentranse igualmente varias raices silvestres que suplen aun de esta forma à las faltas del mais y del arroz quando se malogran sus cosechas. Pero en lo que mas abundan los montes de Guajan es en infinitos ratones y venados que causan bastantes daños en las haciendas de los pueblos. Los caminos, varios montes y algunas sementeras estan llenas de un arbusto que llaman limon china y produce el limoncillo de china,*

*cuya flor por su sustancia y fragancia debe considerarse como la del hazar que dà la naranja y limon que abunda mucho. Tambien se cria la caña de que se saca el azucar, y aunque no siembran el algodón cosechan el necesario para los usos domesticos, de la sola reproduccion que ofrece la simienta abandonada en el suelo ò en el arbusto. Por lo que toca à la caña solo se siembra en el dia la precisa para comerla y como golosina, porque se tiene observado que la tierra cria un gusanillo que quando la caña esta casi en sazon la roe por sus raices.*

*En estos ultimos tiempos se contaban en la isla mas de tres mil cabezas de ganado bacuno entre montaraces y mansos, bastantes caballos, mucho ganado mular, gallinas y pollos abundantisimos, algunos pavos y patos Reales que se mantienen con el mais y la carne del coco, y una gran cantidad de pjaras de cerdos, que abandonados por los campos los corren de uno à otro extremo talando y destrozando las sementeras de los pueblos. La mayor parte del ganado mencionado pertenece exclusivamente al Rey, y por esta causa hay en la isla muchos montes vedados con el fin de evitar la matanza y robo de las bacas, lo que no puede aun lograrse à pesar de los rigurosas providencias tomadas sobre el particular.*

*Lo que no hay en la isla es rio alguno que merezca el nombre de tal. Todos son arroyos que baxan de los montes, y se engruesan bastante en tiempos de avenidas. Con sus aguas riegan los arrozales, valiendose para esto del medio sencillisimo de hacer mudar la direccion à la corriente, atajando los arroyos con los ramos de los arboles.*

*El mar que rodea la isla produce abundantes peces y entre todos el mas apreciable es el que nombran **balate**, especie de gusano de mar de un palmo de largo. Su pesca no dexaria de ser un ramo de industria bastante util à los moradores de Guajan, si la absoluta falta de trafico no tubiese reducidos à aquellos naturales à la mas estrecha miseria. Las unicas embarcaciones que tocan en la isla son las que del Peru ò Nueva España navegan para Filipinas ò China, y estas aunque refrescan alli y se abastecen de lo que hay, todo lo reciben gratis, y solo la que quiere dexa algun corto socorro de los frutos de que carece la isla.*

*Esta tiene para su defensa una dotacion de tropa compuesta de un Gobernador, Sargento mayor, dos Ayudantes y tres compañías, las dos españoles y la otra **Pampangá** ú de obreros, que en todos componen en el dia excluso el Gobernador 131 plazas. Esta tropa tiene racion diaria del ganado bacuno, aves, verduras &c de la isla, y ademas se mantienen con los mismos frutos tres hospitales, uno para soldados y los otros dos para enfermos de ambos sexos que padecen el mal de San Lazaro en toda la isla. Una circunstancia muy particular en la calidad de esta tropa es la de que no se le admite la plaza sin que cada uno se obligue à exercitarse en el servicio, fatiga y oficio que sele mande. Asi se los vê arrostrar las mayores fatigas, y es muy comun oír que han andado en un dia, por entre montes, seis y mas leguas à pie, con quatro y cinco arrobas de peso ademas de su fusil.*

*Al Nordeste de Guajan y à distancia de 10 leguas està la isla de Rota ò Luta, bastante fertil y que conserva una poblacion como de 200 almas; Y al mismo rumbo, y como à 30 leguas de distancia, esta situada la isla de Buena-Vista ò Tinian, famosa por*

*su fertilidad y por el prodigioso numero de ganado bacuno que mantiene en su corta circunferencia, siendo todo blanco, à excepcion de cosa de medio dedo que tienen negro en las puntas de las orejas, y de una magnitud que no se vè en Filipinas, China, costa de Coromandel, ni Malabar. Es casta que se llevó de las Californias.*

*Esta pequeña isla despobada mantiene continuamente de tres à quatro mil cabezas de ganado bacuno, gallinas y pollos. Produce asimismo una especie de cangrejo o de tierra que llaman **ayuyo**, que tiene dos libras, se alimenta de las frutas y plantas de la isla, y es el bocado mas rico que puede comerse. Tambien se encuentran en la isla muchos y delicados limones, naranjas dulces, cocoteros y Guayabas; en una palabra su fertilidad es tal que llevará à sazon quantos frutos ò animales se le fien.*

*A la vista de Tinian y con solo una corta travesia, que se hace sobre un placer en qualquiera barquilla, se halla la isla de Seipan bastante grande y feraz pero muy quebrada. Tiene algun ganado bacuno que hà pasado de Tinian, mucha madera, y sus playas abundan en buenos peces, pero nada se aprovecha por estar despoblada como Tinian.*

*Finalmente aunque hay otras varias islas que se comprehenden en la denominacion general de Marianas nada ofrecen de particular; solamente añadiremos que al S. de Guajan y à distancia de 40 leguas poco mas ò menos se encuentran las islas Carolinas muchisimas en numero, pero que se ignora qual sea este, pues aunque hace mucho tiempo se descubrieron algunas, apenas se encuentran en el dia buscandolas por los rumbos con que entonces se demarcaron. Lo que si es cierto que son muchas y estan muy pobladas, porque en el mismo Guajan hay establecidos bastantes indios carolinos que en distintos tiempos fueron arrojados por tempestades del mar de sus islas à aquella, y todos concuerdan en estas circunstancias.*

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## Translation

### Notices regarding some of the Mariana Islands. N° 245.

The main island of the Mariana Islands and the capital of all of them is the island called Guajan or Guam. It is situated in 13°18'47" lat. N. and 150°49' long. E. of Cadiz. This island, which is about 40 leagues in circumference, is surrounded by a reef or string of shoals that protect it. Its only ports are that of San Luís de Apra, situated on the West side near Orote Point, and the other is two miles further E and referred to as the Caldera [i.e. the Cauldron, or Basin].

The population of the islands, which is almost all gathered in Guajan, now exceeds 48 [sic] souls.<sup>1</sup> The capital is the city of San Ignacio of Agaña which is defended by two batteries or enclosed forts, one on the beach, and the other is on top of a hill which, though difficult of access, can dominate the [lower] fort and the city.<sup>2</sup>

1 Ed. note: A misprint for 4U, which means 4,000 in Spanish. The actual population did not exceed this number until after 1800. That is why this document is assigned to 1801.

2 Ed. note: They were respectively Fort San Rafael on the beach, and Fort Santa Agueda on the hill.



The soil of this island consists of land that is in some parts hilly and useless, and in other parts fertile and producing enough food for its inhabitants, with much left over. The main food crops are corn and rice. There are two corn harvests per year and a third one, which they call, chancy. They prepare corn to replace bread, by making some “*tor-tillas*” similar in seasoning and taste as those of New Spain. They also use rice to replace bread, giving it as is to the sick, and it serves them as a sort of special dish at their major feasts.

The coconut tree grows in the bush, and so the bread-fruit tree and a fruit called *duc-duc* which is similar to bread-fruit and serves also to replace bread, when harvested. There can also be found various wild roots that, as is, can replace corn and rice when such crops are destroyed. However, what the hills of Guajan are full of, are an infinite number of rats, and deer, that cause great damages to the plantations of the villages. The roads, various hills, and a few plantations are full of a shrub called *limon china* that produces the small Chinese lemon, whose flower, by its substance and fragrance, must be considered a thing of good luck that it produces the orange and the lemon that is plentiful. Another crop is sugar-cane, from which sugar is extracted, and although they do not sow cotton, they harvest what they need for their domestic use, just from the automatic reproduction of seeds that have fallen to the ground or remained on the plant. As far as sugar-cane is concerned, people sow just enough to eat, and use as candy, because it has been observed that the soil contains some small worms that attack the roots of the sugar-cane when it is almost ripe.

Not so long ago the island had over 3,000 heads of cattle, wild or tame, enough horses, a large number of mules, chickens in very large numbers, a few turkeys and ducks belonging to the King, that are maintained with corn and coconut meat, and a large quantity of pigs that roam the fields in groups from one end of them to the other, laying waste and destroying the plantations of the villages. The greater part of the above-mentioned cattle belongs to the King, and for this reason many wild areas in the island are game preserves, to prevent the killing and theft of the cows, but this cannot yet be prevented in spite of the rigorous measures taken about it.

What is missing in the island is a river worth the name. They are all streams that come down from the highlands, and grow into torrents in periods of rain. Their waters are used to irrigate the rice fields, this being done very simply by changing the direction of the current, by blocking the streams themselves with tree branches.

The sea that surrounds the island produces many types of fish and among them the most appreciated is the one called *balate*, a sort of sea worm one palm in length.<sup>1</sup> Fishing would be a worthwhile branch of commerce for the residents of Guajan, if only the absolute lack of visitors had not reduced these natives to a most miserable state. The only ships that touch at the island are those that come from Peru or New Spain on their way to the Philippines or China, and, although they refresh there and get the supplies

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1 Ed. note: Otherwise known as “trepan”, sea slug/cucumber, or *bêche-de-mer*, or its scientific name of “*holothuria*.”

they need, they get it all for free; only the ship that wants to, leaves behind a small amount of succor in the way of products that do not exist in the island.

For its defence, this island has an established troop composed of a Governor, a Sergeant-Major, two Adjutants and three companies, two of them Spanish and one Pampango, or workers, company. All in all, nowadays they make up a total of 131 positions, excluding the Governor. This troop gets daily rations made up of the island's cattle, fowls, vegetables, etc. In addition, the same products feed three hospitals, one for soldiers and the other two for the sick of both sexes in the whole island who suffer from the disease of St. Lazarus [i.e. leprosy]. There is a very special condition that applies to this troop, and that is, that no-one is given a position in it unless he obliges himself to take part in the service, the exercises and duties assigned to him. So, one can see them face the greatest of hardships, and it is not uncommon that one hears that they have walked in one day in the bush six or more leagues, on foot, with 4 or 5 arrobas of weight on their back, in addition to their rifle.<sup>1</sup>

To the NE of Guajan, at a distance of 10 leagues, is the Island of Rota, or Luta, rather fertile, that still has a population, about 200 souls. And in the same direction, and at a distance of about 30 leagues, is situated the Island of Buenavista, or Tinian, famous by its fertility and for the prodigious number of cattle that is maintained in its small area. This cattle is all white, except for a black spot about half a finger in length at the end of their ears, and is of a size that is not seen in the Philippines, China, the Coromandel Coast, or the Malabar Coast. They belong to a breed that was brought from the Californias.<sup>2</sup>

This small uninhabited island continuously maintains from 3 to 4,000 heads of cattle, plus chickens. It also produces a sort of land crab called *ayuyo*, which weighs two pounds, and feeds on the fruits and plants of the island, and is the tastiest morsel that one can eat. The island also contains many delicious lemons, sweet oranges, coconuts and guavas; in one word, its fertility is such that it would encourage any fruit or animal entrusted to it.

In sight of Tinian, and only a short crossing away with any canoe over shoaly water, is the Island of Saipan, fairly big and fertile, but very uneven. It has some cattle that have passed from Tinian,<sup>3</sup> many trees, and its beaches abound with good fishes, but none of this is taken advantage of, because it is uninhabited like Tinian.

Finally, although there are various other islands comprised within the general definition of Marianas, they have nothing special to offer. We will add only that to the South of Guahan, and at a distance of 40 leagues, more or less, one would meet with

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1 Ed. note: This weight on their backs, from 45 to 56 Kg, was made up of food items they had collected for rations.

2 Ed. note: I have not found any reference to the first importation of this white cattle. Those of California had been taken there by the Jesuit missionaries, from their ranches in Sonora and Nayarit. Such cows had originally come from Spain.

3 Ed. note: This is the only reference that I have found to the way the cows got from Tinian to Saipan. They apparently did so on their own, by swimming, quite a feat, I think.

the Caroline Islands, numberless, but what is not known is their exact number; indeed, although some of them have been discovered long ago, they can hardly be found today, by looking for them in the spots that had then been assigned to them. What is certain, however, is that there are many of them, and they are very populated, because in Gualan itself there are settled a good number of Carolinians that have come there at various times, pushed by storms from their islands to it, and they all agree as to these circumstances.

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1 Ed. note: The rest of this document is a quote from Anson's Voyage.

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## Documents 1801F

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# The ship *Hope* of New York, Captain Ray, sailed past Nauru and either Ebon or Kosrae

### F1. Reports in the newspapers of New England

*Source: Articles under Nauru 4, 5, and 6 in: Gerard Ward (ed.). American Activities in the Central Pacific.*

*Salem Gazette, Nov. 5, 1802.*

**New York, Oct. 29.**

Yesterday arrived, from a three years voyage, the ship **Hope**, Capt. Ray, in 223 days from Canton, and 121 days from the Isle of France, where she put in to stop a leak, with a valuable cargo of Teas, nankiens, Silks, China Ware and Rhubarb.—It will not, we presume, be uninteresting to our nautical readers to give a sketch of Capt. Ray's voyage, as he has traversed a part of the globe hitherto unknown to navigators. The **Hope** sailed in '99, in company with the **Congress** frigate, and weathered the gale in which many vessels were so much shattered. The first place at which the **Hope** arrived, after her departure from America, was Falkland's Islands, where she remained six months, and was successful in getting skins. From this place she proceeded to the Island of South Georgia, where she made a stop of three months, and then proceeded on her voyage, and attempted to get round Cape Horn, which attempt was abandoned, after beating 60 days. She then put into Port Desire, on the coast of Patagonia. From this place she went to the River La Plata, where she remained three months and dried the skins which they had previously obtained. She proceeded round to New Holland, and touched at Port Jackson, and continued her route from that place to Canton, where the cargo was disposed of to good advantage.

On the 22d of Dec. 1801, in the lat. of 2,0 deg. S. and long. 166,21 W [sic], Captain Ray discovered an island about 7 leagues in length, which appeared to be well covered with wood but was not near enough to observe whether it was inhabited; and on the 26th of the same month, in lat. 5 deg. and 45 min. N, and long. 163,40 W [sic], saw another island, about 4 leagues in length.—Neither of these appear on any map or chart, and had Capt. Ray been in possession of good boats, he would have gone on shore to make further discoveries.

Capt. Ray spoke, July 18 [1802], off the Cape of Good Hope, a ship from Hamburg for the Isle of France. Aug. 26, in lat. 13,12, long. 13,47, parted from the ships **Fame**, Barnard and **Lydia**, Starbuck, both belonging to Nantucket and both from a very successful whaling voyage, bound home.<sup>1</sup>

*Salem Register, Dec. 2, 1802.*

#### **New Discovery**

Oct. 2—A new island was discovered in the Pacific Ocean, on the 22 of December, 1801 by Mr. Sharp, late surgeon of the **Cornwallis**, in his passage from Port Jackson to China, on board the **Hope**, lat. 28 miles S. long. 163 [sic] degrees E. Mr. Sharp named it Schank's Island, in honor of Capt. Schank of the Royal Navy. Its length is about five or six leagues, its breadth a little less.

*Columbian Centinel, Boston, Mass. Mar. 9, 1803.*

*Note: Identical reports appeared in the Connecticut Gazette and the Commercial Intelligencer, New London, Conn. Mar. 16, 1803.*

#### **New Discoveries**

Capt. Ray, of the American ship **Hope**, on the 22d December 1801, discovered an island about seven leagues in length, in 25 degrees [rather miles] south, lat. and 166 deg. 21 min. east long. The island appeared to be well covered with wood, but he would not approach sufficiently near to distinguish whether, or not it was inhabited. Four days after, in 5,45 north lat. and 163,40 long. saw another island about four leagues in length, but the want of competent boats prevented his further discovery. Neither of these islands are marked on any chart or map.<sup>2</sup>

## **F2. Note found in the British Library**

*Source: BL ms. 17637, fol. 53.*

*Notes: This folio is part of a collection of logbooks bought from Michelena y Roxas in 1848. This particular note is but a translation from the newspaper Moniteur, N° 88, with the dates specified in accordance with the French republican calendar as "28 primaire, an 11." Re-translated into English, it reads as follows.*

Captain Ray, in command of the American brig **Hope**, has discovered, on 22 December 1801, an island about 7 leagues in length, located in 25° [sic] Lat. South, and 166°12' Long. East.

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- 1 Ed. note: Both whalers had been fishing on the Woolwich grounds, and they arrived back home on 5 November 1802, according to Starbuck's History of the American Whale Fishery, pp. 198-199.
  - 2 Ed. note: The true positions of the target islands are: Nauru 0°25' S & 167°05' E; Ebon 4°34' N & 168°38' E; and Kosrae 5°16' N & 162° E. His errors in positions and the lack of details prevent a sure discrimination between Kosrae and Ebon.

Four days before they had seen another island in 5°45' lat. N. and 163°40' Long. It was about 4 leagues in length, and, for the lack of a proper boat it was not examined. Neither of these islands appear in the Charts.

(Extracts from English newspapers of 13 December, 22 primaire.)

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**Document 1801G**


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## A mystery ship passed by Guam on 20 November 1801

*Source: LCMss. Division, ref. Spanish Colonial Government, Item 33; cited in B&R 53: 369; 5 leaves.*

**Report of the investigation that resulted from the passage by the town of Umata of a ship presumed to be an enemy ship, dated Aña 20 November 1801.**

### **Original text in Spanish.**

*Año de 1801.*

*Nº 92. Testimonio de las Diligencias practicadas, a consecuencia de aver pasado por la Villa de Vmata una Embarcacion con presunciones de Enemiga.*

*Por el Sor. Teniente Coronel de los Reales Exercitos D. Manuel Muro Govor. Militar, Presidial, y Politico por S.M. de estas Yslas Marianas.*

*Ens. 3. Para el Archivo.*

*[El Governador de las Yslas] Marianas dà cuenta à V.S. de haver pasado por Guajan una Fragata Ynglesa Americana, con presunciones de Enemiga.*

*Muy Ylustre Señor:*

*La adjunta Carta que este dia me ha Escrito el Capitan D. Felipe de la Cruz Alcalde Administrador de la Villa de Vmata, instruirà à V.S. de su presuncion, en orden à la Fragata y circunstancias con que en el mismo la reconociò. Esta Embarcacion amaneciò dicho dia cerca de la Punta de Ynarajan; y por consiguiente no podemos saber del rumbo que traía, aunque se puede suponer pasò al Sur de esta Ysla; porque de nò, tenia Derrota mas directa por el Norte entre la misma y la de Rota ò Sarpana.*

*Dios guarde à V.S. muchos años.*

*San Ygnacio de Aña Capital de las Yslas Marianas beinte de Noviembre de mil ochocientos y uno.*

*Muy Ylustre Señor.*

*Manuel Muro*

*[A] Muy Ylustre Señor Governador y Capitan general de las Yslas Filipinas.*

*Mi Señor Gobernador:*

*Participo à V.S. que oy à las ocho del dia se abistó un Barco de tres Palos el qual traía Vandera Española con Armas Reales, mo[tivo que] me diò para pasar à su Bordo à reconocerlo, y me encuentro que solo su Comandante ablava en Español, el qual despues de a vernos saludado me hizo las preguntas siguientes. Quien gobierna estas Yslas? Yo le respondi: El Señor Gobernador Don Manuel Muro. Quantos havitantes ay en esta Ysla? Treinta mil. Quantos de Tropa? Quatro mil. Por estas preguntas me dieron motivo para informarme del estado de las Guerras; y me respondió que heran Yngleses Americanos y no Europeos que hivan para Cochinchina, y que no tenian guerra con ninguna Nacion; por esta respuesta tan contraria à mi pregunta, no haver quitado la Vandera de Nuestro Rey hasta que yo me desembarquè del Buque, y el se perdiò de vista; Por el profundo silencio que obserbò tanto en la Oficialidad como en la Tripulacion, y por aver bisto à seis que estavan con sus anteojos reconociendo la Costa sospechè sean Enemigos, razon por que con malicia y aquellas respuestas, y luego prosiguió disiendo: **Ay Ganado y Frutas para refresco?** Frutas andan escasas respecto a un temporal que ase poco tuvimos pero podran conseguir refresco si quieren fondear. **No tengo orden de mi Rey para fondear.** Dicho esto nos fuimos à la Camara en donde me preguntò si an pasado aqui tres Barcos allà por Octubre, y respondiendole que no, dijo: que heran compañeros pero que avian salido aquellos primero.*

*Tratè al mismo Comandante sobre si me bendia Arina, y Biscocho y me respondió que de uno, y otro trahia pero que no podia disponer, pues aunque hera Comandante en nada mandava, por que todo hera del Comun, con esto me procurè despedir disiendo que temia se sotaventase el Barco y que yo no coja la tierra; y me dijo que aunque perdiese tres dias no se largaria sin dejarme en paraje seguro para entrar en tierra, con esta nos despedimos dandome afectuosamente la mano. Despues que me desatraquè estube reparando que el Buque tendria como quarenta Cañones, forrado de Cobre hasta tres palmos fuera de la [2-3 words missing] agua; es quanto puedo participarle [à V.S.*

*Dios guarde à V.S. muchos años.*

*Vmata y Noviembre beinte de mil ocho cientos y uno.*

*Phelipe de la Cruz*

*San Ygancio de Agaña y Noviembre beinte de mil ochocientos y uno.*

*Luego que huviere Embarcacion, se Consultara con esta Carta que acaso de recibir del Capitan D. Felipe de la Cruz Alcalde Administrador de la Villa de Vmata al Muy Ylustre Señor Gobernador y Capitan General de las Yslas Filipinas, por lo que la noticia pueda conducir à un Superior inteligencia; pero antes el Capitan D. Justo de la Cruz Secretario de la Governacion y Guerra de estas, sacará dos Testimonios de una y otra, el uno para Archivarlo, y el otro para repetirlo en el caso necesario.*

*Muro*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*



## Translation.

### Year of 1801.

Letter N° 92.—Report of the investigation carried out as a result of the passage by the Town of Umatac of a vessel presumed to be an enemy ship.

By His Lordship Don Manuel Muro, Lieutenant-Colonel of the Royal Armies and officially-appointed Military and Political Governor of these Mariana Islands.

Encl. 8. File copy.

The Governor of the Mariana Islands reports to Y.L. about an Anglo-American frigate, presumed to be an enemy ship.

Most Illustrious Sir:

The enclosed letter that was written to me on this day by Captain Felipe de la Cruz, Mayor-Administrator of the Town of Umatac, will let Y.L. know of his presumption, with regards to the frigate in question and the circumstances under which he himself reconnoitered her. This vessel was seen early in the morning of said day near the point of Inarajan; therefore, we ignore from which direction she was coming, although one may suppose that she went around the south end of this Island, because otherwise she might have had a more direct course by passing between the north end of it and Rota, or Sarpana, Island.

May God save Y.L. for many years.

San Ignacio of Agaña, Capital of the Mariana Islands, 20 November 1801.

Most Illustrious Sir.

Manuel Muro

[To] His Most Illustrious Lordship the Governor and Captain General of the Philippine Islands.

[Enclosure:]

My dear Governor, Sir:

I inform Y.L. that today at 8 a.m. there was seen a three-masted ship flying a Spanish royal flag, reason for which I went on board her to reconnoiter her, but I found out that only her Commander spoke Spanish. After we had greeted each other, he asked me the following questions: Who is governing these Islands? to which I answered: His Lordship Don Manuel Muro. How many people live on this island? I said: 30,000. How many soldiers? 4,000. He then told me that they were Anglo-Americans and not Europeans, and were on their way to Cochinchina, and were not at war with any other country. This was a strange answer to give to my question; because of this, and because they did not remove the flag of our King until I had left the ship and had lost sight of her; because of the deep silence kept not only by the officers but the rest of the crew, and because I saw six of them spying on the coast with their telescopes, I think that they may be Enemies, as proven by such malicious questions on their part. Then, he continued asking me: **Are there any cattle and fruits for refreshments?** I answered: Fruits there are few at this time because of a storm that we had recently, but you could have

some refreshments if you stop. **I have no orders from my King to make a stopover.** After this was said, we went to the cabin where he asked me three other ships had passed by here in October, but I told him, none. He said that they were his companions, but that they had left first.

I asked the same Commander if he could sell me Flour and Biscuit, and he told me that he had both of those, but could not sell me any, because, although he was Commander he could not sell anything, as everything belonged to everyone on board in common. This said, he urged me to leave, saying that he feared that the ship was getting too far downwind and I might not be able to get back ashore; and he told me that, although he might have to spend three more days, he would leave me in a neighborhood whence I would be able to reach the land. This said, he said goodbye, affectionately offering me his hand to shake. After I had left her side, I noticed that the ship had about 40 guns, was lined with copper up to about 3 spans above the water line. That is all I have to tell Y.L.

May God save Y.L. for many years.

Umatac, 20 November 1801.

Felipe de la Cruz

San Ignacio of Agaña, 20 November 1801.

As soon as a vessel become available, this letter that was just received from Captain Felipe de la Cruz, Mayor-Administrator of the Town of Umatac, is to be sent with a Consultation to His Most Illustrious Lordship, the Governor and Captain General of the Philippine Islands, as the intelligence in question may be of use to him. However, before this, Captain Justo de la Cruz, Government Secretary for Administration and War, is to make two official copies of both documents, one to keep on file, the other to send as a duplicate, whenever necessary.

Muro

Justo de la Cruz, Government Secretary for Administration and War.

### **Editor's comments about the possible identity of this mystery ship.**

If only the name of the Captain had been recorded, we might have a clue as to the identity of this ship, as he was a Spanish-speaking captain, or supercargo. We can only hope to find a ship logbook recording a visit to Guam on 20 November 1801 (Spanish time, i.e. 21 November for others).

In the meantime, we may assume, firstly, that the ship in question was a warship, probably an English (trader or convict ship) out of Sydney and on the way to Macao, or Canton. If, however, a U.S. ship, from the list given by Thomas Dunbabin of the earliest American voyages to Australia (*American Neptune*, January 1950), it could have been the **Follinsbee** of Newport, Rhode Island, the **Hope** of New Haven, Connecticut, or the **Missouri** of Philadelphia. The **Hope** of New York crossed Micronesia the following month (see Doc. 1801F). As for the Missouri, it carried dollars and

stopped at Manila on the way to China, where it arrived on 8 January 1802 at Whampoa.

From the list given by Latourette, one could add the **Ann and Hope** from Providence, a good candidate as she had passed by in 1800 also; the **Aspasia** from New York. From the list in the *American Neptune* (1963): the **Jefferson** of Philadelphia that carried dollars via Manila and arrived at Whampoa on 21 December 1801; but not the **Concord** of Salem that came from the island of Mas Afuera (off Chile) with sealskins and arrived at Whampoa on 17 December 1801, but it was via Tinian (see Doc. 1801I); the **Eliza** of Boston that carried dollars and went via Manila before making for Whampoa where it arrived on 23 December 1801; the **Mars** of Boston that came from the island of Mas Afuera with sealskins and arrived at Whampoa on 31 December 1801.

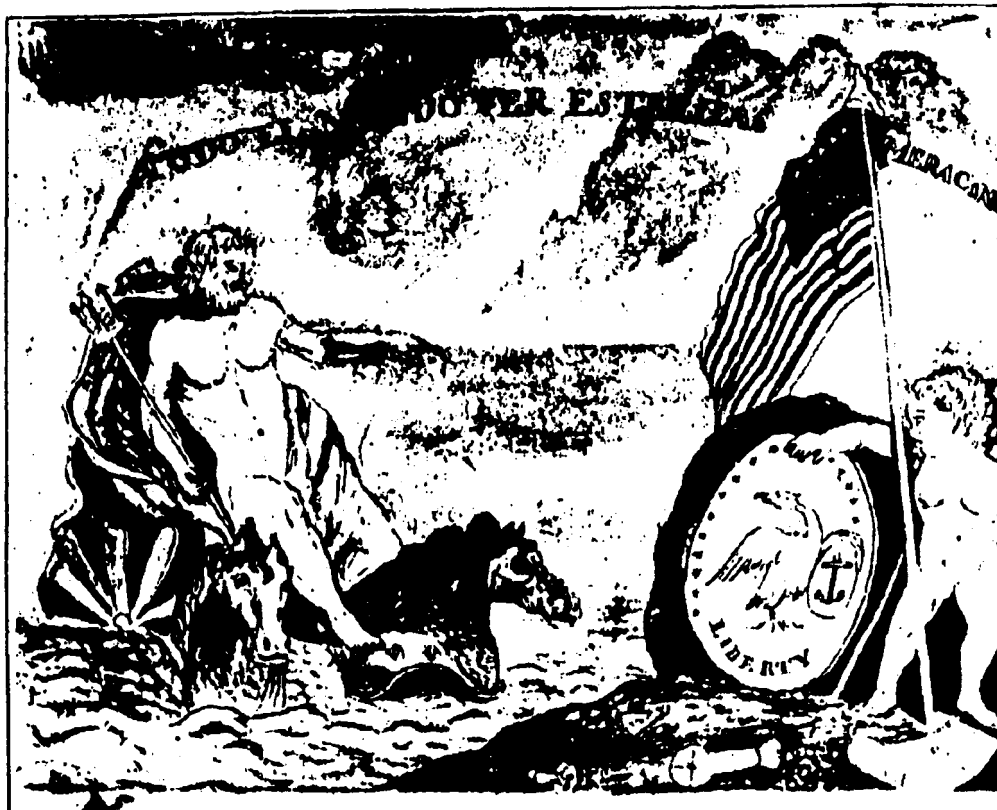
Less likely would be: the **George Washington** of Providence that came from the Peruvian coast and carried dollars and sealskins to Whampoa where it arrived on 16 January 1802; but not the **Hope** of Nantucket that carried sealskins from the Falklands and arrived at Whampoa on 29 January 1802 (see Doc. 1801F); the **Diana** of Boston, that came from Lima carrying dollars to China and that arrived at Whampoa on 8 February 1802 [not likely, as via Hawaii, says Howay]; the **Perseverance** of Boston, that carried sealskins from Mas Afuera Island to Whampoa where it arrived on 8 February 1802 [not likely, as it went by Saipan], etc.

The possibility of an English ship, such as a returning convict ship, is not great. As for the **Royal Admiral**, it passed by Saipan, early in 1801. There was a fleet of English supply ships, protected by **HMS Belliqueux**, known to have been in the area in 1801, but they travelled in a group and passed much earlier (see Doc. 1801M).

The **Swallow**, Captain Luard, went by Yap and could very well have passed by Guam, but that was in March, says Horsburgh.

From the list by Judge Howay, under 1801, we find that the whereabouts of the **Belle Sauvage** are unknown for that year; the **Betsey** was already at Canton in November; the **Catherine** was possibly still at Hawaii in November; the **Caroline** was too small a ship; the **Charlotte** reached Canton on 22 November; the **Diana** sailed in October for China; the **Enterprise** reached Canton on 22 November, but had only 10 guns; the **Guatimozin** arrived at Canton on 19 November; the **Lavinia** arrived at Canton on 8 November (too early); the **Litteler** reached Canton on 13 January 1802; the **Lucy** arrived in China on 6 November (too early); the **Mary Ann**, the **Mary**, and the **Three Sisters** have left no details.

In other words, there is no shortage of candidates. Without further evidence, the identity of this ship will remain a puzzle.



REMARKS  
 ON A VOYAGE TO THE MARIANNA  
 ISLANDS  
 BY WILLIAM HASWELL, FIRST  
 OFFICER OF THE BARQUE LYDIA

Cover page of William Haswell's logbook of the barque Lydia. *The motto in bad Spanish reads: "Todo el mundo ver estrellas Americanas," means: "The whole world will [soon] see the U.S. stars [& stripes]."*

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## Document 1801H

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### Visit of the barque *Lydia*, Captain Barnard, in 1801-1802

*Sources: Logbook kept by William Haswell, First Mate of the Lydia, in the Essex Institute, Salem; PMB 201; ML FM3/59; see also Bibliography, under 1801-1802.*

#### Extracts from the logbook kept by William Haswell, First Officer

#### Remarks on a voyage in 1801 to the Island of Guam, by William Haswell, First Officer of the Barque “*Lydia*.”

**With an introduction and annotations by Lawrence W. Jenkins.**

The barque “*Lydia*,” Moses Barnard, master, cleared from Boston early in March, 1801, for Manila and Canton. At Manila she was chartered to take the new governor of the Marianas<sup>1</sup> to Guam and sailed on Oct. 20, 1801, arriving there on Jan. 5, 1802, seventy-one days out, including a stop at Zamboanga of six days. She left Guam on Feb. 16, and arrived at Manila on March 5, making the return trip in eighteen days. The greater length of the voyage out was caused by the fact that the prevailing winds at that season of the year are from the east and northeast and that the ocean currents set in the same direction from one to two knots. The journal of this voyage here printed was kept by William Haswell, first officer of the “*Lydia*,” and is now preserved among the marine journals of the East India Marine Society of Salem in the library of the Essex Institute.<sup>2</sup> Mr. Haswell, a man of considerable ability and power of observation as shown by the following journal, came from a seafaring family. His two elder brothers, Robert and John M., were in the U.S. Navy, and his father, William, and uncle, Robert, had been in the English Navy, the latter having been on the ship “*Columbia*” at the time of the discovery of the Columbia River.

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1 Ed. note: Captain Vicente Blanco, who served as governor from 1802 to 1806.

2 Ed. note: Since consolidated with the Peabody Museum.

(Facing page:) **Chart of the Caldera, or Port of San Luis de Apra, in Guam.** Drawn by William Haswell in 1802. The "New Fort" is Fort Santa Cruz. The "Old Fort" is Fort San Luis (then abandoned). The "Hill Fort" is another new fort, Fort Santiago. The river marked "Fresh Water" is the Aguada River. "A Village", where Piti is now, was then called Riguas.

Oct. 20, 1801. Having received all our Cargo on Board and all ready for Sea the Boats in and Stowed and the decks Cleared, the Passengers came off at 12 a.m. with some of their Friends. At 4 we got under weigh, and Saluted with five guns which was returned by the Ship **Jefferson** of Philadelphia. At 1 p.m. we passed the Corregidor Island with a stiff breeze to the Northward.

...  
 Oct. 22... We but Eleven in Number Exclusive of our Passengers: Total on board Viz The Captain, Two Officers, Cook, Steward and Six Men before the Mast: Passengers, the Governor of the Mariana Islands, his Lady, three Children and two servant girls and 12 Men servants, A Fryar & his servant, A Judge and two servants: Total Passengers 24 and we expected but 8. Too many Idlers to drink water and to my certain knowledge they would not have fought had we been attacked... These Passengers caused a great deal of trouble. When their Baggage came on Board it could not be known from the Cargo & of course was stowed away together so that every Day there was a search after some thing or other which caused the Ship to be forever in Confusion.

...  
 [After visiting Zamboanga in Mindanao, the barque continued eastward.]

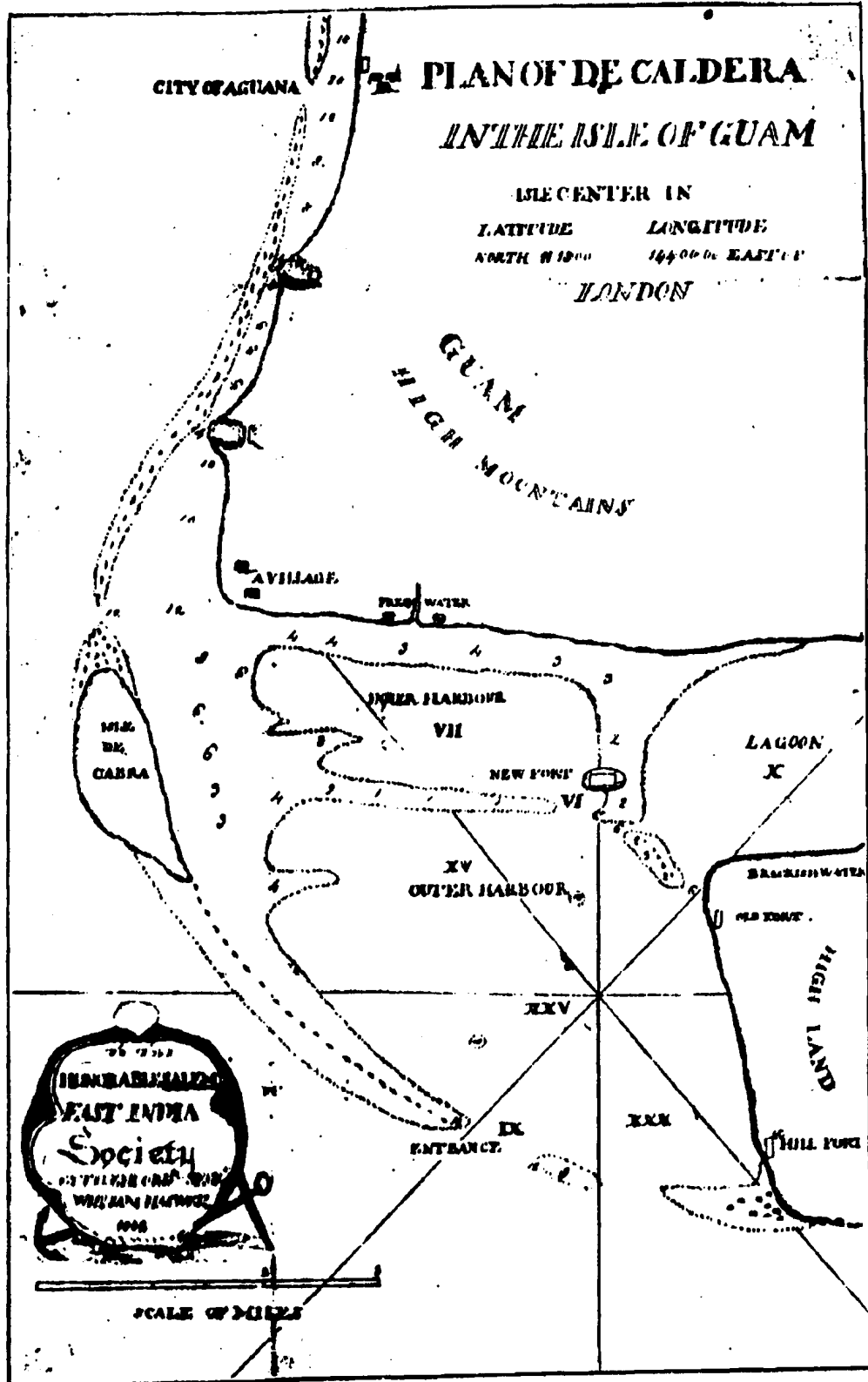
...  
 Nov. 8. We had fine weather, Light winds and those Easterly, so that it render'd our Passage long and tedious. Our Passengers allso very Anxious to arrive at the Island where they were to be the head commanders; a state they had never before enjoy'd. The Fryar praying Day and Night, but all would not bring a fair wind.

Dec. 25. We kept plying to windward till we got into Long. 154 by D[e]ad R[e]ckoning] and 152 by O[bservation] C[orrected] and Lat. 2 North. We had been to the southward of the Line to look for a wind. The wind generally stood E.N.E. At last a good breeze springing up to the Eastward we stood to the Northward and at Length we arrived at 12 North Latitude.<sup>1</sup>

Jan. 4th, 1802. It was then 4 p.m. we set all steering sails and stood to the westward and got sight of the Island of Guam & Rota. At 6 the next morning we found the Ship had been to the Westward of Account, but that the Lunar Observations were right.

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1 Ed. note: There is no mention here of the supposed discovery of Nukuoro, which lies in Lat. 3°50' N & Long. 154°56' W. of Greenwich, nor that of Pik, a bird island in the Carolines.



Jan. 5. This day we had Light winds & Calms. We steered for the North end of the Island and at 5 p.m. found it was too late to get in that night. Reefed the top sails and stood off and on all night.

Jan. 6th. At 4 a.m. all sail to get round to the S.W. side.<sup>1</sup> At 10 saw the Town of Aguana and at one we enter'd the harbour de Caldera. A Gun was fired from the Island Fort, on which we came to and handed sails: the Ship Rolling very heavy. A small boat came on Board to enquire who we were. As soon as they were Informed that the New Governor was on board they set off in the greatest hurry to Carry the Information to Don Manuel Mooro [i.e. Muro], the Old Governor. The Breeze continuing, we got under weigh and beat up the Harbour. They placed canoes on the dangers and by Six p.m. the Ship was up and Anchor'd in 16 fathoms water, sails handed, Boats out, Decks Clear'd. At Midnight the Adjutant came on Board with a Letter from Don Manuel wishing our Passenger Don Vincente Blanco joy on his safe arrival and informing him that the Boats should attend him in the Morning.

Jan. 7th. Accordingly at 6 a.m. Three Boats came on board, one of them a handsome Barge, the Crew in Uniform, a Large Launch for Baggage and a small Boat for the Judge and his servants, &c. At 10 the Governor, his Lady & suite left the Ship. We Saluted Nine guns and Three Cheers, &c.

We then went to work to clear Ship. First Launched Top masts, then Moored Ship, &c. We had not the services on the Cables when we saw a Ship heaving in sight and not able to find the Passage over the Reef, I took a small boat and went out and found her to be an English ship in Distres. Accordingly I Piloted them in and brought them to a anchor near the Hill Fort in 30 fathoms water.<sup>2</sup>

Their Story is as follows: that the Ship was Taken from the Spaniards on the Coast of Peru and carried to Port Jackson, N. Holland & Condemned. The present owners bought her there, and went with her to New Zealand to cut Spars which they effected intending to carry them to the Cape of Good Hope, but the Ship getting on Shore and Bilging herself, Delay'd them some time which caused a greater Expenditure of Provisions than what they Expected. They at Length got the ship repaired and Loaded, and went to the Friendly [i.e. Tonga] Islands to get Provisions, but they were disappointed, as they were at war with one another and nothing to be got but Yams, of which they got a slender stock. They set off again, but the ship got aground on some Rocks which made her Leaky. They got her off and stopt the leak on the inside with clay as well as they could. The Men then Mutinied and insisted on carrying the Ship to Macao, but not being able to reach that place, they put in here for Provisions, thinking the Spaniards would let them go out again, but their Ship was so bad that she never Left the Place. They could not get at the Leak any other way than by heaving Keel out, and that was a work of time. I sent them some salt Beef & Pork on board and the next morning

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1 Ed. note: Actually the West side, north of Orote Point, as is made clear below.

2 Ed. note: See Doc. 1802A for the full story of this ship that was really the captured Spanish frigate named **La Paloma**.



went on board her and took a Officer and 50 Indians and a Bower Anchor & Cable with me to get her up the Harbour which we were some time about. But plenty of Men makes light work and I warpt her up a Breast of the **Lydia** and there Moored her, then returned with the Anchor & Cable to my Ship again.

Jan. 10. This day 8 of the English Ships Men took a Boat and went to Town to the Governor to Enquire how much he would give them to carry the Ship to Manilla, but he ordered them to be put into Irons for Mutiny. In the mean time we were Employ'd discharging the Cargo and getting Ballast on Board. Some times the wind blew so hard that the Boats could not get to Town. Then we went on shore Abrest of the Ship and cut wood and filled water.

I us'd to take my gun and two or three Indians with me and wander into the woods, but in all my stay on the Island I only shot one small Deer and some small Hogs and a few Birds, amongst which was a large Bat near three feet from tip of wing to wing. The woods are so full of under Brush that it is hard Labour to one that is not used to it to get forward, but the Indians travel as fast as I can on Clear ground. I frequently went into Indian Inland Villages and allways found them hard at work with the Tobacco, which all belongs to the King and as soon [as] dry'd must be carried to the Governor, and he sells it at a Enormous Price as is every thing else. Even the Cattle they have is the King's.

Their houses are small but very cleanly and are built of a kind of Basket work and Thatched with Cocoa Nut leaves and are about 12 [sic] feet from the ground. Their Furniture consists of two or three Hammocks of Net work and the same number of Mats, a Chest, one frying pan, a Large Copper Pan and a few Earthen Jars. Near their houses is a Large row of wicker Baskets on Piles six feet high for the fowls to lay their Eggs and set in, the Breed of which they are very carefull to preserve. The fire place is under a small shed near the house to shelter it from the rain. Their food is chiefly shell fish and Plantains, cocoa Nuts and a kind of Sweet Potatoes which they dry and make flouer of, and it makes good bread when new. I allways found some Bullocks Hide in a wooden Trough a'Tanning. They wear Sandals like the Ancients.

But to return to the **Lydia**. She was Plentifully supply'd with fresh Provisions, as Beef, Pork, Fowls, all at the Kings Expence, and in the greatest Plenty—so that we gave three quarters of it away to the English Ship who had nothing allowed them but Jerk'd Beef and Rice. As our Crew was small and a great deal of duty a going on I often got assistance from them and with this supply of Men the work went on light. I kept the Long boat constantly Employ'd bringing on board wood and water. Four men on shore cutting wood, and some hands Repairing the Rigging, Painting Ship and getting as ready for sea as possible.

About this time Capt. Barnard came on board and went, accompanied by myself and the Second Officer, to make a Survey of her Hull, Sails, Rigging, &c., and found her not fit to perform a passage without some new sails; a new Cable and a great deal of new Riging and a good Boat as hers were lost. The Leak we thought could be reduced on the inside, but all the seams were very open and required Calking. A Report

of our Opinions being drawn out, I was sent to Town with it. The Governor hinted it was impossible to get what was required, but yet wished to send the Ship to Manilla. The Poor Owners hung their heads in Expectation of the Condemnation of the Ship. I returned on board the evening of the next day and Capt. Barnard returned to Town. We kept on the Old way Loading three boats every fine day with Cargo and receiving ballast by the returning boats. At length all was out and all in order, the Ballast in, the water filled, wood cut and on board about 20 Tons.

I then went to Town for a few days and pass'd my time in a very Pleasant manner. I found them preparing our Sea stock which was to be in the greatest Abundance. It consisted of 8 Oxen, 50 Hogs, large and small, but in general about 80 Pounds each, 24 Dozen of Fowls, 5 Dozen of Pigeons, two live Deers, and a Boat load of Yams, Potatoes, Water Melons, Oranges, Limes, Cocoa Nuts, &c. The way we came to be so well provided for was both the Governors & the Lieutenant governor insisted on Supplying us with stock, but that was not all, for the Fryars and the Captains of the Villages near the Sea side all sent presents on board, some one thing, some another. Thus the Ships decks were as full as they could be with live stock; Hen Coops from one end of the Quarter deck to the other, the Long boat and Main Deck full of Hogs, and the Fore Castle of Oxen. The great stock of Provisions was more than half wasted, the heat of the weather was such that more than half of it was spoiled. It would not keep more than 24 hours without being cook'd and then not more than two days, so that if we killed an Ox of 500 lbs., 400 of it was hove overboard, which was a pity, but we had no salt.

All the English gentlemen and some of the Spanish Officers came down to the water side to see us Embark. I then went in Company with Capt. Barnard and bid the Kind Governor Farewell and found scarcely a Dry Eye in the house. The Governor's Lady would not make her Appearance, but she waved a handkerchief from the Balcony of the Palace as we Embark'd in the Boats. Capt. Barnard was disappointed, as he expected to have carried the old Governor back to Manilla with us, and only required half the sum which we had for going out, which was 5,000 dollars, but the Old man thought four was too much, but offered two Thousand which was refused, thinking that he would give it at last. Don Manuel had the precaution to Embark all his goods and the Remains of His Wife on board the *Lydia* by which Capt. Barnard thought he would come up to his price, and so took them on board for the small sum of 200 dollars. Nothing was left behind but the Old Governor & servants, [and] he expected to the last moment we should stop for him, but as soon as he saw us under weigh he wanted to stop us but it was too late, we were gone before his Messenger reach'd the Fort.

We left the Harbour De Caldera with a fine breeze N.E. and as soon as we was at sea a Man belonging to the English Ship that had secreted himself on board came on deck and shew'd himself. We had also an Otaheeta [i.e. Tahiti] Indian that was under the care of Capt. Barnard as his servant, we had but one Passenger, a Fryar and he was

a good man.<sup>1</sup> His behaviour was very different from the one we carried out with us. He was so bad that we were forced to send him to Coventry, or in other words no-one to speak with him.

The Mariana Islands and large Rocks are 25 in Number, and one of them to the Northward has a Volcano on it. Guam and Rota are the only ones that are Inhabited. Tinian was formerly but is not now. They extend in Latitude from 21 to 11 [sic] North and from 144 to 145 East Longitude. The Island of Guam is the farthest to the Southward, but there is a Dangerous Shoal<sup>2</sup> Bearing S.S.W. of Guam, distance 125 Miles.

### GUAM.

I will now endeavour to give a short Description of the Island of Guam. The East side is high Table land with some small Creeks, that prows or small Boats can enter. They are dangerous for Large Boats, as there is always a heavy swell from the N.E. and high breakers on the Rocky entrances, and nothing to be got after you are in. The Villages are small and the Inhabitants poor. Off the South End is a small Island<sup>3</sup> joined by a Reef to the Main Island. On the South side is the Bank of Humatra [sic]. The Anchorage on this bank is bad, the water deep and Bottom Rocky; Ships anchor in 20 fathoms water, and the Fort<sup>4</sup> bearing N. or N.E. This fort has six guns and a small Party of Soldiers are kept constantly on duty. There is a Large house for the Governor when he thinks proper to go there or for the Commanders of the Galleons that call there. Refreshments and stock are always kept in readiness for them, as the Bottom will soon Cut the Cables and set the Ship adrift and to regain the Anchorage will cause Trouble, as the Current sets Constantly to the westward and the wind seldom alters from N.E. On the S.W. [sic] side of the Island is a very fine Bay and Harbour,<sup>5</sup> defended on the West and N.W. sides by a Reef and a small Island<sup>6</sup> and perfectly safe Anchorage. It consists of three places, Viz, a large outer Harbour where 300 Ships may Ride in safety, an inner harbour that will hold many sail if required moor'd head and stern, and a large Lagoon to the Eastward which nothing but Boats can enter as the water is so Shallow on the Bar, but over it is very deep water and it goes a long way into the Island, at the End of which is a large Village with a Church, &c. The Bay has two forts, one on a Island<sup>7</sup> in the middle of the Harbour of Six guns and it commands the Entrance of the Inner harbour; the other Fort<sup>8</sup> of four guns is on the high hill on the Starboard side of

1 Ed. note: The Augustinian Recollect who left Guam in 1802 was named Fray José Vallespin de la Santa Trinidad. I could not find the name of his replacement who arrived aboard the Lydia.

2 Santa Rosa reef.

3 Cocos Island.

4 Probably Fort St. Angel. Ed. comment: Rather Fort San José.

5 Port San Luis de Apra, on the W. side.

6 Cabras Island. Ed. comment: Also called Apapa Island.

7 Fort Santa Cruz.

8 Fort Santiago.

the bay agoing up it. The Reef that makes so good a harbour of This Place runs to the Northward 12 or 13 Miles past the City of Aguana, where the Governor resides, and all Boats that go from the Harbour keep on the Inside of the Reef for the Advantage of having smooth water; but there is two bad places to be passed where the water is shallow and the swell high, but I never saw Men manage Boats better than these Indians do, but they often get their Cargos wet and damaged.

The City or Capital of the Islands is on the West side of the Island in a large Bay, but there is no Anchorage for Shipping; the water is very deep and bottom Rocky. It is a Pleasant Town and contains 500 Houses of all sorts and 1800 Inhabitants of all Descriptions.<sup>1</sup> It is on a small Plain under a hill which protects it from the heavy gales that sometimes blow from the Eastward, and it consists of Six Streets, one of them 3/4 of a mile long, the others are but short. The Buildings of the Governors and Chief Officers are built with stone and are good houses. The Palace is two story and situated in a very Pleasant part of the Town with a large Plantation of Bread fruit trees before it and a Road from it to the Landing Place. It is a Large Building and in the Old Spanish stile. The first Story is stores, the Second is high, the Audience Chamber is near a 100 feet Long and 40 Broad & 20 high and well ornamented with Lamps, Paintings, &c. At each end of it is private Apartments. In the Front is a large Balcony which reaches from one end of the house to the other. Behind the Palace is all the out houses which are very numerous. Close to the Pallace is the Baracks & Guard Room. It is a large building and capable of contaning 500 Men with ease. To the Northward stands the Church built like one of our Barns at home. It has a Low Steeple for the Bells. On the inside it is well adorned with Pictures, Images, &c. On the S.E. and near the Church is the Free School<sup>2</sup> which has a spire and here the Alarm Bell is hung, allso the School Bell. The Scholars never leave the house but to go to Church.

The Houses of the Officers are near the Palace in the Main Street and are all two story high; but they make no other use of the lower Apartments than to Keep Cattle in them. They are Roomy, high and airy. The Indian Houses are raised on piles 10 or 12 feet from the ground and seldom consist of more than one room in which lives the Man, his Wife, Children, Game Cocks, &c.

To the Northward [sic] is a large Mountain which according to their Account Abounds with Cattle but is very difficult of Access and so far from the Villages that they seldom go There.<sup>3</sup> All round the North End there is no Landing place whatever; the Rocks are Perpendicular.

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1 Ed. note: The census of 1801 (see Doc. 1801D) states that Agaña and Barrio Santa Cruz combined had only 377 houses but a population of 2,207 inhabitants.

2 The college of San Juan de Letran, founded by Queen Maria Anna.

3 Ed. note: Siñahana lies eastward of Agaña. It was the nearest settlement to the King's ranch at Dandan, and had 36 houses in 1801.

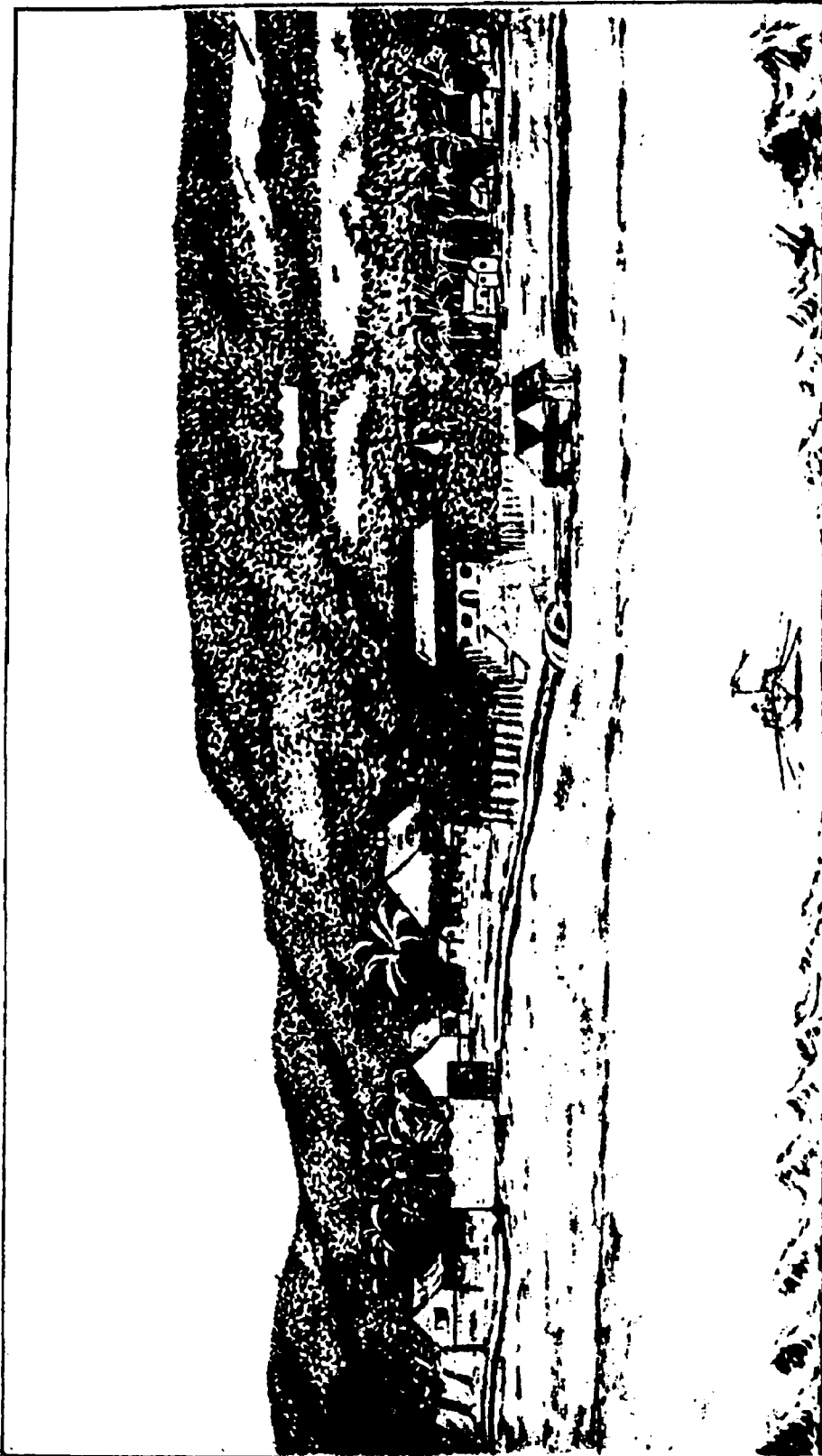
The Sea Coast abounds with shells of the most Beautifull Colours and allso Pearl Oysters out of which they often get very fine pearls. I saw two upwards of half a Inch long. I never saw any Contrivance as they had to get them, but when the hard gales of wind drive the Oysters into shallow water. They then dive them up and some times have the good Fortune of finding Pearls but not often.

The Beaches are covered with Balatta or beach De Mair or as the Chinese call it Tre Pan,<sup>1</sup> which is a kind of a Black Slug that is found in great Plenty on the sea shore in these latitudes and are much valued by the Chinese as one of their greatest Delicacys, and are sold in China at the rate of 15 Spanish Dollars the Hundred pounds and it is good food when well dressed. They have no fishing Nets and but few are Caught by the Hook & Line. They are chiefly Dolphin, Parrot fish, guard fish, and some others whose names I know not. A stranger cannot get fish without the governor sends men out to fish for him, as they are too lazy to go for themselves and there is no Market to carry them to. They have Turtle, but they are small & scarce. Of Animals they have Horses, Asses, Mules, Cows,<sup>2</sup> Deer,<sup>3</sup> Hogs, Dogs, Cats & Bats.<sup>4</sup> The Horses are of the Spanish Breed and are very fine Animals, but not so serviceable as the Mules or Asses, which are of a very Large Kind and will carry great burdens about the Island where the Roads are very bad, and are sure footed, so that you may ride them with the greatest safety. The Cows and Bulls are in Plenty, Tame and Wild, and are of a good Kind. They are in general white with Red or Black Ears and become very tame and are about 5 or 600 Pounds weight. The Beef is good and as Fat as in Europe. The Indians ride on them. The wild ones are not so good and they are hard to be Kill'd as they have gone to the hills and if you kill them there the flesh is fly blown before it can be got to the Shipping in the Harbour. But there is Plenty of tame ones, and we was well supply'd with Beef & Milk, but butter is scarce. The Deer are small and very handsome, Red & white, with spots about the Belly and sides. They are not in plenty. There was a Prohibition on the Killing them. It had been on three Years and was taken off on our Appearance on the Coast. A few Years back they had Goats, but it is thought the Natives have destroy'd them all. The Hogs they cannot destroy, they are so very numerous, but very Thin and Taste more like Mutton than Pork and the Largest that I saw did not weigh 100 Pounds.

They have no Dangerous or Venomous Animals or Reptiles. The Dogs are of many sorts, but the only one that is good for any thing is a kind of grey Hound that they hunt the Deer with and are very swift good Dogs.

They have many kinds of Birds but of whose species I am unacquainted but Jays, Large Bats, Black Birds, Pigeons, Doves, and great quantity of singing Birds. They have

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- 1 Ed. note: That is, *balate* in Filipino, *bêche-de-mer* in French, and *trepang* in Chinese. It is a *holothuria*, or sea slug.
  - 2 Probably includes buffalo.
  - 3 Introduced by Don Mariano Tobias, governor of the Marianas, 1771-1774. Ref. Safford: "*The Useful Plants of Guam.*" *U.S. Nat'l Herbarium*, vol. 9.
  - 4 Two varieties: the large fruit-eating "flying-fox" which flies about in the daytime and the insectiverous bat which flies after dark. Ref. Safford: *ibid.*



(Facing page:) **The appearance of Aguana from the pass in the reef, says Haswell. Looking Southeast, or straight ahead, one can see the avenue that leads from the landing place and over the bridge to the Palace. On the hill behind the Palace is the so-called Citadel, or Fort Santa Agueda. On the left, and on the beach side of the diverted Agaña River, is the new Fort San Rafael.**

no Geese, Ducks or Turkeys; but a great Plenty of game Fowles makes their greatest Amusement. With respect to Cultivation and Produce their chief care appears to be placed on their Tobacco Plants. Each house has a large piece of Land planted with it of which they take the greatest care, as they have to carry it to the governor as soon as dry, and there it is cured. This is to pay their Rent. In the Low lands they Plant rice which gives in a Wet season a good Crop, but in a dry one often falls short of what was sowed. They are very glad to have their Seed renewed from Manilla. Yams are plenty-full and Good & large. They dry them, then grind them into Flour, and Bake it in cakes and it is a very good substitute for Bread and it makes good Hair Powder and is much valued at Manilla on that account. We carried 8 or 10 Jars with us to that place.

They have plenty of Plantains, Bananas, Cocoa Nuts, Bread Fruit, and the finest Water Melons I ever saw, Oranges, Limes, &c. and nearly all the Tropical Fruits. They have Sugar Cane & Indigo[,] wild but none in Cultivation. They also [have] Beetle [rather Betel] Nut and a small Kind of Chinese Apple.

#### GOVERNMENT.

They are under the Spanish martial law. All Offenses are try'd by the governor and the Kings Officers of the Army. They have the power to Inflict any Punishment they think proper but Death. When a man is found worthy of death he must be sent to Manilla to be Condemned and then brought back again to be Executed. There was one laying in Irons for Murder, but Capt. Barnard would not take him with us.<sup>1</sup> The whole Island belongs to the King, who[m] the Governor personates, and the Inhabitants must pay a Yearly Rent for their houses and Land and all the Cattle are the Property of the Crown and can be taken from them at the Pleasure of the King's Officers, nor dare they Kill them but with the Permission of the governor or the Fryars, and then never kill a Cow till she is very Old. The only thing they have is the Milk, Butter & hides and the Labour of the Beast and a small piece when it is killed. They are called free Men, but I think contrary. If the Governor wants a Road cut he calls on all the Men and sets them about it and only finds them Rice till it is done. The same with any other work for Government. The Old governor carried it too far and was call'd a great Tyrant. He made them Build two Forts and a Bridge and cut a Road through a high Rock, build a School

1 Ed. note: It was probably Nepomuceno Magi, a black half-caste who had committed rape and murder of a 10-year-old girl in Rota (see B&R 53:370).

House and some other things and never allow'd them to be Idle.<sup>1</sup> But for want of a Supply from Manilla the Poor were near Starving, as he did not give them time to Cultivate the land[,] his fears of the English was so great. The Church allso has its modes of Tryal. They have a kind of Inquisition or tryal by Torture Established, but I never heard of their punishing any person. The Poor Indians Respect the Fryars highly, but the governor will not let them meddle with the Affairs of government, as they often want to do. They were at variance about a Man that had committed Murder and fled to the Church for Protection. One of the Officers took him from under the Altar. The Priests Resented, but were forced to hold their Tongues. They sat on Tryals before, but now they are excluded and sent to mend things Spiritual and the Governor takes care of things Temporal. But we carried out a Judge with us to Examine his behaviour and to hear the Complaints of the Poor and to see them Redressed.

#### MANNERS AND CUSTOMS.

On the arrival of the New Governor, the Ship that brings him Salutes him on his Leaving the ships and on his Landing all the Forts fire except the Citadel, which fires on his entering the Church.<sup>2</sup> The Roads were lined with the Militia without arms and he was received at the Landing Place by the Lieutenant governor & the Adjutant and the guards under arms. There was a handsome Carriage and four Horses for the Children, and Two Chair Palankins for him and his Lady, but he mounted the Adjutant's Horse and rode under Triumphal Arches of Flowers and leaves of Trees to the Church, which he entered with all his Family. The Grand Fort then fired and the guards Received him on his leaving the Church and conducted him to the Palace, where the Old Governor received him, and the Guards fired three Volleys. A Grand Entertainment was provided of which all the Officers partook and in which he shewd his taste. His Table was covered with the Best of Provisions consisting of Beef, Venison, Fowles, Fish, Turtle, &c., all in the greatest stile. The Old man still had good Wine & Chocolate, tho he had been five Years without supplys from Manilla.<sup>3</sup> The Feast he gave was Grand and by far Surpassing what was to be Expected on a Barren Island. The next day all the Officers' wives waited on the governor's Lady to pay their respects. All of them brought Presents, Viz, Butter, Eggs, Fowls, Fruit, but the Adjutant's wife gave her a pair of Earrings of Pearl, the largest that I ever saw. They were Entertained with Musik

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1 Ed. note: According to official reports, the forts at least were built entirely by the soldiers themselves, and no native labor was used in their construction (see Doc. 18001C).

2 Ed. note: The fort called the citadel was Fort Santa Agueda (see below).

3 Ed. note: Lieutenant-Colonel Muro had been in Guam since 1796.



and Dancing and had Beverage carried round to them, but to some of the head ones Chocolate & wine, cakes, &c.

In their Dances they Imitate the Spaniards as near as possible. Their Voices are Soft and Harmonious, their songs are short and agreeable, their language borders on the Malays, but not so as to understand one another. The Indians are very hospitable and on your entering their Huts they offer you Young Cocoa Nuts and will get any kind of fruit they have in a few Moments. They are in general healthy and strong, but the Vener-eal had made sad Ravages amongst them,<sup>1</sup> and they had no Medicines on the Island at the time of our Arrival and they have no person that is acquainted with Medicines or disorders of any kind. One of the Officers of the Army had a sore on his arm that he had for two Years and It was cured by one of the English gentlemen, who also made many other cures, for which he was taken great notice of.

#### RELIGION.

The Roman Catholic religion is Established in all its Terrors Universally.<sup>2</sup> I could not find out wither the Indians had any of their own, but they pay great Respect to some Large Flat stones of a Oval shape That are often found near there Villages and are engraved with Characters like Malays, but there was no Person on the Island that could decypher them, as all kinds of Learning has been long lost by the Poor Indians.<sup>3</sup> The Spaniards have Established a School to teach them to read and write, but there is few of them learn more than to read the Prayers that are given them by the Fryars.

In the inland places the Men and Women go Naked, but they have Cloathes and on the Appearance of a European they run and put them on and are proud of being dressed; but they cannot buy Cloathes to wear[.] in Common they are so dear, as the governor gains 8 hundred per Cent on all he sells them, and no other person is allow'd to trade. They are very Obedient to government and it is seldom that there is any Disturbance.

#### FORTS AND FORCES.

They have several good Batterys. At the City there is two, one at the Landing place, of four guns, and another on the side of the Hill, of seven guns, which is call'd the Ci-

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1 "The most prevalent disease among the natives is hereditary syphilis... On the arrival of the Americans at Guam, the natives flocked by scores to our medical officers for treatment. In the report of the Surgeon-General of the Navy for 1900, attention is called to the extraordinary success attending the treatment of hereditary syphilis, nearly every case of which responded immediately to potassium iodide or to mercury, administered either in large or in small doses." Ref. Safford: *ibid.*

2 Ed. note: Thus spake a Protestant.

3 Ed. note: Such flat and oblong, i.e. rectangular, stones must have been fallen *Jatte* stones, former pillars upon which large houses used to be built. Engravings are not mentioned by any modern archaeologist that I know of. The author lacked the language abilities that would have cleared up such misconceptions.

tadel. There is also two forts at the Harbour, one on a small Island of Six guns and one on a hill to the Southward, of four guns. At Humatra is a fort and six guns, and I was informed that there was two guns to defend a pass in the Mountains or to answer as Alarm guns.<sup>1</sup>

Their troops are one Company of Coloured men that was formerly brought from Manilla, but which now are more than half Indians, and are dispersed as follows: at Humatra a Lieutenant and 20 men; at the Hill fort, 5 Men; at the Island fort, 12; at the Landing Place Battery, 10 men; at the Citadel, 10; at the Alarm guns, 5 Men, and the governor's Guard is 30 Men, who are to go to the Citadel in time of an Alarm under the Command of the Lieutenant Governor. They are well Clothed and make a good Appearance with Bright arms and a good Band of Music, &c.

They have of Militia one Regiment, about a Thousand Men, for all of which they have fire arms, but they were in such bad order and so Rusty that when the Militia Paraded to receive the New governor they were not armed. They set about cleaning them, but they were very Old and decay'd for the want of Care.

The Payment of this Militia is the only Cash in Circulation on the Island. Every Man has Ten dollars a Year to keep themselves in readiness. When Pay day comes it causes a kind of a Market. The governor's Secretary pays them and they carry it to the dry goods store and lay it out in Bengal goods, cottons, and in Chinese Pans, Pots, Knives and Hoes, &c., which soon takes their pay away, so that the Cash never leaves the governor's hands. It is left here by the Galleons in passing, and when the governor is Relieved he carries it to Manilla with him, often to the Amount of 80 or 90,000 Dollars.<sup>2</sup>

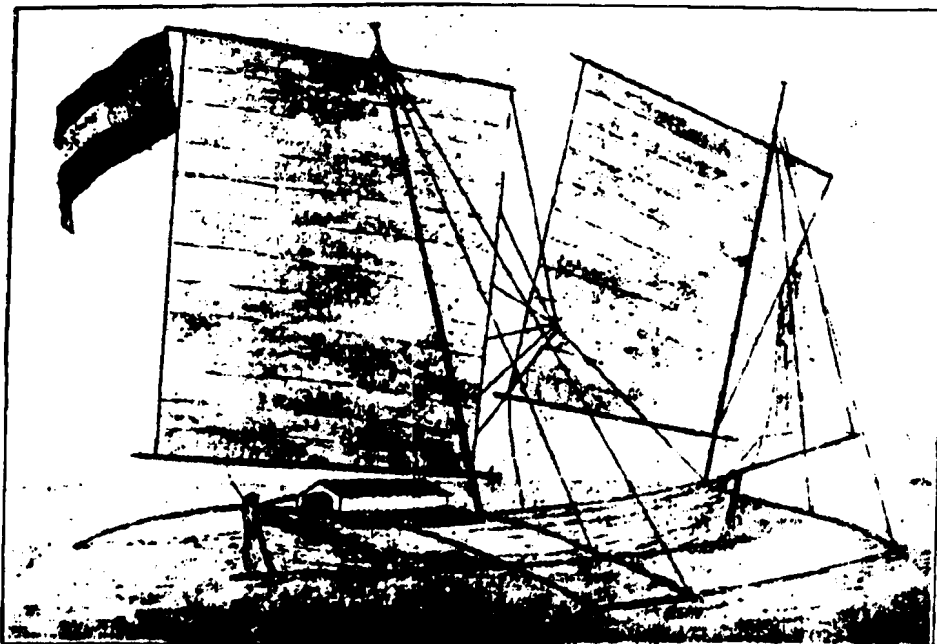
#### BOATS, &C.

[Their] Manner of Navigating them is Curious. They are a kind of Prow. Two of them that I measured was 70 feet Long, 10 feet wide and 9 deep, and was Plank'd without a But.<sup>3</sup> The Timbers & Plank were lash'd together. But now they have a few nailes, the Seams well Caulk'd with the Husk of Cocoa Nuts, and pay'd with chinam [i.e. lime] mixed with oil. They are well calculated for Flying to windward, as both ends are very sharp. They stow but very little and have stone ballast with a split Bamboo Platform on the top of it. They have out Riggers, formerly but one, but now the Spaniards have two, one on each side, and when under sail the lee one is in the water and the weather one out. They consist of three spars athwart ships and at each end of them a large Bamboo fore and aft. They extend about 15 feet from the side, and if it blows hard the Men

1 Ed. note: Perhaps there was a small piece on top of Mount Sasalaguan, and on a nearby peak, where the watchtowers were set up to warn of the arrival of the yearly galleon in June.

2 Ed. note: Exaggerated as any rumor would be. In reality, the budget of the Marianas had been reduced by one-third in 1795, after one century without any increase. Witness the plight of the children of former Governor Arlegui who were left destitute (see Doc. 1794E).

3 Ed. note: His illustration makes it clear that it was not a traditional flying proa. He was describing a large boat, modified to carry double outriggers. In other words, a large European boat modified to look like a Filipino-style *banca*, which, according to a note from the 1792 Malaspina expedition, they probably called a *panga*, as they still do in Mexico.



**A Flying Prow**



**The appearance of De Caldera  
from the masthead of the "Lydia"**

go out on the weather outriggers, which keeps the Prows upright. The sails are made of Mats with split Bamboo sewed horizontally. They have two Masts & a Bowsprit and carry three sails. The Oars or Sweeps are about 16 feet long, and at the End of the shaft instead of a Blade is a round piece of wood like the head of a Cask 8 feet in diameter. At the inner end of the oar is 5 ropes, and it is work'd by Six Men, one at the end and one on each Rope. The large Prows have six of these oars and they pull very fast. The Prow is deck'd as far as the Main Mast and abaft is a large Cabin with a house over it instead of a Deck. The house is the whole breadth of the prow and there is Bamboo gan[g]ways on each side to pass fore and aft. They are on the whole handsome boats and are thought to be the fastest sailers in the world, but I believe their swiftness is exaggerated, but I have seen them go 12 Knots with ease.<sup>1</sup>

There is a Prow that was drove on shore in a southerly gale from the Caroline Islands with only one Man Alive. She had been at Sea 14 days and Ten of them without Provisions. There was three dead in the boat, and the one that was alive could not get out of the boat without Assistance. She had but one outrigger, which they shifted from side to side, other ways she was like the Guam Prows.<sup>2</sup> The man that came in her is well used, and has no desire to go back. He looks a little like a Malay, but there was no Person on the Island that understood his Language.<sup>3</sup>

They have a Sloop Built to go to Tinian to collect jerk'd beef. but she is very Clumsy and a bad Vessel, and at present in a bad state for want of Repairing. They have made no use of her since they heard of the War.<sup>4</sup>

#### POPULATION.

It is Estimated at 11,000 Inhabitants, of which 12 only are white and about 50 or 60 Mixed.<sup>5</sup> The Governor and four Fryars are the only Spaniards from Old Spain, the others are from Peru, Manilla, &c.

We had a Pleasant Passage to Manilla of 18 days, and in about two Months the former governor Don Manuel arrived in a Galeon, and brought with him Mr. and Mrs. Boston, the Owner of the English ship, that we left at Guam, and part of her crew. From Mr. Boston I heard that the Ship was Condemned as not Seaworthy and that the Remainder of the Crew were Building a small Schooner to carry them to Macao out of the Old materials of the Ship. They are Assisting the Indians to build three Mills. There was none on the Island at the time of our being there. One is to be a saw Mill, another a Corn Mill, and the third a Sugar Mill, the Cultivation of which the Governor is Agoing to Encourage.

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- 1 Ed. note: The author certainly had in mind the descriptions of a flying proa by Dampier, Anson, and others, and must indeed have had difficulty recognizing same in the boat before him.
  - 2 Ed. note: It is clear that the author misunderstood the explanations given by his informants.
  - 3 Ed. note: This Carolinian man was also present in Guam when his portrait was made in 1792.
  - 4 Ed. note: She was certainly used in 1798 to go to Tinian (see Doc. 1798A).
  - 5 Ed. note: See the full census for 1801 in Doc. 1801D. The total population was only 4,245.

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**Document 1801I**

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**The ship Concord, Captain Obed Wyer**

*Sources: Ms. journal in the Essex Institute (now Peabody Museum), Salem, Mass.; PMB 200.*

**Journal of a voyage from Salem to Mas-a-fuera and thence to Canton and back to Salem, 1799-1802****Kept by Nathaniel Appleton.**

...

Sunday November 22nd

Begins thick squally weather with rain, the wind at East, steared W by S. At 6 PM saw the Island of Saypan, bearing west distance 8 leagues double reefed the top sail & lay with the main topsail to the west. At 2 AM made sail & steared for the Island. At daylight up with North head of Saypan; saw the Island of Tinian hauled the ship on the wind & steared to the southward for the Island. At 10 AM saw the Island of Aguijan bearing SW. At Meridian up with the South head of Tinian. Saw plenty of Cattle on shore.

Sun obscure.

Monday Nov. 23rd

Moderate breezes from the Eastward & pleasant laying of & on between Aguijan & Tinian; sent the boat in shore on Tinian. At sunset the boat came of with a Bulloc & a goat, besides 4 or 5 Bushells of sour oranges & limes & a few Coco Nutts. Hoisted the boat up & made sail. At 7 PM the Island of Tinian bore ENE, & Aguijan S by E 5 miles from which I take my departure being now in the Latitude of 14°05' N & Long 145°52 E.

Steered W by N. The wind at E by S. & pleasant. At 8 AM Steared WNW, the wind ESE, fresh[.] imploy'd [making] boarding nettings.

Lat. Obs. 15-30 N Long per a/c 144-50 East.

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## Note 1801J

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# The voyages of the *San Rafael* 1801-1803

*Source: MN 577, fol. 190-232.*

*Note: Although this ship did not cross Micronesia in 1801, her voyages are interesting, in view of her non-standard proceedings.*

### Synopsis of this document.

The frigate **San Rafael**, under the command of Domingo Navarro, left Manila bound to Callao, Peru, on 16 July 1801. She went northward, rounding the north end of Luzon, and sailed close to Japan, passing by the Islands of Santa Tecla (first reported by Spaniards in 1664, and again in 1716); however, these islands were not sighted. as expected, on 10 August 1801. Then, she joined the normal track of the Manila galleons by following the 37°, 38°, 42°, 41° 40° parallels as far as the meridian of Hawaii, where she bent her way southward, passing to the east of Tahiti, before turning toward Peru.

On 8 October, a council held on board decided on a stopover in North America. Accordingly, they reached San Blas on 29 October 1801, when the logbook ends.

This ship returned to Manila in 1802 (see Doc. 1802E).

The document that follows (fol. 227+) is about a subsequent crossing of the Pacific eastward in 1803. This crossing too was highly unusual. The **San Rafael** went from Manila southward, through the Sunda Strait, around Australia, and south of New Zealand before heading eastward to Callao. At that time, Navy Lieutenant Miguel Sierra y Donestebe had replaced Domingo Navarro as Captain. The ship reached Callao in mid-May 1803.

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 Documents 1801K
 

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## The eastward voyage of the Rey Carlos and Montañés in 1801

### K1. Letter from Admiral Alava to Viceroy Berenguer, dated Cavite 22 July 1801

*Source: AGN Fil. 63, fol. 388-388v.*

#### Original text in Spanish.

*Exmo. Sor.*

*Tratando de precaver de todo riesgo en su recalada à estas Yslas à los buques que anualmente navegan à esa Costa, hé pedido encarecidamente à los Señores Virreyes predecesores de V.E. se sirvasen dar sus disposiciones para que aquellos verificasen su salida de Acapulco en días del mes de Febrero, y quando esto no se huviese fundado en el conocimiento de la epoca del cambio de las Monsones, la experiencia de lo ocurrido en los tres ultimos años bastaria para acreditarlo. En ellos, ô hân entrado los buques baxo un fuerte temporal como acava de suceder à la Fragata **Fama**, y **Lucia**, viendose el **Magallanes** à punto de perecer por el atraso que traya de algunas leguas siendo obligado para evitarlo, à dexar caer sus Anclas en la Costa de Luzon al N. de la entrada de la Bahía, y picar los Palos, ô no hân logrado hacer la descarga de caudales en la Barra de Manila sin verse expuestos por la fuerza de los Vendabales.*

*Dirigiendome à V.E. que à sus conocimientos facultativos reune los de este local, no tengo que renovar semejante suplica, mas si insinuarlo que en quanto al regreso del Navio **Montañes**, Fragata **Pilar**, y Nao **Rey Carlos** es tanto mas importante aquella circunstancia quanto deben ser mayores los cuidados, y precauciones de la recalada ignorando la suerte de esta Colonia, conviniendo con especialidad para ganar tiempo, que salga solo el **Montañes**, si como me persuado, resuelve V.E. que transporte los caudales.*

*Dios guarde à V.E. muchos años.*

*Cavite 22 de Julio de 1801.*

*Exmo. Sor.*

*Ygnacio Maria de Alava.*

*[Al] Exmo. Sor. D. Felix Berenguer de Marquina.*

### Translation.

Your Excellency.

In trying to guard the ships that make the yearly voyage to that coast against any risk when they get back to these Islands, I have earnestly requested their Excellencies the Viceroy, your predecessors, to please issue provisions to have them leave Acapulco before the end of the month of February. Were this premise, based on the knowledge of the regular change of monsoon winds, considered doubtful, the experience of what happened in the last three years should be sufficient to give it credence. Indeed, during said period, ships have returned during a strong storm, as has just happened with the Frigate **Fama**, and the **Lucia**, with the [galleon] **Magallanes** on the verge of being lost, on account of being just a few leagues behind them; this ship was forced, to avoid being lost, to let go her anchors on the coast of Luzon to the north of the entrance of this Bay, and to cut down her masts, or else, they have not been able to unload the funds they carried at the bar of Manila without being exposed to the force of the monsoon winds.

In addressing myself to Y.E., I need not repeat a similar request, because you already have knowledge of this area. However, the return of the galleon **Montañés**, the frigate **Pilar**, and the galleon **Rey Carlos** is so important, the more so because they are to carry greater funds, and caution should be higher than normal to prevent disasters, and the ruin of this Colony. It would be appropriate, to gain time, for the **Montañés** to return alone, if, as I fancy, Y.E. might decide to have her carry the funds.

May God save Y.E. for many years.

Cavite, 22 July 1801.

Your Excellency.

Ignacio de Alava.

[To] His Excellency Don Felix Berenguer de Marquina.

## K2. Letter from the Royal officials in Mexico, dated 27 November 1801

*Source: AGN Fil. 63, fol. 394-394v.*

### Original text in Spanish.

*Exmo. Señor.*

*Por el Superior Oficio de veinte y cinco del corriente se sirve V.E. participar à este Tribunal, que el quince del mismo fondeò en el Puerto de Acapulco el Navio de Guerra el **Montañés** al mando del Capitan Don Fernando Maria Balcarcer [sic] conduciendo à su bordo bajo partida de registro, y al cargo de su Maestre Don Joaquin de Ainciburu un mil, doscientos, setenta y siete bultos de efectos del Comercio de Filipinas. Que para la Feria de dichos efectos ha señalado V.E. los treinta y un dias del proximo Enero, y que el referido Buque se hará à la vela de regreso para Cavite el dia primero del siguiente Febrero.*



*Quedamos enterados en todos los particulares expuestos, y los hemos comunicado à los miembros de nuestro Cuerpo para su inteligencia, y disposiciones respectivas.*

*Dios guarde à V.E. muchos años.*

*Sala del Consulado de Mexico 27 de Noviembre de 1801.*

*Exmo. Señor.*

*Francisco Antonio Pesquera Francisco de la Coterá Ysidro Antonio de Ycazal*

*[Al] Exmo. Sor. Virrey Don Felix Berenguer de Marquina.*

### **Translation.**

Your Excellency.

In the superior note dated 25th instant, Y.E. was pleased to let this Tribunal know that on the 15th instant, the warship **Montañés** anchored in the port of Acapulco. She is commanded by Fernando María Balcarcer [sic] and carried registered on board her, and under the care of Master Joaquin de Ainciburu 1,277 bundles of goods belonging to Philippine traders. That Y.E. has earmarked for the fair for the sale of said goods the 31 days of next January, and that the above-said ship is to begin her return voyage to Cavite on the first day of next February.

We remain informed of all the particulars of the case, and have transmitted said details to the members of our organization, for their information and respective actions.

May God save Y.E. for many years.

Hall of Commerce of Mexico, 22 November 1801.

Your Excellency.

Francisco Antonio Pesquera Francisco de la Coterá Isidro Antonio de Icazal

*[To] His Excellency Viceroy Don Felix Berenguer de Marquina.*

### **K3. Extract from the logbook of the ship Montañés, by Fernando María Valcarzel**

*Source: MN 577, fol. 325-335v.*

*Note: The Montañés is described as carrying 71 guns, and 5 anchors.*

#### **Original text in Spanish.**

**1801. Extracto del viage del Navio Montañés dando conserva al nombrado Rey Carlos de Cavite a Acapulco, desde el 26 de Julio que salió del primero hasta 17 de Noviembre que quedó amarrado en el segundo.**

*Extracto del viage que emprende el Capitan de Navio de la Real Armada D. Fernando María Valcarzel al Puerto de Acapulco desde el de Cavite dando conserva al Navio nombrado el **Rey Carlos** cargado por cuenta del Comercio de la Ciudad de Manila transportando el Navio de S.M. el **Montañés** de mi mando por cuenta del mencionado Comercio el numero de Fardos que se expresan en el adjunto Estado, y forma en que dio la Vela del citado Puerto segun orden del Señor D. Ygnacio María de Alava Gefe de Esquadra, y Comandante General de la de S.M. destinada en el Mar de Asia,*

*y à el que se dio principio el veinte y seis en la tarde del mes de Julio de mil ochocientos, y un años.*

...

### Translation.

1801. Extract from the logbook of the voyage of the ship **Montañés** sailing as consort to the [galleon] named **Rey Carlos** from Cavite to Acapulco, from 26 July when she left the former port, until 17 November when she anchored in the latter port.

Extract from the logbook of the voyage presently being undertaken by Captain of the Royal Navy, Don Fernando María Valcarzel, to the port of Acapulco from that of Cavite, as consort to the galleon named **Rey Carlos** that carries a load belonging to the traders of the City of Manila. **HMS Montañés**, under my command, also carries a number of bundles belonging to said traders, as shown on the attached statement, and manner in which she sailed from said port, in accordance with the order given by Don Ignacio María de Alava, Commander of the Squadron, and Commander General for H.M. in Asian seas, and which took place in the afternoon of 26 July 1801.

...

### Editor's notes.

#### Did they find a new island in mid-Pacific?

It is said, by José Espinosa y Tello that these ships discovered a new island in mid-Pacific; however, the extremely-short diary does not mention this fact specifically. Did they go via Marcus Island? This could be checked by studying the track in mid-Pacific, but the longitudes near the latitude of Marcus Island do not correspond to its neighborhood:

Date	Lat. N	Longitude (E of Cape Espiritu Santo)
...		
14 Sept.	22°43'	23°55'
15 Sept.	22°38'	24°25'
16 Sept.	24°00'	25°02'
17 Sept.	25°44'	25°34'
18 Sept.	27°54'	26°30'
19 Sept.	30°00'	27°28'

...

Since Marcus Island is located at 24° lat. N. and about 28° E. of Cape Espiritu Santo, these two ships passed at least 2° north of Marcus Island. In conclusion, Espinosa y Tello had the **Pilar** in mind instead (see Doc. 1800D).

Upon arrival at Acapulco, the command of the **Montañés** passed to Navy Captain Juan José Elizalde, who could have been in charge during the return voyage to Manila in 1802 (see Doc. 1802I).

**Notes about the Montañés.**

The second-in-command was Navy Captain Bernardo Perez. The other officers were: Lieut.-Cmdr. Ildfonso Yusti; Lieut. José Luyando; Lieut. Manuel Martinez Ventuíssem; Sub-Lieut. Agustin Sagasti; Sub-Lieut. Pedro Navarrete.

As mentioned above, she carried 1,277 packages of goods belonging to Manila traders.

**Notes about the Rey Carlos.**

The Commanding Officer was Colonel Jacinto Celis. His second-in-command was Infantry Captain Manuel Balcazar. The other officers were: Lieut. José Aristizabal; Second-Lieut. Lino Otarola; Accountant Juan Nepomuceno Acuña; Chaplain, José Bautista; Assistant Chaplain, Claudio Letondar; Master of the silver, José Fernandez; Surgeon Manuel Venegas; Chief Pilot Francisco Sanchez; Second pilots, José Navarrete, José Vernal, and José Larrañaga; Student pilots, Manuel Valero and Manuel Brevilla; Phlobotomist, Domingo Gabriel; Food Steward, Domingo Antonio Gomez; Mess attendant, Santiago Samaniego; Water Steward, Thomas Villanueva.

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## Note 1801L

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### The brig Nautilus returns to Micronesia in 1801

*Source: MN 96, fol. 254.*

*Notes: From notes made by Admiral Espinosa y Tello while visiting Arrowsmith in London in 1812. See Doc. 1799E for previous visit.*

#### Extracts from the diary of Mr. Simpson, who was again on board.

The same ship, with Mr. Simpson on board, discovered another group of islands on the 25th of June 1801, very low, situated in Lat. 9°53' N and estimated Long. 170°42' E of Greenwich.<sup>1</sup>

On the 29th of June Mr. Simpson discovered another group of low islands whose position he determined by a multitude of observations to be 7°24' lat. N. and 167°35' long. E. of Greenwich.<sup>2</sup>

[Espinosa adds:] The details of these discoveries must be taken from the charts by Mr. Arrowsmith.

The same navigator, on 12 May 1801, discovered an island which he named Disappointment Island, on which he seemed to have landed. It would be 12 miles in length N-S and 1/2 E-W. and is located in 27°16' lat. N. and 139°33' long. E. of Greenwich.<sup>3</sup>

...

Mr. Simpson has made beautiful descriptions of everything he has seen including the Island of Alamagan, as follows: "Running down along the north part of this island, when the east point of it (a small distance from which stands a very remarkable high perforated rock) bore by compass S8°E. The Island Sarigan was on with it... While laying to in Howel's Bay the Island Pagan bore by mean of all our compasses N14°W."

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1 Ed. note: This was Likiep, Marshall Islands.

2 Ed. note: This was Ailinglaplap, Marshall Islands.

3 Ed. note: It corresponds to Rosario, or Chichi-shima, the central island in the Bonin Islands.

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 Documents 1801M
 

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## The fleet of 1801, escorted by HMS Belliqueux

### M1. The Log of the Coutts, kept by Captain Robert Torin

*Source: Log 171B, India Office.*

*Note: The Coutts was leading the fleet while in Micronesia, and giving signals to the other ships, including HMS Belliqueux.*

#### The Coutts towards China.

...

Saturday January 24th 1801

Light variable winds & cloudy weather throughout. At 1 p.m. general signal for Longitude by Chronometer:

<b>Exeter</b>	133°00'
<b>Dorsetshire</b>	132°56'
<b>Coutts</b>	133°8'
<b>Bombay Castle</b>	133°6'
<b>[HMS} Belliqueux</b>	133°2'
Medium	132°1'36" E.

...

Lat. obs. 2°07'30" North Sextant...

...

Saturday January 31st 1801

... Kept a look out after Midnight for Warren Hastings Island. At 1/4 before 5 a.m. saw it bearing NNE1/2E. Made the Signal. Answered only by the **Belliqueux**. At 6 the **Exeter** made the Signal for Land. At Sunrise it bore from N47°E to N54°30' 3 or 4 Leagues. At 8 a.m. it bore from E10°S to E16°S. Saw Savage Isle from Mast Head NNW. At 7 a.m. our Signal Ditto you know [rather now] expected to see another Island to the NW of this. I made the Signal for Altitude to be taken for Chron. Confirmed. At same time the Island from N76°E to N84°E 10 or 11 miles.

A proa came off on board the **Neptune**. Her Signal at 1/2 past 10 to come within hail. The proa came to the **Belliqueux** but not on board. Had nothing but a few cocoa nuts. A Malay on board the **Neptune** could not understand them. They came near the

**Belliqueux** holding up their cocoa nuts & seemed anxious to get on board but Captain Bulteel did not like to lose time about them.

At 1/4 before 11 saw Savage Island from the Deck N55°40'W. Warren Hastings Island bearing S48°40'E.

Lat. by account 4°46' Long. in. 133°00', Long. by Chron. 132°15'

Saturday January 31st 1801, continued.

... At noon Savage Island N30°41'W about 5 or 6 Leagues, but shall make a Base of the Run & endeavour to ascertain more accurately, it is very small and low. Warren Hastings Island S42°40'E about 7 or 8 Leagues. As near as I can judge from having made a Base of our Run, both of these Islands agree with an account made of one of them in Manuscripts by my Friend Mr. Dalrymple.

Lat. obs. 4°32'15" North. By working the Run back 'till the time of taking Altitude for the Chronometer & allowing Sextant, the Current we have had to the Southward since Yesterday of about 1/2 mile an hour. The Latitude at 6:59:00 a.m. was 4°15' North, the Island then bearing N80°E about 9 miles. Base of the Run places it in Latitude 4°17'00' North. The Account given me by Mr. Dalrymple says 4°20'

Continued to take bearings of Savage Island every hour 'till the Current set us back to the Southward & by making a Base of the Run, allowing the Current to the best of my Judgment, the result of the situation of these islands is as follows: Warren Hastings (or the Southernmost Island) is the larger & the higher of the two, the centre & southern parts of it more elevated rather than the northern. It is entirely covered with wood, but on the northern part there appears many cocoa nut Brab(?) Trees. We passed within 8-1/2 or 9 miles of it & could not see any appearance of Danger or Breakers. Its Extent North and South is 1 mile & three Quarters & 3/4 miles East & West. Savage Island or the Northernmost is much smaller & quite low, entirely covered with Trees. Its Extent North & South is 1/2 mile. How far East & West I had no opportunity of ascertaining but should think not more. I could not perceive any appearance of Breakers or danger about it, from the Mast Head, tho I frequently ordered to look out for that purpose.

Their situation as follows: Warren Hastings is in Latitude 4°16'45" North and Longitude 132°27'30" or 00°58'30" E. of Point Pigot. Savage is in Latitude 4°40'00" North & in Longitude 131°57'30" or 00°28'30" E of Point Pigot. Their reciprocal bearing is N51°W & S51°East Distant 39 miles.

I have four separate Accounts of these islands (as to Latitude) from Mr. Dalrymple (in the Years 1764, 1768, 1784, 1787). The Longitude being calculated from Dead Reckoning differs much. The South end of Formosa being the standard Meridian of all. One ship, the **Ponsborne** in 1768 [rather Feb. 1769] places them in 4°16' North and 11°21' East of that Meridian which is about 132°22' E of Greenwich, and in 4°37' N. and 10°48' E. of that Meridian or about 131°49' E. of Greenwich. The descriptions of the Islands & their reciprocal Bearings are the same nearly by all the Accounts & agree with those I have given above. They also agree with the description given by Mr. George

Robertson of Pulo Anna & Pulo Mariere, and these Names are also applicable to them by the **Ponsborne** in 1768 & I am of opinion are those very Islands. If so it is worthy [to] remark [that] Mr. Robertson in his Memorandum says "**Pulo Anna is the standard Meridian for all the small Islands hereabouts.**" Of course they must all be violently misplaced in point of Longitude as it is, which allowing my Longitude (calculated from Point Pigot allowed to be in 131°29' E of Greenwich) to be right, will make it 1°37' W of the truth.

N.B. Messrs. Browne & Hanburgh [sic = Horsburgh] place Point Pigot in 131°18'30" E, several others in 131°30' E. I hope to be able to decide on our arrival at Macao. Pulo Anna is the Northern Isle.

P.S. February 17th 1801. Having determined the Longitude of Point Pigot to be 131°18' E., these Islands will be in 132°16'30" E. and 131°46'30" E of Greenwich.<sup>1</sup>

Sunday February 1st 1801

Light Airs variable Winds & Rain in the Night, a Swell from NNE. At 1 p.m. General Signal for Long. by Chron. Answered 132°15'

**Dorsetshire** 132°18', **Neptune** 132°17' Did not see the others.

At 2 p.m. Savage Island N70°W about 4 Leagues. At 3 it bore N68°30'W. Found we went fast astern owing to the Southerly Current. At 4 p.m. made the Signal to Tack. Confirmed. At 4:47:00 p.m., Longitude by Chron. 132°14' E of Greenwich or 0°45' E of Point Pigot. Made the Signal for taking Altitude. Confirmed, at which time Savage Island N50°W [blank] Leagues. At 6 p.m., Savage Island N48°W and Warren Hastings' Isle from the Mast Head SE1/2E from the former about 4 Leagues. [Made] the Signal to observe time & for each ship to carry a Light. At 2 a.m., made the Signal to tack. Confirmed. At 10 before Signal to command attention. At daylight saw Warren Hastings' Isle EbS about 3 Leagues. At 8 it bore SE3/4S & Savage from the Mast Head about NW. Very cloudy, did not get any altitudes per Chron. until 9:42:00 a.m. when Warren Hastings Island bore from S25°30'E to S21°30' E about 3 or 4 Leagues. Longitude by Chron. 132°25' E. of Greenwich or 00°56' E. of Point Pigot. Savage from the Mast Head about NbW1/2W...

At 11:8:0 a.m. centre of Warren Hastings Isle due South. Savage Island NWbW3/4W. At noon it bore S9°30'W about 4 or 5 Leagues and Savage from the Top West 3/4 N.

Lat. obs. 4°30'34" N. Sextant.

N.B. The run from 9:42:00 a.m. 'till 11:8:0 gives equally 2°2' E which places the Island in 132°27'2" E and corresponds exactly with yesterday's observation of the Chron. allowing the distance of the Island at that time as by measured Base of the Run being allowed.

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<sup>1</sup> Ed. note: Accurate within 2-9 minutes.

### Monday February 2nd 1801

A pleasant breeze, cloudy weather & a swell from the NNE throughout... At 1/2 past 4 p.m., the **Exeter's**, **Neptune's**, **Dorsetshire's** Pendants but did not see the Signal Flags to keep their stations, I judge. The **Neptune's** twice, and the **Exeter's** once repeated. At 1/2 past 2 a.m. made the signal to tack. Confirmed. At 8:44:0 a.m. Long. by Chron. 133°34' E of Greenwich or 2°5' of Point Pigot...

Kept a look out ahead from 10 p.m. 'till we tacked for two pretty high Islands laid down in Lat. 4°57' N by a Manuscript account I have from Mr. Dalrymple. Their Long. by the Run from the S. End of Formosa estimated about 134°0' E, but the Longitudes of all these except the Pelews are so very incorrectly stated in general. A good look out when near their Latitudes is the best precaution.

Lat. obs. 4°53'26" N Sextant, 5°03'26" N. Have been set 22 miles to Southward these 24 hours, tho I have allowed a Quarter Point on account of the swell than the ship apparently made leeway.

P.S. Find by comparing with the other Observers who each made 5°03' N. I made a mistake in 10 miles reading off the Sextant, the true Lat. is 5°03'26" N. The Current will only be 12 miles to South.

Lat. by account 5°15' N., Long, in 133°31' East.

### Tuesday February 3rd 1801

... At 6 a.m. the weather being so unfavorable for seeing the Land, I made the signal to steer North. Confirmed. Fourteen in the Sick List. A.M. Three or four small birds, much like St. Helena's pigeons. At 11:16 a.m. by an Altitude per Chron. 133°47' E. Lat. observed by tolerable observations 6°43'40" N. Sextant. Ditto Mr. Pelly 6°46'0" N.

By the Latitude observed per Chron. brought up from 4:46 p.m. I judge the Southernmost Pellew to bear about EbN1/2N 10 or 12 Leagues distant. By Robertson's Chart it bears at noon N29°W 7 Leagues distant.

Lat. by account 6°56' N. Long. in. 133°59' E., Long. by Chron. 133°38' E.

### Wednesday February 4th 1801

... At 1/2 past noon the **Bombay Castle** made the signal for Land [bearing] NNE. The **Belliqueux** made our signal: Do you see the Land? Answered No. The **Bombay Castle** then made the signal for it North & afterwards annulled the Signals. I suppose he has been deceived by the Clouds ahead & depending upon Robertson's Chart. The weather being very thick to the Northward & NW I made the signal to the NW wishing to see as far as possible in that Quarter before dark. Confirmed. At 1 our Signal the **Exeter** signals for Latitude. I answered 6°45', the **Exeter** 6°48', the **Belliqueux** showed 6°45'. At 1/2 past 1 our signal for Longitude per Chron. Answered 133°45' At 2:2:59 p.m. by a very good Altitude Long. by Obs. 133°39' E. At 2 our Signal to go ahead & make the Land. Made sail. At 3 the Fleet coming from the ENE made the signal to haul the wind on the starboard tack. Confirmed, and at 4 p.m. Should the wind come fair



to steer North. Confirmed. At 1/4 before 5 p.m. I made the signal to speak the Commanding Officer as I imagine Captain Bulteel who has Robertson's Chart might think himself to be to the eastward of the Pellews. At 1/4 past 5 our signal to shorten sail. At sunset I spoke the **Belliqueux** Captain Bulteel. [He] asked me if I did not mean to tack in the night. I told him No, and that I judged the Islands (the Southernmost) to bear E1/2S about 12 Leagues. He thought I had an idea they were WNW at noon. At 9 a.m. Signal Do you steer as I do? Answered North. The Commodore hoisted North...

Lat. obs. 8°40' N. Sextant. Lat. by account 8°29' N., Long. in. 133°24' E., by Chron. 133°06' E of Greenwich.

...

## M2. The log of the Neptune, Captain Nathaniel Spens

*Source: Log 98L, India Office.*

*Note: Captain Spens died during the voyage and was replaced by Chief Mate John P. Coldie.*

...

Saturday 31st day of January 1801

... 5 Sail in company, **Coutts** leading. At 1/4 past 7 a.m. Pulo Maria [from] N69°15" to 79°45" East. 1/2 past 7 a.m. South Point N87°30'E per Compass. At 8 North Point N87°30'E. At 9 p.m. a Boat standing towards us. Made the signal for her.<sup>1</sup> 1/4 past 9 the Boat came alongside. 4 natives in her, of a very dark copper colour & tattooed almost all over. They brought off a few cocoa nuts for which gave them some knives & rum. They would not come on board. They had no covering except about the middle. Two of them had some small shells strung about their necks. One had a long black beard.

At 27 past 10 extremes of Pulo Maria from S57°15'E to S51°45'E.

Lat. obs. 4°30' N.

Sunday 1st day of February 1801

... 5 Sail in company, **Coutts** leading... Lat. obs. 4°30'30" N.

[Nothing new in the rest of this log.]

## M3. The log of the Exeter, kept by Captain Henry Meriton

*Source: Log 138I, India Office.*

### Ship Exeter towards China.

...

Saturday January 31 1801

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1 Ed. note: In the marginal column, he explains: "Our signal to bring chace to the Commanding Officer."

Pleasant breeze and fine weather. During the night small squalls of rain. At daylight saw Pulo Meriera bearing NEbE 4 Leagues. Made the signal to Commodore. A canoe came off to the Commodore.

Washed gun deck and sprinkled with vinegar.

At noon Pulo Meriera S55°W both Pulo in sight from the deck. The two are small, low and woody islands. At noon Fleet scattered, **Coutts** leading.

Lat. obs. 4°33' N., Lat. by acct. 4°49' N., Long. in. 130°18' E., Long. by Chron. 132°09' E., Variation None.

Sunday February 1 1801

... At 6 p.m. Pulo Anna N40°W 5-6 Leagues....

At daylight Pulo Anna E4°S... At noon Pulo Mariera S6°W. Fleet collected.

Lat. obs. 4°35' N., by acct. 4°52' N., Long. in. 130°33' E., by Chron. 132°24' E., Variation None.

## M4. The log of the Bombay Castle, kept by Captain John Hamilton

*Source: Log 125I, India Office.*

### Ship Bombay Castle towards China 1801.

Friday 30 January 1801

... At 9 a.m. the Commodore made the signal of having dispatched a boat to the **Dorsetshire** with letters or orders.

...

Lat. obs. 3°46' N., Long. by Chron. 132°25'45" E.

Saturday 31 January

... At 1/2 past 5 p.m. Signal to be attentive to the Commodore's motions during the night. At daylight saw Pooloo Mariere bearing NNE distant about 5 leagues. The **Coutts** made the signal for seeing land bearing NNW. At noon Pooloo Mariere S43°E about 6 leagues. Pooloo Anna N49°W about 9 leagues.

Lat. obs. 4°30' N., Long. by Chron. 132°21'40" E.

...

[Etc. There is no mention of the native canoe]

...

Wednesday 4th February

... At 1/2 past noon, we made the signal for seeing Land bearing NNE. At 1 p.m., annulled ditto.

...

Lat. obs. 8°39' N., Long. by Chron. 133°12'45" E.

...

## M5. The log of the Dorsetshire, kept by Captain John Ramsden

*Source: Log 13A, India Office.*

### Ship Dorsetshire from Rio Janeiro towards China.

...

Saturday the 31st of January 1801

1 p.m. Signal for Long. per Lunar [sic] by **Coutts** 132°20' E., **Coutts** 132°26' E., Commodore 132°25' E.

5 a.m., **Coutts** made signal for seeing Land. 1/2 past 5 saw the Land bearing from N38°E to N43°E distance about 3 Leagues. Supposed it to be Pulo Mariere or Warren Hastings Island. 1/2 past 7 a.m. Warren Hastings Island from EbN to East 3-1/2 Leagues. A Canoe from it boarded the **Neptune**. 9 a.m. saw Pulo Anna or True Britton Island from the Mast head bearing NNW say 6 Leagues.

At Noon Pulo Mariere SEbS 5 or 6 Leagues. Pulo Anna NWbW1/2W about 4 Leagues.

Pulo Mariere: Lat. 4°15' N., Long. by Chronometer 132°27' E.

Pulo Anna: Lat. 4°35' N., Long. by Chronometer 132°11' E.

Washed the gun deck.

Lat. by obs. 4°29' N., by acct. 4°35' N., Long. in. 134°14', by Chron. 132°20' E.

[Nothing else is new]

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## Documents 1802A

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# The story of the captured English frigate Paloma

*Source: LC Mss. Division, Span. Col. Gov't, Item 37; cited in B&R 53: 370-371.*

*Notes: This Spanish ship had been captured in Peru, taken to New South Wales as a prize, sold to Captain Reid and others, sailed to New Zealand for timber and, by way of Tonga and Fiji, was being taken to Macao when she diverted to Guam in distress.*

### A1. Year of 1802.—Report N° 3

regarding the inquiry that resulted from the arrival at this island of the English frigate *Nuestra Señora del Rosario* (alias) *la Paloma* and the circumstances under which some prisoners of war were landed. By Captain Vicente Blanco of the King's Infantry Regiment garrisoning Manila, Proprietary Governor and Senior Judge of these Mariana Islands. With 6 enclosures, dated San Ignacio de Agaña, 8 January-8 February 1802. [9 leaves on rice paper]. File copy.

### Original texts in Spanish and Latin.

[fol. 1]

*San Ignacio de Agaña y Enero ocho de mil ochocientos y dos.*

*Por quanto à hora que son las once del dia y està haciendo su entrada para sucederme en este Gobierno el Señor Capitan Don Vicente Blanco, se ha presentado en las inmediaciones de la Barra de esta Capital una Fragata con bandera Ynglesa, y atendiendo à que nos allamos en Guerra con esta nacion, y ser preciso asegurar el Puerto de Apra, unico de esta Ysla: Despachese al Alferez Don Ygnacio Martinez para que con suficiente numero de Tropa Guarnezca el Castillo de Nuestra Señora de los Dolores y la Santa Cruz que lo asegura; y desde èl procure con cautela reconocer la precitada Fragata; y me dè parte de ella y quanto advierta.*

*Muro.*

*Justo de la Cruz Secretario de esta Governacion y Guerra.*

**Nota.**

*Yncontinenti, se executò lo que por la diligencia antecedente se manda: Notolo para que conste y de ello doy feè. Cruz.*

[Reports of Second-Lieutenant Martinez]

*Participo à V. como la Embarcacion ès Ynglesa y el Capitan se ha Ynformado con ellos y dicen que estan muertos de hambre, hace dos meses; ban para Macaof;] su Embarcacion està muy estropeada, quieren Agua, y Biberes y quieren galafatear [fol. 1v] su Embarcacion, estandando fondo, bajo del Castillo biejo, el Capitan dise que ellos ofresen su barco bajo las Ordenes de la Tropa, todo lo ofrecen, de buen Corazon, se ofresen ellos y estan dispuestos segun el Ynterprete à todo lo que V. dispusiere, dicen que se conformaràn con lo que se les mande, y han quedado adbertidos por mi de que nadie salte en tierra hasta que yo reciva las Ordenes que V. me mande, los adberti por el Ynterprete, que el que quebrante la Orden que les doy de saltar en tierra, les echare el Barco a pique, y quedaran prisioneros, à todo respondieron a presencia mia agachando la Cabeza que obedesian cuanto yo mandare, y nadie saltaria à tierra hasta que V. disponga; Tray [sic] treinta y una personas, y Ynclusas quatro Mugerres; bienen haciendo mucha Agua[.] No tenga V. cuidado ninguno, la Fragata no tiene mas que quatro falconetes, los cuales dije que se les depocitaran, y dijeron que si las harmas todas estan dispuestas à lo que yo mandare.*

*Y no mas Dios guarde à V. muchos años.*

*A Bordo de la Fragata Lidia à nueve de Enero de mil ochocientos y dos.*

*Ygnacio Martinez.*

*P.D. El Castillo esta todo listo pues boy à esperar las Ordenes de V. y à defender el Puerto.*

*Señor Governador.*

*Mui Señor mio:*

*Participo à V. como à las ocho de la noche poco mas, o menos, bine à este Castillo de los Do- [fol. 2] lores, con mi Tropa y Bote, habiendo hecho salir del buque Lidia à el Capitan, segundo Capitan, Piloto mayor, y segundo Piloto de la Fragata Ynglesa, (que ignoro el nombre,) ha su Buque; con cuyo motibo me hallo fuerte en este Castillo esperando las ordenes de V. si halla por combiniente que yo los ha prisione (pues no encuentro Yncombiniente ninguno aunque pierda la Vida, pues si V. quiere me hallo capas de mandarlos todos en el Bote aunque no habrá quien diga (que amor [sic] muerto gran lanzada) pero nada de eso me da cuidado, yo è estado obserbando sus axiones, todas me paresen buenas y estan mui humildes, (aunque yo no les entiendo el gurun gurun que hablan ellos y el Capitan ellos, han tenido mucho agasajo de este Capitan, dan noticia de la fragata que paso aforrada en cobre, disen que hyvàn à Cochinchina, dan razon del Paquebot **Espermen** [sic] que se quebrò en Tinian y añadieron que no quieren hir à Tinian por que estan haciendo mucha agua[.] ellos me dijeron que ninguno saltaria à tierra; no tienen que comer enteramente, mas que un poco de camote que*

*train, y esperan racion del Barco nuestro, para mañana, (y yo las Ordenes,) sin que seme remude hasta no ber, el fin (este si V. ò su sucesor lo hallare por combiniente) Ynterin quedo yò rogando à Dios Guarde su vida [fol. 2v] muchos años.*

*Nuestra Señora de los Dolores y la Santa Cruz, y nueve de Enero de mil y ochocientos y dos.*

*Ygnacio Martinez*

*P.D. haunque en la otra mia escribi que traian quatro cañoncitos pequeños añada V. dos mas grandes y doce Fusiles (que disen estan podridos y me los estaban ofreciendo.*

*Vale.*

*En la Ciudad de San Ygnacio de Agaña à nueve de Enero de mil ochocientos y dos: El Señor Don Manuel Muro Governador por S.M. de estas Yslas Marianas, dixo:*

*Que por quanto quasi aun mismo tiempo ha recibido las dos Cartas antecedentes del Alferez Don Ygnacio Martinez que tratan de la Fragata Ynglesa avistada; mandò se acumulen à la diligencia estendida ayer para su reconocimiento; y que sele contexte à dicho Martinez lo que parezca combeniente en el particular; de cuya contextacion acumularà Testimonio à continuacion el Secretario de la Governacion y Guerra.*

*Y para este Auto assi lo proveyò, mandò y firmò dho Señor Governador de que doy feè.*

*Muro. Justo de la Cruz Secretario de esta Governacion y Guerra.*

[Orders sent to Second-Lieutenant Martinez]

*Señor Alferez Don Ygnacio Martinez.*

*Con reflexion à las Leyes de Hospitalidad que dicta el derecho natural, y à las graves necesidades que ese Barco biene representando à este extablecimiento Catolico, implorando la mise- [fol. 3] -ricordia de nuestro piadoso Rey; le prevendrá Vmd. à su Capitán por medio del Ynterprete: que sele daran con prudente medida los auxilios que pretende; pero con la advertencia de que deven entregarse con buena feè Prisioneros de Guerra, y si nò, gozaran con la livertad su Buque è Yntereses; pues àqui no residen facultades bastantes para decidir el asunto. Si con estas condiciones quieren admitir el Puerto, lo franqueará Vmd. hasta doscientas varas de San Luis de Apra para afuera, con la precaucion de que nadie salte en tierra hasta mañana que yò provea à todo por esos miserables, que aunque Enemigos estamos ligados con ellos por el estrecho binculo de proximidad; belando Vmd. sobre su conducta y usando de la Artilleria hasta hechar el Buque àpique si no observa religiosamente lo que les prevengo.*

*En el caso de admitir las condiciones que pongo, permitirá Vmd. pase à esta Capital el Comandante, ú otra persona con facultad bastante con quien se pacten; à [fol. 3v] quienes podran acompañar quatro ò seis hombres, y sus mugeres, pero nadie mas; bajo el seguro de buen quartel que ofrezco; y de nò, que se haga à la Mar en el termino de dos oras.*

*Dios guarde à Vmd. muchos años.*

*Agaña y Enero nueve de mil ochocientos y dos.*

*Muro*

*P.D. Con el Ynterprete puede Vmd. despachar este abiso, y el permiso de benir acá si se admiten; pero Vmd. no me desampare el Castillo, con las condiciones que le tengo mandado.*

*Concuerta con la Carta Orden Original, que con la misma fecha que expresa sele despachò al Alferez Don Ygnacio Martinez, y en Virtud de lo que en el Auto antecedente se me Ordena saquè el presente Testimonio en la Ciudad de San Ygnacio de Agaña dicho dia, mes, y año de que doy feè.*

*En Testimonio de Verdad lo firmo.*

*Justo de la Cruz Secreatario de esta Governacion y Guerra.*

[Third report of Second-Lieutenant Martinez]

*Señor Governador Don Manuel Muro:*

*Participo à V. como luego que recivi la Orden de V. pasè à la Fragata **Lidia** donde estaban los oficiales de la Fragata Ynglesa llamada **Nuestra Señora del Rosario (alias la Paloma)** à quienes por medio del Capitan de la **Lidia** y un Muchacho Frances llamado Banal que sirvieron de Ynterpretes, se les leyò à dichos Yngleses, y diò à entender la dicha Orden [fol. 4] de V.; y luego respondieron que combenian y quedavan mui gustosos con lo que V. les manda; y para prueba de ello me han dado un Papel en Latin que han firmado dichos Yngleses y los Ynterpretes que yò embio con esta.*

*Esta mañana àbise à V. de Palabra que habia oydo decir que esta Fragata era Española del Perú, y que los Yngleses la havian hecho Pricionera; àhora me confirmo en èllo por que me lo han contado los mismos Oficiales.*

*Dios guarde la Vida de V. muchos años.*

*Fragata **Lidia** y Enero nueve de mil ochocientos y dos.*

*Ygnacio Martinez*

[First letter in Latin by the English officers of the Paloma]

**Trasumto.**

*Nosotros, el Capitan y los demas oficiales de la Nave **Paloma**, fuimos notificados, ò se nos notificò por el Governador de esta Ysla de Huajan [sic] el Señor Don Manuel Muro por medio de los Ynterpretes el Capitan de la Nave **Lidia** Barnard Diu [sic], que si queremos entregarnos como cautivos, ò prisioneros de Guerra con la Nave y toda la carga que en ella existe, bajo la condicion que si en Manila se decidiese por propria y legitima presa nos quedaremos efectivamente con la Nave y toda nuestra carga; mas si el Señor Capitan General declarace no ser legitima presa, seremos libres con la Nave y toda su carga. Bajo esta condicion se nos dà Puerto[,] composicion de la Nave, viveres y las demas cosas necesarias para nuestro transporte pa- [fol. 4v] -gandolo de nuestro dinero; lo qual admitimos, y lo juramos segun nuestra Religion, y lo cumpliremos Religiosisimamente; lo que subscrivimos en la Nave **Lidia** con el Ynterprete dia nueve de Enero del año mil ochocientos y dos.*

*Traducido del Latin al Castellano por mi:  
Fray Josef Ballespin de la Santissima Trinidad*

*San Ygnacio de Agaña y Enero nueve de mil ochocientos y dos.*

*Aora que son las nueve de la noche acavo de recibir una Carta del Alferéz Don Ygnacio Martinez, y un Ynstrumento en Latin firmado por los Oficiales de la Fragata Ynglesa en quienes consta haverseles notificado las condiciones que puse en mi Orden Testimoniada à foxas cinco para darles Puerto, y haverlas admitido dichos Yngleses por lo que estos Ynstrumentos y el trasumto del Latin al Castellano por el Padre Fray José Ballespin de la Santissima Trinidad, se acomularàn à las Diligencias de su materia.*

*Muro. Justo de la Cruz Secretario de esta Governacion y Guerra.*

**Nota.**

*Yncontinentí, se acomularon à esta diligencias [sic] los tres Ynstrumentos, que por la antecedente se manda: Notolo para que conste y de èllo doy feè. Cruz*

*San Ygnacio de Agaña y Enero diez de mil ochocientos y dos.*

*Respecto à que por la Carta del Alferéz Don Ygnacio Martinez de foxas siete y el Ynstrumento otorgado en Latin por los Oficiales Yngleses de foxas ocho; y trasumto à foxas nueve, [fol. 5] se bè que dichos Oficiales se entregan con Voluntad Prisioneros de Guerra bajo las condiciones que en dicho Ynstrumento se señalan: Pasese à tomar Posesion en nombre del Rey de la Fragata **Paloma**; y entregueselo con los Yngleses para su custodia al Alferéz Don Ygnacio Martinez, hasta que se den por mi, ò mi Sucesor las Prividencias que sean relativas.*

*Muro. Justo de la Cruz Secretario de esta Governacion y Guerra.*

*Yo el Teniente Coronel Don Manuel Muro Governador por S.M. de estas Yslas Marianas, cumpliendo con lo que se manda en la diligencia antecedente, pasè à la Fragata Ynglesa **Nuestra Señora del Rosario (alias) la Paloma**, en consorcio del Alferéz Don Ygnacio Martinez; y allandome à su Bordo; tomè Posesion de èlla en nombre del Rey nuestro Señor; è inmediatamente la entreguè à la custodia del precittado Martinez, con la Tropa del Presidio que tiene à su mando; y la Orden de que tanto la Fragata, como su carga, è Yngleses son Prisioneros de Guerra; y que por ello; no permita salte nadie à tierra, ni se desembarque nada, hasta tanto que reciva Ordenes mias, ò de mi Sucesor el Señor Don Vicente Blanco, à quien mañana boy à entregar el Govierno de estas Yslas Marianas.*

*Y para que en todos tiempos conste se hizo este Ynstrumento à bordo de la Fragata **Paloma**, estando al Ancla cerca de la Punta de Orote à los diez dias de Enero de mil [fol. 5v] ochocientos y dos; siendo Testigos à este acto el Sargento Manuel Tiburcio Garrido, el Cavo de Esquadra José Garrido, y los soldados Ygnacio Bargas, y Remigio Baza que lo firmaron con el Alferéz Don Ygnacio Martinez.*

*Manuel Muro*



*Ygnacio Martinez*  
*Josè Garrido*  
*Ygnacio Bargas*  
*Remigio Baza*

*San Ygnacio de Agaña y Enero doce de mil ochocientos y dos.*

*Atendiendo à que en esta misma hora boy à poner en Posesion del Empleo de Governador de Marianas àl Señor Don Vicente Blanco nombrado para sucederme; sele entregarán estas diligencias Originales, luego que se berifique, para que obre con ellas segun le parezca.*

*Muro. Justo de la Cruz Secretario de esta Governacion y Guerra.*

**Nota.**

*Con la fecha de oy doce de Enero de mil ochocientos y dos, y luego que tomò Posesion del Gobierno de estas Yslas Marianas el Señor Capitan Don Vicente Blanco; le entregò estas diligencias Originales escritas en foxas once su antecesor el Señor Don Manuel Muro: Notolo para que conste y de ello doy feè. Cruz*

*San Ygnacio de Agaña y Febrero seis de mil ochocientos y dos.*

*Estando pronta la Fragata Americana Lidia, para darse à la Vela en Vuelta de la Capital Manila; y debiendo dar Cuenta al Superior Gobierno con estas diligencias Ori-[fol. 6] -ginales; asi se executará: para lo qual; el Capitan Don Justo de la Cruz sacará un Testimonio de ellas, con el fin de proseguirlas à continuacion de este hasta su conclusion.*

*Blanco. Justo de la Cruz Secretario de esta Governacion y Guerra*

[Interim report to the Governor General of the Philippines]

*M. Y.S.*

*Las adjuntas diligencias instruiràn à V.S. del recalo à esta Ysla de la Fragata Ynglesa **Nuestra Señora del Rosario (alias) La Paloma**, y las circunstancias con que, se entregò Prisionera de Guerra; para que en Vista de èllas, tome V.S. la Providencia que mejor le parezca; pues siempre serà la mejor y mas acertada.*

*Por los mismos Yngleses he sabido, que esta Fragata ès Española Peruana, y que ellos la apresaron. Yò quedo componiendola, aprontando los Viveres, y demas necesario segun lo contratado, para despacharsela à V.S. à esa Capital con la brevedad posible; y entonces darè la cuenta de los Gastos que haya ocasionado.*

*Dios guarde à V.S. muchos años.*

*San Ygnacio de Agaña Capital de las Yslas Marianas, y Febrero ocho de mil ochocientos y dos.*

*M. Y.S.*

*Vicente Blanco*

[A] *M. Y.S. Governador y Capitan general de las Yslas Filipinas.*

...

**Translation.**

San Ignacio de Agaña, 8 January 1802.

Whereas at this hour, 11 a.m., as Captain Vicente Blanco is on his way to this capital to relieve me as Governor, a frigate showing the English flag has appeared in the vicinity of the bar of this capital and, given that we are at war with that nation, and it being necessary to make the port of Apra, the only one in this Island, secure:

Let Second-Lieutenant Ignacio Martinez be sent there with a number of soldiers to occupy the Fort of Nuestra Señora de los Dolores y la Santa Cruz, and from there go out to reconnoiter said frigate with all due caution, and then have him send me a report of his findings.

Muro. Justo de la Cruz, Government Secretary for administration and war.

**Note.**

Immediately thereafter, the order expressed in the above measure was carried out. I so note for the record and vouch for. Cruz.

**[Reports of Second-Lieutenant Martinez]**

I report to Your Lordship that the vessel is English and our Captain<sup>1</sup> has found out that they have been dying of hunger for the last two months; they are bound to Macao; their vessel is in very bad shape; they want water, food supplies and they need to caulk their vessel, once they have anchored under the old fort. The Captain said that they are offering to let the soldiers occupy their ship. They offer everything, and willingly. According to the Interpreter, they are willing to do anything that Your Lordship may order them to do. They say that they will obey your orders. They have been warned by me not to let anyone step ashore until I have received the orders that Your Lordship will send me. I have warned them through the Interpreter that, if anyone steps ashore without authorization, I will sink their ship and they will be taken prisoners. They acquiesced to everything I said, in my presence, by signalling yes with their heads to say that they would obey my commands, and that no-one would step ashore until Your Lordship let them. The ship has 31 persons on board, including four women and she is leaking very much. Your Lordship should not be worried as the frigate has only four falconets, which I told them that I would confiscate, and they said that they were disposed to let me have all the weapons and obey any order.

That is all. May God save Your Lordship for many years.

Aboard the Frigate **Lydia**,<sup>2</sup> 9 January 1802.

Ignacio Martinez.

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1 Ed. note: Captain Barnard of the ship Lydia (see below).

2 Ed. note: This was the U.S. bark **Lydia**, Captain Moses Barnard, which had also visited Tonga and Fiji, before going to Manila and then bringing Captain Blanco to Guam (see Doc. 1801H).

P.S. The fort is in complete readiness. So, I am awaiting the orders of Your Lordship and defending the port.

[To] His Lordship the Governor.

My dear Sir:

I report to Your Lordship that, at about 8 p.m., I came to this Fort of Los Dolores with my soldiers and boat, after I let the Captain, Second Captain, Chief Pilot and Second Pilot of the English frigate (whose name I ignore) leave the ship **Lydia** to return to their ship. For this reason, I remain in alert in this Fort, awaiting the orders of Your Lordship if you should find it convenient for me to make them prisoners (indeed, I myself find no inconvenience, though I might lose my life). Indeed, if Your Lordship wishes me to, I am able to send them all in the boat, although some might be found to say “A Moro muerto, gran lanzada,”<sup>1</sup> but I am not worried. I have been observing their actions and they all seem good to me; they are very humble (although I do not understand the gibberish spoken between them and our Captain) but the latter has given them a great welcome. They have given more information about the [unnamed] frigate that passed by here, the one that had a copper bottom; they say that she had been bound to Cochinchina. They have also something to add about the packet **Espermen** [sic = Experiment] that got shipwrecked at Tinian. They add that they themselves did not wish to go to Tinian because their ship is leaking too much. They told me that they would not step ashore. They have no food supplies left, except a few sweet potatoes, and they hope to get food from our ship, tomorrow, (if I receive my orders). There is no need for Your Lordship (or your Successor) to replace me until this affair is over with. Meanwhile, I remain begging God to save your life for many years.

Fort Nuestra Señora de los Dolores y la Santa Cruz, 19 January 1802.

Ignacio Martinez

P.S. Although in my previous letter I wrote that they had but four small cannon, Your Lordship should add two large ones and 12 rifles to that list, though they tell me that the latter are rotten and that I can have them.

Ditto.

In the City of San Ignacio of Agaña, on the 9th of January 1802:

His Lordship Manuel Muro, the proprietary Governor of these Mariana Islands, declared:

That, inasmuch as he has just received the two above letters from Second-Lieutenant Ignacio Martinez that deal with the English frigate that had been spotted, he was ordering that they be added to the record of proceedings that was opened yesterday concerning her identification; and that said Martinez was to be given an appropriate

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<sup>1</sup> Ed. note: A Spanish battle cry which, roughly translated, means: “One dead Moor, good show [lit. good throw of the spear].” The English might say: A dead Moor is a good Moor.

answer under the circumstances. A certified copy of said answer was also to be added hereunder to said record by the Secretary for Administration and War.

And so he ordered, adding his signature, for which I vouch.

Muro. Justo de la Cruz, Government Secretary for Administration and War.

**[Orders sent to Second-Lieutenant Martinez]**

Second-Lieutenant Ignacio Martinez, Sir:

Reference being made to the Laws of Hospitality dictated by Natural Law, and the grave necessities under which that ship has come to this Catholic settlement, the men aboard her imploring our pious King to consider their miseries, Your Grace is to tell her Captain through the Interpreter that he will be granted in prudent measure the help that he seeks, but on the condition that they must turn themselves over willingly as war prisoners. If they do not agree, they are to remain in possession of their ship and interests; indeed, there are not enough facilities at this place to decide the matter. If, under these conditions, they wish to come into the port, Your Grace is to allow them freedom up to 200 fathoms from San Luis de Apra outwards, with the proviso that no-one is to come ashore until tomorrow when I will give provisions to those unfortunate people; indeed, though they are enemies, we are all linked together with them by the short distance between us. Your Grace is to observe their conduct and may use of the artillery, even to sink their ship, if they do not religiously observe what I have ordered.

In case of their admitting the conditions that I impose, Your Grace is to permit the Commander, or any other person with enough responsibility to made an agreement, to come to this capital, as well as four to six men who may wish to accompany him, and their women, but no more. under the safe-conduct that I am offering them; otherwise, they are to go to sea within two hours.

May God save Your Grace for many years.

Agaña, 9 January 1802.

Muro

P.S. Your Grace may deliver this message through the Interpreter, as well as the permission for them to come to this capital, but Your Grace is not to abandon the Fort, with the conditions that I have ordered you.

The above is an exact copy of the original that was despatched on same date to Second-Lieutenant Ignacio Martinez, and by virtue of the preceding writ, I have made the present in the City of San Ignacio of Agaña on said date, for which I vouch.

In faith whereof, I affix my signature.

Justo de la Cruz, Government Secretary for Administration and War.

**[Third report of Second-Lieutenant Martinez]**

[To] His Lordship Governor Manuel Muro.

I report to Your Lordship that, as soon as I received your order, I went over to the Frigate **Lydia** where the officers of the English Frigate named **Nuestra Señora del Rosario, alias la Paloma** were. Through the Captain of the **Lydia** and a French boy

named Banal [sic], who acted as interpreters, said order of Your Lordship was read to them, after which they answered that they agreed and remained very happy with what Your Lordship has ordered them, and, to prove it, they gave me a paper in Latin that said Englishmen have signed along with the Interpreters, which I am sending with the present.

This morning I made a verbal report to Your Lordship, to the effect that I had heard it say that this frigate is Spanish, from Peru, and that the Englishmen had made her a prize. I now confirm it, because her officers themselves have told me the story.

May God save the life of Your Lordship for many years.

Frigate **Lydia**, 9 January 1802.

Ignacio Martinez

**[First letter in Latin from the English officers of the Paloma]  
Translation.**

“We, the Captain and the other officers of the ship **Paloma**, have been notified, on behalf of the Governor of this Island of Guajan, Mr. Manuel Muro, through the Interpreters, the Captain of the ship **Lydia**, Barnard Diu [sic], that if we accept to turn ourselves over as captives, or war prisoners, along with the ship and the whole cargo on board her, under the condition that, should it be decided in Manila that she is a proper and legal prize, we are to effectively remain in possession of the ship and the whole cargo; however, if His Lordship the Captain General should decide that she is not a legal prize, we will then let go the ship and her whole cargo. Under this condition, we expect to be given access to the port, repairs to the ship, food supplies and other necessary things for our transport that we can pay for; and we make an oath to this effect, to which we will abide religiously.

“We have subscribed to the present, aboard the ship **Lydia**, along with the Interpreter, on 9 January 1802.”

Translated from the Latin to the Spanish by me,  
Fray José Ballespin de la Santísima Trinidad.<sup>1</sup>

San Ignacio of Agaña, 9 January 1802.

It is now 9 p.m. and I have just received a letter from Second-Lieutenant Ignacio Martinez, plus a document in Latin signed by the officers of the English frigate, in which it is recorded that they have been notified of the conditions that I had imposed in my Order, as shown in folio five, to give them access to the port, and that said Englishmen have accepted them. Have these documents, along with the translation from the Latin to Spanish done by Father Fray José Ballespin de la Santísima Trinidad, recorded in the proceedings on this matter.

Muro. Justo de la Cruz, Government Secretary for Administration and War.

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1 Ed. note: He was one of three Augustinian Recollect missionaries then serving in the Marianas.

**Note.**

Immediately thereafter, there were added to this record of proceedings the three documents mentioned in the preceding. I so note for the record, for which I vouch. Cruz.

San Ignacio of Agaña, 10 January 1802.

In view of the Letter of Second-Lieutenant Ignacio Martinez in folio 5 and the document in Latin issued by the English officers in folio 8, and its translation on folio 9, it appears that said officers are voluntarily turning themselves over as war prisoners under the conditions that said document mention: Let us take possession of the Frigate **Paloma** in the name of the King and deliver the Englishmen into the custody of Second-Lieutenant Ignacio Martinez, until such time as I, or my Successor, take other measures in the case.

Muro. Justo de la Cruz, Government Secretary for Administration and War.

I, Lieutenant-Colonel Manuel Muro, proprietary Governor of these Mariana Islands, in compliance with the order recorded in the preceding proceeding, went on board the English Frigate **Nuestra Señora del Rosario, alias Paloma**, in the company of Second-Lieutenant Ignacio Martinez; and once on board her, I took possession of her in the name of the King our Lord; and I immediately turned her over to the custody of the above-mentioned Martinez and the soldiers of the garrison under his orders. I ordered the frigate, along with her cargo, and the Englishmen to be made prisoners of war, and to this effect, no-one is to go ashore, and nothing is to be unloaded, until further orders be received from me, or from my Successor Don Vicente Blanco, to whom I am to turn over the Government of these Mariana Islands tomorrow.

And, in order for this to be recorded for all times, I have given this instrument aboard the Frigate **Paloma**, at anchor near Orote Point, on the 10th of January 1802, in the presence of the following witnesses: Sergeant Manuel Tiburcio Garrido, Squad Corporal José Garrido, and the soldiers Ignacio Bargas and Remigio Baza, who signed along with Second-Lieutenant Ignacio Martinez.

Manuel Muro  
Ignacio Martinez  
José Garrido  
Ignacio Bargas  
Remigio Baza

San Ignacio of Agaña, 12 January 1802.

Given that at this same time, I am about to turn over the post of Governor of the Marianas to Don Vicente Blanco, appointed to replace me, the original record of these proceedings is to be given to him, as soon as it has been updated, so that he may do with it as he sees fit.

Muro. Justo de la Cruz, Government Secretary for Administration and War.

**Note.**

On this day, 12 January 1802, right after Captain Vicente Blanco took possession of the Government of these Mariana Islands, I delivered to him this original record of proceedings, written by his predecessor, Don Manuel Muro, on eleven folios. I so note for the record, for which I vouch. Cruz.

San Ignacio of Agaña, 6 February 1802.

Given that the U.S. Frigate **Lydia** is ready to sail to return to the capital of Manila, and that a report be given to the Superior Government by means of this original record of proceedings, so it shall be done. Consequently, Captain Justo de la Cruz shall make a copy of it, for the purpose of using it to continue recording the proceedings in question until their conclusion.

Blanco. Justo de la Cruz, Government Secretary for Administration and War.

**[Interim report to the Governor General of the Philippines]**

Most Illustrious Sir:

The enclosed record of proceedings will inform Your Lordship regarding the arrival at this Island of the English Frigate **Nuestra Señora del Rosario, alias Paloma**, and the circumstances under which she was captured, so that in view thereof Your Lordship may take the measure that seem best to you, as will indeed be better and more fitting.

It has been learned, from the Englishmen themselves, that this frigate is Spanish, and Peruvian, and that they had made her a prize. I am making repairs to her, preparing some food supplies and other necessities, in accordance with the agreement, in order to send her to Your Lordship at that capital as soon as possible. I will then send a report of the expenses that she has occasioned.

May God save Your Lordship for many years.

San Ignacio of Agaña, Capital of the Mariana Islands, 8 February 1802.

Most Illustrious Sir.

[To] His Most Illustrious Lordship the Governor and Captain General of the Philippine Islands.

1  
...

**A2. Year of 1802.—Report N° 13**

**regarding the inquiry regarding the expenses occasioned to this royal garrison of the Mariana Islands by an English frigate named Nuestra Señora del Rosario alias la Paloma with her four officers and the other individuals of her crew. By**

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1 Ed. note: This file copy was checked for accuracy that same day, by Adjutant Ignacio Espinosa, Sergeant Manuel Tiburcio Garrido, and Nicblas de Borja.

**Captain Vicente Blanco... With 9 enclosures, dated San Ignacio de Agaña, 29 January 1802-17 October 1806 [11 leaves on rice paper, badly decomposed by the ink]. File copy.**

*Note: As such, this report is not worth the efforts of deciphering, and translating it.*

...

### **A3. Year of 1802.—Report N° 12**

**of the inquiry that resulted from the arrival at the port of San Luis de Apra of an English frigate named Nuestra Señora del Rosario alias la Paloma, and not being able to continue her voyage to the capital of Manila on account of being in very bad shape, was ordered broken up. By Captain Vicente Blanco... With 36 enclosures, dated Agaña, 24 March 1802-7 April 1813 [39 leaves on rice paper]. File copy.**

#### **Original texts in Spanish and Latin.**

[fol. 1]

*Señor Governador.*

*Muy Señor mio:*

*Participo à V.S. como eso de à las dies de la tarde se hà descubierto en la banda de Babor diez y ocho Quadernas tronchadas no en un todo, y en el del Estribor veinte y seis, por lo que estos Oficiales dicen que no puede viajar sino se renuevan dichas Quadernas; espero la resolucion de V.S. para executarlo.*

*Dios guarde à V.S. muchos años.*

*Abordo y veinte y quatro de Marzo de mil ochocientos y dos.*

*Besa la Mano de V.S. su menor subdito.*

*Marcos de Rivera*

*En la Ciudad de San Ygnacio de Agaña à veinte y quatro de Marzo de mil ochocientos y dos:*

*El Señor D. Vicente Blanco, Governador por S.M. de estas Yslas Marianas: Enterado por la Carta antecedente que le escribe el Capitan Don Marcos de Rivera que se halla de Guarnicion en la Fragata Ynglesa **Paloma**; de que esta no tiene composicion en el nuevo quebranto descubierto, segun le han dicho los Oficiales de la misma: Devio de mandar y mandò, seles haga comparecer al Capitan, Oficiales, y dueños; Pilotos, y Carpinteros unicos inteligentes que viene en la Casa de mi morada, y del mejor modo que se pueda, seles instruya del estado de su Buque, y mande dèn por escrito su parecer sobre el Estado en que encuentro [sic]; si tiene composicion y puede viajar à Manila.*



*Y por este Auto asi lo probeyò, mandò, y firmò dicho Señor Governador de que doy feè.*

*Vicente Blanco. Justo de la Cruz: Secretario de esta Governacion y Guerra.*

**Nota.**

*Oy veinte y seis de Marzo de mil ochocientos y dos, seles hizo saver al Capitan, Oficiales, Piloto, y Carpinteros lo prevenido en el Auto antecedente; y enterados de ello, dixerón: Que lo oyen, y [fol. 1v] daràn cumplimiento à lo que se lo manda: Nòtolo para que conste y de èllo doy feè. Cruz.*

[Second letter in Latin from the Englishmen]

*Nos William Read [sic], Joanes Baston [sic], Capitanus, et Dux, et Officialis Navis nominatæ Domina nostra Rosarii (alias Columba) et Domini, aut Posesores dimidiæ Navis, et Cargamentum, et cætera, quæ in illa continetur, et comprehenditur: Edmond Butter [sic], James Puerey [sic], Patt. Connel [sic], Pilotos, et Fabrilignarii ejusdem Navis; Obediendo Ordini, et mandato, quod Dominus Governator huyus Ynsulæ de Guajan, Dominus Vincentius Blanco, dedit nobis, die heri, ut informaremur super statum, in quo inventitur dicta Navis, et ut possit componi, et reformari adnavigandum ad civitatem Manilæ:*

*Dicimus, quod Navis **Columba** invenitur, et reperitur cum quinquaginta, et duabus Quadernis fractis, et latus, et jugum separatum extra locum suum foras; et signum certum, et evidens passam fuisse fractionem, et iruptionem, dormientum, curbas, et cætera operamala Navis, in qua dictum codaste, et yugum sunt connexæ, et junctæ, et Quilla in ipso deplorabili, et misero statu, in quo inveniebatur, quando perveniebanmus in hac Ynsula, absque scire cum habeat alium damnum.*

*Copterea ad hugnon finiverunt recognoscere dictam Navem; ex qua causa declaramus, et motum facimus jure jurando, et faciendo juramentum secundum Religionem nostram: Quod Navio **Columba** non habit compositionem; et propter hoc, et hanc causam, non potest, nec debetur permitti, ut navigetur, et vadat ad civitatem Manilæ; nec adhuc exire, et regredi ex hoc portu. Et, ut possit constari, firmamus, et subscribimus nostra manu, et nominibus, in hac civitate Sancti Ygnatii de Agaña, die [fol. 2] vigesima septima Mensis Martii, Anni Millesimi, Octingentesimi [sic], et duo.*

*William Reid*

*John Boston*

*Edmond Butler*

*James Puckey*

*Patrick Connell*

*Quoniam futuru hirasu argentas in nave **Pluma** [sic] it suo onen posituru est, hon frossa su selaen [sic] aut apud Insulam Guam, aut Maniliam alio putio quam cum nave **Pluma** [sic] et suo onen. Ygitur si Gubernator non velit nobis dan fidem aut auxilium nos hos popuma nparan hasem [sic].<sup>1</sup>*

*T[homas] F. Palmer*

*Non habens run necepariam hvocuvasi auxilliam igitur non hopumus repivare Navem **Paluma**.*

*James Ellis*

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1 Ed. note: It is obvious that the copyist made many errors in transcription.

*En la Ciudad de San Ygnacio de Agaña à veinte y siete de Marzo de mil ochocientos y dos:*

*El Señor Governador Don Vicente Blanco, dixo: Que por quanto acavan de entregarle estos dos Papeles en Latin los Oficiales de la Fragata Ynglesa **Paloma** que contienen al parecer sus dictámenes, sobre lo que seles mandò en el Auto de veinte y quatro del corriente mes y año: Devio de mandar y mandò se àcomulen al dicho, y en consideracion à no haver en la Ysla quien entienda el Ydioma en Latin mas que los R.R. P.P. de la Mision, sele despacharà ruego y encargo al M.R.P. Prelado de ellos, para que señale un Religioso Subdito suyo, y le ordenè traducir los precitados Papeles y demas que ocurràn al Ydioma Castellano.*

*Y por este Auto asi lo proveyò[,] mandò y firmò dicho Señor Governador de que doy feè.*

*Vicente Blanco. Justo de la Cruz: Secretario de esta Governacion y Guerra.*

**Nota.**

*Con la misma fecha que espresa el Auto àn- [fol. 2v] -tecedente, se despachò el ruego y encargo que por el se manda: Notolo para que conste y de ello doy feè. Cruz.*

*Don Vicente Blanco Capitan del Regimiento de Ynfanteria del Rey Governador y Justicia mayor por S.M. de estas Yslas Marianas:*

*Hago saver à V.P. el M.R.P. Fray Tomas Caxaraville de Santa Rita, Vicario Provincial y Juez Eclesiastico de estas Yslas Marianas: Como en las diligencias que estoy practicando sobre la Fragata Ynglesa Titulada **Nuestra Señora del Rosario (alias) la Paloma**, seme han presentado por sus Oficiales barios Papeles en Latin; y no haviedo en estas Yslas sugeto que entienda este Ydioma, mas que los R.R. P.P. Religiosos Subditos de V.P. y hallarse el Expediente estancado por esta razon, con notable perjuicio al servicio del Rey, y Leyes de la Humanidad, que deseando darle curso, como devo, por mi obligacion: A nombre del Rey Nuestro Señor que Dios guarde ruego y encargo à V.P. y al mio le suplico, se sirva tener la bondad de elegir, y mandar à un Religioso de sus Subditos; el que traduzca al Ydioma Castellano todos los Papeles que en Latin presenten los Yngleses, y se encuentren en el merito del Expediente; lo qual si V.P. hiciere asi, se darà el Rey por bien servido, y yo quedarè obligado à la mutua correspondencia en los Casos de la igualdad.*

*Dado en la Ciudad de San Ygnacio de Agaña à veinte y siete de Marzo de mil ochocientos y dos de que doy feè.*

*Vicente Blanco*

*Justo de la Cruz, Secretario de esta Governacion y Guerra*

*Atento à lo que el Señor Don Vicente Blanco [fol. 3] Governador de estas Yslas Marianas me pide en el ruego y encargo, que antecede: Mando à mi Subdito el Padre Fray Josè Maria de la Virgen del Carmen [para que] traduzca al Ydioma Castellano todos los Papeles que le presente en Latin dicho Señor, y tengan conexion con su solicitud*

*para que asi se verifique el servicio del Rey nuestro Señor, y bien de la humanidad segun expone.*

*Agat y Marzo veinte y ocho de mil ochocientos y dos.  
Fray Tomas Caxaraville de Santa Rita, Vicario Provincial.*

*San Ygnacio de Agaña y Marzo veinte y nueve de mil ochocientos y dos:  
Acomulense este ruego y encargo à las diligencias de su materia; y pasesele el Expediente al Reverendo Padre Fray Josè Maria de la Virgen del Carmen, para que en virtud de la Orden de su Prelado traduzca al Ydioma Castellano los dos Papeles que los Oficiales Yngleses han presentado en Latin, y se encuentran en èl.*

*Vicente Blanco. Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*Yo Fray Josè Maria de la Virgen del Carmen: Cumpliendo con la Orden antecedente de mi Padre Prelado Fray Tomas Caxaraville de Santa Rita, traduzco al Ydioma Castellano los dos Papeles de los Yngleses que en Latin contiene este Expediente:*

*“Nosotros William Read, John Baston, Capitan y Oficial de la Fragata **Nuestra Señora del Rosario (alias) la Paloma**, y Dueños de la mitad del Buque, Cargamento y demas que en èl se comprende: Edmond Butler, James Puckey, Patt. Connel, Piloto y Carpinteros de la misma, ovedeciendo à una Orden que el Señor Governador de Guajan Don Vicente [fol. 3v] Blanco nos dió el dia de ayer, para que le informemos sobre el Estado en que se encuentra dicha Fragata; y si se puede componer para Viajar à Manila; decimos:*

*“Que la Fragata **Paloma** se encuentra con cinquenta y dos Quadernas quebradas, el Codaste y Yugo desmentido de su lugar para afuera, señal cierta de haver padecido quebranto el durmiente, curbas y demas Piezas à que dicho Codaste y Yugo estan ligados; y la Quilla en el mismo deplorable estado en que se hallava quando llegamos à esta Ysla, sin saver si tiene mas daño, pues aun no se hà acavado de reconocer; por cuyo motivo declaramos, jurandolo segun nuestra Religion; que la Fragata **Paloma** no tiene composicion; y por consiguiente, no puede, ni deve permitirse haga viaje à Manila, ni aun salir del Puerto.*

*“Y para que asi conste lo firmamos en la Ciudad de San Ygnacio de Agaña à veinte y siete de Marzo de mil ocho cientos y dos años.”*

*“William Reid*

*“John Boston*

*“Edmond Butler*

*“James Puckey*

*“Patrick Connell”*

*“Por tanto toda mi Plata que tenia en la Fragata ò Nave **Paloma**, y su Cargamento que existe; la gastè; y en la ocacion presente no tengo, y carezco para poder pagar en*

*esta Ysla de Guajan, ni en Manila, menos que pague con la susodicha Fragata, ò Nave **Paloma**, y su Cargamento, no puedo de otra suerte.*

*“Y por lo tanto si el Señor Governador no quisiere dar feè, y auxilio, nosotros no podemos reparar, ò componer la susodicha Fragata ò Nave.”*

*“T. F. Palma [sic]*

*“No teniendo yò poderes para àyudar à pagar, no [fol. 4] podemos reparar, y componer la dicha Fragata, ò Nave **Paloma**.*

*“James Ellis.”*

*Es lo contenido traduccion literal del Ydioma Latin, al Castellano de los dos Papeles de los Oficiales Yngleses que seme han presentado en este Expediente.*

*Y para que en todos tiempos conste, lo firmo de mi mano, y letra en la Ciudad de San Ygnacio de Agaña à veinte y nueve de Marzo de mil ochocientos y dos.*

*Valga asi.*

*Fray José Maria de la Virgen del Carmen.*

*San Ygnacio de Agaña y Marzo treinta de mil ochocientos y dos.*

*En atencion à que en el Papel de foxas tres que han presentado en Latin el Capitan, un Oficial, un Piloto, y los dos Carpinteros de la Fragata **Paloma** (unicos inteligentes de ella el primero y los tres ultimos,) declaran, no tiene composicion alguna este Buque, ni deve permitirse salga del Puerto por lo muy estropeado en que se encuentra, y en el de foxas quatro dan à entender T. F. Palma [sic], James Ellis (dueños de la mitad del Buque y Cargamento, pero que no son inteligentes) no puede componerse por falta de medios, segun el trasunto antecedente; y como esta variedad de pareceres, no permite dar pronta Providencia, se pasará el dia de mañana à la precitada Fragata en Concorcio del Capitan Don Juan Francisco Rexis de Torres, del Teniente de Milicias Don Mariano de la Cruz, y del Sargento Victorino Baza, Maestro mayor de Carpinteria de este Presidio, que tienen algun Conocimiento en la Construcccion de Embarcaciones, para que à mi presencia, y la del Secretario de esta Governacion y Guerra, hagan un prolixo reconocimiento de ella; y despues bajo juramento declaren el daño [fol. 4v] que le encuentren, y si admite composicion para Viajar à Manila.*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

***Declaracion del Capitan Don Juan Francisco Rexis de Torres.***

*Abordo de la Fragata Ynglesa **Paloma**, que se halla a la Ancla en la Caldera de San Luis de Apra à treinta y uno de Marzo de mil ochocientos y dos:*

*Por lo mandado en la diligencia antecedente; comparecieron el Capitan de este Presidio Don Juan Francisco Rexis de Torres, el Teniente de Milicias Don Mariano de la Cruz, y el Sargento Victorino Baza, y à quienes el Señor Governador de estas Yslas el Señor Don Vicente Blanco mandò bajasen à la Bodega de dicho Buque, y reconociesen el estado de èl por dentro y fuera; y haciendolo practicado con toda prolixidad à presencia de dicho Señor, y de mi el Secretario de la Governacion y Guerra; le recibìo separ-*

*adamente juramento al primero que lo hizo en forma y conforme à derecho; so cuyo Cargo prometio decir verdad en todo quanto supiere y le fuere preguntado. Y siendole para que declare si hà reconocido dicha Fragata, el estado en que se encuentra, si tiene composicion, y puede hacer Viaje à Manila: Respondiò:*

*Que hà reconocido la Fragata **Paloma** por quien sele pregunta, y visto por sus mismos ojos tiene sesenta y tres Quadernas quebradas y partidas; y dos con una buena parte podrida à las inmediaciones de los empalmes que forman los Planes y estaminadas de àmbas bandas; asi mismo hà notado que el Codaste tiene algo dismentido para àfuera; y que la Quilla le falta un pedazo que el declarante no hà visto por estar dentro del agua; pero que todos los Yngleses lo publican; por cuyas circunstancias[fol. 5} tiene por tan dificil la composicion de este Buque, como el construirlo de nuevo; y por grandisima temeridad dejarlo salir del Puerto, por que infaliblemente ha de perecer sin que se piense llegue à Manila. Que ès quanto save y puede decir so cargo el juramento que fecho tiene:*

*Y habiendole leydo esta su declaracion desde el principio hasta el fin, confesò ser la misma que tiene dada en que se afirmò, y ratificò por ser la verdad, diciendo ser de hedad de cinquenta y seis años, y lo firmò con dicho Señor Governador de que doy feè.*

*Vicente Blanco*

*Juan Francisco Rexis de Torres*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

[Declaration of Lieutenant Cruz]

*Yncontinentí y para el mismo efecto se hizo comparecer à Don Mariano de la Cruz, Maestro de Carpintero, y Teniente de Milicias de esta Ciudad: Y à quien por ante mi el presente Secretario sele reciviò juramento que lo hizo por Dios nuestro Señor y la señal de la Santa Cruz en forma y conforme à derecho; so cuyo Cargo ofreciò decir verdad en todo quanto supiere y le fuere Preguntado.*

*Y siendolo para que diga si hà encontrado; y si tiene composicion para Viajar à Manila? Respondio:*

*Que por mandado del Señor Governador Don Vicente Blanco; en su Compañia, la del Secretario de esta Governacion y Guerra, el Capitan Don Juan Francisco Rexis de Torres, y el Sargento Victorino Baza hà reconocido dicha Fragata por dentro y fuera, à quien le hà encontrado, y vis- [fol. 5v] -to por sus mismos ojos sesenta y tres Quadernas quebradas, partidas, con dos empezadas à podrir hacia los empalmes que forman los Planes con las estaminadas, y donde asienta la segunda barenga, cuasi en una misma linea cubierta por esta; y que si no fuera por el peligro que tiene quitarle las que corresponden à bavor para su reconocimiento, le parece se encontraria mas destrozo. Que le à visto tambien el Codaste algo desmentido hacia fuera, y save por los Yngleses tiene dos Baos quebrados, y le falta un pedazo de Quilla que no puede exponer el quanto, por estar dentro del agua; pero àsegura no tiene composicion la Fragata en esta Ysla, ni deve permitirsele salga del Puerto, por que en su inteligencia vâ à perecer el Buque*

*con quanta Gente lleve dentro à poca Navegacion, sin que jamas llegue à Manila. Que ès quanto save y puede decir so cargo el juramento que fecho tiene:*

*Y haviendole leydo esta su declaracion desde el principio hasta el fin, confesò ser la misma que tiene dada en que afirmò y ratificò por ser la verdad, diciendo ser de hedad de cinquenta y un años, y lo firmò con dicho Señor Governador de que doy feè.*

*Vicente Blanco*

*Mariano de la Cruz*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

[Declaration of Sergeant Baza]

*Yncontinentí y para el mismo efecto se hizo comparecer al Sargento Victorino Baza, Maestre mayor de Reales Obras de Carpinteria de este Presidio: Y a quien por ante mi el presente Secretario sele recibió jura-[fol. 6] mento que lo hizo por Dios nuestro Señor y la señal de la Santa Cruz, en forma y conforme à derecho; so cuyo Cargo ofresco decir verdad en todo quanto supiere y le fuere preguntado. Y siendolo para que diga si hà reconocido la Fragata **Paloma**; que daño le hà encontrado; y si tiene composicion para Viajar à Manila? Respondio:*

*Que por mandado del Señor Governador Don Vicente Blanco; en su Compañia, la del Secretario de esta Governacion y Guerra, el Capitan Don Juan Francisco Rexis de Torres, y el Teniente de Milicias Don Mariano de la Cruz, hà reconocido dicha Fragata por dentro y fuera, à quien le hà encontrado, y visto por sus mismos ojos sesenta y tres Quadernas quebradas y partidas, inclusas dos empezadas à podrir en ambas vandas de Estribor y bavor, hacia los empalmes que forman los Planes con las estaminadas, y donde asienta la segunda Barenga cuasi en una misma linea cubierta por esta; y que sino fuera por el peligro que tiene quitarle las que corresponden à Bavor para su reconocimiento, le parece se encontraria mas destrozo: Que le hà visto tambien el Codaste algo desmentido hacia fuera, y save por los Yngleses tiene dos Baos quebrados; y le falta un pedazo de Quilla que no puede exponer èl quanto, por estar dentro del agua; pero asegura no tiene composicion la Fragata en esta Ysla, ni deve permitirsele salga del Puerto, por que en su inteligencia bà à perecer el Buque con quanta Gente lleve dentro à poca Navegacion; sin que jamas llegue à Manila. Que ès quanto save y puede decir socargo el juramento que fecho tiene:*

[fol. 6v]

*Y haviendole leydo esta su declaracion desde el principio hasta el fin, confesò ser la misma que tiene dada en que se afirmò y ratificò por ser la verdad, diciendo ser de hedad de cinquenta y seis años, y lo firmò con dicho Señor Governador de que doy feè.*

*Vicente Blanco*

*Victorino Baza*

*Justo de la Cruz: Secretario de esta Governacion y Guerra.*

*San Ygnacio de Agaña y Abril primero de mil ochocientos y dos.*

*Prevengado à los Señores T. F. Palma [sic], y James Ellis dèn su parecer categoricamente, sobre el estado de la Fragata **Paloma**, si tiene composicion; y los medios que discurren para satisfacer los nuevos gastos que ocacione, à demas de mil doscientos veinte y cinco pesos, un real, y seis granos que se tienen yà librados en auxilios para èllos; en la inteligencia de que el Cargamento de Maderas, no tiene valor en estas Yslas, ni lo necesita el Rey: y para èvitar demoras que pueden ser perjudiciales, seles harà saber esta Providencia en Latin que traducirà el R.P. Fray Josè Maria de la Virgen del Carmen, en confianza de la Orden de su Prelado.*

*Vicente Blanco. Justo de la Cruz, Secretario de esta Governacion y Guerra.*

[Letter in Latin addressed to the Englishmen]

*Civitas Santi Ygnatii de Agaña, die, prima Mensis Aprilis, Anni Millesimi, octingentesimi, et duo."*

*Prevæniatur, et fiat sciri Dominis T. F. Palma, et James Ellis; ut dicant, quod sentiunt cognoscunt, et intelligunt, et dicant, quod illis videtur categorice, super statum Navis **Columba**, si havet compositionem, et potest componi, et media, requisitu, et utilia, et cætera, quæ cogita ut adsatisfaciendum, et solvendum, quod necessesit super reparationem dictæ [fol. 7] Navis **Columbæ**, et novas consumptiones, ultra Mille, ducentas viginti, et quinquæ Nummos argenteos (aut Patacas, ó Pesos,) et decem, et octo granos; liberatos esse, et soluto sin auxiliis, et subsidii sillorum: in intelligentia, aut, salicet quod onus Lignorum, non habet valorem in istis Ynsulis, nec habet necessitatem Dominus Carolus Quartus; et adevitandum manciones, et demorations, quæ posunt esse perjudiciales; facietur illis sciri hæc Providentia, quæ traducetur in Lingua Latina P. Fr. Josephus Maria à Deipara de Carmelo, circa preceptum, aut ordinem Prelati, et Superioris sui.*

*Vincentius Blanco. Justus à Cruz: Secretarius huyus Governationis.*

*Traductio literalis facta in Lingua Latina, super Providentiam, quæ constat, Domini Vicentii Blanco Guvernatoris, et Justitia Mayor por Magestatem suam; Ynsularum, ex Regina Marianna, (vulgo Marianas) ex quo fidem do en supradicto loco, die, Mense, et Anno.*

*Fray Joseph Maria de la Virgen del Carmen.*

[Answer of the Englishmen]

*In obedentia salsus(?) Gubernatoris Domini Vincentii Blanco dati prima die Aprilis Mil ochocientos y dos: nos Thomas F. Palma [et] Jacobus Ellis dicimus vis quod in presente statu usare impossibile est reparare ha cun **Pluma [sic]**.*

*Thomas F. Palma [sic]*

*Jacobus Ellis*

*Apud Insulam Guam secunda die Aprilis anni millesimi ectingentesimi et duo.*

*San Ygnacio de Agaña y Abril dos de mil ochocientos y dos.*

*Pase este Papel que acavan de entregar los Señores Thomas F. Palma, [fol. 7v] y Jacobo Ellis, al M.R.P. Fray Josè Maria de la Virgen del Carmen, para su traduccion, y berificada se acomularà a las diligencias de su materia.*

*Vicente Blanco. Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*“En cumplimiento de la Orden dada por el Señor Governador Don Vicente Blanco, el dia primero de Abril del año de mil ochocientos y dos. Asi nosotros Tomas F. Palma, y Santiago Ellis, decimos; ès à saver, que en el estado presente la Nave, ò Fragata **Paloma**, ès imposible poderse reparar, ni menos componerse.*

*“Thomas F. Palma*

*“Santiago Ellis*

*“En la Ysla de Guajan, dia dos del mes de Abril del año de mil ochocientos y dos. Es traduccion literal al Castellano del Papel en latin de los Señores Thomas F. Palma, y James, ò Santiago Ellis; que antecede; de que Certifico en dicho sitio, dia, mes, y año. Fray José Maria de la Virgen del Carmen.*

[Another letter in Latin from the Englishmen]

*Nos William Read Mr. Joannis Boston Mr. T. F. Palma, Mr. James Ellis, Capitanus aut Dux, et Domini, aut Posesores Navi **Columbæ**, et onus lignorum, aut fustium, Instrumenta Belica (vulgo Artilleria), Anchorarum et cætera omnia, quæ conducit, etulis in Navi sua: Notum facimur Domino Vicentii Blanco Governatoij hujus Ynsulæ de Guajan, et, civitatis Sancti Ygnatii de Agadña; Cumien teruti [sic], entelligentiati, aut instructi fuissimus perneceznitionem fuisu factam indicta Navi tregesimo ferimu die Mensis Martii: Quæ invenitur incapas, et inutilis, et malæ conditionis, ut passit componi, et reformari propter excepi portio- [fol. 8] -nem, ... multituavirtem Quadernarum, vulgo Quadernias; Baos et Quilla, aut profunditas ipsius Navis; haveas fractas, et contufas, et, consequentur et propter hanc causam invenimur et permanesmur in Ynsula ista absque adbitrio: Navis, ad navigandum, et cunelo et conducendo nobis ad Maniliam; aut que pordictum Dominum Governatorum nobis imperet; et cum necessarium sit solvere, et satisfacere Domini Regi Hispaniæ Mille ducentes nummos Argenteos (vulgo Pesos) et decem et seve granos perveniur, et ascendisse consuptiones et devita nostra, quæ contraccimur, et debem et consumpti fuimus in hac Ynsula de Guajan, et loco, et avitato de Agadña, secundum adnumerationem, quæ nobis manifestatus fuit, libenter, contenti et felicitati sumus, et unanimiter consensimus, cedere et condonare Dominis Hispanis dictum Navem **Columbam**, onus suum lignorum aut fustium et quantum existit, constat habet et est indicta Navi, ut illam usant incendant, aut igni tradant, et cemburant, aut fuesant quod velint dictæ Navis:*

*Circumstantiis ut fiat inventarium, et constantia, et ut constetur navratio omnium, asignado valorem, in quo convenient partes ambæ, et unicuique(?) illorum; ut satisfacere, et solver devita possimus, quæ facimus, et contrascimus, et fecerimus, et contraresimus, usque quo perveniamus ad Civitatem manilæ ad obligationem Dominorum Hispanorum et cumpostia, coo- [fol. 8v] -pertu fuessent omnia debita, superevit aliquam Cantitatem nobis tradetur et dabitur, sicuti asuetamus et cupimur et desideramus, generositatis et benetati Domini Regi Hispaniæ et ecetevorum Subditorum quibus in nostra mala fortuna commendamus; et ai(?) forte pretium et valor Navis, quæ inutilisando est, onus suum &c non pervenit adsolvenduim et satisfacundum debita: et ut in omnibus locis, set notoria et constans hæc voluntas nostra cesio et conditionis Corroboramus, et subcribimus manibus nostris, et nominibus.*

*In Civitate Divi Ygnatii Civitatis de Agadña Tertia die Mensis Aprilis Millesimi octingentis anni secundi.*



*Joannes Boston*

*William Reid*

*T. F. Palmer*

*Jacobus Ellis*

*San Ygnacio de Agaña y Abril seis de mil ochocientos y dos.*

*Este Papel que en Latin me han entregado los Oficiales Yngleses de la **Paloma**; pase al R.P. Fray José Maria de la Virgen del Carmen para su traduccion al Castellano, y concluido se acomularà à las diligencias que se siguen.*

*Vicente Blanco. Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*“Nosotros Williams Read, Mr. John Boston, Mr. T. F. Palmer, Mr. James Ellis; Capitan y dueños de la Fragata **Paloma**, y Cargamento de Madera, Artilleria, Anclas, y demas que à conducido en su Buque; hacemos presente al Señor Don Vicente Blanco Governador de esta Ysla de Guajan; como [fol. 9] haviendonos enterado todos por el reconocimiento que se hizo en dicha Fragata el dia treinta y uno del Ynmediato mes de Marzo, que se halla incapaz de poderse componer por el excesivo numero de Quader-nas, Baos, Quilla, &a que tiene quebradas; y que por consiguiente nos hallamos en esta Ysla sin adbitrio de embarcacion, que nos conduzca à Manila ò hà donde por dicho Señor senos mande; y siendo por otro lado preciso pagar al Señor Rey de España los un Mil, doscientos veinte y cinco pesos, un real y seis granos, que han importado los Gastos que hemos ocasionado en este Extablecimiento, segun la quenta que senos hà manifestado, hemos benido gustosos, y de unanime consentimiento en ceder à los Es- pañoles la precitada Fragata **Paloma**, su Cargamento de Madera, Artilleria, Anclas, y quanto corresponde à este Buque; para que la quemem, ò hagan lo que quieran de ella; con solo las circunstancias de que se lleve mediante Ynventario, Cuenta y razon de todo, señalándole el precio en que combengan ambas partes, para de lo que importe satisfacemos los gastos que hemos ocasionado, y ocasionaremos hasta trasportarnos à Mani- la de quenta y costo de los Señores Españoles; y si despues de cubiertos todos estos gastos, sobrare aun algun dinero, senos entregará, como lo esperamos de la [fol. 9v] generosidad del Señor Rey de España, y sus Vasallos. à quienes nos encomendamos en nuestra mala fortuna, si acaso el valor de la Fragata que se ha de inutilizar, su Car- gamento &c no alcanzara al Pago de la deuda.*

*“Y para que en todas partes sea notoria esta nuestra voluntaria Cesion y Condi- ciones, lo firmamos en la Ciudad de San Ygnacio de Agaña à tres de Abril de mil oc- hocientos y dos años.*

*“Joannes Boston*

*“William Reid*

*“T. F. Palma*

*“James Ellis”*

*Es traducion literal al Castellano del Papel en Latin de los Señores William Read, Mr. John Boston, Mr. T. F. Palmer, Mr. James Ellis que antecede; de que Certifico en la Ciudad de San Ygnacio de Agaña à siete de Abril de mil ochocientos y dos.*

*Fray José Maria de la Virgen del Carmen*

[Consultation of the officers of the garrison]

*San Ygnacio de Agaña y Abril siete de mil ochocientos y dos.*

*Enterado por la antecedente traduccion, que los Oficiales Yngleses de la Fragata **Paloma** ceden al Rey este Buque, su Cargamento, Artilleria, Anclas, y demas que contiene, con la condicion de ser mantenidos con toda su Tripulacion y trasportado à Manila; y que despues de pagados estos gastos; y los que han ocasionado hasta aqui de lo que produzca en baluacion dicha Fragata y Cargamento, seles entregue lo sobrante: Se combocaràn todos los Señores Oficiales de este Presidio, para que den [fol. 10] su parecer sobre si les combiene ò no, à los Reales Yntereses la propuesta de los Yngleses, y à fin de que con este Conocimiento se proceda à dar la Providencia correspondiente.*

*Vicente Blanco. Justo de la Cruz Secretario de esta Governacion y Guerra.*

*En la Ciudad de San Ygnacio de Agaña à ocho de Abril de mil ochocientos y dos.*

*Por lo prevenido en la diligencia antecedente, selos hizo comparecer al Sargento mayor Don Joaquin de Lima, à los Capitanes Don José Fernandez de Cardenas, Don Domingo Manuel Garrido, Don José Romano Dueñas, Don Juan Francisco Rexis de Torres, Don Ygnacio Espinosa, Don Augustin Roque Zablan, à los Tenientes Don Juan Crisostomo Flores, Don Felix Arceo, Don Luis de Torres, Don José de Leon Guerrero, à los Alféreces Don Juan Rexis Pablo, Don Ygnacio Martinez, D. Manuel Tiburcio Garrido; y a quienes el presente Señor Governador me mandò à mi el Secretario de esta Governacion y Guerra, les leyese el Decreto antecedente, y la traduccion del Papel que en Latin han presentado los Oficiales Yngleses de la Fragata **Paloma** con fecha de tres del corriente mes y año, que verifiqué inmediatamente; y enterados todos de su contenido dixeron:*

*Que les parece ser muy àsequible al Presidio lo que proponen los Yngleses; pues àunque para transportarlos à Manila podia ofrecerse alguna dificultad, se Zanjará construyendo una Embarcacion regular de los Fracmentos de la Fragata **Paloma** que sirva para [fol. 10v] ello, y despues para las Expediciones de la Ysla de Tinian, de donde se trae Carne de Vaca para el sustento de los empleados en el servicio del Rey, por que el pequeño Paquebot que tiene, esta ya inutil, y no puede servir para hacer viaje alguno; por lo que son de parecer que el presente Señor Governador admita la propuesta de los Oficiales Yngleses, bajo las reglas que tuviere por combeniente. Este respondieron y lo firmaron con dicho Señor de que doy feè.*

*Vicente Blanco*

*Joaquin de Lima*

*José Fernandez de Cardenas*

*Domingo Manuel Garrido*

*Josè Romano Dueñas*  
*Juan Francisco Rexis de Torres*  
*Ygnacio Espinosa*  
*Augustin Roque Zablan*  
*Juan Crisostomo Flores*  
*Felix Arceo*  
*Luis de Torres*  
*Josè de Leon Guerrero*  
*Juan Rexis Pablo*  
*Ygnacio Martinez*  
*Manuel Tiburcio Garrido*  
*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*San Ygnacio de Agaña y Abril nueve de mil ochocientos y dos.*

*Por lo que produce el Ynforme antecedente de los Señores Oficiales del Presidio; se admite la propuesta que hacen los Oficiales y dueños de la Fragata **Paloma** en su Papel de fecha de tres del corriente mes y año que se halla à foxas catorce de estas diligencias; à quienes seles prevendrá nombren un sugeto de su satisfacion, para que con el Teniente Don Luis de Torres[,] Yntendente de Reales Obras y Sementeras del Presidio por este Gobierno, lleven cuenta [fol. 11] y razon del Cargamento de Maderas, Cañones, Anclas, y demas correspondiente à la Fragata **Paloma**; como asimismo del Hierro que ofrezca su destruccion; y declaren, (para evitar recursos) si los Fracmentos de Madera que resulten de èlla, se han de colocar tambien en el Ynventario, ò nò, para que seles carguen ò dejen de cargar los gastos que ocasionen los Carpinteros, y demas gente que precisamente debe imbertirse en esta faena, y la de conducir todo à esta Capital.*

*Vicente Blanco. Justo de la Cruz Secretario de esta Governacion y Guerra.*

[Agreement in Latin signed by the Englishmen]

*Nos quorum numerus subscripti sunt, testan. &a. concordant, hanc diem daremus, Domino Don Vincento Blanco Governatori, hujus Ynsulæ Guajan, &a. idem nomini nostri companire, Jacobe Ellis, pro et cum Domino Don Louis de Torres, surgere, & numerare & estimare, onerem, armas, Anchores, & quod quod est utile, de Nave **Columbæ** & Nos contracti fuissent, ut fragmenta ligni, ut venirent al frangente hujus Navis daremus, Dominis Hispaniæ, pro labore eorum & alius ubus profrangente dedam Navem, & aucente totum adhanc Capitolem. Atque damus Manibus testimonum apud Sanctum Ygnatium Agaña hac die Nona Aprilis in anno Domini mil ochocientos y dos.*

*John Boston*  
*William Reid*  
*T. F. Palmer*

*San Ygnacio de Agaña y Abril diez del mil ochocientos y dos.*

*Este Papel que en [fol. 11v] Latin me han entregado los tres Oficiales Yngleses de la Fragata Paloma; pase al R.P. Fray José Maria de la Virgen del Carmen para su traduccion al Castellano; y concluido se acomulará à las diligencias que se siguen.*

*Vicente Blanco. Justo de la Cruz Secretario de esta Governacion y Guerra.*

*“Nosotros cuyos nombres àbajo estan escritos, testificamos, y concordamos, que este dia daremos al Señor Don Vicente Blanco Governador de esta Ysla de Guajan: Y en nombre nuestro damos Comision à Santiago Ellis, juntamente al Señor Don Luis de Torres para desbaratar, numerar, àbaluar la Carga, armas, anclas, y quanto ès util de la Fragata **Paloma**, y nosotros hemos contratado, que los fracmentos siguientes, como Curbas, Tablas, &<sup>a</sup> que provengan de desbaratar dicha Fragata, daremos à los Señores Españoles por su trabajo, y conduccion à esta Capital de Agaña:*

*“Y en Testimonio de esto, lo firmamos en esta Ciudad de S. Ygnacio de Agaña en nueve del mes de Abril del año de mil ochocientos y dos.*

*“John Boston*

*“William Reid*

*“T. F. Pa[l]mer”*

*Es traduccion literal al Castellano del Papel en Latin de los Señores John Boston, William Reid, T. F. Palmer, que antecede; de que Certifico en la Ciudad de San Ygnacio de Agaña, en diez de Abril del año de mil ochocientos y dos años.*

*Fray José Maria de la Virgen del Carmen.*

*San Ygnacio de Agaña y Abril doce de [fol. 12] ochocientos y dos.*

*Enterado por la traduccion antecedente que los tres Oficiales Yngleses de la Fragata **Paloma** han comicionado por su parte à su Compañero Santiago Ellis, para que con el Teniente Don Luis de Torres Yntendente de Reales Obras y Sementerías del Presidio entienden y presencien la destruccion, numerar, Abaluar la Carga, Armas, Anclas, y quanto ès util de la Fragata **Paloma** que han contratado, y que los fragmentos, como Curbas, Tablas &<sup>a</sup> que prevengan del desbarato lo ceden à los Españoles por su trabajo de conducir à esta Capital, lo que se le hará saber à dichos Comicionados, para que con la Gente necesaria pasen desde el dia de mañana Abordo de la expresada Fragata à principiar la obra; y concluido que sea, me entrefaràn Ymventario general firmado de ambos para acomularlo à las diligencias que se siguen.*

*Vicente Blanco. Justo de la Cruz, Secretario de esta Governacion y Guerra.*

### **Notificacion.**

*Yncontinentí seles hizo saber lo prevenido en el Decreto antecedente à Santiago Ellis uno de los Oficiales Yngleses, y al Teniente Don Luis de Torres, Yntendente de Reales Obras y Sementerías del Presidio y enterados de ello digeron: que lo oyen y estan prontos à ovedecer y cumplir con la Comicion que seles encarga, esto respondieron y lo firmaron con el Señor Governador de que doy feè.*

*Vicente Blanco*

*James Ellis*

*Luis de Torres*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

[Inventory of the remains of the ship **Paloma**]

*San Ygnacio de Agaña y Junio primero de [fol. 12v] mil ochocientos y dos.*

*Que per quanto me àcavan los dos Oficiales Comicionados el Ymventario general abaluardo de lo que se hà recogido del desbaratado de la Fragata **Paloma**, como Artilleria, Fusiles, Anclas, Pernerias, Clavazones, y Bronces &<sup>a</sup>: Y combiniendo hacerlo constar como se manda en estas diligencias se acumularà à continuacion.*

*Vicente Blanco. Justo de la Cruz, Secretario de esta Governacion y Guerra.*

**Nota.**

*Con la misma fecha que expresa la diligencia antecedente se acomule à este Expediente el Ymventario general abaluardo de lo que se hà recogido del desbarato de la Fragata **Paloma**. Notolo para que consta y de èllo doy feè. Cruz*

*Nosotros el Teniente Don Luis de Torres, Yntendente de Reales Obras del Presidio, y el Oficial Yngles Santiago Ellis Comicionados para Ymbentariar, y Abaluar las cosas que se han podido recojer de la Fragata **Paloma** que à nuestra presencia se desbarató en la Caldera de San Luis de Apra: A saver:*

### *Embras y Machos del Timon.*

*Primeramente: Diez y siete Arrovas y tres libras de Fierro que pesaron las Embras, y Machos del Timon ..... 17@ 3lb*

### *Sunchos del Molinete y Tamborettes.*

*Ytt. Diez y seis Arrovas pesaron los Sunchos del Molinete, y Tamborettes ..... 16@*

### *Ganchos.*

*Ytt. Quatro Arrovas, diez y ocho libras que pesaron los Ganchos [fol. 13] de las Canastras [sic] y algunos Motones chicas ..... 4@ 18lb*

### *Pernos.*

*Ytt. Setenta y cinco Arrovas, y diez y nueve libras de Pernos de varias menas ..... 75@ 19 lb*

### *Clavason.*

*Ytt. Ciento veinte y dos Arrovas, veinte libras que pesaron la Clavazon entre tuercos[,] rotos y algunos debladas las puntas ..... 122@ 20 lb*

### *Cadenas de la mesa de Guarnicion[,] abrasaderas de las bigotas de la Cofa, y ganchos de Aparejo.*

*Ytt. Cinquenta y cinco Arrovas, y veinte libras que pesaron las Cadenas de la mesa de Guarnicion, abrasaderas de las bigotas de las Cojas, y Ganchos de aparejos 55@ 20 lb*

### *Guardacabos, Chavetas, y Clavitos.*

*Ytt. Trece Arrovas, y veinte libras entre guardacabos, Chavetas de los Pernos, y Clavitos ruines ..... 13@ 20 lb*

Peso Total del Fierro ..... 306@ 0, 0,  
=====

### *Bronze.*

Ytt. Seis Arrovas, y diez libras de Bronze ..... 6@ 10lb

### *Fusiles.*

Ytt. Catorce Fusiles ..... 14,

### *Anclas.*

Ytt. Dos Anclas de Fierro que ambas tendrán nueve y medio Quintales ..... 2,

### *Cañones de Artilleria.*

Ytt. Dos Cañones de fierro de Artilleria del calibre quatro ..... 2,

### *Falconetes.*

Ytt. Quatro Falconetes de Fierro, los dos del [fol. 13v] Calibre de diez y seis onzas; y los otros dos de ocho onzas ..... 4,

### *Sable.*

Ytt. Un Sable con puño de Fierro ..... 1,

### *Tasa.*

Por Trecientos y seis Arrovas de fierro à razon de dos pesos y quinze reales la Arrova

Ymportan ..... 765 p

Por Seis Arrovas y diez libras de Bronze à razon de dos reales la libra, importa

quarenta pesos ..... 40 p

Por Catorce Fusiles à razon de diez pesos cado uno son ..... 140 p

Por dos Anclas de Fierro que tienen las dos nueve Quintales y media en ..... 127 p

Por dos Cañones de Fierro de Artilleria y quatro Falconetes de Ydem en ..... 150 p

Por Un Sable con puño de Fierro ..... 3 p

-----  
1,225 p

=====

Ymporta la presente Tasacion Mil doscientos, y veinte cinco pesos. Todo lo contenido en este Ymventario ès lo que se hà recojido del desbarato de la Fragata **Paloma** en la Caldera de San Luis de Apra. Y para que conste firmamos esta en la Ciudad de San Ygnacio de Agaña à primero de Junio de mil ochocientos y dos años.

Luis de Torres

James Ellis

San Ygnacio de Agaña y Junio tres de mil ochocientos y ods.

Deviendo conservar todo lo que se hà recojido de la Fragata **Paloma** que por no poder emprender su viaje por lo estropeada que se encuentra, segun consta por [fol. 14] las declaraciones del reconocimiento que hicieron los Carpinteros el Teniente de Milicias D. Mariano de la Cruz, y el Sargento de este Presidio Victorino Baza à foxas nueve buelta, y à foxas diez buelta de estas diligencias unicos inteligentes, se mandò desbaratar en la Caldera de San Luis de Apra, hasta que el M.Y.S. Governador y Capitan

*general de las Yslas Filipinas disponga de ello; se depositará en los Reales Almacenes de este Presidio al Cargo de su Tenedor, ó guarda Almacen el Alferez Don Ygnacio Martinez; a cuyo Efecto comparecerá el Teniente Don Luis de Torres, y el Oficial Yngles Santiago Ellis, como Comicionados al desbarato de la dicha Fragata, Ymventariar y abaluar, y lo harán formar entrega de todo lo que se hà recojido correspondiente à ella, y consta en estas diligencias, à presencia mia y la del Secretario de esta Governacion y Guerra, con exprecion de Especies, Cantidades y Peso, menos la Artilleria que no se hà podido pesarse por falta de Pesador correspondiente, pareciendo serà suficiente hacer en su lugar señalado los Calibres.*

*Vicente Blanco. Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*En la Ciudad de San Ygnacio de Agaña à tres de Junio de mil ochocientos y dos años.*

*El Señor Don Vicente Blanco, Governador y Justicia mayor por S.M. de estas Yslas Marianas; para efecto de depositar en los Reales Almacenes de este Presidio lo que se hà recojido de la Fragata desbaratada en la Caldera de San Luis de Apra Titulada **Nuestra Señora del Rosario (alias) la Paloma** hizo comparecer al The- [fol. 14v] niente Don Luis de Torres, Yntendente de Reales Obras y Sementeras del Presidio, al Oficial Yngles Santiago Ellis, y Don Ygnacio Martinez Tenedor de los precitados Reales Almacenes, à quienes yo el presente Secretario doy feè conozco y dijo este, que hà recibido de aquellos, como en efecto recivio en los Reales Almacenes de su Cargo todo lo siguiente:*

...

[What follows is a repetition of the above inventory].

...

*En esta forma se hizo entrega por el Teniente Don Luis de Torres, y el Oficial Yngles Santiago Ellis, al Alferez Don Ygnacio Martinez en los Reales Almacenes de su Cargo de todo lo que se hà recojido de la Fragata **Paloma**; y declaro dicho Martinez haverlo recibido à su Satisfaccion por via de deposito, tanto en las Especies quanto en las Cantidades y poco à excepcion de la Artilleria que se entregò de ella, solo por el numero de dos Cañones de Fierro de Calibre quatro, y quatro Falconetes de lo mismo con sus Espigones, los dos de Calibre de diez y seis onzas y los restantes de à ocho onzas.*

*Y como enterado à su satisfaccion dicho Don Ygnacio Martinez de todo lo contenido en esta Lista, se obligò con su Persona y bienes havidos, y por haver à conservarlo con fidelidad y cuidado, hasta que por el pre- [fol. 15v] -sente Señor Governador sele mande otra cosa. Y para que en todos tiempos conste firmaron esta diligencia los precitados Theniente y Oficial Yngles con el Señor Governador en el referido sitio, dia, mes y año, de que doy feè.*

*Vicente Blanco*

*Luis de Torres*

*Santiago Ellis*

*Ygnacio Martinez*

*Justo de la Cruz: Secretario de esta Governacion y Guerra.*

...

[Letter of Governor Blanco, dated Agaña 14 June 1802]

...

**Superior Gobierno N° 10.**

*Muy Ilustre Señor:*

*Remito à V.S. el adjunto Expediente formado à consecuencia de haver recalado en el Puerto de San Luis de Apra de esta de Guajan una Fragata Yn- [fol. 16] -glesa Titulada **Nuestra Señora del Rosario (alias la Paloma)** y despues se mandò desbaratar por la imposibilidad de poder emprender viaje para esa Capital, por lo muy estropeada, segun consta por el reconocimiento que se hà hecho por algunos inteligentes y por los mismos Yngleses para que en su vista tome la Providencia que le parezca combeniente.*

*Dios guarde à V.S. muchos años.*

*San Ygnacio de Agaña Capital de las Yslas Marianas catorce de Junio de mil ochocientos y dos.*

*M. Y.S.*

*Vicente Blanco*

[A] *M. Y.S. Gobernador y Capitan general de las Yslas Filipinas.*

...

[Inventory taken, four years later, in 1806]

**Decreto.**

*San Ygnacio de Agaña diez y seis de Octubre de mil ochocientos, y seis.*

*Combiniendo hacer constar los Consumos que dà el Tenedor [fol. 16v] de los Reales Almacenes el Capitan Don Ygnacio Martinez del Fierro biejo y demas muebles pertenecientes à la Fragata Titulada **Nuestra Señora del Rosario alias la Paloma** por barrias obras que se han hecho del Presidio se àcomularà à continuacion de este para la devida Claridad, por el Secretario de este Gobierno.*

*Blanco. Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*Año de mil ochocientos y seis.*

*Consumo General de Efectos pertenecientes à la Fragata Ynglesa **Nuestra Señora del Rosario (alias la Paloma)** que se hallan en deposito en los Almacenes de mi Cargo y son los siguientes: A saver:*

*Primeramente: Doy en Data Doscientos setenta y tres Arrovas y catorce libras de fierro viejo de dicha Fragata entre Embras y Machos de Timon, Sunchos de Molinete, Ganchos de Canastras, Pernos, Clavos, Cadenas de la mesa de Guarnicion, Abrasaderas de las Vigotas de las Cofas, Ganchos de Aparexos, Guardacavos, Chavetas y Clavitos ..... 273@ 14lb*

*Ytt. Una Arrova diez y nueve libras de Bronce ..... 1@ 19lb*

*Ytt. Catorce Fusiles ..... 14,*



*De manera que todo lo contenido en la relacion que antecede es lo mismo que se hà consumido en la forma siguientes:*

*El Fierro fue consumido en la Fabrica de dos Paquebotes, un Lanchon, un Bote, un Sereni<sup>1</sup> y en las recomposiciones de los Edificios Reales, el Bronce fue consumido en hacer votonaduras para los uniformes [fol. 17] de la Tropa y machos y texos para quicios de algunas Puertas. Los catorce Fusiles fueron vendidos al Capitan Samuel Guillermo para con su Ymporte satisfacer al presente Señor Governador los gastos causados y suplidos de su Caudal à los Capitanes Yngleses, por lo que fue entregado à dicho Señor el dinero Efectivo, y para que asi conste en todo tiempo lo firmè en esta Ciudad de San Ygnacio de Agaña oy quince de Octubre de mil ochocientos y seis.*

*Ygnacio Martinez*

**Nota.**

*Quedan Existentes en los Almacenes de mi Cargo treinta y dos Arrovas y*

	<i>onze libras de Clavos viejos .....</i>	<i>32@ 111b</i>
<i>Ytt.</i>	<i>Dos Cañones de fierro del Calibre quatro .....</i>	<i>2.</i>
<i>Ytt.</i>	<i>Quatro Falconetes de Yd. de los Calibres de una Libra .....</i>	<i>4.</i>
<i>Ytt.</i>	<i>Un Sable con Puño de fierro .....</i>	<i>1.</i>
<i>Ytt.</i>	<i>Quatro Arrovas y diez y seis libras de Bronce .....</i>	<i>4@ 161b</i>
<i>Ytt.</i>	<i>Dos Anclas con peso de nueve Quintales que llevù el Paquebot à Manila, y por no poderse traer fueron vendidas por el Sargento Rufino Luxàn, quien queda en satisfacer su valor, por cuya razon pongo por Existente y soy responsable datandolas al tiempo de entregar su ymporte .....</i>	<i>2.</i>

*De manera que todo lo contenido en esta Nota, ès lo mismo que Existe y queda à mi Cargo correspondiente à los muebles de la mencionada Fragata Ynglesa; y para que [fol. 17v] así conste en todo tiempo lo firmè en esta Ciudad de San Ygnacio de Agañaoy quince de Octubre de mil ochocientos y seis.*

*Ygnacio Martinez*

**Nota.**

*Yò el Secretario de esta Governacion y Guerra Don Justo de la Cruz, àcomulè el Consumo y existencia que antecede dado por el Tenedor de estos Reales Almacenes Don Ygnacio Martinez de los Efectors Consumidos, y que quedan à su Cargo correspondientes à dicha Fragata **Paloma** à las diligencias de su materia como en el Decreto fecha diez y seis del corriente que consta à foxas veinte y tres se previene:*

*Y para que conste lo pongo por Nota en esta Ciudad de San Ygnacio de Agaña à diez y seis de Octubre de mil ochocientos y seis de que doy feè. Cruz.*

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1 Ed. note: Emphasis mine.

***Decreto.***

*Agaña quatro de Septiembre de mil ochocientos y ocho.*

*Queda desde esta fecha dada de baja las dos Anclas, que por via de deposito estan à Cargo del Tenedor de los Reales Almacenes Don Ygnacio Martinez, por haverme entregado en la fecha este dia de la Cantidad de ciento, cinquenta y dos pesos, por el valor de las mencionadas dos Anclas, cuya Cantidad de Reales hà entregado y completado en esta misma fecha el Subteniente Don Rufino Luxan que las llevó à su Cargo de Dotacion en el Paquebot, que fue à Manila, el que se desbarató por Superior disposicion en dicha Capital, y no pudiendo conducir dichas Anclas el mencionado Luxàn, verificò su venta en los ciento, cinquenta y [fol. 18] dos pesos dichos, quedan introducidos en esta fecha en la Real Caja de este Presidio que ès de mi Cargo, como consta en la Partida del Libro de Cargo de Reales, à foxa dos, àcreditandose tambien por el Expediente que se halla àcomulado à el Legaxo de Memorias y Empaques à foxas quarenta y quatro à quarenta y cinco, à que me remito, y cuyas Anclas datadas, àcreditarà el Secretario de este Gobierno à continuacion.*

*Parreño*

...

[1802A2]

***Declaracion del Capitan del Campo D. Luis de Torres, y Tenedor Ynterino de Reales Almacenes.***

*En la Ciudad de San Ygnacio de Agaña à Beinte y ocho de Septiembre de mil ochocientos y doce:*

*El Señor Don Josè de Medinilla y Pineda, Governador Politico y Militar de estas Yslas Marianas hizo comparecer ante si à Don Luis de Torres Capitan de esta Ciudad y cinco Pueblos inmediatos, y Tenedor Ynterino de Reales Almacenes à quien por ante mi [fol. 28v]*

*[1-2 lines missing] juramento baxo su palabra de honor de decir verdad en lo que supiere y lo fuere preguntado.*

*Preguntado: Si tiene noticia de un remate que se hizo en esta Plaza en el mes de Enero de mil ochocientos onze, de quatro Falconetes, y dos Cañones de Fierro, con mas treinta y dos Arrovas, y onze libras de Clavazon, y si para dicho remate se fixaron los Carteles por el espacio de treinta dias como ès costumbre, y dieron los Pregones que en tales casos se previene, y està mandado, Dixo: Que tiene presente haverse formado un Expediente por Orden del Señor Don Alexandro Parreño, con el intento de imbertir las treinta y dos Arrovas y onze libras de Clavazon que se expresa, en la Construcccion del Buque que estava haciendo en Umata, y que los Cañones y Falconetes devian ser montados en dicho Buque; que no se fixaron tales Carteles, ni hubo tal vez de Pregonero, pues las diligencias que constan en el Expediente de esta materia fueron forjadas en la Fragua, y Casa del Señor Don Alexandro Parreño con el intento que llevo referido.*

*Preguntado: Si en dicho Expediente hay algun documento ò Papel del que declara, Dixo: Que si hay un Parte que le dió dicho Señor Don Alexandro para que lo firmase haciendo ber el que declara la inutilidad y necesidad que havia de vender las Piezas de Artilleria, y Clavazon que se hà referido.*

*Preguntado: Como firmò un Parte en que conocia no estar los efectos que van relacionados en [fol. 29] la inutilidad que por el mismo Parte se manifestava, y con un pejuicio conocido de los Yntereses de S.M. y este Real Presidio, Dixo: Que no se pudo excusar porque lo mandò llamar à su Casa el Señor Don Alexandro, y le diò el borrador de dicho Parte para que lo puciese en limpio y lo firmase por combenirle à sus Yntereses, y que como hera el Governador que estava en el mando se huviera expuesto à sufrir alguna pena, como hà visto alguno otro antecedente.*

*Preguntado: Si sobre el particular tiene algo mas que declarar, Dixo: Que solo tiene que decir le consta que todas las diligencias que se hallan en el Expediente, han sido hechas por dicho Señor Don Alexandro; y dadas à los Sujetos que parecen para que las pongan en limpio, y las firmen, y que todas han sido à figurados con el intento que lleva dicho.*

*Preguntado: Si tiene algo mas que decir sobre el particular, Dixo: Que no, y que la verdad ès la que lleva declarado bajo del juramento que tiene hecho en que se afirmó y ratificò leyda que le fué su declaracion, diciendo ser de hedad de quarenta y tres años,*

*y que no le tocan las generales de la Ley, y lo firmò con dicho Señor Governador de que doy feè*

*Josè de Medinilla y Pineda*

*Luis de Torres*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

***Declaracion del Capitan de Artilleria Don Ygnacio Martinez.***

*Yncontinentí dicho Señor Governador hizo comparecer al Capitan de Artilleria Don Ygnacio Martinez, à quien por ante mi el presente Secretario sele recibio jura- [fol. 29v] -mento que lo hizo bajo su palabra de honor de decir verdad en lo que le fuere preguntado.*

*Preguntado: Si tiene noticia de un remate que se hizo en esta Plaza por el mes de Enero del año de mil ochocientos onze de quatro Falconetes, y dos Cañones de Fierro Calibre de à quatro, con mas treinte y dos Arrovas, y onze libras de Clavazon, y si para este remate se fixaron los Carteles por el espacio de treinta dias segun costumbre, y se dieron los Pregones à voz de Pregonero como esta mandado, Dixo: Que todo quanto consta bajo su firma en el Expediente de los Efectos vendidos de la Fragata **Paloma** todo ès lo contrario, pues las treinta y dos Arrovas, y onze libras de Clavos de barias menas, no heran rotos, podridos, ni desechos, sino Clavazon compuesta en las Herre- rias del Rey desde el tiempo del Señor Don Vicente Blanco, y asi estava constante y entregué al Almacenero, y constava en el dicho Expediente como lo podrá declarar el Capitan Don Justo de la Cruz que fué quien arrancó la oja, donde constava la exist- encia de los citados Clavos que decía: **Treinta y dos Arrovas y onze libras de Cla- vos de barias menas**, y se puso despues otra constancia por mandado del Señor Don Alexandro Parreño que dice **Clavos Viejos**, cuya oja fué acomulada por el citado Don Justo, respecto à que el hera el Secretario en tiempo del Señor Blanco, y por èl se hal- lava àcomulada la Existencia de estos Efectos: Y en quanto à todo lo demas del citado reconocimiento y Tasacion de los Maestros [fol. 30] Herreros ès falso, pues los pobres firmaron lo que seles mandò, lo mismo que todos quantos estamos comprehendidos en dicha Venta, pues de haver nosotros condescendidos à todo lo que el disponia mayor- mente para su utilidad nos huviera mirado de muy mal semblante, y asi todos somos complicés en el fraude, sin mas motivo ni interes que el temor con que à todos nos tenia.*

*Preguntado: Para que tomò el Señor Parreño los Clavos y demas Piezas de Artille- ria, Dixo: Que como estava fabricando en Umata una Embarcacion y en ella se hà in- vertido la Clavazon, y las Piezas de Artilleria son para guarnecerla quando baya à Manila.*

*Preguntado: Si tiene otra cosa que decir sobre el particular, Dixo: Que nò, que ès quanto save y puede decir baxo el juramento que fecho tiene, y haviendole leydo esta su declaracion desde el principio hasta el fin, dixò ser la misma que tiene dada en que se afirmò y ratificò por ser la verdad diciendo ser de hedad de quarenta y dos años, y lo firmò con dicho Señor Governador de que doy feè.*

*Josè de Medinilla y Pineda*

*Ygnacio Martinez*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

***Declaracion del Ayudante de Plaza D. Antonio Fernandez de Cardenas.***

*Yncontinentí dicho Señor Governador hizo comparecer ante si al Ayudante Don Antonio Fernandez de Cardenas, à quien por ante mi el presente Secretario sele recibió juramento que lo hizo bajo su palabra de honor de decir verdad en lo que [fol. 30v] supiere y le fuere preguntado.*

*Preguntado: Si tiene noticia de un remate que se hizo en esta Plaza el mes de Enero del año de mil ochocientos y onze de quatro Falconetes, y dos Cañones de Fierro Calibre de à quatro, con mas treinta y dos Arrovas, y onze libras de Clavazon, y si para este remate se fixaron los Edictos por el espacio de treinta dias segun costumbre, y se dieron los Pregones à voz de Pregonero como està mandado: Dixo: Que si tiene noticia por haver sido el unico licitador que se presentò para el remate, y que en el declarante se remataron las referidas Piezas de Artilleria, y Clavazon, y que no hubo tales Carteles, ni menos se dieron tales Pregones.*

*Preguntado: Como se remataban las especies referidas, sino hubo tales Edictos, ni los Pregones enunciados, Dixo: Que no tenia noticia alguna de tales efectos, ni menos savia si existian en los Almacenes, pero que lo mandò Parreño, y dandole un Papel le dixo, Cardenas necesito de Vmd. en esta ocasion, hay tiene Vmd. un borrador de un Escrito, el que pondrà en limpio, firmará, y me lo trairà inmediatamente, pues por este medio pienso sacar de los Reales Almacenes treinta y dos y media Arrovas de Clavazon que alli hay, para invertirlas en el Barco que estoy contruyendo, y à mas dos Cañones, y quatro Falconetes que me serviràn para defensa del mismo Barco quando lo mande [fol. 31] à Manila, y que inmediatamente pasó el que declara à su Casa, y poniendo en limpio y firmando dicho Escrito se le llevó y encargò à dicho Señor Don Alexandro.*

*Preguntado: Como se prestò hechar su firma en un documento que conocia ser formado con el intento de hacer una extraccion de los Reales Almacenes con perjuicio congado de S.M. y de este Real Presidio, Dixo: Que el caracter imperioso de dicho Señor Don Alexandro, y el que conocia que sino lo ovedecia tal vez le huviera castigado, mandandole à Rota desterrado, y que por ese motivo lo firmò.*

*Preguntado: A que precio sele remató la Arrova de Clavos, y los Cañones, y Falconetes, Dixo: Que à beinte reales la Arrova de todo.*

*Preguntado: A quanto ascendio la compra, y à quien entregò su importe, y en que moneda, Dixo: Que por el no hubo tal compra, que todo fué una trama formada por el Señor D. Alexandro para extraer los Efectos referidos de los Almacenes, è invertirlos como lleva dicho, y que el desde que le entregò à dicho Señor el borrador que le havia dado hecho de su puño, y el Escrito puesto en limpio, y firmado por el que declara, no bolvio à tener mas noticia, hasta que bolviendolo à llamar el Señor Governador le presentò otro borrador para que le puciese en limpio y lo firmase, cuyo Papel*

*hera un recivo que dava yò à el Teniente de Almacenes D. Luis de Torres de Orden del Yntendente de Obras*

[fol. 31v]

[1-2 lines missing] *y los Cañones y Falconetes, y yò haver entregado la Cantidad de doscientos treinta y un pesos importe de la compra, pero que en ningun tiempo se baliaron del que de-clara, ni para extraer cosa alguna, ni menos para satisfacer, y que todo ès un hecho doloso de mala feè, y que entró en el por el temor que lleva referido.*

*Preguntado: Si save alguna otra cosa mas sobre el particular, Dixo: Que no; y que la verdad ès la que lleva declarado bajo del juramento que tiene hecho, en que se afirmó y ratificò leida que lo fué su declaracion diciendo ser de hedad de treinta y quatro años, y que no le tocan las generales de la Ley, y lo firmò con dicho Señor Governador de que doy feè.*

*Josè de Medinilla y Pineda*

*Antonio Fernandez de Cardenas*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

***Declaracion del Capitan reformado D. Felipe de la Cruz.***

*En dicha Ciudad, dia, mes, y año, dicho Señor Governador hizo comparecer ante si al Capitan reformado Don Felipe de la Cruz, a quien por ante mi el presente Secretario sele recivio juramento baxo su palabra de honor de decir verdad en lo que supiere, y le fuere preguntado.*

*Preguntado: Si tiene noticia de un remate que sucedio en el año de mil ochocientos onze en el mes de Diciembre [sic] de quatro Falconetes y dos Cañones de Calibre de à quatro, todosde Fierro, con mas treinta y dos Arrovas, y onze [fol. 32] libras de Clavazon, correspondientes al Ynventario de los Efectos de la Fragata **Paloma** que fué apresado en estas Yslas, y si para dicho remate se verificaron ficar los Carteles, y dar los treinta Pregones que en tales casos deven subceder, y si dicho remate se hizo à voz de Pregonero, Dixo: Que no tiene noticia haya havido semejante remate, ni menos se hallan fixado Carteles, ni dado los Pregones por semejante voz de Pregonero; que solo si se acuerda que le mandó llamar à su Casa el Señor Don Alexandro Parreño Governador que hera en ese tiempo, y le dixo nesito de Vmd. como Yntendente que ès para que me firme un Ynforme, sobre extraer de los Reales Almacenes quatro Falconetes y dos Cañones su Calibre de à quatro para emplearlos en el Barco que estoy construyendo en Umata, con mas treinta y dos Arrovas, y once libras de Clavazon, para tambien emplearla en dicho Barco, y que entonces le presentò el Ynforme, y estan por su firma.*

*Preguntado: Como se prestò hechar su firma en un documento que se conocia hera forjado con el intento de perjudicar los Reales Yntereses, pues aquellos utiles correspondian à S.M. y el como Yntendente devia ver su permanencia, Dixo: Que bien conocia lo mal que hacia, como selo hizo ver al Señor Don Alexandro, pero que llevado de su autori-*

[fol. 32v]

[1-2 lines missing] *no hizo mas que ovedecer.*

*Preguntado: Si tiene noticia en quien fué figurado el remate, Dixo: Que en el Ayudante Don Antonio Fernandez de Cardenas, y que todo fué un enredo y maldad dirijida hacer la extraccion que deseava dicho Señor para hacer la inversion que lleva dicha, y que le consta que todas las diligencias que hay en el Expediente son falsas, y hechas por el mismo Señor Don Alexandro quien jugava siendo Gobernador con los hombres lo mismo que si fueran muñecos, y esto lo hacia siempre que le resultava algun interes à su favor.*

*Preguntado: Si tiene que decir algo mas sobre el particular, Dixo: Que no, y que la verdad ès lo que lleva declarado bajo del juramento que tiene hecho, en que se afirmó y ratificò leyda que le fué su declaracion; diciendo ser de edad de sesenta y un años; y lo firmò con dicho Señor Gobernador de que doy feè.*

*Josè de Medinilla, y Pineda*

*Felipe de la Cruz*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

***Declaracion de D. Antonio Guerrero Yntendente de Reales Obras y Sementeras del Presidio.***

*Yncontinentí dicho Señor Gobernador hizo comparecer ante si al Teniente graduado Don Antonio Guerrero, Yntendente de Reales Obras, y Sementeras del Presidio, à quien por ante mi el presente Secretario sele recibió juramento que [fol. 33] lo hizo bajo su palabra de honor de decir verdad en lo que supiere, y le fuere preguntado.*

*Preguntado: Si save de un remate que se hizo en esta Ciudad en el año de mil ochocientos y onze, en el mes de Diciembre, de quatro Falconetes, dos Piezas de Artilleria su Calibre de à quatro y todo de Fierro, con mas treinta y dos Arrovas y onze libras de Clavos de todos tamaños que se hallavan en los Reales Almacenes, correspondientes al Ymventario de la Fragata **Paloma** que fué Presa en estas Yslas, Dixo: Que no tiene noticia, ni hà savido por Persona alguna haya havido tal remate, ni fixado Carteles, ni dado Pregones, y que si save que los utiles que se citan los hizo extraer de los Reales Almacenes el Señor Don Alexandro Parreño, para invertirlos en el Paquebot que estava construyendo en Umata.*

*Preguntado: Por quien supo se havian extrahido con este intento dichos Efectos de los Reales Almacenes para ser aplicados como dice, Dixo: Que por haverlo mandado llamar el Señor Don Alexandro à su Casa, y hecho que firmase un Ynforme como que lo dava el declarante à pedimento del Señor Gobernador.*

*Preguntado: Si tiene presente el contenido ò fundamento de dicho Ynforme, Dixo: Que no se acuerda demas nada, sino de que hera el intento de extraer de Almacenes los Efectos referidos el Señor Don Alexandro, y que todo quanto contiene su firma ès falso.*

*Preguntado: Porque conociendo que hera falso el do-*  
[fol. 33v]

[1-2 lines missing] *Dixo: Que si no lo huviera hecho lo huviera depuesto de su Empleo, y Castigado como havia visto hacer con otros en varios casos que havian ocurrido.*

*Preguntado: Si tiene algo mas que decir sobre el particular, Dixo: Que nó, y que la verdad ès la que lleva declarado bajo del juramento que tiene hecho, en que se afirmó y ratificò leyda que le fué su declaracion diciendo ser de hedad de quarenta y tres años, y lo firmò con dicho Señor Governador de que doy feè.*

*Josè de Medinilla y Pineda*

*Antonio Guerrero*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

***Declaracion de Mariano Luxan Soldado de la Segunda Compañia y Maestro Herrero.***

*Yncontinentí dicho Señor Governador hizo comparecer ante si à Mariano Lujan Soldado de la Segunda Compañia de Ynfanteria de este Presidio y Maestro de Herrero del mismo, à quien por ante mi el presente Secretario sele recivio juramento que lo hizo por Dios nuestro Señor y una Señal de la Cruz en forma y conforme à derecho por el qual ofreció decir verdad en lo que supiere y le fuere preguntado.*

*Preguntado: Si tiene noticia de un remate que se hizo en esta Capital en el año de mil ochocientos once, de quatro Falconetes, y dos Cañones de fierro, con mas treinta y dos Arrovas y once libras de Clavos de todas menas que se hallavan en los Reales [fol. 34] Almacenes correspondientes al Ymventario de la Fragata **Paloma** que fué apresada en estas Yslas, y si para dicho remate se fixaron los Carteles por treinta dias como ès costumbre, y se dieron los Pregones segun Ley por voz de Pregonero, Dixo: Que le consta no haver havido tal remate, ni fixadose tales Carteles, ni menos tales Pregones, y que si save que por Orden del Señor Don Alexandro Parreño Governador que hera en ese tiempo se extra{g}eron de dichos Almacenes los utiles que se expresa para invertirlos, ò emplearlos en el Barco que estava construyendo en Umata, y que à el que de-clara sele hizo firmar por dicho Señor Don Alexandro un Papel que hacia ber ser reconocidos por el declarante como Maestro Herrero, y dado por inutiles las especies referidas.*

*Preguntado: Si la Clavazon, Cañones, y Falconetes llegó à ber el estado en que se hallavan, Dixo: Que no reconoció los Cañones, ni nada de lo que sele pregunta, pero que si le consta estavan las piezas de Artilleria buenas por haverlas visto antes, y que por su mano fueron compuestos y dexados en un estado de util servicio en tiempo del Señor Don Vicente Blanco, Governador que fué de estas Yslas.*

*Preguntado: Si se balieron de èl como Maestro de Herrero para que hiciese alguna otra diligencia [fol. 34v] ò reconocimiento, Dixo: Que no, solo si el haver formado un Papel que le presentò dicho Señor Don Alexandro, y que su contenido hera hacer ver haver hecho el declarante un reconocimiento de los efectos mencionados, y darlo por inutil.*

*Preguntado: Como si le constava estar los Cañones, Falconetes, y Clavazon en buen Estado firmò dicho reconocimiento dandolos por inutil, Dixo: Que por haversele mandado el Señor Governador, y que sino lo huviera ovedecido le huviera quitado el Empleo de Maestro Herrero, y huviera quedado pereciendo.*



*Preguntado: Si tiene algo mas que decir sobre el particular, Dixo: Que nó, y que ès la berdad quanto lleva dicho sopena del juramento que tiene hacho en que leyda que lo fué su declaracion se afirmò y ratificò diciendo ser de hedad de beinte y quatro años y lo firmò con dicho Señor Governador de que doy feè.*

*Josè de Medinilla, y Pineda*

*Mariano Luxan*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

***Decreto.***

*San Ygnacio de Agaña veinte y ocho de Septiembre de mil ochocientos y doce.*

*El Secretario de esta Governacion y Guerra, Certificarà à continuacion lo que sepa, y entienda àcerca de la cita que de èl hace el Capitan de Artilleria Don Ygnacio Martinez en su declaracion de foxas treinta y nueve buelta à quarenta buelta de estas diligencias.*

*Josè de Medinilla, y PIneda*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

[fol. 35]

***Certificacion del Secretario de esta Governacion y Guerra.***

*Yo el Capitan Don Justo de la Cruz, Secretario de la Governacion y Guerra de estas Yslas Marianas:*

*Certifico en toda forma en cumplimiento de lo mandado por el Decreto que antecede, ser mucha verdad la cita que de mi hace el Capitan de Artilleria Don Ygnacio Martinez en su declaracion de foxas treinta y nueve beulta à quarenta buelta de que el Pliego donde se vè constante à foxas veinte y quatro à veinte y seis de estas diligencias el Consumo, y existencia de fierro y demas efectos correspondientes à la Fragata **Palo-**ma firmada de dicho Don Ygnacio Martinez como Almacenero en aquel tiempo, no ser el legitimo que estava puesto quando la entrega que hizo de este Gobierno el Señor Don Vicente Blanco, el año de mil ochocientos y seis, pues el que hera lo mandó despues quitar el Señor Don Alexandro Parreño el año proximo pasado, y mandó poner otro à su moda por sus hideas, como igualmente la nota puesta por mi de haverse àcumulado à dicho Expediente el Consumo, aparentando ser hecho en el tiempo del Gobierno de dicho Don Vicente Blanco:*

*Y para que asi conste doy la presente firmada de mi mano en la Ciudad de San Ygnacio de Agaña à beinte y ocho de Septiembre de mil ochocientos y doce.*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*San Ygnacio de Agaña veinte y nueve de [fol. 35v] Septiembre de mil ochocientos y doce.*

*Combinando dar cuenta con estas diligencias al M.Y.S. Governador y Capitan general de las Yslas Filipinas, el Secretario de esta Governacion y Guerra, sacará del*

*todo un tanto Testimoniado para ponerlo en el Archivo de este Gobierno y para su constancia en todo tiempo.*

*Josè de Medinilla, y Pineda.*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*Concuerta con su Original que se remitio al M. Y.S. Governador y Capitan general de las Yslas Filipinas en el Paquebot **San Luis**, à que me remito; y en Virtud de lo que en el mismo seme manda saquè el presente en Papel comun (por no usarse del Sellado en estas Yslas Marianas) yò el Capitan Don Justo de la Cruz, Secretario de la Governacion y Guerra de èllas, en la Ciudad de San Ygnacio de Agaña à ocho de Octubre de mil ochocientos y doce, del qual está el presente fielmente sacado, corregido, y concordado en treinta y dos foxas utiles con esta, siendo Testigos à lo ver sacar, corregir, y concordar el Teniente graduado Don Manuel Tiburcio Garrido, el Soldado Luis Arceo, y Sicilio Camacho presentes, de que doy feè.*

*En testimonio de verdad lo firmo.*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*San Ygnacio de Agaña beinte y ocho de Marzo de mil ochocientos y trece.*

*Deviendo remitirse este Testimonio por Segunda Via al M. Y.S. Governador y Capitan General de las Yslas Filipinas, por si huviese pa- [fol. 36] decido algun extravio el Original que se remitio, por el Secretario de esta Governacion, y Guerra se sacará una Copia Testimoniada para que quede constancia en el Archivo de este Gobierno.*

*Pineda*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

...

## **Translation.**

[To] His Lordship the Governor.

My dear Sir:

I report to Your Lordship how, at about 10 p.m., there was discovered on the port side 18 frame timbers that are broken, not in one piece, and on the starboard side 26. That is why these officers say that they cannot pursue their voyage, unless said timbers be replaced. I await the decision of Your Lordship before doing so.

May God save Your Lordship for many years.

Aboard, 24 March 1802.

Your least subject who kiss the hand of Your Lordship,

Marcos de Rivera

In the City of San Ignacio of Agaña, 24 March 1802.

His Lordship Don Vicente Blanco, proprietary Governor of these Mariana Islands:

Having been informed by the preceding letter written by Captain Marcos de Rivera, who is presently part of the party occupying the English Frigate **Paloma**, that the newly-discovered defects make her unable to be repaired, in accordance with the opinion of her own officers:

Had to order, and so ordered, the convocation of the Captain, officers and owners, pilots and carpenters, the only knowledgeable persons; they are to come to my residence, where they are to be informed as best as can be of the condition of their ship, and be ordered to give their opinions in writing regarding her condition and whether or not she can make it to Manila.

And by the present said Lordship the Governor so ordered, and affixed his signature, for which I vouch.

Vicente Muro. Justo de la Cruz, Government Secretary for Administration and War.

**Note.**

On this day, the 26th of March 1802, the Captain, officers, pilot and carpenters were advised of the contents of the preceding writ, and once informed, they declared: That they understood them, and would obey what was ordered. I so note for the record and in faith whereof. Cruz.

**[Second letter in Latin from the Englishmen]**

...<sup>1</sup>

In the City of San Ignacio of Agaña, on 27 March 1802.

His Lordship the Governor, Don Vicente Blanco, declared that:

Whereas the officers of the English Frigate **Paloma** have just delivered these two papers written in Latin, which apparently contain their opinions regarding what had been ordered them in the Writ dated 24th instant:

He had to order, and so ordered, that said papers be added to the record and, since there was no-one in the Island who can understand the Latin language, other than the Reverend Fathers of the Mission, an official request is to be sent to the Most Reverend Father Superior, for him to select one of his religious subjects and order him to translate to the Spanish language the above-mentioned papers and others eventually.

And by this writ His Lordship the Governor so ordered, and affixed his signature to it, for which I vouch.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

**Note.**

On the same date as appears on the preceding writ, said official request was sent, and I so note for the record and, in faith whereof. Cruz.

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1 Ed. note: See original text above.

Don Vicente Blanco, Captain of the King's Infantry Regiment, proprietary Governor and Senior Judge of these Mariana Islands:

I let the following be known to His Paternity, the Most Rev. Fr. Fray Tomás Caxaraville de Santa Rita, Vicar-Provincial and Ecclesiastical Judge of these Mariana Islands: In the inquiry that I am holding regarding the English Frigate named **Nuestra Señora del Rosario, alias Paloma**, various papers in Latin have been presented to me by her officers; and, as there is no-one in these Islands who can understand this language, except the Rev. Fathers who are religious subjects of Your Paternity, and the proceedings are thus pending for this reason, at a noteworthy prejudice to the service of the King, and the Laws of Humanity which I wish to apply, as I must, and am obliged to:

In the name of the King, whom may God save, I beg and order Your Paternity, and beseech you myself, to please be so kind as to select and order one of your religious subjects to translate to the Spanish language all of the papers in Latin that are presented by the Englishmen, and may be found to be worthy of inclusion in the case file. Should Your Paternity accepts, the King will consider himself well served, and I will remain obliged to correspond in kind.

Given at this City of San Ignacio of Agaña, on the 27th of March 1802.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

In view of the above official request made to me by His Lordship Don Vicente Blanco, Governor of these Mariana Islands: I order my subject, Father Fray José Maria de la Virgen del Carmen, to translate to the Spanish language all the papers in Latin that said gentleman may present him, and have to do with his request, so that the service of the King our Lord, and the welfare of humanity, be supported, as he says.

Agat, 28 March 1802.

Fray Tomás Caxaraville de Santa Rita, Vicar-Provincial.

San Ignacio of Agaña, 29 March 1802.

Add this official request to the proceedings in question, and forward the file to Reverend Father Fray José Maria de la Virgen del Carmen, for him to translate to the Spanish language, in accordance with the order from his superior, the two papers that the English officers have presented in Latin, and are to be found therein.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

I, Fray José Maria de la Virgen del Carmen, comply with the preceding order from my Father Superior, Fray Tomás Caxaraville de Santa Rita, to translate to the Spanish language the two papers in Latin from the English officers, as contained in this file:

“We the undersigned, William Read and John Baston [sic], Captain and [First] Officer of the Frigate **Nuestra Señora del Rosario, alias Paloma**, and we the owners of half of the ship, her cargo and other things on board her, Edmund Butler, James Puckey, Patrick Connell, Pilot and Carpenters of same, obeying the order given to us yesterday by His Lordship the Governor of Guajan, Don Vicente Blanco, to inform him on the present condition of said frigate, and whether or not she can be repaired to continue her voyage to Manila, declare:

“That the Frigate **Paloma** has 64 broken frame timbers, her stern-post and transom are out of place, outward, a sure sign of the failure of the clamp, knees and other pieces fastened to said stern-post and transom; and the keel is in the same deplorable condition that was found upon arrival at this Island, but we do not know of any other damage, since we could not finish the inspection; for said reason we declare, upon oath in accordance with our religion, that the Frigate **Paloma** is not repairable, and consequently, cannot and must not be permitted to pursue her voyage to Manila, or leave this port.

“And, in faith whereof, we have affixed our signatures, in this City of San Ignacio of Agaña, on the 27th day of March 1802.”

“William Reid

“John Boston

“Edmund Butler

“James Puckey

“Patrick Connell”

“Because of this, all the money that I had I invested in the frigate or ship **Paloma**, and her cargo, and I have no more at present, to be able to pay for anything, either at this Island of Guajan or at Manila, unless it be with the above-mentioned frigate, or ship **Paloma**, and her cargo, as I otherwise cannot.

“And therefore, if His Lordship the Governor does not wish to give credit, or assistance, we cannot repair the above-said frigate or ship.

“T. F. Palmer

“Since I am not able to help with the payments, we cannot repair said frigate or ship **Paloma**.

“James Ellis.”

The above is a literal translation from the Latin language to the Spanish language of the two papers of the English officers that were presented to me in the file.

And, to record same for all times, I affix my name, in this City of San Ignacio of Agaña, on the 29th of March 1802.

It is OK as is.

Fray José María de la Virgen del Carmen.

San Ignacio of Agaña, 30 March 1802.

With regards to the first three pages of the paper in Latin by the Captain, an officer, a pilot and the two carpenters of the Frigate **Paloma** (the only knowledgeable persons being the first-named and the last three),<sup>1</sup> they declare that this ship cannot be repaired, nor should it be permitted to leave this port, on account of being in very bad condition, and on the fourth page T. F. Palmer and James Ellis, the owners of half of the ship and cargo (but not knowledgeable in nautical matters), let it be known that she cannot be repaired for lack of money, according to the preceding translation; and given that such a diversity of opinions prevents a quick measure from being taken, the following persons shall proceed tomorrow to said frigate: Captain Juan Francisco Raxis de Torres, Militia Lieutenant Mariano de la Cruz, and Sergeant Victorino Baza, Senior Master Carpenter of this Garrison, who have some knowledge of ship-building, so that, in my presence and that of the Government Secretary, they make a detailed inspection of her; and afterwards state under oath what damage there is, and whether or not the ship could make it as far as Manila.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

#### **Declaration of Captain Juan Francisco Raxis de Torres.**

Aboard the Frigate **Paloma**, presently at anchor in the basin of San Luis of Apra, on 31 March 1802:

In accordance with the preceding order, there appeared Don Juan Francisco Raxis de Torres, Captain of this garrison, Lieutenant of Militia Don Mariano de la Cruz, and Sergeant Victorino Baza, to whom His Lordship the Governor of these Islands, Don Vicente Blanco, ordered to go down into the hold of said ship, and to make a survey of her condition inside and out; and, after they had spent as much time as necessary, in the presence of said Lordship and mine, the Government Secretary, he received from the first-named a sworn statement in due form according to law, under which oath he promised to tell the truth in everything that he might know or be asked about. And being asked to declare if he had inspected said frigate, her present condition, if she can be repaired, and can make a voyage to Manila, he answered:

That he had inspected the Frigate **Paloma** in question, and seen with his own eyes that 63 of her frame timbers are broken and separated; and two of them are largely rotten in the neighborhood of the joints formed by the *planes* [=?] and the *estaminadas* [=?] on both sides;<sup>2</sup> in addition, he had noticed that the stern-post is somewhat out of place and leaning outward; and that the keel is missing a piece, which the declarant has not seen, because it is in the water, but all the Englishmen so declare. For said reasons he believes that it would be as difficult to repair this ship as to build her anew; and that

1 Ed. note: This comment seems to point to John Boston as not being knowledgeable in nautical matters.

2 Ed. note: Two words not found in O'Scanlan's Diccionario. They may be some horizontal members, lengthwise and transversal.

it would be very foolhardy to let her leave the port, because she would necessarily perish, and it is unthinkable that she could reach Manila. That is what he knows and can say, under the oath that he has made.

And, having read back his declaration to him from the beginning until the end, he confessed that it was the same as the statement that he had made, and confirmed and ratified it as being the truth, admitting that he was 56 years old,<sup>1</sup> and he signed it, along with His Lordship the Governor, for which I vouch.

Vicente Blanco

Juan Francisco Rexis de Torres

Justo de la Cruz, Government Secretary for Administration and War.

**[Declaration of Lieutenant Cruz]**

Immediately thereafter and for the same purpose there appeared Don Mariano de la Cruz, Master Carpenter and Lieutenant of the Militia of this City. And before me the present Secretary he swore to God our Lord and made the sign of the cross in due form according to law, under which oath he promised to tell the truth in anything that he might know and be asked about.

Being asked to say what he has found out, and whether or not she can make the voyage to Manila, he answered:

That, by order of His Lordship the Governor, Don Vicente Blanco, in his presence and in the presence of the Government Secretary, Captain Juan Francisco Rexis de Torres and Sergeant Victorino Baza, he has inspected said frigate inside and out and he has discovered and seen with his own eyes the 63 broken and split frames, two of which have begun to rot where they are joined with the *planes* [=?] and the *estaminadas* [=?], and where the second floor timber sits, almost along the same line covered by the latter, and that if it were not for the risk involved in removing those lying on the port side, to make a better inspection, it seems to him that more damage would be found. That he has also seen that the stern-post was somewhat loose and leaning outward, and has learned from the Englishmen that she has two beams broken, and is missing a piece of keel that cannot be exposed to view because it is in the water; however, he asserts that the frigate cannot be repaired at this Island, nor can she be permitted to leave the port, because in his view the ship will perish with all on board her after a short time at sea, and would never reach Manila. That is all he has to say and can say, under the oath that he had taken.

And, having read back his declaration to him from the beginning until the end, he confessed that it was the same as the statement that he had made, and confirmed and ratified it as being the truth, admitting that he was 51 years old,<sup>2</sup> and he signed it, along with His Lordship the Governor, for which I vouch.

Vicente Blanco

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1 Ed. note: Therefore, Captain Rexis was born in 1746.

2 Ed. note: Therefore, Lieut. Cruz was born in 1761.

Mariano de la Cruz

Justo de la Cruz, Government Secretary for Administration and War.

**[Declaration of Sergeant Baza]**

Immediately thereafter, and for the same purpose, there appeared Sergeant Victori-  
no Baza, the senior Master Carpenter of the Royal Works of this garrison. And before  
me the present Secretary he swore to God our Lord and made the sign of the cross in  
due form according to law, under which oath he promised to tell the truth in anything  
that he might know and be asked about. And being asked to say if he has inspected the  
Frigate **Paloma**, what damage he has discovered, and if she can be repaired sufficient-  
ly to undertake the voyage to Manila, he answered:

That, by order of His Lordship the Governor, Don Vicente Blanco, in his presence  
and in the presence of the Government Secretary, Captain Juan Francisco Rexis de  
Torres and Lieutenant of the Militia Mariano de la Cruz, he has inspected said frigate  
inside and out and he has discovered and seen with his own eyes 63 broken and loose  
frames, including two that had begun to rot on both sides, starboard and port, near  
where the *planes* [=?] are joined to the *estaminadas* [=?] and where the second floor  
timber sits, almost along the same line covered by the latter, and that if it were not for  
the risk involved in removing those lying on the port side, to make a better inspection,  
it seems to him that more damage would be found. That he has also seen that the stern-  
post was somewhat loose and leaning outward, and has learned from the Englishmen  
that she has two beams broken, and is missing a piece of keel that cannot be exposed  
to view because it is in the water; however, he asserts that the frigate cannot be repaired  
at this Island, nor can she be permitted to leave the port, because in his view the ship  
will perish with all on board her after a short time at sea, and would never reach Mani-  
la. That is all he has to say and can say, under the oath that he had taken.

[1-2 lines missing: And, having read back his declaration to him from the beginning  
until the end, he confessed that it was the same as the statement that he had] made, and  
confirmed and ratified it as being the truth, admitting that he was 56 years old,<sup>1</sup> and he  
signed it, along with His Lordship the Governor, for which I vouch.

Vicente Blanco

Victorino Baza

Justo de la Cruz, Government Secretary for Administration and War.

San Ignacio of Agaña, 1 April 1802.

Messieurs T. F. Palmer and James Ellis having been summoned to make a deposi-  
tion, stating categorically their opinion as to the condition of the Frigate **Paloma**, if  
she can be repaired, and the means that they have available to pay for the new expen-  
ses occasioned by her, in addition to the 1,225 pesos 1 real and 6 grains that they have  
already been spent in assisting them; with the understanding that the cargo of timber

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1 Ed. note: Therefore, Sergeant Baza was born in 1746.



has no value in these Islands, and the King does not need it; and in order to avoid any delays that might be prejudicial, they are to be advised of this measure in Latin, to be translated by Rev. Fr. Fray José Maria de la Virgen del Carmen, as per the order of his Superior.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

...<sup>1</sup>

Literal translation made, in accordance with the preceding measure by Don Vicente Blanco, Proprietary Governor and Senior Judge of these Mariana Islands. Given in the capital of the Marianas on the above-said date.

Fray José Maria de la Virgen del Carmen.

**[Answer of the Englishmen]<sup>2</sup>**

...

San Ignacio of Agaña, 2 April 1802.

Pass this paper, just presented by Messieurs Thomas F. Palmer and James Ellis to Fr. Fray José Maria de la Virgen del Carmen for its translation into Spanish, and once done, add it to the record of proceedings concerning this matter.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

“In compliance with the order given by His Lordship the Governor, Don Vicente Blanco, on the 1st of April 1802, we, Thomas F. Palmer and James Ellis, declare: to wit, that the present condition of the ship, or frigate **Paloma** is such that she cannot be repaired.

“Thomas F. Palmer

”James Ellis.

“Island of Guajan, 2 April 1802.”

This is a literal translation to Spanish of the above paper in Latin presented by Messieurs Thomas F. Palmer and James Ellis; for which I vouch, at said place and on same date.

Fray José Maria de la Virgen del Carmen.

**[Another letter in Latin from the Englishmen]<sup>3</sup>**

...

San Ignacio of Agaña, 6 April 1802.

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1 Ed. note: The Latin text is reproduced above.

2 Ed. note: The answer, in Latin, is reproduced above.

3 Ed. note: Reproduced above.

Hand over this paper in Latin that has just been delivered by the English officers of the **Paloma** to Rev. Fr. Fray José Maria de la Virgen del Carmen for its translation into Spanish, and once done, add it to the present record of proceedings.

Vicente Blanco

Justo de la Cruz, Government Secretary for Administration and War.

“We, William Reid, John Boston, T. F. Palmer, James Ellis, Captain and owners of the Frigate **Paloma** and her cargo of timber, cannon, anchors and other things on board her, inform His Lordship Don Vicente Blanco, Governor of this Island of Guajan, that we have all taken cognizance of the results of the survey made of said frigate on 31 March last, that her condition is such that she cannot be repaired on account of the excessive number of frame timbers, beams, keel, etc., that are broken; and consequently, we find ourselves at this Island without a vessel to take us to Manila, or to any other place that we may be ordered to go; and, on the other hand, it being necessary to pay the King of Spain the sum of 1,225 pesos 1 real and 6 grains, that represents our living expenses at this settlement, according to the account submitted to us, we have willingly come to an unanimous decision to cede to the Spanish the above-said Frigate **Paloma**, her cargo of timber, cannon, anchors and whatever corresponds to this ship, for them to burn or do whatever they want with her, provided that an inventory be taken of every thing, in a list that includes the value of the items agreed to by both parties, so that our living expenses, past and future, can be paid out of the proceeds, by the Spanish, until we get to Manila. Should there be any money left after this, we hope to be given said net sum, thanks to the generosity of the king of Spain, and that of his vassals, in whom we rely in our misfortune, in case the value of the frigate that must be broken up, of her cargo, etc. not cover the payment of our debt.

“And in order for this our voluntary cession and conditions be known for all times, we have affixed our signatures to it, in the City of San Ignacio of Agaña, on 3 April 1802.

“John Boston

“William Reid

“T. F. Palmer

“James Ellis.”

This is a literal translation to Spanish of the above paper in Latin presented by Messieurs William Reid, John Boston, T. F. Palmer, and James Ellis, which I certify in this City of San Ignacio of Agaña on 7 April 1802.

Fray José Maria de la Virgen del Carmen.

**[Consultation of the officers of the garrison]**

San Ignacio of Agaña, 7 April 1802.

In view of the information contained in the preceding translation, to the effect that the English officers of the Frigate **Paloma** are ceding this ship, her cargo, cannon, anchors and other things on board her to the King, on the condition that they be main-

tained with their whole crew and transported to Manila; and that, once such expenses, including past expenses, have been deducted from the proceeds of the valuation of said frigate and cargo, the remainder be given them:

The gentlemen officers of this garrison are to be convened, to give their opinion as to whether or not the proposal made by the Englishmen is convenient to the Royal interests or not, and in order for a decision to be made as a result of said recommendation.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

In the City of San Ignacio of Agaña, on 8 April 1802.

As provided for by the preceding measure, the following were made to appear: Sergeant-Major Joaquin de Lima, Captain José Fernandez de Cárdenas, Captain Domingo Manuel Garrido, Captain José Romano Dueñas, Captain Juan Francisco Raxis de Torres, Captain Ignacio Espinosa, Captain Augustin Roque Sablan, Lieutenant Juan Crisostomo Flores, Lieutenant Felix Arceo, Lieutenant Luís de Torres, Lieutenant José de León Guerrero, Second-Lieutenant Juan Raxis Pablo, Second-Lieutenant Ignacio Martinez, Second-Lieutenant Manuel Tiburcio Garrido. His Lordship the Governor ordered me, the present Government Secretary, to read the preceding decree, and the translation of the paper in Latin that the English officers of the Frigate **Paloma** have presented, dated 3rd of the current month and year, which I did immediately. And, having been all informed of their contents, they declared:

That they think that the proposal of the Englishmen is very feasible for the garrison; indeed, although there might be some difficulty in transporting them to Manila, it can be done by building a regular vessel out of the remains of the Frigate **Paloma** that would serve for this purpose, and afterwards for the expedition to the Island of Tinian, where we get the beef for the sustenance of the employees in the service of the King, because the small packet owned by the garrison is now useless and cannot be used to make any more voyages; that is why they are of the opinion that His Lordship the Governor should accept the proposal of the English officers, under the rules that might be convenient. This they answered and signed their names, after that of said Lordship, for which I vouch.

Vicente Blanco  
Joaquin de Lima  
José Fernandez de Cárdenas  
Domingo Manuel Garrido  
José Romano Dueñas  
Juan Francisco Raxis de Torres  
Ignacio Espinosa  
Augustin Roque Sablan  
Juan Crisostomo Flores  
Felix Arceo

Luis de Torres  
José de León Guerrero  
Juan Rexis Pablo  
Ignacio Martinez  
Manuel Tiburcio Garrido  
Justo de la Cruz, Government Secretary for Administration and War.

San Ignacio of Agaña, 9 April 1802.

Based on the preceding report submitted by the gentlemen officers of the garrison: the proposal made by the officers and owners of the Frigate **Paloma** in their paper, dated 3rd of the current month and year and found on folio 14 of these proceedings, is accepted; and they are to be told to appoint one individual of their choice to act, jointly with Lieutenant Luis de Torres, Intendent of the Royal Works and Plantations of the garrison, representing this Government; both are to make an account and a list of the cargo of timber, cannon, anchors, and other things belonging to the Frigate **Paloma**, as well as the iron that might be recovered from the wreck; and they are to declare (to avoid any misunderstandings) whether the wood from her remains should be also listed in the inventory or not, as this would involve, or not, some charges for the expenses occasioned by the carpenters and other men whose labor must be invested in this task, and its transportation to this capital.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

**[Agreement in Latin by the Englishmen]<sup>1</sup>**

...

San Ignacio of Agaña, 10 April 1802.

The note in Latin that the three English officers have given me, I forward same to Rev. Fr. Fray José María de la Virgen del Carmen for its translation to Spanish, and once this is done, add it to the on-going proceedings.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

“We the undersigned testify and agree that on this day we shall give to His Lordship, Don Vicente Blanco, the Governor of this Island of Guajan: and on our behalf, we give a commission to James Ellis to act jointly with Lieutenant Luis de Torres: to dismantle the Frigate **Paloma**, to account for and assess the value of the cargo, weapons, anchors and any other useable part of the Frigate **Paloma**, and we agree to give the following wooden pieces, such as knees, boards, etc. that might come out of the wreck of said frigate to the Spanish in exchange for their work, and their transport to this capital of Agaña.

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1 Ed. note: Reproduced above.

“And in faith whereof, we affix our names, in this City of S. Ignacio of Agaña, on 9 April 1802.

“John Boston

“William Reid

“T. F. Palmer.”

This is a literal translation to Spanish of the above paper in Latin from Messieurs John Boston, William Reid and T. F. Palmer, which I certify in the City of San Ignacio of Agaña, on 10 April 1802.

Fray José María de la Virgen del Carmen.

San Ignacio of Agaña, 12 April 1802.

Having been informed by the preceding translation that the three officers of the Frigate **Paloma** have commissioned their companion, James Ellis, to act on their behalf, jointly with Lieutenant Luís de Torres, Intendent of the Royal Works and Plantations of the garrison, to supervise the destruction of the Frigate **Paloma**, the accounting and valuation of her cargo, weapons, anchors, and any other useable part thereof, as agreed to by them, and that the [wooden] pieces, such as knees, boards, etc. resulting from the wreck be ceded to the Spanish in exchange for their work in transporting same to this capital: said Commissioners are to be advised to have the necessary men present tomorrow on board said frigate to begin work; and once it is all over, they shall deliver a general inventory signed by both of them, to be added to these on-going proceedings.

Vicente Blanco

Justo de la Cruz, Government Secretary for Administration and War.

### **Summons.**

Immediately thereafter, James Ellis, one of the English officers, and Lieutenant Luís de Torres, the Intendent of the Royal Works and Plantations of the garrison, were advised of the contents of the preceding decree; and, once informed, they declared: that they understood it and were ready to obey and comply with the Commission that had been given them. So they answered and signed, along with His Lordship the Governor, of which I vouch.

Vicente Blanco

James Ellis

Luís de Torres

Justo de la Cruz, Government Secretary for Administration and War.

### **[Inventory of the remains of the ship Paloma]**

San Ignacio of Agaña, 1 June 1802.

Given that the two commissioned officers have just handed me the General inventory, with appraisal, of what has been recovered from the wreck of the Frigate **Paloma**, such as cannon, rifles, anchors, iron parts, bronze parts, etc. And, since it is proper

for it to be recorded, as per the order contained in these proceedings, it shall be added to the record hereafter.

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

**Note.**

On the same date as appears on the preceding measure the general inventory containing a valuation of what was recovered from the wreck of the Frigate **Paloma** was added to this file. I so note for the record, and in faith whereof. Cruz.

We, Lieutenant Luis de Torres, Intendent of the Royal Works of the garrison, and the English officer James Ellis, commissioners for carrying out an inventory and valuation of the things that it was possible to recover from the Frigate **Paloma** that has been broken up in our presence in the basin of San Luis de Apra, to wit:

**Sockets and Pintles from the rudder.**

Firstly: 17 arrobas and 3 pounds of iron, the weight of the sockets and pintles from the rudder ..... 17@ 3 lbs

**Ring-bolts from the windlasses**

Plus 16 arrobas of iron from the ring-bolts of the windlasses ..... 16@

**Hooks**

Plus 4 arrobas and 18 pounds of iron from the hooks [or goose-necks] of the blocks(?) and some small pulleys ..... 4@ 18 lbs

**Bolts**

Plus 75 arrobas and 19 pounds of iron from bolts of various sizes ..... 75@ 19 lbs

**Spikes and nails**

Plus 122 arrobas and 20 pounds of iron from the spikes and nails, many crooked, broken and a few with bent points ..... 122@ 20 lbs

**Chains from the channels, clamps from the crow's nest and hooks from the rigging**

Plus 55 arrobas and 20 pounds of iron from the chains of the channels, clamps from the *bigotas* of the crow's nests and hooks from the rigging ..... 55@ 20 lbs

**Thimbles, eye-bolts and small nails**

Plus 13 arrobas and 20 pounds of iron from thimbles, eye-bolts and small nails ..... 13@ 20 lbs

Total weight of iron ..... 306@ 0, 0,  
=====

**Bronze**

Plus 6 arrobas and 10 pounds of bronze ..... 6@ 10 lbs

**Rifles**

Plus 14 rifles ..... 14

### Anchors

Plus 2 iron anchors, estimated weight 9-1/2 quintals ..... 2

### Cannon

Plus 2 iron guns, 4-pounders ..... 2

### Falconets

Plus 4 iron falconets, 2 being of 16-oz caliber, and the other 2 of 8-oz caliber ..... 4

### Sabre

Plus 1 sabre with an iron hilt ..... 1

### Appraisal

For 306 arrobas of iron at 2 pesos and 5 reals per arroba .....	765 p
For 6 arrobas and 10 pounds of bronze at 2 reals per pound .....	40 p
For 14 rifles at 10 pesos each .....	140 p
For 2 iron anchors, each weighing 9-1/2 quintals .....	127 p
For 2 iron guns and 4 iron falconets .....	150 p
For 1 sabre with an iron hilt .....	3 p

-----  
1,225 p

=====

The total value assessed amounts to one thousand two hundred and twenty five pesos. Everything in this inventory is what was recovered from the wreck of the Frigate **Paloma** in the basin of San Luis of Apra. And in faith whereof we have signed our names in the City of San Ignacio of Agaña on 1 June 1802.

Luis de Torres

James Ellis

San Ignacio of Agaña, 3 June 1802.

Since we must preserve everything that has been recovered from the Frigate **Paloma** because she was unable to undertake a voyage on account of her bad condition, according to the declarations made after the inspection made by Carpenters and only persons able to do so, Lieutenant of Militia Don Mariano de la Cruz and Victorino Basa, a Sergeant of this garrison, on folios 9 bis & 10 of these proceedings, she was ordered broken up in the basin of San Luis of Apra, until the Most Illustrious Governor and Captain General of the Philippine Islands decides otherwise: it shall be deposited in the Royal Warehouses of this garrison in care of their stock-keeper, Second-Lieutenant Ignacio Martinez; to this effect, Lieutenant Luis de Torres and the English officer, James Ellis, the Commissioners for the breakup, tallying and appraisal of what was recovered from said frigate, are to appear and deliver same, which act is to be recorded in the present proceedings, in my presence and that of the Government Secretary, giving the details of the type, quantity and weight of each item, except for the cannon that could not be weighed for lack of a suitable scale (the mention of their calibers should be sufficient in their case).

Vicente Blanco. Justo de la Cruz, Government Secretary for Administration and War.

In the city of San Ignacio of Agaña, on 3 June 1802.

His Lordship Don Vicente Blanco, Proprietary Governor and Senior Judge of these Mariana Islands, in order to deposit in the Royal Warehouses of this garrison what has been recovered from the frigate that was broken up in the basin of San Luis of Apra, named **Nuestra Señora del Rosario, alias Paloma**, caused the following persons to appear: Lieutenant Luís de Torres, Indendant of the Royal Works and Plantations, the English officer James Ellis, and Ignacio Martinez, Stock-keeper of the above-mentioned Royal Warehouses, for whom I vouch. The latter declared that he had received from the former, as indeed he had received in the Royal Warehouses under his care, the following:

...

[What follows is a repetition of the above inventory.]

...

In this manner Lieutenant Luís de Torres and the English officer, James Ellis, did deliver to Second-Lieutenant Ignacio Martinez in the Royal Warehouses under his care everything that had been recovered from the Frigate **Paloma**; and said Martinez declared that he had received same to his satisfaction by way of deposit, exactly, as far as types and quantities were concerned, and with little difference in weight, except that the iron guns were only counted (they were two 4-pounders), and four falconets, also of iron (there were two of 16-oz. caliber and two 8-oz.).

And, given that said Ignacio Martinez was satisfied with everything stated in this List, he obliged his person and his property, present and future, to faithfully and carefully preserve it, until such time as the present Governor orders him otherwise. And, in order for this to be recorded for all times, the above-said Lieutenant and English officer have signed the proceeding, along with His Lordship the Governor, at the above-mentioned place, on said date, for which I vouch.

Vicente Blanco

Luís de Torres

James Ellis

Ignacio Martinez

Justo de la Cruz, Government Secretary for Administration and War.

...

[There follows a note to the effect that, on 29 January 1802, the Governor had ordered that the living expenses of the Englishmen were to be accounted for in a separate file. At this point in time, an extract of the file was sent to Manila, along with the following letter].

...



[Letter of Governor Blanco, dated Agaña 14 June 1802]

...

[To the] **Superior Government—Letter N° 10.**

Most Illustrious Sir:

I remit to Your Lordship the enclosed file that was created as a result of the arrival at the Port of San Luis of Apra of this Island of Guajan of an English frigate named **Nuestra Señora del Rosario, alias Paloma**, which was afterwards ordered broken up on account of her being unable to pursue her voyage to that capital, because of her very bad condition, as recorded in the survey that was carried out by some knowledgeable persons and by the Englishmen themselves, for you to take the measure that may be appropriate to you.

May God save Your Lordship for many years.

San Ignacio of Agaña, capital of the Mariana Islands, 14 June 1802.

Most Illustrious Sir.

[To the] Most Illustrious Governor and Captain General of the Philippine Islands.

...

[Inventory taken four years later, in 1806]

**Decree.**

San Ignacio of Agaña, 16 October 1806.

It seems appropriate for Captain Ignacio Martinez, stock-keeper of the Royal Warehouses, to report the consumption of old iron and other equipment belonging to the frigate named **Nuestra Señora del Rosario, alias Paloma** in various works carried out by the garrison, the use made of them is to be recorded below with due clarity, by the Government Secretary.

Blanco. Justo de la Cruz, Government Secretary for Administration and War.

Year of 1806.

General consumption of the effects belonging to the English Frigate **Nuestra Señora del Rosario, alias Paloma** that are found deposited in the Warehouses under my care, and they are as follows, to wit:

Firstly: 273 arrobas and 14 pounds of old iron articles from said frigate,  
among them sockets and pintles from her rudder, ring-bolts  
from the windlass, hooks from the blocks(?), bolts, spikes and  
nails, chains from the channels, clamps from the *bigotas* of the  
crow's nests, hooks from the rigging, thimbles, eye-bolts and  
small nails ..... 173@ 14 lbs  
Plus 1 arroba and 19 pounds of bronze ..... 1@ 19 lbs  
Plus 14 rifles ..... 14

The items listed above have been consumed in the following manner:

**The iron was consumed in the building of two packet boats, one large launch, one ship's boat, and one *sereni*<sup>1</sup> and in the repairs made to the Royal buildings. The bronze was used to make buttons for the uniforms of the soldiers. The pintles and sockets were used for the hinges of some doors. The fourteen rifles were sold to Captain Samuel Williams<sup>2</sup> so that the proceeds could be used by the present Governor to offset the expenditures that he had made out of his own pockets for the supplies given to the English Captains; in effect, the cash in question was delivered to said gentleman. And for this to be recorded for all times, I have signed the present, in this City of San Ignacio of Agaña, on this date, 15 October 1806.**

Ignacio Martinez

**Note.**

The stock remaining in the Warehouses under my care consists of 32 arrobas and 11 pounds of old nails ..... 32@ 11 lbs  
 Plus 2 iron guns, 4-pounders ..... 2  
 Plus 4 iron falconets, 1-pounder more or less ..... 4  
 Plus 1 sabre with an iron hilt ..... 1  
 Plus 4 arrobas and 16 pounds of bronze ..... 4@ 16 lbs  
 Plus 2 anchors weighing 9 quintals that were taken to Manila by the packet,<sup>3</sup> but since they could not be brought back, they were sold by Sergeant Rufino Luxán, who has yet to turn over the proceeds; that is why, I still list them as remaining stock and I am responsible to amend the record when the amount is presented ..... 2

So, everything contained in this note reflects the present level of stock remaining under my care and had belonged to the effects from the above-mentioned English frigate, and to record this fact for all times, I have affixed my signature in this City of San Ignacio of Agaña on 17 October 1806.

Ignacio Martinez

**Note.**

I, Don Justo de la Cruz, Government Secretary for Administration and War, have added to this record of proceedings the consumption and balance of the stock that precede, as given to me by the stock-keeper of these Royal Warehouses, which remains under his care, as far as said English Frigate **Paloma** is concerned, in accordance with the Decree dated 16 October 1806, which I vouch. Cruz.

1 Ed. note: Emphasis mine. What the Spanish call "sereni" is a third-class boat, a yawl, or cutter, but smaller than a ship's boat (ref. O'Scanlan's Diccionario, p. 491).

2 g so.

3 Ed. note: That was the packet **Chamorro**, which was broken up at Manila (see also Doc. 1802B).

**Decree.**

Agaña, 4 September 1808.

The two anchors in question, those that had been deposited in the care of the Stock-keeper of the Royal Warehouses, Don Ignacio Martinez, are to be discounted as of this date, because the proceeds from their sale have been made up, i.e. the sum of 152 pesos, which corresponds to their value; indeed, Second-Lieutenant Rufino Luxán has delivered said sum on this date. He had taken said anchors, as part of the packet that went to Manila, where she was condemned by Superior decision at said Capital, and since the above-said Luxán could not bring them back, he sold them for said 152 pesos, which have on this date been credited to the Royal Treasury of this garrison which is under my care, as recorded in an entry of the Cash Receipt Book, on folio 2, and also appears as a credit in the File that is part of the Bundle of Lists and Packing Lists, folios 44 and 45, to which I refer, and the discounting of said anchors is to be so recorded below by the Government Secretary.

Parreño<sup>1</sup>

...

[Summary of part of this file, folios 19-28]

[By January 1811, the warehouse manager (is supposed to have) complained to the Governor that the “old nails” remaining in the warehouses were rusting away and losing their value and he recommended that the garrison used them in their maintenance works. The man in charge of the forge declared that they were useless. Nevertheless, the Governor ordered that they be advertised for sale, and the proceeds used to reduce the debt left by the Englishmen. Only one man was interested: Second-Adjutant Antonio Fernandez de Cárdenas, but at half their original appraised value. The Governor refused his offer, and ordered a second advertisement, but it was to no avail. Fernandez offered to buy the two old cannon as well, at half price. The Governor ordered a third advertisement, in June. By November, the Governor was still holding out. Captain Ignacio Martinez affirmed that the cannon in question and the four falconets were useless and should be disposed of as soon as possible before the potential buyer withdrew his offer. Finally, on 7 November 1811, Governor Parreño agreed that the old iron and the four pieces of artillery be sold to Cárdenas. The latter paid a total of 231 pesos for them in December 1811.]

[In September 1812, a new Governor, José de Medinilla y Pineda, arrived at Guam and, having heard the rumor that former Governor Parreño had falsified the records, and had used the iron and the guns to build and equip a ship of his property in Umatac, ordered the file re-opened.]<sup>2</sup>

- 
- 1 Ed. note: Governor Alejandro Parreño's term of office lasted six years, 1806-1812. His Secretary at this time was Captain Manuel Tiburcio Garrido.
  - 2 Ed. note: I suspect that his first informant was Justo de la Cruz, who had been dismissed by Governor Parreño, and replaced as Government Secretary by Garrido; Cruz may have sought revenge. This would be in character with a future description made of this man by visiting Frenchmen.

...

**Declaration of Luís de Torres, Town Mayor and Interim Stock-keeper of the Royal Warehouses.**

In the City of San Ignacio of Agaña, 28 September 1812.

His Lordship the Political and Military Governor of these Mariana Islands, Don José de Medinilla y Pineda, summoned Don Luís de Torres, Mayor of this City and the five villages in its vicinity, and Interim Stock-keeper of the Royal Warehouses. Before me ... [1-2 lines missing] ... he gave his word of honor to tell the truth of what he might know and be asked about.

When asked if he had knowledge of an auction sale, that had taken place in this town during the month of January 1811, of four falconets and two guns of iron, plus 32 arrobas and 11 pounds of spikes and nails, and if for said sale notices had been posted for the period of 30 days, as usual, and if town criers had been out, as they are supposed to in accordance with regulations, he declared: That he knows of a file that was created by order of Mr. Alexandro Parreño for the purpose of investing the 32 arrobas and 11 pounds of spikes and nails in question in the construction of a ship that he was building in Umatac, and that the guns and falconets were to be mounted aboard said ship; that no such advertisements took place, no posters and no town crier; in fact, the proceedings that appear in the file about this matter were forged in the forge [sic], and in the residence of Mr. Alexandro Parreño, for the already-mentioned purpose.

When asked if there is any document or paper on file that says so, he declared: That, indeed, there is a statement that Don Alexandro give him to sign, in which the declarant stated that the guns and spikes in question were useless and should be sold.

When asked why he signed a statement when he knew that the articles listed there were not in fact as useless as stated therein, thus causing prejudice to the interests of H.M. and to this Royal garrison, he declared: That he could not refuse, because Don Alexandro ordered him to come to his house and gave him the draft copy of said statement, to be written in final form, and signed, because it was beneficial to his interests, and because, otherwise, as he was the Governor in charge, he might have run the risk of suffering some punishment, as happened to some other before.

When asked if he had anything else to say on the matter, he declared: That he can only add that all the proceedings on the matter that are on file have been written by Don Alexandro himself and given to the individuals whose names appear therein, for them to write in final form, and sign, and that they were all invented for the above-mentioned purpose.

When asked if he has anything else to say on the matter, he declared: No, and what he said under oath was the truth, and he so affirmed and ratified his declaration, after it had been read back to him, stating that he was 41 years old,<sup>1</sup> is not presently involved in any law-suit, and he signed, along with said Governor, which I vouch.

José de Medinilla y Pineda

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1 Ed. note: Therefore, Luis de Torres was born in 1771.

Luis de Torres

Justo de la Cruz, Government Secretary for Administration and War.

**Declaration of Artillery Captain Ignacio Martinez.**

Immediately thereafter, said Governor caused Artillery Captain Ignacio Martinez to appear, and before me, the present Secretary, he gave his word of honor to answer any question truthfully.

When asked if he had any knowledge of an auction sale that took place during the month of January 1811 to sell four falconets and two iron guns, 4-pounders, plus 32 arrobas and 11 pounds of spikes and nails, and if this sale was advertised with posters for the usual period of 30 days and through a town crier as required by regulations, he declared: That everything that appears in the record under his signature, regarding the sale of the effects from the Frigate **Paloma** is not true; indeed, the 32 arrobas and 11 pounds of spikes of various sizes were not broken, rusted or scrap, but spikes that had been forged anew in the King's forges during the time of Don Vicente Blanco, and that was the state they were in when I delivered them to the warehouse, and so it appeared in said record of proceedings, as Captain Justo de la Cruz can testify, because it was he who tore the page where the stock item describing said spikes was written, that said: **Thirty-two arrobas and eleven pounds of spikes and nails of various sizes**, and replaced it with another statement, by order of Don Alexandro, that says: **Old spikes and nails**. Said page was added to the record by said Don Justo, since he was then Secretary at the time of Mr. Blanco, and he was the man who added said stock item to the record. And whatever else is said about the survey and appraisal by the Master Blacksmiths is false; indeed, the poor men signed what they were ordered to sign, the same as all the rest of us who were involved in said sale. In fact, if we had not agreed to what he had decided for his own benefit, he would have given us a very dirty look. So it is that we are all accomplices in this fraud, for no other motive than the fear that he inspired in us.

When asked why Mr. Parreño took the spikes and other guns, he declared: That he was building a vessel at Umatac and he invested the spikes in her, and the guns were to equip her when he left with her to return to Manila.

When asked if he had anything else to say about the matter, he declared: No, that it was all he knew and could say under the oath he had made, and he affirmed and ratified his declaration, after it had been read back to him from beginning to end, stating that it was the same as he had said and was true, adding that he was 42 years old,<sup>1</sup> and he signed it, along with His Lordship the Governor, which I vouch.

José de Medinilla y Pineda

Ignacio Martinez

Justo de la Cruz, Government Secretary for Administration and War.

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1 Ed. note: Therefore, Captain Ignacio Martinez was born in 1770.

### **Declaration of Don Antonio Fernandez de Cárdenas, Adjutant of the Garrison.**

Immediately thereafter, His Lordship caused to appear before him Adjutant Antonio Fernandez de Cárdenas, and before me, the present Secretary he gave his word of honor to tell the truth in what he might know or be asked about.

When asked if he had any knowledge of an auction that took place here during the month of January 1811 for the sale of four falconets and two iron guns, 4-pounders, plus 32 arrobas and 11 pounds of spikes and nails, and if this auction was advertised for a period of 30 days, as usual, and if a town crier was used, in accordance with the regulations, he declared: That he knows that he was the only bidder who came forward for the auction, and that the above-mentioned guns, spikes and nails were adjudged to the declarant, and that there were no advertising posters, and certainly not any town crier.

When asked how he learned of the sale of the above-mentioned effects, if there were no proclamations and no town criers, he declared: That he had no knowledge of any such effects, and certainly did not know of their existence in the warehouses, but that Parreño had him called, and giving him a paper, told him: "Cárdenas, I need a favor from Your Grace on this occasion. Here is a draft of a Writ. Make a clean copy of it, sign it, and bring it back to me immediately. In fact, that is how I plan to take out of the Royal Warehouses 32-1/2 arrobas of spikes and nails that are there, to invest them in the ship that I am building, plus two guns and four falconets that will serve me for the defence of said ship, when I send it to Manila." The declarant immediately went home, to make a clean copy and sign said Writ, took it back and gave it to said Don Alexandro.

When asked why he placed his signature on a document that he knew to be created for the purpose of extracting something from the Royal Warehouses, at a known prejudice to H.M. and to this Royal garrison, he declared: That it was because of the imperious character of said Don Alexandro, and the fear that he might be punished if he did not obey him, for instance, being exiled to Rota, and that is why he signed it.

When asked how much he supposedly paid per arroba for the spikes and nails, and for the guns and falconets, he declared: That everything was at 20 reals per arroba.

When asked what was the total amount paid for the whole, and to whom he delivered this sum, and in which currency, he declared: That no such sale took place, that everything was a fabrication by Don Alexandro to extract the above-mentioned effects from the Warehouses, and to invest them as was said, and that, after he had given back the draft in question back to said gentleman who had written it himself with his own hand, and a clean copy of it upon which he had placed his signature, he heard no more about it until the same Governor had him called and presented him another draft, to be finalized and signed as well; this paper was a receipt that I was myself giving to Lieutenant Luís de Torres by order of the Intendent of Works ... [1-2 lines missing: stating] ... and the guns and falconets, and that I had delivered the sum of 231 pesos for the purchase, but, in fact, the declarant was not involved at any time in this, nor in extracting

any thing, and much less in making payments, as the whole thing is a fraud resulting from bad faith, and his part in it was because of the fear that he has mentioned.

When asked if he had anything else to say in the matter, he declared: No, and that the declaration that he has made under oath is the truth, which he affirmed and ratified after it was read back to him, adding that he is 34 years old,<sup>1</sup> is not involved in any law-suit, and he signed it, along with said Governor, which I vouch.

José de Medinilla y Pineda

Antonio Fernandez de Cárdenas

Justo de la Cruz, Government Secretary for Administration and War.

### **Declaration of retired Captain Felipe de la Cruz.**

In said City, and said date, said Governor caused to appear before him retired Captain Felipe de la Cruz, who, before me the present Secretary, gave his word of honor to tell the truth in anything he might know or be asked about.

When asked if he had any knowledge of any auction that took place in December [sic] 1811 for the sale of four falconets and two 4-pounder guns, all of iron, plus 32 arrobas and 11 pounds of spikes and nails belonging to the inventory of the effects from the Frigate **Paloma** that had been captured in these Islands, and if said sale had involved advertisements and town criers, as must take place in such cases, and if any town crier was employed, he declared: That he has no knowledge of any such auction sale having taken place, and certainly nothing about any advertisements or town criers, but that he remembers having been ordered to go to the residence of Don Alexandro Parreño, who was then Governor, and told him: "I need Your Grace, as Intendent, to sign me a report about extracting from the Royal Warehouses four falconets and two 4-pounder guns to use them in the ship that I am building at Umatac, plus 32 arrobas and 11 pounds of spikes and nails to use in said ship." Then, he presented me with the report, and they bear his signature.

When asked why he agreed to put his signature to a document that he knew to be forged for the purpose of cheating the Royal Warehouses, given that such articles belonged to H.M. and he, as Intendent, was responsible for them, he declared: That he knew very well that it was something wrong, that he told Don Alexandro so, but that the latter used his authority ... [1-2 lines missing] ... only obeyed.

When asked if he knew who had been set up as the purchaser in the auction sale, he declared: That it was Adjutant Antonio Fernandez de Cárdenas, and that the whole thing had been a mischievous lie designed to extract the goods that said gentleman wanted for the above-mentioned investment, and that all the proceedings recorded in the file are false, and made by Don Alexandro himself, who, while Governor played with men as if they were puppets, and this he always did when his own interests were at stake.

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<sup>1</sup> Ed. note: Therefore, Cardenas was born in 1778.

When asked if he had anything else to say in the matter, he declared: No, that what he said in his declaration is the truth, made under the oath he had taken, which he affirmed and ratified, after it was read back to him, stating that he was 61 years old,<sup>1</sup> and he signed it, along with said Governor, which I vouch.

José de Medinilla y Pineda

Felipe de la Cruz

Justo de la Cruz, Government Secretary for Administration and War.

**Declaration of Antonio Guerrero, Intendent of the Royal Works and Plantations of the garrison.**

Immediately thereafter, said Governor caused to appear before him graduated Lieutenant Antonio Guerrero, Intendent of the Royal Works and Plantations of the garrison, who, before me the present Secretary, gave his word of honor to tell the truth in anything that he might know or be asked about.

When asked if he knows of an auction that took place in this City in the month of December 1811 for the sale of four falconets, two 4-pounder guns, all of iron, plus 32 arrobas and 11 pounds of spikes and nails of all sizes that were stored in the Royal Warehouses, belonging to the inventory of the Frigate **Paloma** that was captured in these Islands, he declared: That he never heard from anyone about this, or about any such posters or town criers having been used, but that he knows that the above-mentioned effects were extracted from the Royal Warehouses because His Lordship Don Alexandro Parreño ordered this to happen, in order to invest same in the packet boat that he was building at Umatac.

When asked who told him that such effects had been extracted from the Royal Warehouses to be applied as he said, he declared: That it was when Don Alexandro ordered him to come to his residence, and made him sign a report that stated that the declarant was making such a report at the request of said Governor.

When asked if he recalls the contents of said report, he declared: That he does not remember anything, but that the intent of Don Alexandro was to extract said effects from the Warehouses, and that every document bearing his own signature is false.

When asked why, knowing that the document was false, ... [1-2 lines missing] ... he declared: That, if he had not done so, he might have lost his job, and been punished, as he had seen others be punished in various cases that had happened.

When asked if he had anything else to declare about the matter, he declared: No, but what he said under oath is the truth which he affirmed and he ratified his declaration, stating that he was 43 years old,<sup>2</sup> and he signed it, along with said Governor, which I vouch.

José de Medinilla y Pineda

Antonio Guerrero

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1 Ed. note: Therefore, Captain (ret'd) Felipe de la Cruz was born in 1751.

2 Ed. note: Therefore, Lieutenant Guerrero was born in 1769.



Justo de la Cruz, Government Secretary for Administration and War.

**Declaration of Mariano Luxán, Soldier of the Second Company and Master Blacksmith.**

Immediately thereafter, His Lordship the Governor caused Mariano Luxan, Soldier of the Second Infantry Company of this garrison and Master Blacksmith, to appear and, before me the present Secretary, he swore to God our Lord and by the sign of the Cross according to law to tell the truth of what he might know or be asked about.

When asked if he had any knowledge of any auction that took place in this capital in 1811 for the sale of four falconets and two iron guns, plus 32 arrobas and 11 pounds of spikes and nails of all sizes that were stored in the Royal Warehouses and belonged to the inventory of the Frigate **Paloma** that had been captured in these Islands, and if for said auction there had been any advertisements made, with posters displayed for the usual 30 days, and with verbal announcements by town criers, as the law says, he declared: That he knows that there was no such auction sale, no posters and no town criers, but that he knows that, by order of His Lordship Don Alexandro Parreño, then Governor, the above-mentioned articles were extracted from said Warehouses to be invested, or employed, in the ship that he was building at Umatac, and that said Don Alexandro had the declarant sign a paper that said something to the effect that the declarant, as Master Blacksmith, found the above-mentioned articles to be useless.

When asked if the spikes, guns and falconets were in such a bad state, he declared: That he did not inspect the guns, or anything else that he is being asked about, but that he knows that the guns were fine, because he had seen them before, and had repaired them and left them in a serviceable condition, during the term of Don Vicente Blanco, who was Governor of these islands.

When asked if they made use of his services as Master Blacksmith for any other proceeding or inspection, he declared: No, except for a paper that Don Alexandro presented to him, whose contents had to do with the declarant pretending to having made an inspection of the above-mentioned effects, and found them useless.

When asked why he signed said inspection report stating that they were useless, when he knew the guns, falconets and spikes were in good condition, he declared: That it was by order of said Governor, and that if he had not obeyed him, he might have lost his job as Master Blacksmith, and would then have suffered a great misery.

When asked if he had anything else to say in the matter, he declared: No, and what he had said under oath was the truth, then he affirmed it and ratified his declaration after it had been read back to him, stating that he was 24 years old,<sup>1</sup> and he signed it, along with said Governor, which I vouch.

José de Medinilla y Pineda

Mariano Luxán

Justo de la Cruz, Government Secretary for Administration and War.

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<sup>1</sup> Ed. note: Therefore, Mariano Luxán was born in 1788.

**Decree.**

San Ignacio of Agaña, 28 September 1812.

The Government Secretary for Administration and War is to certify hereunder what he might know and understand regarding the quote ascribed to him by Artillery Captain Ignacio Martinez in his declaration reproduced from folio 39 verso to folio 40 verso of these proceedings.

José de Medinilla y Pineda

Justo de la Cruz, Government Secretary for Administration and War.

**Certification of the Government Secretary for Administration and War.**

I, Captain Justo de la Cruz, Government Secretary for Administration and War of these Islands:

Do certify in due form, in compliance with the order contained in the preceding decree, that the quote in question is very true, the one that appears in the declaration made by Artillery Captain Ignacio Martinez, reproduced from folio 39 verso to 40 verso, and concerning folios 24 to 26 of the present proceedings, with regards to the consumption and existence in storage of the iron and other effects corresponding to the Frigate **Paloma**, signed by said Ignacio Martinez who was then in charge of the warehouses. It is not the legitimate proceeding that was there when the delivery did take place, in 1806 when Don Vicente Blanco was Governor; in fact, such was ordered removed by Don Alexandro last year, and replaced with another made according to his fancy, and the same is true about the Note placed by me to the effect that I have added to said file the Consumption, to make it believe that it had been done during the term of office of said Don Vicente Blanco.

And in faith whereof, I give the present, signed with my own hand, in this City of San Ignacio of Agaña, on 28 September 1812.

Justo de la Cruz, Government Secretary for Administration and War.

San Ignacio de Agaña, 29 September 1812.

It being appropriate at this time to send a report about these proceedings to the Most Illustrious Governor and Captain General of the Philippine Islands, the Government Secretary for Administration and War shall make a complete and certified transcript of this whole file, to be retained in the archives of this Government for all times.

José de Medinilla y Pineda

Justo de la Cruz, Government Secretary for Administration and War.

This copy agrees with its Original which is remitted to the Most Illustrious Governor and Captain General of the Philippine Islands aboard the Packet **San Luis**,<sup>1</sup> to which I refer; and by virtue of what was ordered me to do, I, Captain Justo de la Cruz, Gov-

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1 Ed. note: This was the packet, also known as the **Modesto**, that had brought Medinilla to Guam, and took away his predecessor (see Doc. 1812C).

ernment Secretary for Administration and War, have made this copy on ordinary paper (because official sealed paper is not used in these Mariana Islands), in this City of San Ignacio of Agaña on 8 October 1812. The present has been copied faithfully, corrected, and checked by graduated Lieutenant Manuel Tiburcio Garrido, Soldier Luis Arceo, and Sicilio Camacho as witnesses, which I vouch.

In faith whereof, I have signed my name.

Justo de la Cruz, Government Secretary for Administration and War.

San Ignacio of Agaña, 28 March 1813.

Since the present transcript of this file must be remitted, by a second route, to the Most Illustrious Governor and Captain General of the Philippine Islands, in case the Original become lost, the Government Secretary for Administration and War is to make another certified transcript, to be retained in the archives of this Government.

Pineda

Justo de la Cruz, Government Secretary for Administration and War.

...

### **Epilogue.**

Considering that the source for the present chapter is this fourth copy, it is surprisingly free of transcription errors, except for the Latin texts. The rest of this file is a certificate of accuracy of the text of this file copy, signed by the Secretary's witnesses: Captain Ignacio Espinosa, Sergeant Desiderio Arceo, and Corporal Onofre Pangilinan.

So, it appears that Governor Parreño did not profit from his scheme after all, as his ship became the property of the garrison, and was apparently named **Nuestra Señora de la Concepción**, the same schooner that was usually crewed by one of the former English sailors who came to Guam with the **Paloma**, named Robert Wilson.

I have found no reference to the name of the second packet said to have been built out of the remains of the **Paloma**. The first packet had been the **Chamorro** (see next document).

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 Document 1802B
 

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## The packet San Francisco Xavier alias Chamorro took the English prisoners to Manila

### Decision of Governor Blanco dated 3 January 1803

*Source: Item 12, Mariana Is., LC Mss. Div.*

*Note: John Boston, his wife, and some of his crew had already made the voyage to Manila with Governor Muro aboard the San Rafael.*

#### Original text in Spanish.

*[Don Vicente Blanco] Capitan del Regimiento Veterano de Ynfanteria del Rey que Guarnece la Plaza de Manila, Governador y Justicia maior por S.M. de estas Yslas Marianas.*

*Haviendo arrivado a estas Yslas el dia nueve de Enero de mil ochocientos y dos la Fragata nombrada **Nuestra Señora del Rosario (alias la Paloma)** en que benia mandada por naciones Yngleses, la misma que se dio por Prisionera en el mismo dia, y pidiendo esta los auxilios necesarios para conducirse a la Capital de Manila los mismos que no se le negaron, y estando en esta faena descubrio en que dicha Fragata no podia viajar à dicha Capital por tener sesenta y siete Quadernas quebradas, y como quiera que este Real Presidio quedò obligado à conducir todos los Yngleses que benian en ella à dicha Capital de Manila, obligandose para esto el fabricar una Embarcacion para este fin, he determinado que el dia quince de Enero salga de esta Ciudad el Paquebot nombrado **San Francisco Xavier y las Ànimas (alias el Chamorro)**; y siendo preciso el dar parte à la Capitania General y que para el dia quince ò veinte si el tiempo lo permite ha de salir esta Embarcacion con los Pliegos del Rey; hago saber à todos los Yndividuos de esta Capital estantes y Avitantes, que el que guste Escribir para aquella Capital hecharà sus Cartas en un Quarto del Palacio ... [1 line obliterated] que estas bayan con dichos Pliegos, y para este fin se pondrà un Cartel en la Puerta de dicho Palacio dando noticia del parage en donde las deven echar y no en otra parte. Y para que llegue a noticia de todos se publicará por Bando en esta Capital, y se saquen Copias para fixar uno en la Puerta del Quartel, y otro en la Casa del Capitan del Campo.*

*Dado en esta à tres de Enero de mil ochocientos y tres años.*

*Vicente Blanco*

**Translation.**

Don Vicente Blanco, Captain of the King's Veteran Infantry Regiment garrisoning Manila, Governor and Senior Judge of these Mariana Islands.

On 9 January 1802 there arrived at these Islands the frigate named **Nuestra Señora del Rosario, alias la Paloma** which came under the command of Englishmen. She was therefore seized that same day.<sup>1</sup> Since those men requested the necessary succor to take her to the capital of Manila, such assistance was not denied them; however, while involved in such a task, it was discovered that said frigate could not make the voyage to said capital, because she had 67 of her frame timbers broken. As it happened, this Royal garrison remained obliged to convey all the Englishmen who came on board her to said capital of Manila, having taken the responsibility of building a vessel for this purpose. That is why I have ordered the departure from this city, on the 15th of January, of the packet named **San Francisco Xavier y las Ánimas, alias el Chamorro**. And, since it is necessary to give a report to the Captain General, and that on the 15th, or 20th, depending on the weather, this vessel must leave with the official mail, I let it be known to all the persons residing and visiting this capital that anyone may send letters to that capital; they are to deposit their letters in one of the rooms of the Palace... [1 line obliterated] so that such letters may go along with said mail, and to this effect an advertisement is to be posted on the door of said Palace, giving information as to where the letters in question are to be deposited, and not in any other place. And, in order for all to know, the news should be published by means of a Proclamation in this capital, copies of which are to be affixed, one to the door of the Barracks, and another on the house of the Town Mayor.

Given in this capital on 3 January 1803.

Vicente Blanco

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1 Ed. note: England and Spain were then at war.

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## Documents 1802C

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# The ship Arthur, Captain Jenks, discovered Losap-Nama and Murilo

*Sources: Article in Annales Maritimes et Coloniales, 1817, Partie II, pp. 673-700; the original ms. is in ML ms. FM4/2233-4.*

## C1. The published narrative of Pierre Bernard Milius

### Bio-sketch of Milius.

According to the “Biographie Universelle Ancienne et Moderne,” edition of 1843-65, Pierre Bernard Milius (1773-1829) was born at Bordeaux. He joined the French Navy, and had risen to the rank of Lieutenant by 1796. In 1800 he was assigned to the corvette **Le Naturaliste**, Captain Nicolas Baudin, in the expedition to Australia. Milius was left ill at Port Jackson in May 1802. After recuperating his health, he sailed aboard the U.S. ship **Arthur**, Captain Jenks, bound to China. He left China in January 1803 aboard the French ship **Diane**, Captain Montault, and left this ship at Mauritius Island. There he was appointed commander of the second ship of the Baudin expedition, **Le Géographe**, Baudin having died on 16 September 1803. Later on, Milius commanded the frigate **Le Didon**. He was named Governor of Réunion Island, and was created a baron at that time. For health reasons, he returned to France, being soon appointed Governor of Cayenne in French Guyana. He filled other posts in the French Navy, becoming Rear Admiral in 1827. He died at Bourbonne-les-Bains on 11 August 1829.

### Original text in French.

**(N° 120.) RELATION d'un Voyage fait en Chine en l'an 10 [1802], par l'est de la Nouvelle-Hollande.**

*[Note:] Ce voyage de M. Milius, capitaine des vaisseaux du Roi, chevalier de Saint-Louis et de la Légion d'honneur, actuellement directeur du port de Brest, peut être considéré comme une suite, puisqu'il en est un effet, de l'expédition du capitaine Baudin aux Terres australes pendant les années 1800, 1801, 1802, 1803 et 1804, expédition dont M. Milius faisait partie, et dont il a été rendu un compte si intéressant par MM. Arago et Dupin, Voyages 248 et 287 de la 2ème partie des Annales maritimes de 1816.*

*La corvette le Naturaliste, sur laquelle j'étais embarqué, relâcha au port Jackson, après avoir exploré partie de la côte ouest de la Nouvelle-Hollande, la terre de Diémen et les Moluques. A notre arrivée, j'étais malade. Je quittai l'expédition, et, après un séjour de quelques mois dans la colonie, je m'embarquai pour la Chine sur le navire américain le Arthur, capitaine Jenks. Ce voyage devait d'autant plus susciter ma curiosité, que nous allions traverser des mers peu connues et parsemées d'écueils.*

*Nous fîmes voile du port Sydney le 3 thermidor an 10, dirigeâmes notre route pour aller prendre connaissance de l'île Howe, située à cent cinquante lieues dans l'ouest-nord-ouest de la Nouvelle-Zélande.*

*Le 5, nous vîmes cette île; elle n'offrit rien de remarquable.*

*Le 10, nous coupâmes le tropique du capricorne au 16x-ième(?) degré de longitude, à l'est du méridien de Paris, et nous doublâmes la Nouvelle-Calédonie dans l'ouest.*

...

*Le 27, nous coupâmes l'équateur au bruit d'un tonnerre épouvantable, et au milieu d'une pluie des plus abondantes.*

*Notre navigation du détroit de Bougainville jusqu'au x-ième(?) degré de latitude nord et au 152ième degré de longitude orientale, n'offrit rien de bien remarquable; mais le 1er fructidor, nous faillîmes nous perdre pour la troisième fois sur des îles inconnues. Le bruit des vagues nous avertit du danger et nous sauva du naufrage. Ces îles se montrèrent à nos yeux sous une forme circulaire, et couvertes, comme celles de Salomon, de cocotiers et de bananiers. Des colonnes de fumée qui s'élevaient de leur sein, nous indiquèrent qu'elles n'étaient pas sans habitans. Nous comptons alors 7 degrés 10 minutes de latitude nord, et 151 degrés de longitude orientale.*

*Le calme nous ayant retenus deux jours à la vue de ces deux îles, nous reçûmes la visite de plusieurs pirogues qui environnaient le navire sans oser l'approcher. Les hommes qui les montaient étaient d'une espèce toute différente de celle des îles Salomon. Leur peau, au lieu d'être noire, était cuivrée; une longue barbe pendait de leur menton et leur donnait un air farouche; ils avaient aussi des moustaches. De longs cheveux très-noirs ramassés sur le sommet de la tête, au moyen d'une espèce de bambou, les faisaient ressembler aux habitans des Moluques. Pour tout vêtement, ils portaient autour des reins une ceinture d'étoffe assez grossière, teinte en jaune: leur peau était tatouée aux jambes seulement et au-dessus des genoux. Ils nous proposèrent d'échanger des fruits pour du fer et des vrilles, dont ils se montrèrent très-désireux. Cet échange ne pouvant avoir lieu à la distance où la crainte semblait les retenir, nous leur fîmes comprendre néanmoins qu'ils devaient se rapprocher de nous, et, pour ne pas les effrayer, nous leur jetâmes des cordes au bout desquelles nous attachions les objets que nous leur offrions en échange de leurs fruits. Ils se servirent des mêmes moyens pour nous renvoyer ce que nous paraissions désirer, et je dois avouer que ce commerce se fit avec toute la bonne foi désirable de part et d'autre. Nous crûmes comprendre qu'ils étaient satisfaits de nous, et que nous leur ferions grand plaisir de les suivre à terre, ce dont nous n'étions pas tentés, ne leur trouvant pas une figure très-engageante. Le degré de civilisation de ces peuples me parut encore bien plus avancé que celui des habitans du détroit de Bou-*



*gainville. Leur génie se montrait plus particulièrement dans leurs manières, leur costume, les lances dont ils étaient armés, et la construction de leurs pirogues dont plusieurs vinrent à notre rencontre à la voile. Elles avaient aussi des balanciers pour augmenter leur stabilité, ce qui semblerait prouver qu'ils ne sont pas étrangers à l'art de la navigation.*

*Une chose digne de remarque, c'est que ces hommes m'ont paru se servir de la main droite de préférence à la gauche, ce qui, chez nous, est plutôt un effet de la civilisation qu'une habitude naturelle. Parmi les divers ornemens dont ils s'étaient parés ce jour-là, on distinguait des fleurs d'un rouge très-vif, dont leurs chapeaux étaient couverts. Ces chapeaux étaient semblables à ceux de nos paysans de la Provence, et fabriqués avec des feuilles de palmiers, comme les habitans des îles Pelew et ceux de détroit, ils portaient au bras des anneaux blancs. Nous nous séparâmes fort contents les uns des autres, et nous mîmes le cap au nord pour traverser l'archipel des Carolines. Nous vîmes encore un groupe d'îles bien boisées, sur lesquelles nous aimions promener nos regards. On apercevait plusieurs pirogues qui traversaient d'une île à l'autre: plusieurs cherchaient à venir à bord; mais comme le vent était très-favorable, nous ne voulûmes pas manœuvrer pour les attendre.*

*Le 9 fructidor, poussés par de fortes rafales et un vent des plus propices, nous arrivâmes à la vue des îles Mariannes, que nous traversâmes, en rangeant d'assez près l'île de Saypan.*

*Le 20 fructidor, faisant route vers l'île de Formose, nous fîmes rencontre d'un rocher isolé sur lequel nous faillîmes nous briser; nous l'évitâmes comme par miracle. Nous n'étions pas très-éloignés des îles Basses [sic], dont la position sur les cartes paraît fautive; et c'est ce que nous fûmes à même de vérifier à la vue de ces îles que nous laissâmes pour aller prendre connaissance de l'île Formose.*

*Le 23 fructidor, nous jetâmes la sonde, et le plomb reporta quatre-vingts brasses d'eau, fond de sable grisâtre. Les côtes de Chine se montrèrent à notre vue, et, le 24, nous découvrîmes le rocher nommé Piedra-Blanca, que l'on prenait d'abord pour un bâtiment à la voile à cause de sa forme élevée, de son isolement et de sa blancheur.*

...  
*Le capitaine, qui avait sa femme à bord, fut obligé de la laisser à Macao, les Chinois ne voulant pas lui permettre de la conduire à Canton. C'est encore une de ces mille vexations dont ces magots nous accablent pour leur apporter nos piastres et recevoir leurs feuilles de thé.*

...  
*Nous avons mis cinquante-trois jours pour nous rendre du port Sydney, capitale des colonies anglaises aux Terres australes, bâtie à l'extrémité du port Jackson, à Macao. Jamais navigation ne me parut plus agréable, tant sous le rapport de sa nouveauté, que sous celui de notre entrevue avec les insulaires des îles de Salomon, du détroit de Bougainville et des Carolines. Je suis bien convaincu qu'un voyage de découverte qui aurait pour but d'aller reconnaître la Nouvelle-Guinée et le détroit de Torrès, offrirait,*

*dans les archipels précités, un vaste champ aux recherches des naturalistes et des géographes.*

...

*Brest, le 5 octobre 1817.*

*P. MILIUS.*

### **Translation.**

(N° 120.) NARRATIVE of a Voyage to China in Year 10 [1802], by a route east of New Holland.

*Note: This voyage of Mr. Milius, Captain of His Majesty's Navy, Knight of St. Louis and of the Légion d'Honneur, presently Post Captain of Brest, may be considered a continuation, which indeed it is, of the expedition led by Captain Baudin to the Austral Lands during the years 1800, 1801, 1803, 1803 and 1804, expedition in which Mr. Milius took part, and which has been so aptly described by Messieurs Arago and Dupin, as Voyages N° 248 and 287 in Part II of the "Annales maritimes" of 1816.*

The frigate **Naturaliste**, upon which I served, made a stopover at Port Jackson, after having explored a part of the western coast of New Holland, Van Diemen's Land and the Moluccas. Upon our arrival, I was sick. I left the expedition and, after a stay of a few months in the colony, I boarded the U.S. ship **Arthur**, Captain Jenks, bound to China. This voyage appealed to me above all because we were to pass through some little-known seas with many dangers.

We sailed from Sydney on the 3rd day of Thermidor of Year 10,<sup>1</sup> and made our way toward Howe Island, an island situated 150 leagues WNW of New Zealand, to have a look at it.

On the 5th, we saw this island; it showed nothing worth mentioning.

On the 10th, we crossed the Tropic of Capricorn by the 160th (?) degree of longitude East of Paris, and we skirted the western coast of New Caledonia.

...

[The ship sailed past the Solomon Islands, where they made contact with the natives. Then they went through the Strait of Bougainville and headed North.]

...

On the 27th, we crossed the equator, amid the booming sounds of thunder, and bathed by very abundant rains.

Our navigation of the Strait of Bougainville as far as the 10th(?) degree of lat. N. and 152° of longitude E had nothing out of the ordinary. However, on the 1st of Fructidor,<sup>2</sup> we almost became wrecked for the third time upon some unknown islands. The roar of the breakers warned us of the danger and saved us from this disaster. These islands appeared circular to our eyes. They were covered with coconut and banana trees like the

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1 Ed. note: French Republic calendar date corresponding to 23 July 1802.

2 Ed. note: 19 August 1802.

Solomon Islands. Columns of smoke arose from within them, and told us that they were not uninhabited. We were then at 7°10' lat. N and 151° long. E.<sup>1</sup>

Calm weather having intervened, we were detained 2 days in sight of these two islands, and received the visit of many canoes that surrounded the ship but did not dare come near her. The men aboard these canoes were of a kind totally different from that of the Solomon Islands. Their skin, instead of being black, had the color of copper. A long beard hung from their chins and gave them a wild look; they also wore moustaches. Their hair was long, very black, and gathered at the top of their heads with a sort of bamboo; this made them look like the inhabitants of the Moluccas. Their sole piece of clothing was a breech-cloth made of rough material, dyed yellow. Their skin was tattooed only on the legs and above the knees. They offered to barter their fruits for iron and some drill bits, which they coveted very much. This barter could not take place at a distance, where their fear seemed to keep them. However, we let them know that they had to come closer and, in order not to scare them off, we threw some ropes overboard, at the end of which we had first tied the objects that we offered to trade in exchange for their fruits. They made use of the same method to send back what they thought we wanted in exchange. I must admit that this trade was carried out with the most complete good faith on both parts. We understood that they were satisfied with us, and that they would be pleased if we followed them ashore, but we were not tempted to accept in the least, because we did not find them engaging enough. The degree of civilization of these people seemed to me to be more advanced than that of the inhabitants of the Strait of Bougainville. Their genius could be seen more particularly in their manners, their customs, the spears that they carried as weapons, and the design of their canoes, many of which came alongside with their sail up. They also had some outriggers to increase their stability, something which indicated that they were not strangers to navigation.

Something worthy of mention was that these men, it seemed to me, used their right hand in preference to their left hand. Among us, this practice is a result of civilization more than a natural habit. Among the various ornaments that they wore that day, one could see some flowers of a very red color on top of their hats. These hats were similar to those worn by our country folk in Provence, but they were made with palm leaves. Like the inhabitants of the Pelew Islands and those of the Strait, they wore some white bracelets. We parted as friends, and we steered north to cross the Caroline Archipelago. We sighted another group of islands, well wooded, upon which we liked to fix our eyes. Many canoes could be seen going from one island to another. Many tried to come alongside, but as the wind was very favorable, we did not wish to lay to, to wait for them.

On the 9th of Fructidor, pushed as we were by strong squalls and a very propitious wind, we arrived in sight of the Mariana Islands, which we crossed, by skirting rather closely the Island of Saipan.

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1 Ed. note: Nama is situated at 7°00' Lat. N. & 152°35' E of Greenwich.

On the 20th of Fructidor, while on the way to the Island of Formosa, we met with an isolated rock upon which we almost got wrecked; we avoided it as if by miracle. We were not far from the Basses [rather Bashee] Islands, whose position on the charts was faulty. We were able to verify this fact when we sighted said islands, which we hastened to leave to head toward Formosa.

On the 23rd of Fructidor, we sounded and the lead indicated 24 fathoms of water, a bottom of grey sand. The coast of China came into sight and, on the 24th, we sighted the rock called Piedra Blanca which we first mistook for a sailing ship on account of its high shape, its isolation, and white color.

...  
[They soon reached Macao and had to weather a typhoon which wrecked an English ship and killed her crew. After the storm had passed, the Chinese at Macao imposed many other restrictions upon Captain Jenks, before allowing him to proceed up the Canton River.]

...  
The Captain, whose wife was on board, was forced to leave her behind at Macao, because the Chinese did not want to let her go up to Canton. This was but one example among the thousand annoyances that these maggots inflict upon us, to thank us for giving them our money and accept their tea leaves in exchange.

Our crossing from the port of Sydney, the capital of the English colonies in the Austral Lands, built at the bottom of Port Jackson, to Macao had taken us 53 days. I had never experienced such a pleasant voyage, not only on account of its novelty, but also on account of our contact with the islanders of the Solomon Islands, those of the Strait of Bougainville and the Carolines. I am still convinced of the desirability of a voyage of discovery among the above-mentioned islands, for the purpose of surveying New Guinea and the Torres Strait. This voyage would offer a vast field for research to the naturalists and geographers on board.

...  
[In Whampoa, they found over 80 foreign ships riding at anchor. There follows a description of Chinese *champans*, and of the corrupt practices of the mandarins who let opium be smuggled to Canton, 14 miles up river from Whampoa. There follows a description of Chinese *junks*, whose characteristics the author found very deficient. He estimated the number of boat people in Canton as 150,000 and that of the city itself to 800,000. He visited the U.S. factory at Canton, which was then under the temporary command of Captain Dorr. The author then took a room in the Dutch factory, in charge of Mr. Robinet; there was no French factory at the time. The trade of the English with the Chinese was then three times larger than the trade of all of the other European nations combined, in part because of opium brought in from India. The U.S. trade consisted of furs from the NW Coast and Portuguese wines sold to foreign residents of Canton. However, the fur trade had passed its peak, because of two reasons: the price

of furs on the NW Coast had risen to four times their price in 1793 and 1794, and the treaty between China and Russia had opened a new source of furs for the Chinese.]

...

Brest, 5 October 1817.

P. MILIUS.

## C2. The original manuscript

*Note: The original text is quite different from the published text on many points.*

### Original text in French.

...

*Le 1er Fructidor, nous estimant aux approches de l'archipel des Carolines, on fit faire bon quart pendans la nuit. L'expérience du passé me fit aussi veiller & je ne quittai le pont qu'au jour. A minuit, les cieux étant très-obscurs et le vent soufflant assez fort de la partie du Sud, nous entendîmes la mer briser contre des roches; nous diminuâmes de voiles et mîmes en travers jusqu'au jour. La sonde ne rapporta pas de fond.*

*Au bever du soleil, le tems s'étant un peu éclairci, nous découvrîmes au nord deux petites isles dont nous n'étions éloignés que de 4 à 5 milles. Elles se montrèrent sous une forme circulaire et couvertes de cocotiers. Quelques fumées de [sic] colonnes de fumée nous indiquaient qu'elles n'étaient pas sans habitants. En effet, nous vîmes plusieurs pirogues, à la voile, qui se dirigeaient sur nous. J'estime que notre latitude pouvait être alors de 7°10' et la longitude de 151° du méridien de Paris. Il n'y a point de doute que ces isles ne fassent partie de l'archipel des Carolines, quoiqu'elles ne soient pas portées sur nos cartes. Les pluies et les vents continus ne nous permettaient pas de faire grand chemin, de sorte que nous passâmes toute la journée en vue des isles.*

*Les pirogues que nous avions vues à la voile, nous atteignèrent, mais elles ne voulurent jamais accoster le long de bord. Nous leur jettâmes des amarres qu'elles atteignèrent. Pour ce moyen nous les trainâmes avec nous à la distance de quelques milles des isles. Elles étaient construites avec moins d'art que celles du Détroit de Bougainville et d'une dimension plus considérable: elles avaient un balancier du côté du vent, pour leur servir de point d'appui. Des naturels étaient assis dessus avec des pagayes. Plusiers de ces pirogues contenaient 18 personnes des deux sexes, qui avaient chacune la tête garnie de guirlandes de fleurs d'un rouge très-vif.*

*Les hommes se faisaient remarquer par de longues barbes, ainsi que par des moustaches. Leur peau me parut d'une teinte cuivrée et leurs traits ressemblaient assez à ceux de Timor. Les longs cheveux noirs et lis[sés] leur tombaient sur les épaules. Quelques-uns les portaient relevés sur le sommet de la tête et tenus par une espèce de bambou; leurs yeux sont grands, ainsi que leur bou[che] qui me parut richement meublée. Plusieurs d'entre eux étaient tatoués seulement aux jambes. Plusieurs autres l'étaient dessus des genous. Ils se montrèrent très-méfians dans leurs échanges que nous fîmes avec eux et nous parurent connaî[tre] l'usage de nos outils, particulièrement celui de la vrille qu'ils nous demandaient par des signes faciles à comprendre. Je remarquai que ceux du*

détroit de Bougainville nous firent la même demande par des signes semblables. Ils étaient nus, à l'exception d'une étoffe grossière teinte en jaune qu'ils portaient autour des reins. D'autres les avaient sur le corps, en guise de chemise, comme les insulaires d'Otaïti. Quant aux femmes, elles ne voulurent pas se montrer, ou pour mieux dire les hommes ne voulurent pas les exposer à nos regards. Si l'on doit juger de leur beauté d'après les formes avantageuses des hommes, il est à présumer que la nature n'aura pas été moins libérale envers les femmes.

Parmi toutes les pirogues qui nous environnaient, quelques unes étaient chargées de fruits tels qu'ignames, cocos, Bananes, ananas, citrons. Plusieurs avaient des morceaux d'étoffes, de leurs fabriques, sembl[ables] à celles qu'on tire de l'isle de Madagascar pour l'is[le] de France. Je remarquai quelques naturels avec des chapeaux de paille, faits comme ceux des coulis chinois. Les bords en étaient très-grands.

Les matelots firent, comme à l'ordinaire, des s[ignes] peus décens pour demander s'il était possible [d'avoir] des femmes. Ils se firent si bien entendre que les na[turels] se mirent à rire de toutes leurs forces et les invitaient à descendre à terre.

J'ai observé, comme une chose assez digne de men[ti]on qu'[aucun] de ces hommes n'avaient de poil sur le corps et que tous paraissaient se servir de la main droite, de préférence à la gauche.

Ils portent au bras gauches comme les habitans des isles Pelew, de grands anneaux blancs semblables à ceux que j'avais vus dans le détroit de Bougainville.

Je hazardai quelques mots malais qu'ils semblaient entendre. Ils avaient l'air de me fixer avec étonnement lorsque je leur parlais cette langue. Je crois que la leur y a beaucoup de rapports.

Nous nous quittâmes bons amis. Nous continuâmes de gouverner au nord jusqu'au lendemain, que nous fûmes arrêtés par un archipel d'isles et par un banc de sable qui avait au moins dix lieues d'étendue de l'est à l'ouest, je comptai du haut des mâts douze isles, de forme circulaire, toutes basses et couvertes de cocotiers. Plusieurs pirogues traversaient d'une isle à l'autre; d'autres faisaient route sur nous. Le tems était assez beau et le vent ne soufflait que légèrement de la partie de l'Est-N.E. Notre latitude était de 8°20' Sud [sic] et la longitude, d'après les distances de la lune au soleil, de 151°55' à l'orient du méridien de Paris.

Nous communiquâmes encore ce jour là avec plusieurs pirogues dans lesquelles il y avait de 18 à 25 personnes semblables à celles dont nous avions eu la visite le jour précédent. Celles-ci nous demandèrent par signes, des clous et des vrilles, en échange de fruits; et particulièrement pour des morceaux d'étoffe teinte en jaune et en rouge. Nous fîmes encore une ample provision de fruits qu'on nous coutèrent que de vieux morceaux de fer et quelques mauvais clous bien rouillés. Un des vieillards nous offrit une jeune fille pour un grand clou qu'on en voulait que lui donner pour six cocos. Lorsqu'on lui fit signe que le marché serait conclu à bord, il se mit à rire et causa longtems avec les personnes de sa compagnie.

Je dois observer que ces insulaires ne voulurent jamais monter à bord, malgré nos invitations réitérées. Je lis dans les lettres édifiantes des pères jésuites que l'archipel des

*Carolines est divisé en cinq provinces et que les habitans sont nègres. mulâtres et blancs. Ceux avec lesquels nous avons communiqué étaient tous mulâtres.*

*Voici l'Extrait d'une lettre écrite de Canton le 5 novembre 1720 cf. Lettres édif. Vol. 1, p. 368.*

...  
*Notre traversée fut de cinquante trois jours depuis le port Jackson jusqu'à Macao, où nous mouillâmes le 26 fructidor an 10ième de la République.*

### **Translation.**

...  
 On the 1st of Fructidor, estimating that we were near the Archipelago of the Carolines, we set up a good watch during the night. Past experience made me stay awake and stay on deck until daybreak. At midnight, the sky being very dark and the wind blowing rather strongly from the southward, we heard the sea breaking against some rocks. We reduced the sails and hove to until daybreak. The sounding line indicated no bottom.

At daybreak, the weather having cleared a little, we discovered to the northward two small islands that were but 4 to 5 miles distant. They seemed to be circular in shape and covered with trees. A few columns of rising smoke told us that they were not uninhabited. Indeed, we saw many canoes, with their sail up, that were headed toward us. I estimate our latitude then as being 7°10' and the longitude as being 151° E of Paris. There is no doubt that these islands are part of the Archipelago of the Carolines, although they do not appear on our charts. The continuous rains and winds did not permit us to make much headway, so that we spent the whole day in sight of the islands.

The canoes that we had seen sailing reached us, but they never consented to come alongside. We threw some ropes to them and they grabbed them. By this means we towed them along with us over a distance of a few miles away from the islands. They were built with less art than those of the Strait of Bougainville but their size was larger; they had one outrigger to windward, to give them support. Some natives were sitting on top of it with oars. Many of these canoes contained 18 persons of both sexes, each of whom had their head decorated with wreaths of flowers, bright red in color.

The men could be distinguished by their long beards, as well as their moustaches. Their skin seemed to me to be the color of copper and their features resembled those of the people of Timor. Their long, smooth, black hair fell upon their shoulders. A few of them wore their hair gathered on top of their head and held there by a sort of bamboo. Their eyes are big, as well as their mouth, which seemed to me to be richly furnished [with teeth]. Many among them were tattooed only on the legs. Many others were tattooed above the knees. They showed themselves to be very distrustful in the barter that we carried out with them. They seemed to know the use of our tools, specially that of the drill which they were requesting through signs that were easy to understand. I noticed that the people of the Strait of Bougainville made the same request

to us through similar signs. They were naked, except for a rough piece of cloth dyed yellow which they wore around their waist. Others wore it on their body, as a type of shirt, like the natives of Tahiti. As far as the women are concerned, they did not want to show themselves, or more probably, the men did not want them to be seen by us. If one can judge their beauty from the advantageous forms of the bodies of the men, one can also presume that nature was not any less generous with the women.

Among all of the canoes that were surrounding us, a few were loaded with fruits such as yams, coconuts, bananas, pineapples, lemons. Many had pieces of cloth, of their manufacture, similar to those brought from the Island of Madagascar to Mauritius Island. I noticed that a few natives wore straw hats, resembling those worn by Chinese coolies. Their brims were very wide.

The sailors did, as usual, some indecent gestures to ask if they could get some women. They were understood perfectly, so much so that the natives began to laugh very heartily and they invited them to go ashore.

I have noticed, as something worthy of mention, that none of these men had any body hair and everyone seemed to use his right hand, in preference to his left hand.

They wear on their left arm, like the inhabitants of the Pelew Islands, some wide bracelets, white, like those I had seen in the Strait of Bougainville.

I tested a few Malay words on them, which they seemed to understand. They seemed to fix their eyes upon me and were surprised when I spoke to them in Malay. I believe that this language has much similarity with theirs.

We parted as good friends. We continued our route northward until the next day, when our way was blocked by an archipelago of islands and a sand bank that was at least 10 leagues in length from East to West. I counted 12 islands from the tops, circular in shape, all low-lying and covered with coconut trees. Many canoes were crossing from one island to another. Other canoes were on their way toward us. The weather was rather fine and the wind blew only gently from ENE. Our latitude was 8°20' S [rather N] and the longitude, in accordance with distances between the moon and the sun, was 151°55' E of Paris.<sup>1</sup>

During the course of that day, we had contact with many other canoes aboard which there were from 18 to 25 persons. They were similar to those whose visit we had on the previous day. These people asked us, by signs, if they could get some nails and drills, in exchange for fruits, and specially for pieces of cloth that was dyed yellow and red. Again, we obtained an ample supply of fruits that cost us only a few bits of iron and some badly rusted nails. One of the old men offered a young girl to us in exchange for a large nail, which we were ready to let him have for 6 coconuts. When he was made to understand that the trade would have to take place on board, he began to laugh and talked for a long time with the persons in his company.

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1 Ed. note: This confirms that this group was in fact Murilo atoll. The longitude of the easternmost islet is about the same as that of Nama, and its latitude is 8°41' lat. N.



I must add that these islanders never accepted to climb on board, in spite of our repeated invitations. I have read in the “Lettres édifiantes” of the Jesuit Fathers that the archipelago of the Carolines is divided into five provinces and that their inhabitants are black, mulatto, and white. Those we had contact with were all mulattos.

Here is an extract from a letter written in Canton on 5 November 1720, cf. *Lettres édif.*, Vol. 1, p. 368.<sup>1</sup>

...

Our crossing from Port Jackson to Macao lasted 53 days. We anchored at Macao on the 26th of Fructidor of the 10th year of the Republic.

...

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1 Ed. note: See HM12: 210-212.

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## Document 1802D

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# The ship *Coromandel*, Captain A. Sterling, also discovered Losap-Nama, Murilo, Nomwin

*Source: Log 206A, India Office, London; AJCP M1620.*

### Logbook kept by Captain Alexander Sterling

...

[After visiting New South Wales, the *Coromandel* headed for China.]

**Ship *Coromandel* from Sidney [sic] Cove towards China.**

...

Thursday the 19th day of August 1802

... Lat. Obs. 5°58' N, Long. 153°57' E.

Course North. Winds E by N, etc.

Friday the 20th day of August 1802

Light breezes and cloudy. In company as before. At 1 a.m. saw the land bearing E by N. At 5 a.m. perceived the land to be an island bearing North & South about 1 mile long. At 8 a.m. saw 3 more islands to S.E. and 1 to the N.E. Likewise a large canoe coming off from the 1st island.

No observation. Long. 153°44' [E]

Courses ENE, etc. Winds North, etc.

Saturday the 21st day of August 1802

Light breezes and cloudy. In company as before. Watch employed variously. Carpenter ditto. At 3 a.m. saw three small islands to the southwest of us. At noon light variable winds intermixed with calms & heavy rain.

No observation. Long. 153°20'

Courses/Winds: Calm, ship's head around, etc.

Sunday the 22nd day of August 1802

At 5 p.m. in 1st Reef topsails, down jib & spanker and handed mainsail. The 2 islands bore WSW. In company as before.

At noon light airs and cloudy. All sails set.

Lat. obs. 7°58 N, Long. 153°20' East.

Courses/Winds: Calm, ship's head westward, etc.

Monday the 23rd day of August 1802

In company as before. At 11 p.m. saw an island bearing N.W. Tacked ship to the Southwestward. At 6 p.m. [rather a.m.] saw 8 islands bearing from N.E. to W. by S. with a chain of breakers from one island to the other, so as to admit no passage between them. Bore away in order to find a passage to the westward, hauled to Northward, found a passage between the first mentioned and the other.

[No observations]

Courses NNW, etc. Winds NE, etc.

Tuesday the 24th day of August 1802

Fresh breezes and cloudy. At 1 p.m. the islands out of sight. In company as before. Watch employed variously. Carpenter ditto. At noon, fresh breezes and squally.

Lat. obs. 10 North, Long. 151°32' East.

...

Courses WNW, etc. Winds NE, etc.

Friday the 27th day of August 1802

Fresh breezes and squally. Watch employed variously. Carpenter & Sailmaker ditto. At noon saw the land abreast. Fresh breezes and squally all the sails set.

No observation.<sup>1</sup> Long. 147°09 East.

Courses W by N1/2N, etc. Winds E by S, etc.

Saturday the 28th day of August 1802

Fresh breezes and squally. At 2 p.m. Island Sapan [sic] bore West. At 5 p.m. body of Island Sapan SSE, body Tinian S by W. Island Augajan [sic] South.

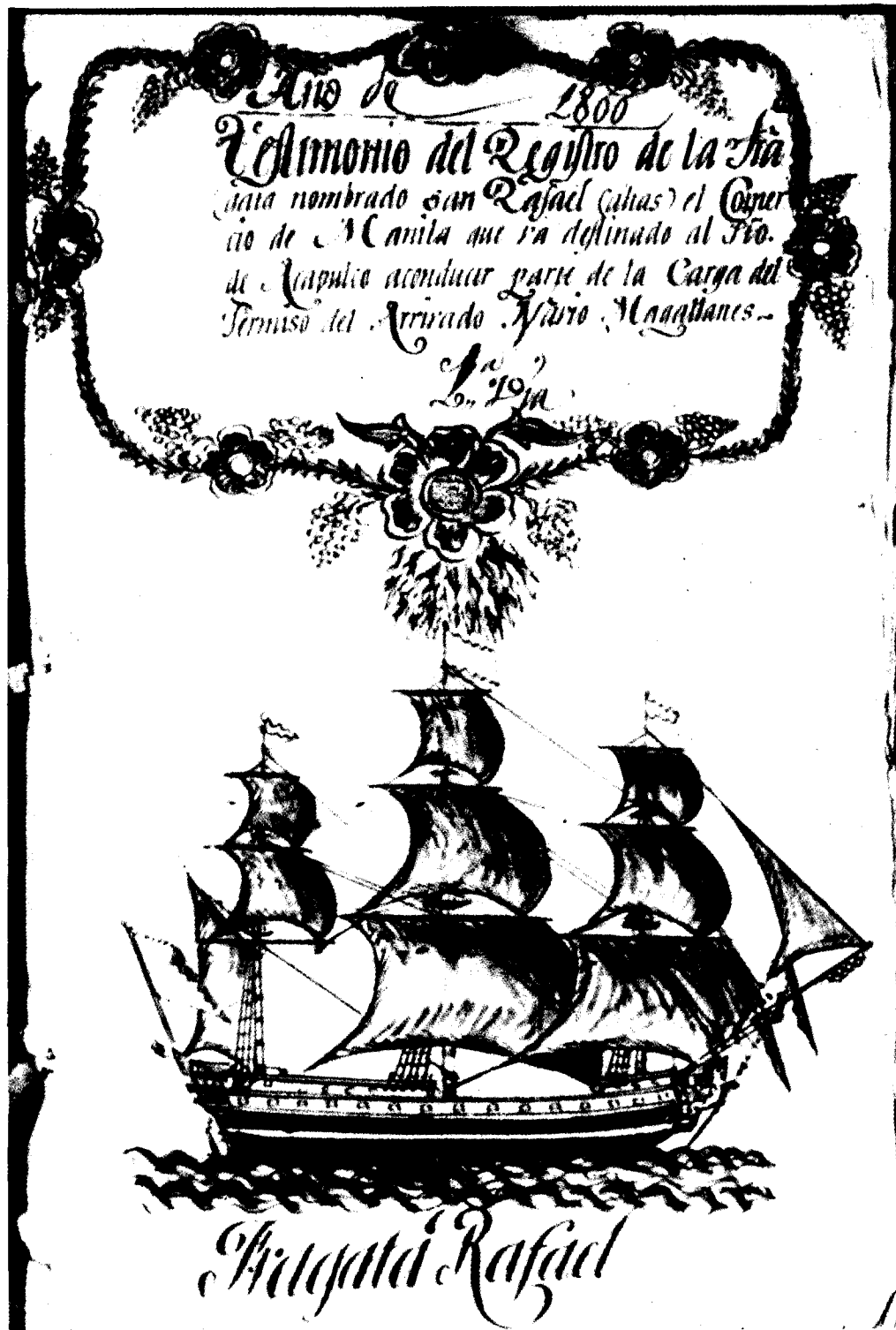
At 6 p.m. NE point Sapan bore SE by E, SW point ditto SSE, body Island Tinian S1/2E. Employed painting boats &c. Carpenter & Sailmaker variously. At noon, steady breezes and pleasant weather, all sails set.

Lat. obs. 16°20' N, Long. 143°54' East.

...

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<sup>1</sup> Ed. note: The latitude on the previous day was already 14°12' N.



The frigate San Rafael, alias Comercio, 1802. (From AGI Mapas y Planos, Ingenios y Muestras n° 284).

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## Documents 1802E

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# The frigate San Rafael, alias Comercio, returned to Manila in 1802

*Sources: AGI Fil. 961 (ex 108-4-11); AGN Fil. 20/8-10, 36/5, 48/1.*

*Note: MN 577, fol. 190 et seq. only concerns the eastward passage of this ship from Manila to Lima, under the command of Domingo Navarro.*

## E1. Arrival of the San Rafael at Acapulco in 1800

*Source: AGN Fil. 36, fol. 65-67.*

### Original text in Spanish.

*Por el oficio de V.E. de 31 del pasado y demas documentos que le acompañan quedo enterado de que la Fragata de Guerra nombrada **San Rafael**, alias el Comercio de Manila, llegó al Puerto de Acapulco el día 25 del mismo con parte de su cargamento despachada por disposicion del señor governador de aquellas Yslas, y que otra nombrada la corveta **Luconia** que debia aber venido en su conserba, se quedó por no poder mear como se pensaba.*

*Con este motivo representan á V.E. los interesados comerciantes que vienen en esta fragata la necesidad en que se allan de sacar de aquel puerto los intereses que trae por ser un tiempo extraordinario para esponderlos alli, pues no habra ninguno que baje á azer feria asta el tiempo regular que es los meses de Noviembre y Diciembre, y en tal caso que la demora alli padezcan no solo los intereses si no tambien las partes que los que los conduce por aquel puerto por las aguas, el calor, por falta de casas, y otros auxilios para su conserbacion no allaran remedio, y en su representacion vienen suplicando a V.E. rendidamente se sirba su superioridad concederles licencia para sacar de aquel puerto y antes que se hagan intransitables con las aguas, los caminos y los Rios, sus intereses y arriarlos [a] paraje oportuno a donde puedan celebrar feria.*

*Yo lo que puedo informar a V.E. es que los motivos que exponen son bien fundados de necesidad y aunque este pendiente el de la carga de una Fragata que ha hecho un biaje estraordinario en corto registro por aber benido sola y los sujetos que la traen piden aunque no en calidad de compromisarios ni menos manifiestan providencias del Consulado de Manila, los considero partes para esta pretension.*

*No hay exemplar igual de que tenga notoria en el Puerto de Acapulco aya llegado alli ninguna embarcacion del Comercio de Manila en semejante tiempo como el presente pues en su reglamento lo tienen señalado para el fin de cada año que es el mas oportuno para celebrar sus ferias y cuando no se berifican que se hagan alli ó por falta de compradores del Reyno ó por comodidad de los Mercaderes que los conducen de Manila, se tienen con ellos o con parte a benderlos á esta ciudad ó donde les acomode mejor sin pedir un paraje determinado para hacer su feria, sobre cuyo particular V.E. determinara lo que sea de su superior agrado.*

*El oficio del Señor Governador de Manila con fecha de 7 de febrero de este año representa á V.E. motibos que tubo para habilitar las dos Fragatas con la carga del comercio y de la Real Hacienda por el de otras que se paderia con las arribadas de los Navios anteriores que expone muy largamente sobre lo qual nada me toca á mi como apoderado del comercio tener que representar sobre el retorno de esta Fragata y el tiempo de quando se berifique con caudal del comercio que V.E. le señala para que pueda llevar.*

*La representacion que haze en el Puerto de Acapulco con fecha de 25 del pasado el comandante de la Fragata Don Andres de Ainziburu para que se permita que los enfermos puedan salir fuera de aquel puerto de V.E. podra ordenarle lo que corresponda y á mi solo me toca suplicarle a V.E. rendidamente que aquel Señor Governador y Castellano los auxilie en quanto estubiere de su parte, como tambien para el acopio de Mulas de carga de los parajes inmediatos que puedan sacarla antes la embarazen las aguas.*

*Dios guarde á V.E. muchos años.*

*Mexico 2 de junio de 1800.*

*Excelentísimo Señor*

*Gabriel Gutierrez de Teran*

*[A] Excelentísimo Señor Virrey Felix Berenguer de la Marquina.*

### **Translation.**

By the letter of Y.E. dated 31st of last month and other documents that accompany it, I remain informed of the war frigate named **San Rafael**, alias Comercio of Manila, has arrived at the port of Acapulco on the 25th of said month with part of her cargo despatched by order of the Governor of those Islands, and that another ship, the schooner **Luconia** that was to come in company, did not because she could not sail as had been thought [possible].

For this reason, the trade representatives who came aboard this frigate represent to Y.E. the need for them to carry away from that port the goods, on account of this being an extraordinary season to sell them there, as, indeed, no-one could be persuaded to go down there to attend a fair until the regular time has come, that is, during the months of November and December. Such is the case that any delay there will result in damages suffered without remedy, not only to the goods themselves but also to the parties involved in carrying them through that port, on account of the rains, the heat, the lack of housing and other accessories necessary for their conservation. Consequently, they

humbly beg Y.E. to be pleased to use your superiority to grant them permission to take their goods out of that port, and before the rains make the roads and the rivers impassable, and to transport them to a neighborhood more conducive where they may hold a fair.

What I can inform Y.E. about is that the reasons expressed are well founded on need and, although we are now dealing with the small load aboard a frigate that came alone on an extraordinary voyage and that the individuals who came with it are neither trade agents nor bearers of a missive from the Hall of Commerce in Manila, I nevertheless consider them interested parties.

In the port of Acapulco, no trading ships from Manila has even been known to arrive at such a time as this ship; indeed, the regulations of this commerce have scheduled this event for the end of every year, which is the most timely to hold its fairs, and when they hold fairs there, if there is a lack of buyers from the Kingdom or for the convenience of the traders bringing the goods from Manila, the latter see fit to dispose of them in this city, or elsewhere, directly or through agents, without asking for any specific neighborhood to hold their fair. Y.E. will decide what may be of your superior pleasure.

The letter from the Governor of Manila dated 7 February of this year represents to Y.E. the reasons that he had for making ready the two frigates with cargo belonging to the trade and to the Royal treasury, as well as other reasons he touches upon at some length, such as the returns in distress of the previous ships. I am not concerned by this aspect, as representative of the trade, only about the return voyage of this frigate and the best time for it to effect it, with the funds belonging to the trade, that Y.E. may permit.

The petition made at the port of Acapulco on the 25th of last month by the commander [sic] of the frigate, Don Andrés of Ainsiburu, and addressed to Y.E., to obtain permission for the sick people to be allowed to leave that port, Y.E. may decide as you wish, but as far as I am concerned, I humbly beg Y.E. to order the Governor and Warden there to help them as best as he can, as well as for the supply of mules from the surrounding areas to carry them out before the onset of the rains.

May God save Y.E. for many years.

Mexico, 2 June 1800.

Your Excellency.

Gabriel Gutierrez de Terán

[To] His Excellency Viceroy Felix Berenger de la Marquina.

## E2. Arrival at San Blas in 1801

### Original text in Spanish.

*Secretaria del Virreynato*

*Año de 1801*

*Filipinas N.128 F.102 Vuelta.*

*Arribo a San Blas de la Fragata **San Rafael** alias la Pala propia de la Real Compañía en demanda de auxilios para seguir el viage a Lima.*

*Excelentísimo Señor*

*La Fragata **San Rafael** de mi mando de la Real Compañía de Filipinas dió la vela de Manila el 16 de Julio, su destino Lima directamente.*

*Los temporales experimentados en los mares de China y Japon al paso que nos hizieron sufrir grandes trabaxos retardaron sensiblemente nuestra salida á Golfo. No fue menor el atrazo que nos causaron los vientos del sur en el preciso punto de pasar al emisferio austral. Estos vientos, Excelentísimo Señor, no solo nos impidieron continuar la derrota directa, si no que elevandonos a la altitud de 43' Norte á las cercanias de la Costa de America aumentaron considerablemente nuestra distancia al Peru.*

*Ya en tal situacion, con algunos individuos de mi tripulacion picado de Escorbuto, sin pan que suministrarles por estar totalmente penetrado de gusanos me vi, con sobrado pesar mio en la necesidad de desistir del viaje directo. Determine pues hacer escala en San Blas, donde he fondeado hoy. Mi objeto es darle quatro o seis dias de tierra a nuestra fatigada tripulacion, refrescar la aguada y recibido un corto suplemento de viveres continuar mi navegacion al Peru.*

*V.E. Señor que tanto interesa en el servicio de S.M. no tomara a mal las noticias que hay que comunicarle, por lo que á el puedan contribuir.*

*Manila, Excelentísimo Señor, quedaron en visperas de ser atacada por una grande expedicion Ynglesa que devia llegar en la Monson. Las noticias de esta expedicion eran fidedignas, y comunicadas al Gobierno por personas de la mayor confianza; ellas havian adquirido un mayor grado de certeza con no haver entrado á mediados de julio Embarcacion alguna de las posesiones Ynglesas de la Yndia, siendo asi que se esperan desde Mayo tales noticias obligaron al Gobierno a tomar toda suerte de medidas para realizar [sic] los intentos del enemigo y dexar con lustre las armas del Rey.*

*Aunque la plaza de Cavite se disponia á la defensa, lo demolido y arruinado de sus fortificaicones, como V.E. sabe no debia prometer una larga y obstruida resistencia. Faltos de este surgidero y no haviendo en las Yslas puerto alguno fortificado en que poner a cubierta las fuerzas navales de S.M. guardaron en gran peligro los buques de nuestra Esquadra. Por esto, Excelentísimo Señor, es de creer que nuestro Comandante General el Sr. D. Ygnacio Maria de Alava asegurara los mejores destinandolos á la America y proporcionando mayor Comboy á la Nao Esta que es el navio **Rey Carlos** que devia salir a 1 de agosto y ser escoltada por la Fragata **Pilar** y Navio **Montañez**, cuyo ultimo Buque trae registro a beneficio del comercio.*

*Nuestro Señor guarde á V.E. muchos años.*

*Fragata **San Rafael** al ancla en el Puerto de S. Blas 28 de Octubre 1801.*

*Excelentísimo Señor*

*Domingo Navarro*

*[Al] Excelentísimo Señor Virrey de Nueva España.*



[Notes]

*Noticias dadas a su srribo a S. Blas por el Comandante de la Fragata **San Rafael** (alias) la Pala procedente de Manila de donde salio el 16 de julio.*

*Se esperaba en Manila una expedicion ynglesa de mui superiores fuerzas en toda la monson de SO.*

*Devian salir para Acapulco el Navio de Guerra nombrado el **Montañes** y la Fragata **Pilar**, escoltando la Nao **Rey Carlos** en 1 de agosto.*

*El **Montañes** trahe Registro.*

*El Señor Comandante General tomo determinaciones de mandar a Acapulco de escolta a la Nao los Buques de Guerra expresados para ponerlos a cubierta de la Imbasion de los enemigos.*

*Manila se havia puesto en una regular defensa.*

*La muerte del Capitan de Fragata Don Pedro de Vargas y del Teniente de Navio Don Guillermo O'Mahoni.*

*Los Yngleses trahen 40 mil hombres de desembarco para la toma de Manila pero se cree no lo conseguirian por ponerse en un buen pie aquella plaza.*

*La Escuadra de Alava esta hechada al traves por Ynutil y el **Montañes** y **Pilar** se mandaran a Acapulco para librarlos de la Guerra deviendo permanecer en aquel puerto asi como la Nao hasta nueva orden de Manila.*

*El navio **Montañes** lo manda Don Fernando Varcarcel, y la **Pilar** Don Miguel Sapiain.*

*San Blas 29 de Octubre de 1801.*

### Translation.

Secretariat of the Vice-Kingdom.

Year of 1801.

Philippines N° 128, fol. 102v.

Arrival at San Blas of the frigate **San Rafael** alias La Pala, belonging to the Royal Company and looking for assistance to pursue her voyage to Lima.

Your Excellency.

The frigate **San Rafael** under my command, belonging to the Royal Company of the Philippines sailed from Manila on 16 July, bound directly to Lima.

The storms that we experienced in the China Sea and Japan Sea through which we passed made us suffer so many hardships that they markably delayed our getting into the wide ocean. We were also delayed by contrary southerly winds that we encountered precisely when crossing the equator into the south hemisphere. These winds, Your Excellency, not only prevented us from continuing our direct route, but they forced us back northward as far as 43° lat. N. near the coast of America, thus considerably augmenting our distance to Peru.

The present situation is such that some individuals on my crew suffer from scurvy. We have no bread to give them, as it was totally eaten by worms, and it was with much

sorrow that I became obliged to abandon a direct route. I decided to make a stop at San Blas, where I have anchored today. I intend to let my tired crew have four to six days ashore, take on water and, once a short supplement of food has been received, resume my voyage to Peru.

Sir, I hope that Y.E. will not receive badly the news that I have to communicate in the interest of H.M.'s service.

Manila, Sir, has been on the verge of being attacked by a large English fleet that was to arrive with the monsoon. The news of this expedition were reliable, and had been communicated to the Government by most trustworthy persons. Such news acquired a greater degree of certainty when not one vessel from the English dominions in India had arrived by the middle of July. Given that such news had been received last May, the Government was obliged to take all sorts of measures to carry out [rather counter-act] the intentions of the enemy and ensure that the arms of the King would prevail.

Although the fort of Cavite was being made ready to defend itself, the neglected condition of its fortifications are such, as Y.E. knows, that they would not be able to put up a long and obstinate resistance. The lack of a secure anchorage there and the lack of a fortified port anywhere else in the Islands, where the naval forces of H.M. could be safe from danger, have placed the ships of our Squadron at risk. That is why, Your Excellency, it is probable that our Commander General, Don Ignacio María de Alava, will make the best ships safe by sending them to America, by assigning them to escort the galleon, that is the ship **Rey Carlos** that was to leave on 1 August and be escorted by the frigate **Pilar** and the galleon **Montañés**. The latter ship carried registered freight belonging to the trade.

May our Lord save Y.E. for many years.

Frigate **San Rafael** at anchor in the port of San Blas, 28 October 1801.

Your Excellency.

Domingo Navarro

[To] His Excellency the Viceroy of New Spain.

[Notes]

News given at his arrival at San Blas by the Commander of the frigate **San Rafael**, alias La Pala, proceeding from Manila whence she departed on 16 July.

An English expedition of major proportion is being expected at Manila during the season of the S.W. monsoon.

The warship named **Montañés** and the frigate **Pilar** were scheduled to leave for Acapulco on 1 August, in escort of the galleon **Rey Carlos**.

The **Montañés** has a manifest.

The Commander General took the decisions to send to the above-mentioned warships to Acapulco as escorts in order to put them out of reach of an invasion by enemies.

Manila has taken measures for a regular defence.

The death of Lieutenant-Commander Pedro de Vargas and of Navy Lieutenant William O'Mahon.

The English bring 40,000 men to effect a landing and take over Manila, but it is believed that they will not achieve this, as that fortified place was preparing an effective defence.

The Alava Squadron is considered useless and the **Montañés** and the **Pilar** are to be sent to Acapulco to free them from the war, and they are to stay in that port, with the galleon also, until a new order is received from Manila.

The warship **Montañés** is commanded by Don Fernando Varcancel, and the **Pilar** by Don Miguel Zapiain.

San Blas, 29 October 1801.

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## Document 1802F

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# The Santo Domingo, alias Príncipe de la Paz

*Source: MN 577, fol. 8-18v; copy in fol. 20-25.*

*Note: The Prince of La Paz, after whom this frigate was named, was then Foreign Minister of Spain.*

## The narrative of Captain J. de Latre

### Original text in Spanish.

*Extracto del Diario de la Fragata de la Real Compañía de Filipinas nombrada Santo Domingo alias El Principe de la Paz, mandada por el Teniente de Fragata de la Real Armada Don Juan de Latre y Ayssa en sus navegaciones de Lima à la Costa Oriental de la Ysla Luzon, despues à Manila, y ultimamente à Europa, empezando el dia 17 de Julio de 1802, y acabando el 29 del mismo de 1803 en que entrò en la Ria de Vigo Puerto del Reyno de Galicia.*

*El dia 8 de Julio de 1802 recibí orden del Señor D. Tomas de Ugarte, Comandante en Xefe de Marina del Apostadero del Callao, para entregarme el mando de la Fragata **Santo Domingo** de la Real Compañía: en el termino de 8 dias se lastro dicha Fragata, recibí su aguada, carga &c. y di la vela con ella para Filipinas el 17 del mismo por la noche...*

...

*En la Latitud de 5° N. y 109°30' de Longitud O. en cuya vista arribe al NO con toda fuerza de Vela à fin de aprovechar la collada de viento frescachon en un rumbo medio que al mismo tiempo que granjeava en Longitud navegando à viento largo proporcionava ponerme en Latitud de 13° N, que ès la mas trillada y limpia de todo el grande golfo occidental; pero estando todavia en la Latitud de 10°30' N y 121° de Longitud O. sufrimos 6 dias continuos de calma, y despues volbieron las brisas del Este al NE unos dias mas frescas que otros pudiendose computar el andar continuo de esta Fragata de 6 à 7 millas por hora, hasta la Longitud de 167° Este de Cadiz, en que ya venian mui calmosas, hasta la vista de Guahan en Marianas, no obstante de ser velera la Fragata, hasta el 23 de Septiembre en que cortamos su Meridiano poco antes del medio dia.*

...

*En quanto à la Longitud, seguimos sin diferencia sensible hasta los 108° O en que los vientos del S y SO duros con la ayuda de la humedad de los minutereros de corredera que entonces se consiguieron nos llevaron para el Este en el termino de 15 dias, que por*

*estar el tiempo cerrado no se pudo observar muy cerca de 4-1/2 grados, cuya diferencia conservamos con un grado menos que nos fueron hechando las aguas al Oeste hasta la Longitud de Gaspar Rico, y San Bartolome, cuyas Yslas forman un canalizo con otra porcion de Ysletas que estan por la Latitud de 10° y de 11° N y en el nos tiraron las corrientes para el Oeste con tan grande violencia, que estando atrasados con la observacion respecto de la estima 3°30' nos igualamos à esta, y aun la pasamos en 30' en la observacion que hice el 19 de septiembre de 156°31' Este de Cadiz, desde cuyo paraje no se pudo ya repetir la observacion por lo toldado del cielo, y recalamos à las proximidades de Guahan el 23 al medio dia, a cuya hora observamos todos la Latitud con cuidado, nos encontramos en la de 13°12' N demorandonos por marcaciones que hicimos en el momento la punta S de Guahan al N65°E y lo mas N de ella, que se alcanzaba a ver al N40°E de la hauja [sic], y como à 7 leguas de distancia, cuyas marcaciones nos ponian, segun nuestros Planos, en la Latitud de 12°58' N que se diferenciaba de nuestra observacion en 14.*

*No pude observar la Longitud à la vista de la Ysla por estar en Novilunio.*

*Desde la Ysla de Guahan adonde se me encargo fondease, ya para tomar un Practico de las Yslas Filipinas, pues ninguno de este Buque habia estado jamas en ellas, ò ya para aguardar la Estacion, si estaba mui adelantada la Contraria en que ibamos (que no lo efectué por temor al amarradero, que todos aseguran ser malisimo por los muchos Ratonés de su fondo, y por los continuos uracanes, que se dejan hay venir mui a menudo; y por que consideré no podria alli encontrarse Practico de fundamento, en cuyo caso vale mas ninguno) me diriji con fuerza de vela en demanda del Cabo del Espiritu Santo con viento fresco del 1° y 2°.*

...

### **Translation.**

**Extract from the log of the Royal Philippine Company frigate named Santo Domingo, alias El Príncipe de la Paz, commanded by Sub-Lieutenant of the Royal Navy, Don Juan de Iatre y Ayssa, during her voyages from Lima to the east coast of Luzon Island, afterwards to Manila, and lately to Europe, beginning on 17 July 1802 and ending on 29 July 1803 when she came into the river at Vigo, port of the Kingdom of Galicia.**

On 8 July 1802, I received an order from Don Tomás de Ugarte, Commander-in-Chief of the Naval Station of Callao, to assume command of the frigate **Santo Domingo** of the Royal Company. Within 8 days, said frigate had received her ballast, her water, etc. and I sailed with her for the Philippines on the 17th of the same month at night...

...

When I saw myself in latitude of 5° N. and 109°30' of longitude W., I headed NW with all sails in order to take advantage of a blast of very fresh wind, along an average course that would, at the same time as I was gaining in longitude, provide me with a long-lasting breeze until I reached the latitude of 13° N., which is the most frequently

used and free of danger in the vast western ocean. However, when we were still in 10°30' lat. N. and 121° long. W., we suffered 6 days of continuous calm weather. Afterwards easterly winds from E to NE returned. On certain days they blew fresh, so that we could calculate the speed of this frigate at from 6 to 7 miles per hour, until the longitude of 167° E. of Cadiz, when we were almost becalmed once again, until we sighted Guahan in the Marianas, in spite of the frigate being a good sailer, until 23 September when we crossed its meridian a little before noon.

...

As far as longitude is concerned, we kept on going without much difference until 108° W where the stiff winds from S and SW, with the help of the humidity that affected the minute sand-glasses which we then got hold of, took us eastward within 15 days. Since the sky was overcast, we could observe only within 4°30' accuracy, which difference we kept, less the one degree we lost to the current running west, until we got into the longitude of Gaspar Rico, and San Bartolomé,<sup>1</sup> where said islands form a channel with other island groups that are in 10° and 11° lat. N. and where the currents pushed us westward with such a great speed that we not only regained the 3°30' difference between our observed longitude and estimated longitude but we even passed it by 30', as shown in the observation that I took on 19 September in 156°31' E. of Cadiz. From that time onwards, we could not repeat the observation because the sky was overcast, and we made it into sight of Guahan on the 23rd of the same month at noon, at which time we all observed the latitude carefully. We found it in 13°12' N. At the same time, the S point of Guahan bore N65°E and its northernmost point, which could be seen bearing N40°E by compass, at a distance of about 7 leagues. According to the charts that we had on hand, said bearings placed us in 12°58' lat. N., a difference of 14 [minutes] with our observation.

I was unable to observe the longitude while in sight of the Island, because of the New Moon.

From the Island of Guahan, which I had been told to visit, either to take on a pilot knowledgeable about the Philippines, as indeed none aboard had ever seen them, or else to await the [proper] season, should the contrary season be very advanced when we got there (but I did not do so for fear of the anchorage which all assured me was very bad on account of the many coral heads on its bottom, and on account of the continuous hurricanes that hit there very often, and because I considered that I would not find there a valid pilot, in which case better none) I directed my course with all sails in search of Cape Espiritu Santo with a constant, fresh, wind from the 1st and 2nd [quadrants].

...

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1 Ed. note: One and the same atoll of Taongi, Marshall Is.

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 Document 1802G
 

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## The Príncipe de Asturias, Captain Lafita, sighted Palau and Ngatik

### The journal of Captain Joaquin Lafita

*Source: MN 577, fol. 336-360v.*

*Note: The above source contains two documents, a copy of the actual log, and a copy of the transmittal letter, both authored by Lafita himself.*

#### Original text in Spanish.

[fol. 336] *Extracto del diario del Teniente de Fragata, D. Joaquin Lafita Comandante del paquebot de guerra el **Príncipe de Asturias**, de su navegacion desde Manila à las costas de Nueva España por la parte occidental y meridional de las Islas Palaos. Año de 1802 y 1803.*

[fol. 337] *Salida de Manila para el Puerto de San Blas el 25 de Septiembre de 1802.*

...

[fol. 341] *La Latitud por marcación al medio dia [del 3 de octubre de 1802] fue de 12°50'N y por la misma la Longitud oriental de Cádiz 130°48'30".*

*Continuamos nuestra derrota gobernando al ESE con el fin de disminuir de Latitud lo mas pronto posible, pues la estacion era de los uracanes y deseaba salir de la region de tan [h]orrorosos temporales que segun Dampier solo se experimentan desde los 10° à 28 de Latitud N y por la parte occidental del meridiano de las Islas Marianas.*

...

[fol. 342] *Seguimos el 10 al rumbo expresado [6° N], y al anochecer por considerarme proximo a los 9° de Latitud, paralelo en qual situa la Carta Nacional los Garbanzos, y Saavedra [como] dudosas, con otras islas nombradas los Martires y Catritan [sic], me puse a ceñir el viento NE mura estribor, pues aunque por la Latitud observada en los dias anteriores y por la del este, que ya me dio diferencias al O, por tener los vientos orientales, devia pasar a mucha distancia de su parte occidental, me parecio prudente darle resguardo.*

*Al amanecer del 11, [el viento] roló por el SE al 3er cuadrante con feas apariencias y nos pusimos a rumbo. Continuo el tiempo todo el dia en los mismos terminos despidiendo repetidos chubascos y en sus intermedios quedandose calma.*

*Al anochecer sobre una clara por el NO se vieron dos islas rasas, una mayor que otra y a corta distancia entre sí, se marcaron aunque con duda y demoraban al NO1/4O, distancia de 10 millas.*

[fol. 342v] *El haber estado todo el día los [h]orizontes oscuros y chubascosos hizo que cortásemos su paralelo sin verlas, y para cerciorarme me puse a ceñir el viento N. mura babor con el fin de mantenerme en la noche sobre bordos y lograr amanecer en el mismo paraje para situarlas si realmente lo eran; pero la noche se cerró cargándose por el Sur de donde tuvimos un chubasco que nos duró hasta las 2 y que obligó a mantener la vuelta del Este hasta que aclaró.*

[Note in margin:] *12. Se avista nueva isla suponiendo ser la de Catritan y se compara su situación con las observaciones.*

*El 12 amaneció achubascado y todo los [h]orizontes oscuros por lo que no se pudo descubrir nada. Esto me hizo mudar de sistema y me puse en derrota. Segun fue entrando el día fue aclarando, y al medio día se avistó una isla confusa y mas alta que las anteriores demorando al Oeste a larga distancia. Por la Latitud observada de 8°25' deve suponerse es la de Catritan [sic] situada en nuestra Carta al ESE de los Garbanzos, pero el ser el error de mas de 3° hace pensar sean otras mas al O ó que su situacion tiene este grande error producido de [fol. 343] haber sido avistadas en la monzon de los E[,] epoca que las aguas tiran con fuerza al O. y qual por solo estima fue situada como las demas que pintan solo nuestras Cartas. Esto hace creer existe lo que se tenía por dudoso por solo el entusiasmo de que las cartas extranjeras no sitúan semejantes islas.*

[Note in margin:] *Aprecio que se debe hacer de las Cartas Españoles.*

*Y si yo hubiera despreciado las Cartas Nacionales me hubiera visto la noche anterior en un empeño. Esto hace se tenga cuidado de cortar de día el paralelo de 9° pues que no teniendo su colocacion verdadera, o habiendo otras mas islas que las conocidas y dudosas, se expone qualquier navegante a verse metido entre ellas.*

*El 13 siguió el tiempo con las mismas feas apariencias y el viento del 3ro al 4to cuadrante. Aqui fue donde se fixó el 14 con una obscuridad [h]orrorosa, y que dio que temer se entablase el NO sobre un temporal. La Latitud de 6° en qual nos hallabamos quitaba toda sospecha de baguio, aunque las señales lo indicaban.*

[Note in margin:] *Se nota un golpe de mar extraordinario y se sospecha fuese efecto de un temblor.*

*En estos terminos navegamos en vuelta del ESE y en la noche se nos metio por sotavento [fol. 343v] un golpe de mar que traía la direccion contraria a la que teníamos del NO lo que nos sorprendió por suponer eran tominas [?] segun el hervidero que se vido antes que reventase en el costado. Al principio creí era efecto de poco fondo y se sondo al instante, pero no habiendolo encontrado con mas de 100 brazas nos convenimos era temblor que corria de S a N.*

*El 15 amanecio de peor aspecto por lo que se echaron abajo las vergas y masteleros de juanetes, y se tomaron todas las precauciones de asegurar los palos.*

[Note in margin:] *Anuncios de baguio.*



*Segun se aproximaba la noche aumentaba mas las señales de baguio, pues 7 años continuos de observar su anuncio me hacen temerlo, aunque por otra parte daba credito a Mr. Dampier(?), y asi en esta duda estuve hasta las 10 de la noche que me convencí iba a tenerlo antes del día, y por lo que me quedé con solo el contrafoc. A las 2 se sintió la mar del Este y sobre un recalmon se llamó el viento a esta parte con una fuerza extraordinaria y una mar enorme [en] que metimos todo el castillo debajo del agua, que [fol. 344] a no estar tan prevenidos con las escotillas cerradas hubieramos sido victimas de su furor.*

[Note in margin:] *Se sufre un baguio furioso.*

*Ya decidido el uracan tubé por mas ventajoso correrlo, y asi le puse la popa al viento ENE de una furia diabolica. Se mantubo en estos terminos hasta las 7 de la mañana del 16 que saltó al E y SE con el mismo tesón, y donde se conservó dos horas, pasando luego al S y SO por pocos instantes por qual bolvio al SE y E con mucha mas fuerza y obscuridad.*

[Note in margin:] *Temor que se tuvo de dar sobre las piedras.*

*La critica situacion en que me consideraba segun el punto de estima corregido por la ultima observacion me hacia temer diese con lo mas S de las Palaos, que demoraban al NE, distancia 30 millas. En este conflicto, no hallaba mas recurso que confiar en la providencia, pues el estar siempre anegado hasta el batiporte de la bateria me quitaba el deseo de capear todo el tiempo que el viento se mantubiese en el 2º cuadrante. En esta confusion que padecia mi Espiritu tuve el gusto que volase al NE y N., fue por pocos instantes porque continuo al [fol. 344v] O y S con una velocidad y fuerza inesplicable.*

[Note in margin:] *Cede el baguio.*

*Aqui fue donde desfogo con mayor furia, y donde se mantuvo hasta el medio dia que empezó a aclarar por el N. Esta señal positiva de ceder el tiempo, serenó nuestros Espiritus que se hallaban muy alterados con haver tenido la muerte a los ojos el espacio de 10 horas.*

[Note in margin:] *Mares encontradas que se experimentó.*

*Todo el tiempo que duro rolando el viento, experimentamos una mar triplicada de la parte donde se llamaba, resultando el lidiar con una porción de mares encontradas que formaban unos montes inmensos, y que de continuo se metian dentro, de modo que a la gente que estaba en el combes con el cuidado de los encerrados de escotillas y picando la bomba lo arrollaba.*

[Note in margin:] *Resistencia de los palos y del paquebot.*

*Fue admirable la resistencia de los palos sobre unos balances enormes[,] sufrir un viento tan duro que parecia querer arrancarlos, haciendolos estremecer como si fueran de junco delgado. A este [h]orroroso espectaculo se agregaba el zumbido de las jarcias y los golpes de mar que nos cruzaban. Puedo asegurar con la ingenuidad que me es caracteristica que creé no pudiese sufrir tanto embarcacion de solo [fol. 345] una cubierta, y esperaba el momento de sumergirnos.*

**[In praise of Filipino sailors]**

[Note in margin:] *Agilidad de la Marineria India.*

*Es tambien digno de celebrar la agilidad y resolucion de toda la marineria. En el espacio del temporal se desaferró los penoles de gavia y velacho, y dispuse subiesen los mas atrevidos a pasar los nuevos tomadores para evitar mayor daño. No havia acabado de mandarlo quando todos a competencia tomaron la Tabla de jarcia, y fue preciso hacerlos detener dejando solo a los primeros, que hicieron la faena con mucha ligeraza.*

*Todo el tiempo que duró el bagueio estuvieron nadando en el combés cuidando del encargo que se les havia confiado, con un semblante alegre y dispuesto a lo que se le mandare.*

[Note in margin:] *Se duda de la situacion despues del temporal.*

*Despues que adelgazaron los [h]orizontes continuo el viento bastante duro hasta las 5 de la tarde que se llamo al SSO y aclaró enteramente. La situacion en que nos considerabamos era muy dudosa porque no se supo los rumbos a que se gobernó, ni el tiempo y distancia andada. En esta confusion me puse a capear mura estribor [fol. 345v] con contrafoc y mezana y en la noche que abonanzó mas, se dió el trinquete. En estos terminos me mantuve de vuelta y vuelta hasta que amaneció el 17 que se gobernó al SE. Quede sorprendido de observar la Latitud de 7°21', pues por estima a la hora que entró el uracan era de 6°20'. Esto hizo que dudase mas de mi situacion en Longitud y asi me mantube todo el dia al rumbo expresado y la noche sobre bordos por temor a las Palaos.*

*El 18 logré tomar distancias de toda satisfacció y hallé estar en 137°09' que se diferencia al O del dia anterior 3°17'58". Seguro de la verdadera situacion segun la derrota de volver a tomar los 6° N y correr el paralelo que mas util fuese, segun la fuerza de los vientos que encontrase.*

[Note in margin:] *Se nota que hace el Paquebot agua y averias que se encontraron.*

*Este dia tuve el disgusto que el calafate me anunciase hacia el Paquebot una y tres quartos pulgadas de agua por hora y le apremié bajo las penas mas rigorosas, lo reservase diciendo eran escurriduras, y que con toda proligidad examinase de donde procedia. Comprehendé [fol. 346] era muy util ocultar un accidente que podia remediarse sin sobresaltar los Espiritus de quien no era necesario lo supiese, y mas quando havia padecido tanto el buque, que se havian abierto todos los trancaniles. Esto produjo que se averiase 8 quintales de pan, y humedecese igual porción que se trató de sacar al Sol para evitar otra averia de un renglon tan interesante, se cambió todo al socucho [sic] de proa donde se notó no havia resumidero(?), y el cargo del Contra maestre se traxo a los pañoles.*

*Ademas de estos daños, tuvimos la de que perciesen todas las carnes vivas, menos 8 chivos porque se metieron en la Camara y 50 gallinas que estaban en la Toldilla, Rancho ciertamente bastante militar para una navegacion tan dilatada.*

*Tampoco se libertaron del furor de los golpes de mar, dos monitos que eran nuestra diversion, pues tan pronto se veian en el tope como en la cubierta, y en un continuo*

*movimiento. Sin duda los arrancó el primero [golpe de mar] que nos inundó, porque tenían la costumbre de dormir abrazados en una de las mesas de guarnición de trinquete.*

*El 18 y el 19 continuó el tiempo claro [fol. 346v] y el viento bonancible del 3er cuadrante haciendo dos pulgadas de agua por hora sin poderse encontrar la causa.*

*El 20 roló al NO sobre chubascos y con señales de entablarse, lo que nos lleno de gozo por ver que el temporal pasado con tanta facilidad nos anticipaban los vientos occidentales que tanto deseabamos. El 21 se llamó al O con bastante obscuridad y fuerza, por lo qual con las gavias arrizadas y trinquete empezamos a correr al paralelo de los 5°30' y con la satisfaccion de que disminuía el agua en sentina de modo que solo hacia 8 pulgadas en las 24 horas a pesar de los balances y mar gruesa. Seguimos en estos terminos hasta el 24 que depejó y abonanzó, pero el 25 volvió a tomarse todos los horizontes con repetidos chubascos, manteniendose en estos terminos hasta el 28 que aclaró de un todo y se llamó el viento al 2do cuadrante, lo que dió que temer se nos acabase la monzón favorable y verme en la precision [fol. 347] de bajar a la Linea ó pasar al otro [h]emisferio a encontrarlos. Esto y que el 29 se mantuvo la ventolina del SE al NE, me hizó perder la esperanza a pesar de hallarnos en los 4° de Latitud. Desde luego determiné bajar de una vez, lo que no habia verificado antes, por haberme persuadido que los vientos occidentales se hubiesen mantenido el tiempo suficiente para granjear la Longitud que necesitaba para tomar altura por la parte oriental de las Islas Marianas. Quedó estanca la sentina.*

*El 30 volvieron los chubascos al 3er cuadrante con bastante floxedad, por lo que no se tenia mucha confianza de su subsistencia. En estos terminos seguimos disminuyendo Latitud y ganando [toda] la Longitud posible. El 31 logramos tomar distancias, y quede lleno de gozo con ver que nos hallabamos mas de 1° al E de lo que la estima corregida nos situaba.*

[Note in margin:] *Se halla mucha diferencia al Este y razones porque debe suceder.*

*Esta diferencia tan notable me hubiera sorprendido mucho mas, si no hubiera tenido presente lo que le sucedió à la Fragata **Filipino** perteneciente a la Real Compañia de Filipinas, y mandada por el Teniente [fol. 347v] de Fragata D. Juan de Ibargoitia en su segundo viaje a Lima [en 1800] que habiendo encontrado los vientos orientales, antes de ganar la Longitud necesaria para cortar el otro [h]emisferio, tuvieron diferencias al Oeste de mas de 50' minutos por dia lo que obligó la arribada a Zamboanga, y en cuya derrota sufrió varios dias de los occidentales, que le dieron diferencias contrarias, de modo que hubo singladuras de mas de un grado al Este.*

*Por este exemplar y por el que acaba[ba]mos de experimentar se debe deducir que las aguas llevan la direccion del viento con una fuerza que en calma se gobierna como nos ha sucedido en los espacios que las hemos tenido. No es de extrañar si se atiende a que se halla encallejonada por un archipiélago de islas que corren E-O muchas leguas, y con todo el ancho de 6°. Sin embargo de todas estas reflexiones, y de la satisfaccion de la operación, examiné todos los instrumentos, y se reconocieron ampollas y correderas, pero todo se halló conforme. Convencido y satisfecho que de [fol. 348] mi situ-*

*acion no dudé de tomar altura luego que empezasen los vientos al Este de lo que ya havia señales. La Longitud observada era 161°22'46" que me situaba tan ventajamente que podia hacer la travesia por entre las islas y bajos conocidos con el nombre de Arrecifes, y por de San Estevan.*

*El 1° de Noviembre empezamos a aumentar la Latitud ganando al Este todo lo que las aguas se mantuviesen con la direccion favorable y las ventolinas del 3er cuadrante. Estas cesaron en el 2 y se entablaron por el NE muy calmosas y con chubascos floxos rolando despues al E y SE. Seguimos el 3 y el 4 aumentando de Latitud y dando las observaciones de estos dias diferencias al E que logramos ponernos en situacion de reconocer la Isla de los Valientes, suponiendo tuviese error en su colocación, y poder sobre la diferencia que encontrare determinar los de las demas islas y escollos por entre quien iba a pasar, pues lo discorde de las cartas en Latitud y Longitud me hacia desconfiar de todas.*

[Note in margin:] *Se avistan muchos pajaros unidos y se tema proximidad de tierra.*

*El 5 fue de continuos chubascos de poco viento y agua, y todos del 1er cuadrante [fol. 348v] que conservaba mucha obscuridad, que a no estar tan al Este hubiera sospechado algun temporal. Por esto y por haver visto una grande bandada de pajaros rabi-juncos que al ponerse el Sol iban todos unidos en vuelta del NE que me hicieron persuadir teniamos proximos los Valientes, no quiso navegar mucho en la noche, aunque por la Latitud de estima de tres dias me situaba en 5°17' N, pues podia tener error de alguna consideracion. La noche fue como el dia, de modo que el mayor tiempo de ella me mantuve con solo con el contrafoc en buelta del N.*

[Note in margin:] *Se avista una isla pequeña.*

*Aunque el 6 amaneció achubascado se hizo toda vela por estar los [h]orizontes mas delgados. Sobre una clara al salir el Sol, avistaron tierra los del tope por barlovento, y se marcó al N 85° E distancia de 8 a 9 millas. No pudimos conseguir verla desde la toldilla a pesar de que de la coja se distinguia su playa y muchos arboles chicos, siendo toda ella muy rasa y de poca extensión.*

*Desde luego creí era la isla occidental de las tres que forman los Valientes y que [fol. 349] su situacion tenia el error que havia sospechado. La Longitud en que me hallaba al momento de avistarla era de 164°15'26" y en la Latitud de estima 5°21' N.*

*Esta Latitud referida a la isla la pone en 5°22" N por estima, y corregida por la observada a medio dia qual manifiesta haver contraido la estima hasta las 7 de la mañana 19' de error, será la Latitud verdadera 5°42' N. Posicion que resulta a la isla mas occidental de los Valientes, en Latitud N. de 5°42' y Longitud E de Cadiz 164°21'00".*

*La de los Valientes en la Carta nuestra que es la unica que los trae es de 165°31' y 15" y en la Latitud de 6°05'.*

*Las repetidas y uniformes observaciones nos han dado una Longitud de satisfaccion para deducir que está colocada 1°15' mas al Este. Aunque se observó la Latitud a medio dia, no fué de satisfaccion, y asi se debe suponer esta bien, pues la diferencia de 8' [sic] al S puede ser efecto de nuestra operación.*

*Conocido el error de los Valientes, supuse con bastante fundamento que todas las demas islas y baxos tuvieron proximamente el mismo defecto y que gobernando al N podia [dar] con los Arrecifes que se hallan al NNO de aquella distancia 65 millas. Por esta razon y por haverse vuelto a tomar [rather obscurar?] los [h]orizontes en particular el del 3er cuadrante traté de franquear la canal al que forma estos y los de San Estevan[,] lo que me era muy [fol. 349v] facil, gobernando al NO1/4O y con el viento al E. En la noche aclaró de modo que quitó toda sospecha de tener vientos occidentales, pero sin embargo me mantuvé sobre las gavias arrizadas de vuelta y vuelta y sondando, por conocer era preciso navegar solo de día, mientras cortaba todos los paralelos poco conocidos de los 6° a 12° ó exponerse a encallar en un bajo ó isla tan rasa como la que acabamos de avistar.*

*El 7 aclaró enteramente y se llamó la ventolina al 2° cuadrante que aunque floxa nos era muy útil para poder reconocer la parte occidental de los Arrecifes, como ya habia proyectado si continuaba el tiempo con tan buen aspecto y si considerabamos las diferencias al E., pues hasta este día nos las daban las observaciones.*

*Seguimos gobernando del NNO al N de día, y ciñendo de vuelta y vuelta las noches con el viento bonancible del 1er cuadrante.*

[Note in margin:] *Se ven trozos de árboles y frutillas silvestres.*

*Todos estos días no cesaron de pasar por nuestro costado porcion grande de tronco de arboles y frutilla silvestre siendo [fol. 350] mas de notar la infinidad de pajaros que nos rodeaban y que algunos se quedaron a dormir dentro del buque y eran cogidos por los marineros con una agilidad particular para luego comerlos.*

*Seguimos en estos terminos hasta el 14 que por la Latitud observada nos situó fuera de todos los paralelos poco conocidos, siendo de notar que de cinco cartas con que dirigi la derrota, no se encontraron conformes en ningun punto, de modo que en solo Latitud tenian diferencias de consideración. Esto me hizo abandonar todas menos la Nacional del año de '84, por hallarla con menos horror, segun la Isla de los Valientes, por quien comparo la diferencia observada.*

[Note in margin:] *Se emprende reconocer las islas y placer conocidos con el nombre de Arrecifes.*

*De esto resultó el emprender reconocer los Arrecifes con el fin de situarlos, pues con dificultad se podia presentar otra ocasion a menos que no se fuese con destino particular. Aunque me pusé por dicha carta, y por otras, encima de su placer occidental, no encontré nada a pesar de haber sondado en distintos puntos, ni menos se avistó tierra: à [fol. 350v] demas la gruesa y tendida mar del NE indicaba no tenia quien la impediase. Por estas circunstancias, se debe creer no existen semejantes bajos é islas, y que el de San Estevan lo han avistado diferentes navegaciones dandole cada uno la Longitud de su punto. Se acredita mas el estar bajo un mismo paralelo, con igual numero de islas, y de una misma extension, diferenciandose solo en la configuracion del placer.*

[Note in margin:] *Se pasa por encima de varias islas sin avistarlas.*

*Como la travesia la hiçé solo por la carta mencionada, pasé por encima, y sin avistar de las Islas Abrojos ó Abujas, y Triste. La primera situada en la carta Francesa en*

*la Longitud oriental de Paris de 154°38' y la Latitud de 9°40'. La segunda en la Inglesa al E. de Londres 158°4' y en el paralelo N de 7°25'.*

[Note in margin:] *Razones porque son tan erroneas todas las cartas, en el espacio de mar de la nueva Carolina.*

*Todo esto hace conocer que la formacion de las cartas del espacio de mar que compone la Nueva Carolina ó Archipelago de San Lázaro [sic], ha sido por derrotas antiguas sugetas à simple estima, por lo qual situaban sin conocer, ni poder emmendar los errores que produce una navegacion dilatada, y mas quando es entre tropicos por [fol. 351] la fuerza con que corren las aguas en direccion del viento, resultando grandes diferencias como nos ha sucedido, pues en solos cinco dias que hubo de intermedio de una a otra observacion, hallé habernos tirado para el O mas de dos grados, de lo qual se deduce que las diferencias diarias han sido [a]proximamente de 30'.*

[Note in margin:] *15. Ceden las señales de proximidad de tierra y refresca el viento, con lo qual se experimenta el Paquebot.*

*Desde luego se notó que nos separabamos de las proximidades de la tierra, porque principiaron a abandonarnos los pajaros, y disminuyó el numero de troncos de arboles y frutillas silvestres, que nos rodeaban. Los vientos calmosos con que hicimos este paso, fueron refrescando de modo que el 18 ya era una brisa dura del E con una mar muy gruesa que obligó a echar abajo las vergas de juanete y tomar dos rizos a las gavias. Segun aumentabamos de Latitud se encontraba mar muy empollada, de lo que resultó poder probar a satisfaccion la resistencia del Paquebot, pues a pesar del esfuerzo de vela que se hacia, nunca escoró mas arriba de la 1ª tabla de su fuerte, y tan suave en las cabezadas que no trabajaba por la arboladura; agregandose el excelente gobierno y limpieza, pues nunca llegó de verificarse que por [fol. 351v] la mura se encapillase ningun golpe de mar.*

...

[fol. 354v] *Ademas de todo lo expuesto nos horrorizaba la mar inmensa que havia y que de continuo se metía dentro a los balances. Por otra parte nos incomodaba el frio excesivo, y que nos era muy sensible por estar acostumbrados al clima cálido. Era de admirar la constancia de los Indios; pues con solo una camisa y chaqueta sencilla (y esto no todos) lo sufrían con una gallardía envidiable, prestandose a todas horas a los trabajos que se ofrecían sin atender a que se hallaban de descanso.*

...

*Abordo de dicho Buque al Ancla en el Puerto de San Blas 16 de Febrero de 1803.  
Joaquin Lafita.*

## Translation.

Extract from the logbook of Second-Lieutenant Joaquin Lafita, commanding the war packet named **Príncipe de Asturias**, during her navigation from Manila to the coast of New Spain by a route west and south of the Palaos [i.e. Caroline] Islands. Years of 1802 and 1803.

Departure from Manila for the port of San Blas on 25 September 1802.

...

[The ship left the Philippines through the Strait of San Bernardino.]

...

The latitude, as observed at noon [on 3 October 1802] was 12°50' N and the longitude E of Cadiz was 130°48'30".

We pursued our course by heading ESE in order to lose latitude as fast as possible, since the season was that of the typhoons and I wished to get out of the area where those horrible storms have their sway, according to Dampier [or Pagès?] who says that they are to be found between 10° and 28° of lat. N. and west of the meridian of the Mariana Islands.

...

We continued toward said parallel [6° N], and by nightfall, as I considered myself at 9° of latitude, the parallel on which our national chart<sup>1</sup> locates the Garbanzos, and Saavedra, Islands but as doubtful, with other islands named Martires and Catritan [sic], I began to tack to starboard with the wind NE. Indeed, although the corrected observations of the previous days and of today told me of a drift westward, on account of easterly winds, I had to avoid their westernmost area as much as possible, and thus it seemed most prudent to steer away from them.

On the 11th at daybreak, the wind veered to SE, to the third quadrant, with ugly appearances, and we adjusted our course. The storm lasted the whole day, with squalls interrupted by periods of relative calm.

At nightfall, when the sky cleared to the NW, two low-lying islands were seen, one larger than the other and with a short distance between them.<sup>2</sup> Their position was recorded, though with some doubt, and they bore NW 1/4 W, distant 10 miles.

The reason why we had crossed their parallel without noticing them was because the sky had been overcast and squally all day. In order to get close to them, I began to tack to port with a northerly wind, intending to regain my position by morning of the next day, by tacking back along the same course, and then locate them better, if they were real islands. However, the weather closed in toward the South during the night, and we got a squall from that quarter that lasted until 2 a.m., one that forced me to keep on heading eastward until the weather cleared.

1 Ed. note: He says below that it was the Spanish chart of 1784. I think that it was one drawn by Thomas Lopez.

2 Ed. note: In accordance with the position given in a table at the end of this document, these two islands correspond to the Kayangel Islands at the northern tip of Palau.

**12th. A new island was seen, supposed to be that of Catritan, and its position was checked with the observations.**

At daybreak of the 12th, the sky was overcast all around, and squally. That is why nothing could be seen. This made me change my approach and I went on my way. Accordingly, as the day progressed, the weather cleared enough at noon for us to see an island but not clearly. It was higher than the previous islands and bore W at a long distance.<sup>1</sup> According to an observed latitude of 8°25' it must have been the Island of Catritan [sic] shown on our Chart ESE from the Garbanzos, but since the error would be over 3°, one is led to believe that it was another island farther W or that its position was recorded with a great error, probably produced by it having been seen during the trade-wind season, that of the easterly winds, a time of year when the currents run strongly westward, and an island that was located only through estimates, like the other islands shown only on our [Spanish] charts. This makes one believe that some islands exist only in the imagination of our cartographers, whereas such islands do not appear on foreign maps.

**The appreciation that must be given to Spanish charts.**

If I had not appreciated the Spanish charts on the previous night, I would have found myself with a real problem. The conclusion is that one should take care to cross the 9° parallel only by day, since the positions of the islands there are not really known; there may be more islands than shown, or even whose existence is doubtful, but a navigator runs the risk of driving on top of them.

On the 13th, the weather continued with the same ugly appearances and the wind was from the 3rd to the 4th quarter. Here it was that on the 14th we found ourselves surrounded by a horrible darkness, that made us believe that the wind would settle to NW and bring a storm upon us. The latitude of 6° that we were in made us hope that we would not get a typhoon, but the signs were that one was coming.

**An extraordinary wave was noticed and it was believed caused by an earthquake.**

Under such conditions, we tacked away from ESE and during the night we were hit by waves from the leeward as we were headed in the opposite direction, to NW, which took us by surprise since we supposed that they were "tominas" (?)<sup>2</sup> on account of the boiling that was noticed before they broke against the ship's side. At first, I thought that they were caused by a shoal and I ordered sounding immediately, but the bottom was not found in over 100 fathoms. We became convinced that they were caused by an earthquake that ran from S to N.

The 15th began with the weather looking worse. That is why we brought down the top yards and topmasts, and all precautions were taken to secure the [other] masts.

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1 Ed. note: From the position given later, this was Babelthuap.

2 Ed. note: Or tunamis? They experienced what is called, in Japanese, a *tsunami*.



**A typhoon in the forecast.**

As the evening progressed there were more signs that a typhoon was approaching. Indeed, after 7 continuous years of observing this phenomenon I had grown fearful of it, although on the other hand, one had to give credit to Mr. Dampier [or Pagès?], and so, I was not sure until 10 p.m., but I was convinced that we would get it before the next morning. That is why I kept only my jib sail. At 2 a.m. the current appeared to run from the East and, following a sudden decrease in the force of the wind, it settled from that quarter with an extraordinary force and such a huge sea that it engulfed even the fore-castle. If we had not prepared ourselves, with all the hatches secured, we would surely have become the victims of its fury.

**Hit by a furious typhoon.**

Now that the typhoon had hit us, I decided that it would be better to run before the wind, and consequently I turned the stern toward this ENE wind whose fury was diabolical. It blew this way until 7 in the morning of the 16th when it jumped to E and SE with the same tenacity, for two full hours, following which it passed to S and SW for a few instants, then it went back to SE and E with much more force and darkness.

**Fear of running on top of dangers.**

The critical position that I thought we were in, according to the corrected estimate of the last observation made me fear of being driven upon the southernmost of the Palaos, which [then] bore to NE, distant 30 miles. In this messy situation I had no choice but to trust in Providence; indeed, on account of being always submerged up to the gun ports, I was not interested in laying to, the whole time that the wind remained in the 2nd quadrant. This confusion made me quite discouraged, but my spirit was revived, albeit for a few moments, when the wind jumped to NE and N, but it jumped back to W and S and blew continuously with an unexplainable speed and strength.

**They wind abates.**

This was the direction from which the wind blew with the greatest fury, and remained so until noon when the weather began to clear in the North. This was a positive sign that the [bad] weather would abate, and our spirits, by this time very perturbed for having had our lives at risk for the space of 10 hours, regained some serenity.

**They experience contrary seas.**

The whole time that the wind rotated, we experienced a rising sea three times as high in the direction from which the wind was blowing, resulting is a constant struggle with a piece of ocean that was nothing but peaks of huge waves, which continuously swept the deck, so that the men who were on deck to take care of the security of the hatches and working the pump were flipped over.

**Resistance of the masts of the packet boat.**

The resistance of the masts was wonderful, in spite of enormous rolling of the ship, a wind so strong that it seemed to want to tear them off, making them shudder as if they had been made of light bamboo. To this horrendous spectacle was added the roar from the rigging and the crash of the waves hitting the sides. I may add, with the inge-

nunity for which I am known, that I did not expect a vessel of only one deck such as this one to last, and I feared that she might founder at any time.

**[In praise of Filipino sailors]**

**Agility of the Indian sailors.**

The agility and resolve of the whole crew is also something that should be praised. During the storm the yardarms of the main topsail and fore topsail failed one after the other, and I asked that the most daring sailors should go up and replace the old gaskets in order to avoid further damage. I had not finished giving my order when they all vied with one another to jump into the rigging, and it became necessary to restrain all except the leaders, who completed the job in record time.

The whole time that the typhoon lasted they had been swimming on deck, while they took care of performing the tasks they had been asked to do, apparently always eager to obey whatever order might be given them.

**Their position uncertain after the storm.**

After the overcast lifted the wind continued to blow strong until 5 in the afternoon when it settled to SSW and then the sky became completely clear. The position that we thought we were in was very uncertain because we did not know which headings we had followed, nor the times or distances covered. While the confusion lasted, I decided to stand to starboard with only the jib and mizzen sails, but during the night when the wind abated, the foresail was added. In this manner, I maintained my relative position by tacking back and forth until daybreak of the 17th when the heading was changed to SE. I was much surprised to observe a latitude of 7°21'; indeed, our estimated position at the beginning of the typhoon had been 6°20'. This made me doubt my longitude even more and so, I maintained the above-mentioned heading for the whole day and at night tacked back for fear of the Palaos.

On the 18th, I succeeded in taking distances quite satisfactorily and found out that my longitude was 137°09' which was a difference of 3°17'58" from the day before. Now that I was sure about the true position, I decided to resume my route by seeking the 6° N parallel and follow it more or less, according to the winds that I met along the way.<sup>1</sup>

**They learn that the packet is leaky. Other damages that they found.**

Today I had the displeasure of learning from the caulker that the packet was making one and 3/4 inches of water an hour. I urged him strongly to investigate the matter more carefully, warning him that it might just be due to drain water, and that he should have a long look to find out the source. I understood that it was very wise to keep quiet about an accident that could be remedied, without disturbing the spirits of those who had no need to know, and the more so when the ship had suffered so much that all of the waterways had been opened. This resulted in the loss of 8 quintals of bread, and damage by dampness to 8 quintals more that were brought on deck and exposed to the

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1 Ed. note: His new starting point, a position of about 6° N and 137° E of Cadiz, i.e. 131° E of Greenwich, is NW of Sonsorol.

sun, to reduce further damage to such an interesting food item. The whole bow “socucho” [=section?] was inspected, but no other “resumidero” [=transformation?] was noticed. The boatswain was placed in charge of the inspection of the storage rooms.

In addition to these damages, we had the pain of losing all of our live animals, with the exception of 8 goats that we had put inside the cabin and 50 chickens that were on the poop deck. Thus we were left with rather spartan food supplies for such a long voyage.

We were also unlucky with our two little monkeys that had been our diversion; they too did not escape the fury of the surging waves. Indeed, they used to be in continuous motion, one minute in the tops and the next on deck. Undoubtedly they had been swept away by the first wave that washed over the deck, because they were in the habit of clinging together and sleeping in one of the channels of the foremast.

On the 18th and 19th the sky stayed clear and the wind was moderate from the 3rd quarter. We had two inches of water an hour but could not find the source of the leak.

On the 20th, the wind shifted to NW under squalls and with signs that it would settle, which filled us with joy at the expectation that the westerlies that we wished for so much would begin so easily once the storm that brought them had passed. On the 21st, the wind blew from the West and gained strength and brought overcast skies. That is why we ran along the 5°30' paralled with the topsails and the foresail furled. We had the satisfaction of finding out that the water in the well of the ship was diminishing, so that it would only make 8 inches in 24 hours, in spite of the rolling and a heavy sea. We continued in this manner until the 24th when the sky cleared and the wind abated, but on the 25th it began to rotate all around the compass bringing in repeated squalls. The weather continued in this way until the 28th when the sky became completely clear and the wind settled on the 2nd quarter, which made me think that the season of favorable winds was at an end and that I would have to go down to the Line or even go to the other hemisphere to find the proper winds. Indeed, on the 29th the light winds came anywhere from SE to NE and they made me lose hope, although we were then in 4° latitude. Therefore, I decided that I had no choice but to go down, something that I had not done yet, thinking that the westerlies would in fact last long enough to let me gain enough longitude to allow me afterward to pass to the east of the Mariana Islands. The well of the ship remained watertight.

On the 30th the squalls returned from the 3rd quarter but the winds pushing them were rather slack, so that they were not expected to continue. Under such circumstances, we kept on losing latitude and gaining as much longitude as possible. On the 31st we were able to take distances, and I was glad to discover that we were more than 1° further E than my corrected estimate indicated.

[Note in margin:] They find large differences eastward. Reasons for this.

This relatively important difference might have surprised me much more, if I had not kept in mind what happened to the frigate **Filipino** belonging to the Royal Philippine Company, under the command of Lieutenant Juan de Ibargoitia in her second voyage to Lima [in 1800]; they met with easterly winds before gaining enough longi-

tude to cross to the other hemisphere, and had differences westward of more than 50' per day, which forced them to turn back in distress to Zamboanga, and along this course they met with westerlies on various days, which gave them opposite differences, such that they had some daily runs of more than one degree eastward.

With this example, and the one that we had just experienced, one must deduce that the currents take the direction of the wind with such a force that they continue even during calm weather, as happened to us during the times that we had them. This is not surprising considering that one is surrounded by an archipelago of islands spread East to West over many leagues, but only 6° wide at the most. Notwithstanding all of these ideas, and the satisfaction of the operation, I inspected all my instruments, including the sand-glasses and log lines, but everything was in order. Convinced and satisfied of my position, I would not hesitate to begin gaining latitude as soon as the easterlies began, and there were signs that they might soon come. The observed longitude was 161°22'46" [i.e. 153° E of Greenwich] and that was a good place to be in order to begin crossing among the islands and shoals known by the name of Arrecifes, and through those of San Esteban.<sup>1</sup>

On the 1st of November, we began to increase our latitude, at the same time as we tried to make headway eastward whenever the currents were favorable and the winds remained in their favorable direction, from the 3rd quarter. On the 2nd, these winds ceased and they settled NE with periods of calms and with light squalls rolling afterward from E and SE. On the 3rd and 4th we kept on gaining latitude and the differences in our observations of those days were to the eastward, which allowed us to get into the neighborhood of the Island of Los Valientes [i.e. Ngatik]. Supposing that there was an error in its known position, and that I might ascertain this difference, I might be able to determine the positions of the other islands and reefs through which I intended to pass; indeed, there are many disagreements in latitudes and longitudes between the charts and I did not trust any of them.

**Flocks of birds are seen and the proximity of land is feared.**

The 5th was full of continuous squalls of little wind and rain, and all of them came from the 1st quadrant which appeared very dark. If we had not been so far to the East, we might have feared that some storm was coming. For this reason, and for having seen a large flock of frigate birds that, at sunset, all took the NE direction and convinced me that we were near the Valientes, I did not wish to sail much during the night, although my estimated latitude of the last three days gave my position as 5°17' N; indeed, it could have been rather erroneous. The night was like the day, so that most of the time I remained with only the jib heading Northward.

**One small island sighted.**

Although the morning of the 6th began with some squalls, we made all sails since the sky was somewhat clear all around. When the sun arose those in the tops sighted

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<sup>1</sup> Ed. note: Names haphazardly placed on his chart, although Spanish navigators then knew of the wide gap between the Eastern Carolines and the Marshalls.

land to leeward in a clear portion of sky, and it bore N 85° E, distant from 8 to 9 miles. We did not manage to see anything from the poop deck, although from the crow's nest they could see its beaches and many small trees, because all of it was low-lying and not very long.

Therefore, I thought it was the westernmost of the three islands that form the Valientes and that its position had the error that I suspected it had. The longitude in which I found myself at the time was 164°15'26" and my estimated latitude was 5°21' N.

The latitude in question gives an estimated latitude of 5°22' N for the island itself, but when corrected the observation made at noon, which indicated that the estimated latitude carried over from 7 a.m. was 19' in error, will give it a true latitude of 5°42' N, a position which fits the westernmost island of Los Valientes, which is in latitude 5°42' N and longitude 164°21'00" E of Cadiz.<sup>1</sup>

The longitude of Los Valientes on our Chart, which is the only one that shows this island, is 165°31'15" and its latitude is 6°05'.

Repeated observations and uniform results have given us satisfactory longitudes, enough to deduce that the island is positioned on the chart 1°15' too far East. Although latitude was observed at noon, it was not satisfactory, and so, one must assume that the difference of 8' to S could be the effect of our operation.<sup>2</sup>

Once the error in position of Los Valientes was known, I had good reasons to believe that all of the other islands and shoals would suffer from a similar defect in position, and by heading North I could fall in with the Arrecifes that are found NNW of it at a distance of 65 miles.<sup>3</sup> For this reason and because the sky had become overcast, specially in the 3rd quarter, I tried to cross the channel that is formed by these islands and those of San Esteban, which was very easy for me, by steering NW 1/4 W, with a wind from E. During the night, the sky cleared, so that I lost any fear of getting westerlies. However, I kept the topsails furled, tacking back and forth and using the sounding line, because I knew that I should make sail only by day, as long as I was cutting across little-known parallels from 6° to 12° of latitude, or else run the risk of hitting some shoal or island, as low-lying as the one we had just seen.

On the 7th the sky entirely cleared and the light winds came from the 2nd quadrant. Though they were light, they were still useful to us, to enable us to survey the western part of the Arrecifes, since I had already decided to do that, if the weather continued to be so good and if we considered the differences eastward; indeed, until today such were the results of our observations.

[Between the 8th and 10th] we kept on steering between NNW and N in the daytime, and tacking back during the nights with a moderate wind from the 1st quadrant.

1 Ed. note: That is, a longitude of 158°04' E of Greenwich. This is a very good result. The actual, modern, position of this island of Ngatik Atoll is 5°47' N and 157°09'30" E.

2 Ed. note: He says an 8° difference, because at first his own corrected calculation had given him 5°57' (rather than 5°42' which he later amended in ink), and 6°05' minus 5°57' was 8'.

3 Ed. note: There is nothing at that position, west of Pohnpei; no wonder he will miss this island altogether.

**Flotsam seen, such as pieces of tree trunks or wild fruit shrubs.**

During the last few days [from the 11th to the 13th] we had a continuous procession of tree trunks and wild plants floating past us. Moreover there were an infinite number of birds all around us, and some even began to spend the night on board and they were grabbed by the sailors with an astonishing agility; they would then eat them.

We pursued our route in this manner until the 14th, when our observed latitude told us that we were now outside of the little-known parallels. I should point out that, out of five charts that I used to guide my voyage, no two of them agreed on any point; even in latitudes they had important differences. This made me ignore them all, except for our national chart of the year '84, because I found it to contain fewer errors, for instance, for the Island of Valientes, for which I made a comparison of the difference in observations.

**They undertook to survey the islands and shoal known under the name of Arrecifes.**

From this resulted the desire to survey the Arrecifes for the purpose of locating them well, since there would not be a better opportunity to do this, unless a special project were created for the purpose. Although, following said chart, and others, I placed myself on top of their western shoal, I did not find anything, in spite of taking sounding at various places, nor did we see any land. Furthermore, the whole expanse of ocean toward the NE did not show the effects of anything that could have bothered it. Given such circumstances, one must believe that such shoals or islands do not exist, and that the Island of San Esteban, though it may have been seen by different navigators, each one of them must have given it his own estimate. This is believable when one sails along only one parallel, with an equal number of islands, of the same size, differentiating themselves only by the configuration of their lagoon.

**They sail on top of various islands without seeing them.**

As I made this crossing, following only the above-mentioned chart, I passed on top of the Islands of Abrojos or Abujas, and Triste, without seeing them. The former is located on the French chart in longitude 154°38' E of Paris and Latitude of 9°40'. The latter on the English chart is 158°4' E of London and in the parallel of 7°25'.<sup>1</sup>

**Reasons why all the charts have so many errors in the space of ocean occupied by the new Caroline.**

All of this reveals that the formation of the charts for the space of ocean covered by the New Caroline or Archipelago of San Lázaro [sic] is based on ancient logbooks where the positions were purely given by dead reckoning. That is why they placed islands on the chart without knowing their true positions, and could not have known how to correct such errors that were produced over long voyages, specially when the voyage took place between the tropics where the currents run strongly in the direction of the wind, resulting in great differences, as we experienced ourselves; indeed, over only five days,

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1 Ed. note: If he had followed the English chart he would have passed in sight of Pohnpei, but he passed between it and Triste, i.e. Oroluk, without seeing either of them.

between two observations, I found that we had been dragged westward over two degrees, from which it follows that the daily differences had been approximately 30'.

**15th. The signs of proximity to land disappear and the wind becomes fresh, and the packet boat is put to the test.**

From then on we noticed that we were leaving the proximity of lands, because the birds began to abandon us, and the number of tree trunks and wild shrubs diminished around us. The relatively calm winds that helped us make this crossing became fresh, so that by the 18th we had already a stiff breeze from the E with very heavy seas that forced us to take down the topmast yardarms and reduce the topsails. The more we gained in latitude, the more boiling we found the seas, to such an extent that we were able to demonstrate the resistance of the packet boat; indeed, in spite of the press of the sails, she never plunged farther up than the first plank of her forecastle, and reacted so softly while pitching that her masts did not suffer from it. Add to this her excellent response to the rudder and to any maneuver; indeed, no matter what wave hit her, she was never once swamped.

[The packet kept gaining latitude with headings of N, NE, and NNE for many days until the end of the month of November. During the second week of December, a heavy storm was suffered with the sea breaking over the deck. The intense cold of the northern latitudes was well tolerated by the Filipino crew.]

...

In addition to this, the huge seas would terrify us when they swept over the decks when the packet was rolling. Besides, we were inconvenienced by the excessive cold, which made us suffer very much because we were used to a tropical climate. The patience of the Indians was therefore something to admire, as they only wore one shirt, and a light jacket (but not all of them). They suffered the cold with an enviable courage, lending themselves at all hours to the tasks that came up, without paying attention to the fact that they were supposed to have been off duty at the time.

...

[It was not until the last day of January 1803 that the "signs" were seen off the coast of California. They arrived at San Blas on 16 February.]

...

Aboard said ship at anchor in the Port of San Blas, 16 February 1803.  
Joaquin Lafita.

[ An extract from the table of positions follows:]

Date 1802	Estimated Latitude	Observed Latitude	Estimated Longitude	Observed Longitude	Stars or planets	[Observed] <sup>1</sup> [E of Greenwich]
...						
10 Oct	9°44'3"	9°33'30"	134°26'48"	137°52'45"	Moon & Antares	131°41'15"
11 Oct	8°58'55"	...	134°24'06"	137°50'03"	...	131°38'33" <sup>2</sup>
12 Oct	8°42'37"	8°25'	134°36'06"	138°2'3"	...	131°50'33" <sup>3</sup>
13 Oct	8°13'30"	7°42'34"	134°40'52"	138°6'53"	...	131°55'33"
...						
4 Nov	4°56'18"	...	150°10'53"	163°48'15"	Sun & Moon	157°36'45"
5 Nov	5°17'21"	...	150°18'35"	163°55'57"	...	157°44'27" <sup>4</sup>
6 Nov	5°30'48"	5°57'00"	150°28'59"	164°6'21"	...	157°54'51"
7 Nov	6°13'12"	6°9'12"	150°19'5"	163°56'27"	...	157°44'53"
8 Nov	6°25'54"	6°47'	150°14'23"	164°39'10"	Moon + Aldebaran + A Aquila <sup>5</sup>	
9 Nov	7°13'24"	7°3'52"	150°10'17"	164°26'38"	idem	158°16'08"
10 Nov	7°27'40"	7°25'43"	150°5'9"	164°21'20"	...	158°10'50"
11 Nov	7°39'7"	7°49'30"	150°9'51"	164°26'2"	...	158°16'32"
12 Nov	8°18'6"	8°18'21"	150°12'39"	164°28'52"	...	158°17'22"
13 Nov	8°57'57"	9°10'49"	150°24'41"	164°40'52"	...	158°39'22"
14 Nov	9°50'55"	10°3'27"	150°31'53"	164°48'4"	...	158°36'34"
15 Nov	10°44'9"	11°2'4"	150°36'35"	162°39'28"	Sun & Moon	158°27'58"
16 Nov	12°00'4"	12°19'7"	150°47'29"	162°50'22"	...	158°38'52" <sup>6</sup>
...						

1 Ed. note: Greenwich is 6°11'30" E of Cadiz. This column was added by the Editor.

2 Ed. note: Near Kayangle Is., Palau.

3 Ed. note: Near Babelthuap I., Palau.

4 Ed. note: Near Ngatik Atoll.

5 Ed. note: Equivalent to 158°28'40" E of Greenwich.

6 Ed. note: The Príncipe de Asturias returned to Manila in 1804 (see Doc. 1804G).



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 Documents 1802H
 

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## A ship named Canada, and her consorts—April and September 1802

*Sources: Logbooks in India Office, London; AJCP M1623-4.*

### H1. The log of the Canada, Captain W. Wilkinson

*Source: Log 314A, India Office.*

#### Ship Canada from Port Jackson towards China.

...

Course WNW. Winds NE, NNE, etc.

Friday 2nd of April 1802

... Lat. obs. 6°11' North, Long. in. 143°45' E.

Courses NW by W, etc. Winds NE by E, etc.

Saturday 3rd of April 1802

The first part of this [sic] 24 hours fresh trades with squalls and heavy rain. At 1/2 past 2 p.m. made small sails and 1st reef of top sails. At 4 p.m. made the signal for the ships come within hail. Spoke the **Minorca** and **Nile** and informed Captain Leith and Sunter it was very necessary to keep a lookout for land and carry small sail.

Course NW, wind NE. At 5 p.m. saw two small islands bearing W by N1/2 N distance 4 leagues. Hauled up N by W. At 6 the islands bore W by S to W1/2N distant 3 leagues under short sail all night.

At daylight out all reefs and made all sail. I cannot find an account of these 2 islands either by longitude or latitude. They are low and flat, about 3 miles apart and about 3 miles each in circumference. I make the longitude 143° and latitude 6°30' North.

Unbent the old topsails and bent the new ones. Condemned the old fore topsail to repair the other sails.

[At noon] Course N38°W, Lat. obs. 7°45', Long. in. 142°11' East.

...

Sunday 4th April 1802

... At 5 p.m. spoke the **Minorca** and **Nile** all well.

[At noon] Lat. obs. 9°11' North, Long. in. 140°47' E.

...

### **Ship Canada from China towards London.**

[in company with the ship **Ganges**.]

...

Courses S22°E, etc. Winds WSW, etc.

Tuesday 7 Sept. 1802

Fresh breezes and cloudy with a heavy head sea[,] in 1st reef of the main topsail. At 3 p.m. Longitude 16 Lunar [observations] 131°15' East.

At 12 o'clock at night, saw broken water within half a mile of the lee bow[,] put the helm alee but the ship missed stays[,] hauled the main yard and wore round on her keel at which time the ship was not more than half her own length from the breakers, fired a gun and hailed the **Ganges**, she had barely room to go about[,] Capt. Murdock informed Capt. W. his ship nearly touched[,] after the ship headed to the NW we could see the breakers extend from the SSW to the northward as far as we could see. We stood off until daylight the[n] tacked to SSE.

At 8 a.m. saw the breakers bearing from SSW to NNE as far as we could discern[,] stood on until within one mile and [a] half. Run down from 9 until noon at five knots per hour [sic] when we found the north end of this dangerous shoal[,] Tacked ships head to the southward.

N.B. This shoal trends about NNE and SSW. About 5 miles from the N end we could not see the south extreme. The wind being SW we run 15 miles down close to it and see it extends to the southward about 8 miles further.

I make the latitude of the north end 03°00' North and Longitude 131°34' It is not more than half a cables length across, has a number of rocks above water and a sand bank quite dry on which we saw a quantity of drift wood.

Lat. [none, but on previous day it was 3°38' North], Long. 132°59' E.

...

## **H2. The log of the Minorca, Captain John Leith**

*Source: Log 335B, India Office.*

### **Journal of a Voyage from Port Jackson to China and England performed by the Ship Minorca. John Leith, Commander.**

...

Friday the 2nd day of April 1802

... The Canada made the signal to steer NW by W.

Lat. obs. 6°9' N. Long. in. 143°29' E., by Chronometer 143°16 East.

Saturday the 3rd day of April 1802

Strong squalls with heavy showers of rain. In studding sails and topgallant sails. Took in and made sails as necessary. In the squalls reefed the fore and mizen top sails. At 1/2 past 5 p.m. saw two islands bearing W by N1/2 N about 6 leagues distant. Hauled the wind to the northward. At 6 the southernmost island bore W by S about 4 leagues and the northernmost W1/2 N about 6 leagues distant. At 1/2 past 6 reefed the main topsail. At midnight, moderate breezes and cloudy. Down Jibb. At 5 out 1st reefs of the topsails and set topgallant sails, courses, and stay sails and fore top steering sail. At 7 down steering sail. At 8 a.m. unbent the main topsail and bent another. Down fore and main topgallant sails to repair. Set main Royal and fore top mast steering sail. At Meridian clear weather.

Lat. obs. 7°45' N. Long. in. 142°21' E, by Chron. 142°6' East.

...  
[The ship *Minorca*, with the ships *True Briton* and *Nile* in company returned to London without sighting any new island.]

### H3. The log of the Nile, Captain James Sunter

*Source: Log 334A, India Office.*

#### The Journal of the Ship Nile, Captain James Sunter, Commander, from London to New South Wales and China.

##### ... Ship Nile from London towards China

...  
Course W by N, Wind NE. Remarks the 1st day of April 1802

All this [sic] 24 hours fine pleasant breezes and steady with all drawing sails set, with the **Canada** and **Minorca** in close company; continued so to the end; seamen employed variously. Nothing more remarkable &c &c

Lat. obs. 5°02' [N], Long. in. 144°22' [E]

Course WNW, Wind NE. Remarks the 2nd day of April 1802

The whole of this 24 hours variable unsettled weather, wind as per log; with much rain; in heavy squalls; for the most time steering sails set; the other ships in close company; saw several tropic birds and some floating wood; all well on board, &c &c

Lat. obs. 6°11' [N], Long. in. 161°46' [E].

Courses NW by W, etc. Winds NE, etc. Remarks the 3rd day of April 1802

This 24 hours, weather something variable with squalls of wind and rain; at 5 p.m. saw two islands bearing WSW. The appearance of these islands are small and round seemingly distant from each other 3 leagues[.] they are not laid down in any of our charts by longitude in. than by Account [blank] Lat. [blank] on the North extremity of the northernmost island there is a Seemoo(?) something resembling a tower. Hauled the

ship close upon a wind till daylight, then bore away, set steering sails. The **Canada** and **Minorca** in close company.

Lat. 7°45' [N], Long. in. 140°13' [E].

...

## H4. The ships **Ganges** and **Canada** via Helen Reef in September

### Horsburgh's notes on Helen Reef

*Source: James Horsburgh. India Directory (London, 1836).*

HELEN'S SHOAL, in lat. 2°50' N., lon. 131°40'45" E., or 22-3/4 miles East of Point Pigot by chronometers, the body or South part, as determined by Captain Seton of the **Helen**, April 5th, 1794, is probably the same shoal that was seen by Captain Carteret, of **HMS Swallow**, in 1767. From the Asia's Islands, its southern extremity bears N. by E., distant 36 leagues.

The **Ganges**, and **Canada** in company, at mid-night, September 10th, 1802, got close to the West side of this shoal; and must have inevitably got upon it, had not the moon shone bright at the time. In waring round, the **Ganges** was within twice her length of the breakers, and the **Canada** nearly tailed upon them. They stood off until day-light, then tacked to the southward with the wind at WSW, but finding at 9 a.m. that they could not weather the SW extremity of the shoal, they bore away along the West side of it to the N. Eastward, and found it extend about 15 miles nearly N.E. and S.W., and 1 or 2 miles in breadth. It is broadest at the southern part, where it stretches about East and ENE to a considerable distance, then turning more to the northward, forms a curve, with the concave side to the N. Westward, and appears to be steep to. The sea generally breaks high upon this dangerous shoal, which consists of rocks under and above water, none of them elevated more than 4 or 5 feet from the surface. About 4 miles from the northern extremity, there was a dry sand bank, with the appearance of a wreck upon it, when these ships passed; and many pieces of drift wood on the shoal, resembled black rocks. This shoal, was also seen by Captain Hansen, of the Swedish Company's ship **Wasa**, on his passage to China in 1804, who made it in lat. 2°50' N., long. 131°40' E. by chronometers. The **Ganges** and **Canada** made the northern extremity of the shoal in lat. 3°0' N., lon. 131°28'30" E. by lunar observation. The **Dorsetshire**, February 5th, 1812, saw this shoal, and made it in lat. 2°53' N., lon. 131°52' E. by lunar observation, the mean of these would give lon. 131°40'45" E. for the situation of the shoal; agreeing with Capt. Seton's chronometers from Point Pigot.

### Editor's notes.

There is no logbook extant of the **Ganges'** 1802-1803 voyage. Log 56K, with Captain Forster Brown, ends in England on 3 March 1802, and Log 56L, with Captain William Moffatt, begins at Deptford on 8 March 1803. Horsburgh must have had access to the log of an 1802-1803 voyage under Captain Murdock.

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 Documents 1802I
 

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## Subsidies for the Marianas, for 1800-1801

### I1. Subsidy for the Marianas loaded aboard the *Montañés*

*Source: AGN Fil. 40, fol. 277.*

*Note: The ships *Montañés* and *Rey Carlos* returned to Manila in 1802.*

#### Original text in Spanish.

*1802.—Embarques.*

*Filipinas N° 11/802.*

*Don Manuel Garcia Herreros pide se le permita embarcar veinte mil ciento treinta y siete pesos quatro reales correspondientes al Sinodo del presente año à las Yslas Marianas, en el Navio **Montañés**.*

*Como lo pide, y devuelvase al interesado para que presentado al Ministerio de Real Hacienda de Acapulco permita el embarque en la forma acostumbrada. fho.*

#### Translation.

1802.—Embarkations.

Philippines N° 11/802.

Don Manuel García Herreros requests permission to embark 20,137 pesos and 4 reals corresponding to the religious subsidy for the present year to the Mariana Islands, aboard the ship **Montañés**.

[Minute:]

As requested, and give it back to the interested party, for him to present it to the Ministry of the Royal treasury in Acapulco to get permission for the embarkation in the usual manner.

Carried out.

### I2. Previous subsidy for 1800

*Source: AGN Fil. 40, 235-245v.*

#### Original text in Spanish.

*Año de 1802.—Secretaria del Virreynato.—Filipinas N. 148/103.  
Sobre embarcar 21,461 pesos 4 granos que el Coronel D. Felipe de Cerain del permiso que embarco en la nao **Magallanes** en su ultimo viage del año de 1800.*

*Exmo. Señor*

*Don Gabriel de Yturbe è Yraeta à nombre de Don Santiago de Ayala del Comercio de Manila, y residente en Acapulco, con el devido respeto haze presente à V.E. que segun se acredita de la adjunta Carta que devidamente presenta, sin embargo de haverse resuelto y mandado por V.E. el que se permitan en la presente ocasion de los Navios **Montañes** y **Rey Carlos** el embarque de los permisos ordinarios atrasados, el Ministerio de Acapulco ha excluido, y se resiste à permitir los que quedaron en el año anterior del ultimo viage de la Nao **Magallanes**; y hallandose el citado Ayala con la Cantidad de veinte y un mil quatrocientos sesenta y un pesos quatro granos en aquel Puerto para verificar su embarque en el permiso que tiene abierto en la citada ocasion el Coronel Don Felipe de Cerain, de quien es Apoderado el mencionado Ayala, ocurro à la Justificacion de V.E. para que se sirva pasar la correspondiente orden conforme à lo que està resuelto, y con la brevedad que exige la estrechez del tiempo, para que no se le ponga embarazo en el embarque de los citados veinte y un mil quatro cientos y un pesos quatro granos, hallandose constante el mencionado permiso como lo esta.*

*Por tanto*

*A V.E. pide y suplica que con la brevedad que exige la estrechez del tiempo se sirva V.E. pasar al Ministerio de Acapulco la orden correspondiente para que no embarazen Don Santiago de Ayala el embarque de 21,461 pesos de el permiso ordinario de la Nao **Magallanes** con que ... halla Don Felipe de Cerain de Manila, en que re[cibira] gracia.*

*Exmo. Sor.*

*Gabriel de Yturbe è Yraeta.*

### **Translation.**

Year of 1802.—Secretariat of the Vice-Kingdom—Philippines N° 148/103.

Regarding the embarkation of 21,461 pesos and 4 grains that Colonel Felipe de Cerain [claims] from the embarkation permit aboard the galleon **Magallanes** in her last voyage in 1800.

Your Excellency.

Don Gabriel de Iturbe è Iraeta, on behalf of Don Santiago de Ayala of the Manila trade, and resident of Acapulco, with all due respect, represents to Y.E. that, as can be verified in the enclosed letter that he duly presents, in spite of what Y.E. had decided and ordered, for the ordinary overdue permits to be embarked in the present occasion aboard the ship **Montañés** and **Rey Carlos**, the Ministry of Acapulco has excluded, and refuses permission for, those that remained from the previous year from the voyage of the galleon **Magallanes**. And, given that the above-mentioned Ayala was left with 21,461 pesos and 4 grains in that port, for embarkation with the permit that Colonel

Felipe de Ceraín, whose agent is said Ayala, holds for said occasion, I refer the matter to Y.E. for you to be pleased to issue the corresponding order for your decision to be carried out, and as quickly as possible, as time is short, in order for said 21,461 pesos from the ordinary permit of the galleon **Magallanes** to be embarked, and remitted to Don Felipe de Ceraín of Manila, a favor which he will appreciate.

Your Excellency.

Gabriel de Iturbe é Iraeta<sup>1</sup>

### **I3. Certifications, for 1799 and 1801, for the subsidies for the Mariana Mission**

*Source: AGN Fil. 40, fol. 298-301.*

#### **Original text in Spanish.**

*Secretaria del Virreynato—Año de 1802.*

*Limosna de los Misioneros de Yslas Marianas, Aceyte de las Lamparas de los Sagrarios que mantienen, y vestuario de los religiosos del Convento de Manila.*

*Fr. Thomas Caxaraville de Santa Rita Predicador Religioso de la Orden de los Recoletos Dezcalzos de N.P. San Agustin de la Prov<sup>a</sup> de San Nicolas de las Yslas Filipinas Vicario Provincial Juez Eclesiastico, y Vicario Foraneo de estas Yslas:*

*Certifico y Juro in verbo sacerdotis en la mas bastantes [sic] forma que puedo, y me son concedido, como en estas Yslas Marianas y sus Misiones, han estado y estan empleados en la Predicacion del Santo Evangelio, adelantamiento de esta nueva Cristianidad y Santa Fe, en servicio de la Divina Magestad y del Rey Nuestro Señor (que Dios guarde) los siguientes Sacerdotes.*

*El P. Fr. Thomas Caxaraville Vicario Provincial*

*El P. Fr. Josef Ballespin de la Santísima Trinidad*

*El P. Fr. Domingo Medina de Santo Tomas de Aquino*

*El P. [Fr.] Christoval Ybañez de San Onofre*

*En la misma forma Certifico y juro que à avido y hai en dichas Yslas Sagrarios en las siete Yglesias las que estan con todo cuidado posible con siete Lamparas alumbrando al Santísimo para su culto y quedan del mismo modo. Y para que todo conste asi al Excelentísimo Sor. Virrey de la nueva España, como à los Reales Tribunales de Cuentas, Señores Oficiales Reales de las Reales Caxas de Mexico y demas que combenga,*

<sup>1</sup> Ed. note: The Fiscal noted that the reasons for the royal officials of Acapulco to withhold this shipment are not stated. The matter was referred to the Manila agent in Mexico, Diego de Agreda, for information, on 13 February 1802. Said gentleman wrote back on the 16th that he supposed that they thought it was a duplication of payments. The next day, the Fiscal recommended that said shipment be allowed, and the Treasury Council concurred. One month later, the royal officials of Acapulco advised that they had complied.

*doi la presente fecha en esta Ysla de San Juan, y Ciudad de San Ygnacio de Agaña Capital de estas Yslas Marianas en nueve de Diciembre de mil setecientos noventa y nueve.*

*Fr. Thomas Caxaraville de Santa Rita, Vicario Provincial.*

*Fr. Christoval Ybañez de San Onofre de la Orden de los Agustinos descalzos de N.P. San Agustin Notario de este Oficio:*

*Certifico y juro in bervo Sacerdotis; como todo lo arriba expresado por nuestro actual Superior y Vicario Provincial de estas Yslas Marianas, ser verdad el numero de Yglesias Misioneros y Sagrarios que expresa; Y para que conste donde combenga doi el presente testimonio firmado de mi mano en nueve de Diciembre de mil setecientos noventa y nueve.*

*Fr. Cristoval Ybañes de San Onofre, Notario.*

*Don Manuel Muro Theniente Coronel Graduado, y Gobernador por S.M. de estas Yslas Marianas:*

*Certifico en la forma que puedo y debo, que los RR.PP. Contenidos en la Plana anterior son los mismos que al presente existen y administran Doctrinas y Sacramentos en estas dichas Yslas. Ygualmente los Santuarios y Lamparas, que menciona la otra Certificacion à su continuacion que va firmada por el M.R.P. Fr. Thomas Caxaraville Vicario Provincial de ellas, y la firma letra y rubrica es propia suya y de la que acostumbra en todos sus negocios judiciales y extrajudiciales: Como asimismo el M.R.P. Fr. Christoval Ybañes de San Onofre por su Notario y Como tal à autorizado todos los despachos de su Juzgado: y la firma y rubrica es la misma que à usado y usa en ellos. En cuio Testimonio y comprobacion doi la presente y firmè en esta Ciudad de San Ygnacio de Agaña en diez de Diciembre de mil setecientos noventa y nueve.*

*Manuel Muro.*

## **Translation.**

Secretariat of the Vice-Kingdom—Year of 1802.

Alms for the missionaries of the Mariana Islands, oil for the lamps of the sanctuaries maintained by them, and vestments for the religious of the Convent of Manila.

I, Fr. Tomás Caxaraville de Santa Rita, Preacher Religious of the Order of Discalced Recollects of St. Augustine of the Province of San Nicolas of the Philippine Islands, Vicar Provincial, Ecclesiastical Judge, and Vicar Forane of these islands:

Do certify and swear as a priest in the best manners possible, and available to me, that in these Mariana Islands and their Missions, there have been and are employed in preaching the Holy Gospel, the progress of this new Christian community and the holy Faith, in the service of the Divine Majesty and that of the King our Lord (whom may God save) the following priests:

—Father Fray Tomás Caxaraville, Vicar Provincial;



- Father Fray José Ballespin de la Santísima Trinidad;
- Father Fray Domingo Medina de Santo Tomás de Aquino;
- Father [Fray] Cristobal Ibañez de San Onofre.

In the same manner, I certify and swear that there have been and are in said Islands sanctuaries in the seven churches in which are being carefully kept burning seven lamps to honor the Most Holy for His cult. And for whom it may concern, for instance, His Excellency the Viceroy of New Spain, as well as the Royal Tribunals of Accounts, the Royal Officials of the Royal Treasury in Mexico and others concerned, I give the present, dated at this Island of San Juan, and City of San Ignacio of Agaña, Capital of these Mariana Islands on the 9th of December 1799.

Fr. Tomás Caxaraville de Santa Rita, Vicar Provincial.

I, Fray Cristobal Ibañez de San Onofre of the Order of Augustinian Recollects of St. Augustine, Notary of this Office:

Do certify and swear as a priest, that everything stated above by our present Superior and Vicar Provincial of these Mariana Islands, is the true number of churches, missionaries and sanctuaries. And for whom it may concern, I give the present testimony signed by my hand on the 9th of December 1799.

Fr. Cristobal Ibañez de San Onofre, Notary.

I, Manuel Muro, Lieutenant-Colonel, and Governor for H.M. of these Mariana Islands:

Do certify in the manner that I can and must, that the Rev. Fathers mentioned in the above roll are the same persons who at present exist and administer the catechism and sacraments in these said Islands. Furthermore, the sanctuaries and lamps that are mentioned in the other certificate that follows and is also signed by the Most Rev. Fr. Fray Tomás Caxaraville, Vicar Provincial of them, and the signature used therein is his own and that which is usual for him to use on all his legal, and unofficial, documents. Similarly, the Most Rev. Fr. Fray Cristobal Ibañez de San Onofre is acting as his Notary and as such has authorized all the despatches of his Office; and the signature used by him is his own and the one commonly used by him in said despatches. In faith whereof and as a proof, I give the present and have affixed my signature in this City of San Ignacio of Agaña on 10th December 1799.

Manuel Muro.<sup>1</sup>

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<sup>1</sup> Ed. note: There follow other certifications by 5 officers of the garrison, then another similar set of certificates, for 1801, with the same kind of information.

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## Documents 1802J

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# Letters of appointment of Governor Parreño

*Source: AGI Fil. 346, libro 17, fol. 181v-186, pp. 394-403.*

## J1. Title of Governor, dated Aranjuez 20 February 1802

### Original text in Spanish.

*Titulo de Gobernador Politico de las Islas Marianas en las Filipinas para el Capitan D. Alexandro Parreño, Ayudante mayor del Regimiento de Granada, residente en estos Reynos. Refrendados del Señor Secretario D. Antonio Porcel, y firmado de los Señores S. C. Mangino; Iriarte.*

*D. Carlos por la gracia de Dios, &a.*

*Por quanto en consideracion al merito y servicios de vos el Capitan D. Alexandro Parreño, Ayudante mayor del Regimiento de Infanteria de Granada, residente en estos Reynos, he venido por mi Real Decreto de 14 de Enero de este año en conferiros el Gobierno militar Presidial de las Islas Marianas, vacante por haver cumplido en el su tiempo el Teniente Coronel D. Manuel Muro, y comunicarlo à mi Consejo de Camara de las Indias, para que se os expida el Titulo correspondiente al mando Politico. Por tanto es mi voluntad que vos el nominado D. Alexandro Parreño entreis à servir, y exercer el empleo de Gobernador Politico de las Islas Marianas, y que lo continueis por el tiempo que fuere de mi agrado en la misma forma, y con las propias facultades que vuestro antecesor, y mando al Gobernador, y los de mi Consejo de las Indias, tomen y reciban de vos el expresado D. Alexandro Parreño el Juramento acostumbrado, que en tales casos se requiere, con la solemnidad que se acostumbra de que bien, y fielmente servireis el expresado Gobierno, y que aviendole executado y puestose testimonio de ello à continuacion de este Titulo, es mi voluntad os presenteis con èl al Gobernador, y Capitan General de las Islas Filipinas, y al Regente y Oydores de mi Real Audiencia de Manila, para que os pongais en posesion de èl, y os entreguen los Despachos, è Instrucciones que se huvieren dado à vuestros antecesores. Y asi mismo ordeno à los enunciados Presidente, Regente, y Oydores, y à los demas Jueces, y Ministros de los Tribunales de aquellas Islas, y à vecinos y moradores de la Jurisdiccion del enunciado Gobierno de las Islas Marianas, que os hayan y tengan por tal Gobernador Politico de ellas, guardandoos, y haciendo se os guarden todas las honrras, gracias, mercedes, inmunidades, prerrogativas, esenciones, y preheminencias, que os tocan sin limitacion alguna; y por*

*lo que toca à la forma con que os haveis de portar en el exercicio, y uso de este empleo, y facultades que con el haveis de tener, y poder usar y lo que debeis observar mientras lo sirviereis, os arreglareis à las Ordenes, y Instrucciones que estuvieren dadas, y se dieren en adelante, y declaro que debeis satisfacer la media annata de èl, exceptuando unicamente la quita que corresponde al grado Militar, que obteniais al tiempo de mi nombramiento para el destino que os confiero, cuya satisfaccion deberá hacerse con intervencion del sugeto encargado de la regulacion de la Media Annata, segun lo dispuesto por Real Orden de primero de Abril de mil setecientos noventa y ocho, con más lo correspondiente à la tercera parte de emolumentos, y diez y ocho por ciento de la conduccion del todo à España en la forma que para estos casos está dispuesto por las reglas del Arancel del mismo Derecho, y providencias expedidas en el asunto. Y por hallarme enterado que algunos provistos para empleos de America se detienen en España, y aun en mi Corte con perjuicio de mi Real servicio, y contra mis Reales Intenciones, os mando, que en el preciso termino de mes y medio contado desde la fecha de este nombramiento, os presenteis en el Puerto de esta Peninsula, por donde dispongais vuestro viage al respectivo Juez de Arribadas, remitiendo Certificacion à mi Via Reservada, y al Consejo de Camara de Indias de averlo ejecutado, segun esta generalmente resuelto por Reales Ordenes de quince de Noviembre de mil setecientos ochenta y ocho, tres y nueve de Febrero de mil setecientos noventa y nueve, con prevencion que de no verificarlo se declararan vacantos dichos empleos, y se proveeran en el sugeto que fuere de mi Real agrado.*

*Y de este titulo se tomara razon en las Contadurias generales de la Distribucion de mi Real Hacienda, y de mi Consejo de las Indias dentro de dos meses de su data, y no ejecutandolo asi quedara nula esta gracia, y tambien se tomara por el Tribunal de Cuentas y Oficiales Reales de Manila.*

*Dado en Aranjuez à 20 de Febrero de 1802.*

### **Translation.**

Letter of Appointment as Political Governor of the Mariana Islands in the Philippines for Captain Alexandro Parreño, Major Adjutant of the Regiment of Granada, resident of these Kingdoms. Countersigned by the Secretary, Antonio Porcel, and signed by their Lordships S. C. Mangino, and Iriarte.

Don Carlos by the grace of God, etc.

Whereas in consideration of your merit and services, Captain Alexandro Parreño, Major Adjutant of the Regiment of Infantry of Granada, resident of these Kingdoms, I have by my Royal decree of 14 January last, conferred upon you the military government and control of the garrison of the Mariana Islands, vacant on account of Lieutenant-Colonel Manuel Muro having accomplished his term of office, and so advised my Council of State of the Indies, for them to issue you the corresponding Title for the political command. Consequently, it is my will that you, the above-said Alexandro Parreño shall begin to serve, and exercise the post of Political Governor of the Mariana Islands, and that you continue in said post for a term that might be of my pleasure in

the same manner and with the proper authorities as your predecessor, and I order the Governor and the members of my Council of the Indies, to take and receive from you, the above-mentioned Alexandro Parreño, the usual oath of office, as required under such cases, with the formality of swearing to serve me well and faithfully in said Government, and that, once this has been done and a testimony thereof placed at the end of the present Appointment, it is my will that you present yourself with it before the Governor and Captain General of the Philippine Islands, and to the Regent and Members of my Royal Audiencia of Manila, for them to give you possession of it, and to deliver to you the Despatches, and Instructions that might have been given to your predecessors. And in addition I order the above-named President, Regent, and Members, and the other Judges, and Ministers of the Tribunals of those Islands, and the neighbors and residents of the Jurisdiction of the above-mentioned Government of the Mariana Islands, to have you and to hold you as their Political Governor of them, to give you, and make others give you, all of the honors, graces, benefits, immunities, prerogatives, exemptions, and preeminences that belong to you, without any limitation; and as far as the form that you must follow in the exercise of your functions, and the authority and power that you must use while doing so, you are to regulate yourselves by the Orders, and Instructions that might be given to you, and will be given you in future, and I declare that you must pay the half *annata* on it, except for that corresponding to the military rank that you will obtain from me for the post that I confer upon you, and you are to acquit yourself of this obligation by contacting the individual in charge of the regulation of the half *annata*, in accordance with the Royal order dated 1 April 1798, along with what corresponds to one-third of the emoluments, and 18% of the charges for everything in Spain in the form that is laid down for such cases, in accordance with the rules of the custom duty, and provisions regarding the matter. And, since I am aware that some persons assigned to jobs in America have remained in Spain, and even at my Court, in prejudice of my Royal service, and against my Royal intentions, I order you to report to the Port of this Peninsula within the precise term of one and a half months, beginning from the date of this appointment, where you can arrange your voyage with the respective Judge of Arrivals, and sending me proof of having done so by confidential courier, with copy to the Council of State of the Indies, as per the general dispositions of the Royal orders dated 15 November 1788, 3 and 9 February 1799, failing which you are warned that the posts will be declared vacant, and will be conferred upon the individual of my Royal pleasure.

And this letter of Appointment is to be taken into account by the general Accounting offices in charge of the distribution of my Royal treasury, and of my Council of the Indies within two months of its date, failing which this favor will become null and void, and also it is to be taken into account by the Tribunal of Accounts and the Royal officials of Manila.

Given at Aranjuez, on 20 February 1802.

## J2. Letter from the King to the Governor of the Philippines, dated Aranjuez 20 February 1802

### Original text in Spanish.

*Al Gobernador de Filipinas ordenandole haga dar posesion del Gobierno Politico de las Islas Marianas al Capitan D. Alexandro Parreño, Ayudante mayor del Regimiento Infanteria de Granada, residente en estos Reynos.—2ª y hai 4ª. Refrendado del Señor Secretario D. Antonio Porcel.*

*El Rey.*

*Gobernador y Capitan General de las Islas Filipinas, y Presidente de mi Real Audiencia de ellas, que reside en la Ciudad de Manila.*

*Por mi Real Titulo su fecha de este dia, he hecho merced al Capitan D. Alexandro Parreño, Ayudante mayor del Regimiento de Infanteria de Granada del Gobierno Politico de las Islas Marianas en la forma que por el citado Titulo lo entenderéis y por que mi voluntad es que no se ponga embarazo al entero, y puntual cumplimiento de esta merced, ni se dilate la posesion con ningun pretexto, ni motivo, segun, y por las razones que se expresan en el mencionado Titulo, he querido participaroslo para que lo observeis precisamente (como os lo mando), y me deis cuanta de haverse executado para hallarme enterado de ello.*

*Fecha en Aranjuez á 20 de Febrero de 1802.*

### Translation.

To the Governor of the Philippines, ordering him to give the Political Government of the Mariana Islands to Captain Alexandro Parreño, Major Adjutant of the Regiment of Infantry of Granada, resident of these Kingdoms.—Duplicate and fourth copy countersigned by the Secretary, Antonio Porcel.

The King.

[To the] Governor and Captain General of the Philippine Islands, and President of my Royal Audiencia there, residing in the City of Manila.

By my Royal letter of appointment of this date, I have granted to Captain Alexandro Parreño, Major Adjutant of the Regiment of Infantry of Granada, the Political Government of the Mariana Islands in the form stated in said letter, and it is my will that you are not to embarrass the process in any way, and the timely compliance of this favor, nor delay his taking possession of it under any pretext, or reason, whatever, in accordance with the reasons given in the above-mentioned letter. By the present, it is my wish to advise you directly, so that you will observe it exactly (as I order you to do), and you are to report on compliance of same. in order to keep me informed.

Made at Aranjuez, on 20 February 1802.<sup>1</sup>

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<sup>1</sup> Ed. note: Governor Parreño reached Mexico City 10 months later, where he soon began procedures to get the subsidy for his islands (see do. 1803F).

### J3. Letter from the King to the Audiencia of Manila, dated Aranjuez 20 February 1802

#### Original text in Spanish.

*A la Audiencia de Manila ordenandola no embie Jueces de Comision al Gobierno de las Islas Marianas, y que las causas que se ofrecieren las remita à aquel Governador.—3ª y hai 4ª. Refrendado del Señor D. Antonio Porcel.*

*El Rey.*

*Presidente, regente, y Oydores de mi Real Audiencia de las Islas Filipinas, que reside en la Ciudad de Manila.*

*Por mi Real Titulo de fecha de este dia he hecho mercer al Capitan D. Alexandro Parreño, Ayudante mayor del Regimiento de Infanteria de Granada del Gobierno Politico de las Islas Marianas; y por que se suelen embiar por esa Audiencia Jueces de Comision por causas leves, y con salarios excesivos, en que los vecinos de aquella Jurisdiccion reciben agravios, os ordeno, y mando que de aqui adelante no proveais Jueces de comision para la Jurisdiccion del expesado Gobierno, sino que las causas que se ofrecieren las remitaís a aquel Governador, excepto en los casos inescusables, y precisos, y en estos sera a costa de los que la pidieren, con apercivimiento de que de lo contrario se proveera de remedio.*

*Fecha en Aranjuez à 20 de Febrero de 1802.*

#### Translation.

To the Audiencia of Manila ordering them not to send Judge commissioners to the Government of the Mariana Islands, but to remit any causes that might offer to their Governor.—Triplicate and fourth copy countersigned by Don Antonio Porcel.

The King.

[To the] President, Regent, and Members of my Royal Audiencia of the Philippine Islands, which reside in the City of Manila.

By my Royal letter of appointment of this date, I have granted to Captain Alexandro Parreño, Major Adjutant of the Regiment of Infantry of Granada, the Political Government of the Mariana Islands; and because it has been the practice of your Court to send Judge Commissioners for light cases, and with excessive salaries, by which the residents of that jurisdiction receive damages, I order you that, from now on, you refrain from sending Judge commissioners to the jurisdiction of the above-said Government, except that the causes that might come up are to be referred to that Governor, except for unavoidable, and necessary, cases, in which case the petitioners are to pay expenses, and should their collection not be successful, a remedy is to be provided accordingly

Made at Aranjuez, on 20 February 1802.

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 Document 1802K
 

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## The establishment of public schools in the Marianas

*Source: AGI Fil. 346, libro 17, fol. 186-188, pp. 403-407.*

### Letter from the King to Governor Parreño, creating public schools in which the Spanish language would be used

#### Original text in Spanish.

*Para que D. Alexandro Parreño provisto para el Gobierno de las Islas Marianas en el distrito de la Audiencia de Filipinas cuide en la forma que se expresa del establecimiento de Escuelas, y uso del Idioma Castellano.—4ª y ultima. Refrendado del Señor Don Antonio Porcel.*

*[El Rey.]*

*Don Alexandro Parreño à quien hè nombrado por Governador Politico de las Islas Marianas en el distrito de mi Real Audiencia de Filipinas.*

*Enterado mi Consejo de las Indias de las providencias que en representacion de siete de Marzo de mil setecientos setenta y siete participó mi Real Audiencia de Charcas a ver dado para el establecimiento de Escuelas del Idioma Castellano en los Pueblos de Indios de su distrito, y de lo que en su inteligencia dijo mi Fiscal; determinó que al tiempo de entregarse mis Reales Titulos à los Governadores, Corregidores, ó Alcaldes Mayores de aquellos mis Dominios, se les previniese en Despacho separado lo que deben ejecutar sobre el asunto.*

*En su consecuencia os mando observeis puntualmente las Reales Cédulas expedidas por punto general en diez de Mayo de mil setecientos y setenta, veinte y ocho de Noviembre de mil setecientos setenta y dos, y veinte y quatro de Noviembre de mil setecientos setenta y quatro, sobre el establecimiento de Escuelas del Idioma Castellano en todos los Pueblos de Indios, para que en ellas aprendan à leerle, escribirle, y hablarle, **prohibiendoles usar de su lengua nativa**, y señalando para ello Maestros en quienes concurran la Christiandad, suficiencia, y buena conducta que se requiere para tan util y delicado Ministerio asignandoles el salario de pronto en lo que se paga de mi Real Hacienda por razon de Preceptoria en los Pueblos donde estuviere corriente esta contribucion, situando lo que faltare en los bienes, y caxas de las comunidades, y propo-*

*niendo à vuestros Superiores los arbitrios que considerareis mas oportunos para el solido establecimiento de las mencionadas escuelas, y disponiendo, que en los conventos, en los Monasterios, y en todos los negocios Judiciales, extrajudiciales, y domesticos, no se hable otra lengua, que la Castellana, y que cuiden de ello las Justicias, Prelados, Amos, ó Patronos de las Casas; en inteligencia, de que sino lo executareis en lo que corresponde, de qualquiera falta que tuviereis en quanto va expresado, y corresponde à ese distrito, se os hará cargo en vuestra Residencia, à cuyo fin está comunicada la orden conveniente à la respectiva mi Real Audiencia.*

*Fecho Aranjuez à 20 de Febrero de 1802.*

### Translation.

In order for Don Alexandro Parreño, provided with the Government of the Mariana Islands in the district of the Audiencia of the Philippines, to look after the establishment of Schools, and the use of the Spanish language, in the form stated therein.—Fourth and last copies. Countersigned by Don Antonio Porcel.

[The King.]

[To] Don Alexandro Parreño, whom I have appointed Political Governor of the Mariana Islands in the district of my Royal Audiencia of the Philippines.

My Council of the Indies having been informed of the measures that were taken to establish Schools in the Spanish language in the towns of Indians of their district, as a result of a petition dated 7 March 1777 and presented by my Royal Audiencia of Charcas,<sup>1</sup> having taken into account the opinion of my Fiscal: I decided then that, whenever my Royal letters of appointment are delivered to Governors, Town Magistrates, or Senior Mayors in those my Dominions, they should be warned by separate despatch of what they must execute regarding the matter.

Consequently, I order you to obey every point of the Royal decrees issued widely on 10 May 1770, 28 November 1772, and 24 November 1774, regarding the establishment of Schools in the Spanish language in all of the towns of Indians, so that they may be taught to read, write, and speak it therein. and **forbidding them to use their native language**, and choosing for this purpose Teachers in whom be found the Christian habits, aptitude, and good conduct that are required for such a useful and delicate Ministry, and paying them promptly the salary that is normally paid by my Royal treasury to Masters assigned to the towns where such a contribution is standard practice, otherwise assigning the difference to be paid out of the income and revenues of the communities in question, and petitioning your Superiors with whatever proposal you may see fit, for the solid establishment of the above-mentioned schools, and passing regulations, so that in the convents, monasteries, and in all of the business transactions, legal transactions, and other transactions, including domestic affairs, no other language be spoken but the Spanish language, and that Justices, Prelates, Heads of Households, obey same. I warn you that, should you fail to comply with your duty in this respect,

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1 Ed. note: This former Province is now part of Bolivia.



in any part of what is stated above, and corresponds to your district, you will be charged in the audit of your term of office, for which purpose I have sent a copy of this order to my Royal Audiencia there.

Made at Aranjuez, on 20 February 1802.

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**Document 1802L**

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## **Application for Spanish citizenship, by Felix Dayot, Frenchman**

*Source: AGI Fil. 346, libro 18, fol. 61-68, pp. 161-164.*

### **Letter from the King to the Governor of the Philippines, dated 8 September 1806**

#### **Original text in Spanish.**

*Al Gobernador de Filipinas participandole haberse concedido Cedula de Tolerancia por ahora a D. Felix Dayot de Nacion Frances para que subsane el defecto de que no hubiese hecho la Justificacion de sus circunstancias ante la Real Audiencia y ordenandole lo que sobre el asunto se expresa.—Fho por duplicado. Refrendado del Señor Secretario D. Antonio Porcel.*

*El Rey.*

*Governador y Capitan general de las Islas Filipinas y Presidente de mi Real Audiencia de ellas que reside en la Ciudad de Manila.*

*Con carta de 23 de Febrero de 1804 acompañaisteis la instancia de D. Felix Dayot de Nacion Frances Piloto de profesion y vecino de esa Capital en solicitud de carta de naturaleza con un testimonio de la informacion de testigos que promovio con citacion del Fiscal de lo civil y en virtud de comision vuestra, recibio el Escrivano de Gobierno a fin de acreditar como lo hizo: Que en el año de 1790 habia pasado a esa Ciudad desde Macao, que hasta el de 1801 sirvio el empleo de segundo piloto en un Buque Español propio de D. Luis de Iturralde; que en los años de 1802 y 1803 hizo dos viages en la misma clase el uno a Nueva España en la fragata **Casualidad** de ese Comercio, y el segundo a Canton en el Buque **San Vicente Ferrer** de la Compañia confiandosele noticias interesantes al Real servicio; que en el referido año de 1803 habia contraido matrimonio con Doña Maria Vertosa(?) Española natural y residente en esa Ciudad, habiendo sido matriculado en la Clase de Piloto por el Comandante Militar de matriculas de ese Comercio, y por ultimo que era constante su honrado porte y buena reputacion en su ejercicio y profesion, pero como no obstante esto, considerase que por la falta de arraygo se hallaba privado de la felicidad de contarse por uno de mi fieles vasallos y por consiguiente expuesto a que se le prosiguiese como extranjero a fin de liber-*

*rarse de esos riesgos, me suplicaba fuese servido dispensarle la correspondiente carta de naturaleza con todas las gracias, mercedes, honrras y franquicias del caso.*

*Y visto lo referido en mi Consejo de Camara de las Indias con lo que en su inteligencia y a lo informado por la Contaduria general expuso mi Fiscal y consultadome sobre ello en 2 de Julio de este año, he venido en conceder al mencionado D. Felix Dayot Cedula de Tolerancia por ahora (y en los propios terminos que por Cedula de esta fecha dispenso igual gracia a D. Pedro Abraham residente tambien en esa Ciudad) para que subsane el defecto de que no hubiere hecho la Justificacion de sus circunstancias ante la Real Audiencia con citacion del Fiscal y del Consulado, en los terminos de las leyes 31 y 32 titº 27 del libro 9, acreditando debidamente ser su profesion la de la Regilion Catolica, y en su consecuencia os ordeno y mando que haciendo saber que nominado interesado esta mi real resolucion dispongais lo demas que convenga a fin de que tenga cumplido efecto dandome cuenta de sus resultas y estando advertidos asi vos como vuestro Asesor para lo subcesibo de que debeis remitir semejantes instancias a quien tocan en puntual obserbancia de las Leyes.*

*Fha en San Ildefonso a 8 de Septiembre de 1806.*

### Translation.

To the Governor of the Philippines, to inform him that a Decree of Tolerance has been granted for now to Don Felix Dayot, a French citizen, to give him time to make up for the deficiency resulting from his failure to substantiate his circumstances before the Royal Audiencia and ordering him to do certain things stated therein.—Made in duplicate. Countersigned by the Secretary, Antonio Porcel.

The King.

[To the] Governor and Captain General of the Philippine Islands and President of my Royal Audiencia there, residing in the City of Manila.

With a letter dated 23 February 1804, you enclosed the request of Felix Dayot, a French citizen, and Pilot by profession, residing in that Capital, for a letter of naturalization, and you attached a record of proceedings recording the declarations of witnesses gathered by the Fiscal in civil matters, at your instance, and recorded by the Government Clerk, to wit: That in the year 1790 he went to that City from Macao; that until 1801 he was serving as second pilot aboard the Spanish ship owned by Don Luis de Iturralde; that in 1802 and 1803 he made two voyages in the same capacity, one to New Spain aboard the frigate **Casualidad** belonging to the traders there,<sup>1</sup> and the second to Canton aboard the ship **San Vicente Ferrer** belonging to the [Royal Philippine] Company, during which he had obtained interesting notices in the Royal service; that in said year of 1803 he contracted marriage with Doña Maria Vertosa(?), a Spanish citizen residing in that City, and had received a license as commercial Pilot from the Military Command there, and finally that his behavior had been constant, honorable and his reputation in the exercise of his profession had been good, but, notwithstand-

<sup>1</sup> Ed. note: See Doc. 1803C.

ing this, he considered himself unhappy for lack of proper roots, being unable to count himself as a faithful vassal of mine, and consequently exposed to prosecution as a foreigner; in order to free himself from such risks, he begged me to please grant him the corresponding letter of naturalization with all of the favors, honors, and privileges of the case.

This having been seen in my Council of State of the Indies, along with your report and those from the Accountant General and my Fiscal, following a consultation dated 2 July of this year, I have decided to grant the above-named Felix Dayot a Decree of Tolerance for now (and in the same terms contained in a Decree of this date by which I grant the same favor to Pedro Abraham, also residing in that City) to give him time to make up for the deficiency resulting from his failure to substantiate his circumstances before the Royal Audiencia, with the intervention of the Fiscal and the Consulado, in accordance with Laws 31 and 32, Title 27, Book 9, by which he is to make a formal declaration to the effect that he practices the Catholic religion, and consequently I order you to let the interested party know of this my royal decision, and to take the measures necessary to have him comply with the missing requirements, and to inform me of the results. I take this opportunity to warn you and your Counsellor that, in future, when you remit similar requests, you are to follow the corresponding Laws.

Made at San Ildefonso, on 8 September 1806.

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## Documents 1802M

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### The fleet of 6 English ships that were seen sailing past Saipan

*Note: The fleet consisted in the following ships: HMS Arrogant, Captain Osborne; True Briton, Captain Clarke; Dover Castle, Captain Sampson; Asia, Captain Wardlaw; Rainier; and Orpheus. The last two were Country ships from India. The Rainier was named after Peter Rainier (1742-1808), who retired as Commander-in-Chief of the Royal Navy in the East Indies.*

#### M1. The logbook of the True Briton, kept by Captain William Stanley Clarke

*Source: Log 2970, India Office.*

#### True Briton in the Northern Pacific.

...

Wednesday 3rd March 1802

... At 11:56 a.m. Lat. by double altitudes 5°7'32" North. Kept a strict lookout during the night, being in the parallel assigned in Robertson's Chart to Pulo Anna & but 9 leagues to the westward by Chronometer.

Lat. obs. 5°8' N., by acct. 5°20', Long. in. 130°43' E, by lunar 129°30' E, by Chron. 129°43' E.

Monday 4th March 1802

... During great part of ye night could not distinguish the Commodore from his being too to windward. Six weeks earlier the Gillolo Passage might be certainly an eligible passage, but with ships light & crank as the **Rainier** & ourselves, at this season, when the NE monsoon approaches the Line, I own I should have esteemed the route by Dampier's, or Pitt's Strait preferable, & more certainly expeditious...

Lat. obs. 6°51' N., acct. 6°35' N, Long. in. 130°22' E, by Chron. 129°35' E.

...

Friday 5th March 1802

... At 8 a.m. the **Orpheus** made sail ahead, after an interchange of signals with the Commodore **Arrogant**, whence I apprehend Capt. Osborne has detached her.

Lat. obs. 8°15' N, acct. 7°53' E, Long. in. 130°21' E, lunar 128°48', by Chron. 129°18'

[Therefore, the fleet passed to the west of Palau without seeing the islands.]

## **M2. The logbook of the Dover Castle kept by Captain Peter Sampson**

*Source: Log 232B, India Office.*

### **Ship Dover Castle towards Macao.**

...

Wednesday February 24th 1802

... Strong gales and rain[,] in 2nd reef main topsail.

**True Briton** and **Rainier** 7 or 8 miles astern...

Lat. observed 0°52' N. Longitude per Chron. 129°18' E.

Thursday February 25th 1802

Longitude at noon per mean of 20 sights at Sun-Moon 130°31'. Long. per Reckoning 130°43'. At 7 a.m. departed this life John Berry and at noon committed his body to the deep with the usual ceremony...

Lat. obs. 0°58' N., Long. by Chron. 130°55'

...

[No island mentioned. Track via 5°10'N & 130°11'E, and 8°21' & 129°39']

## **M3. The logbook of the Asia kept by Captain Robert Wardlaw**

*Source: Log 24M, India Office.*

### **Ship Asia from Amboyna towards China.**

...

Wednesday 24 February

At sunset very cloudy thick over the Land [of New Guinea?]...

At noon Eye Island from the mast head SEbS 8 or 9 leagues.

Lat. obs. 0°56' N., Long. by Chron. 129°56' [E]

...

Friday 25 February

... At sunset the Yawl Islands from S3/4E to SEbS...

Lat. obs. 1°20' N, Lonog. by Chron. 130°50'

[No island of Micronesia mentioned in this log either.]

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## Document 1802N

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# Amasa Delano's visit to the Northern Marianas in 1802

*Source: Amasa Delano's book: A Narrative of Voyages and Travels (Boston, 1817).*

## Chapter XXII.

*Passage to Canton—Directions for Sailing through between the Ladrone Islands...*

After having taken in a supply of fresh provisions and water, we took our departure from the Sandwich [i.e. Hawaiian] Islands on the 20th of December 1801, and steered a course for Canton; and on the 21st of January following, we fell in with and passed through between the Ladrone Islands.

In our passage through the Ladrone Islands there appeared to be no kind of danger whatever, neither rock nor shoal in the way. We made the land in about 18°20' north latitude, and I think that to be a good latitude to run down in. There is an island [i.e. Pagan] in the southerly side of the passage, eighteen or twenty leagues distant, appearing in shape much like a high round loaf of bread. As we raised it, we made more high land to the southward, which we found to be connected with the former. On drawing up with it, we made an island [i.e. Agrigan] to the northward of the passage, which appeared high and round like the one described, only larger on the water, and found the first to be a volcano. We then saw another island [i.e. Alamagan] to the south of the first we discovered, at the distance of fifteen leagues. When on with the east end of the first island, its bearing was south 10° east. There lay two remarkable rocks, or islets off the south east side of the first island,<sup>1</sup> which appear, when bearing south west, or south west by west, like two ships at a distance; but the westerly one is much the larger, and when coming nearer to them, there will be observed a very large hole through the easternmost one.

We passed at about four miles distance from the first discovered island, and when the volcano bore south 15° east, the island to the northward bore north 15° west; the estimated distance was 10 leagues, and all the passage between them appeared to be

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1 Ed. note: Hira and Togari Rocks (MI5 d & f in Bryan's Place Names) off the SE corner of the north half of Pagan.

clear. The nearest island that we passed was green and very fertile round the volcano; but the other parts of it appeared to be very barren indeed, and nothing but high craggy sharp rocks. We did not see any signs of inhabitants on either of them. When we passed nearest to the first, we were in latitude  $18^{\circ}12'$  north. The center of the island lies in latitude  $18^{\circ}2'$  north, or thereabouts, and in longitude  $214^{\circ}14'$  west.<sup>1</sup> As we had a very good set of sights on each side of the moon the night before we passed them, and they agreed so very well together, I think the longitude must be right. The first island [i.e. Pagan] is about twelve miles long and perhaps half that distance in breadth, and lies the largest way north east and south west. As these islands are laid down very erroneously in the best charts that we have, and not having any voyages on board which gave an account of them, I am at a loss what their names are, and shall give them none, as I do not consider myself authorized. I have, on a succeeding voyage, satisfied myself, that the island that had the volcano on it, is called in the charts Guguan [sic], and the other bearing north-north-west from it, is called Mamaguan [sic].<sup>2</sup>

The passages between the islands both to the north and south, for two degrees either side of where we passed, are good, and if any vessel should be very much distressed on account of scorbutic complaints, it may haul to the southward to latitude  $12^{\circ}$ , and run down for the island of Guam, where it may get suitable refreshments without much difficulty, as the island affords fruit, vegetables, and water, which can be procured very conveniently.

...

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- 1 Ed. note: There are very good estimates for the time. The north half of Pagan lies at  $18^{\circ}08'$  N. and  $145^{\circ}44'$  E. The longitude given by Delano,  $244^{\circ}14'$  W., being equivalent to  $145^{\circ}46'$  E. of Greenwich.
  - 2 Ed. note: These names are incorrect, of course. The English charts were not rectified until after the results of the famous survey by the Narvaez, Captain Sanchez y Zayas, in 1864, were made widely known by the Madrid Geographical Society.



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## Document 1802O

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# Additional naval ordinance, by Admiral Alava, Manila 1802

*Sources: Printed copies in MN 475, fol. 269-279v, and in AGN Fil. 46, fol. 203-213v.*

*Note: There are 56 articles, on all aspects of ship management, as a result of the King's decision that henceforth the Manila galleons were to be commanded by Navy officers.*

### Extracts of the original text in Spanish.

#### **REGLAMENTO ADICIONAL A LA ORDENANZA DE MARINA.**

*Para los Navios de las Islas Filipinas que con efectos de su Comercio viajan á Nueva España.*

*Dispuesto por el Señor D. Ignacio Maria de Alava Xefe de Esquadra de la Real Armada, y Comandante general de la de los Mares de Asia, comionado de Real Orden para el arreglo de la Comandancia de Marina en Manila.*

***Impreso de orden del mismo.***

*En la Imprenta de Nuestra Señora de Loreto del Pueblo de Sampaloc por Fr. Pedro Arguelles de la Concepcion año de 1802.*

#### *Reglamento Adicional a la Ordenanza de las Naos de Acapulco*

*que consecuente á Real resolucion de 26 de Septiembmre de 1800 en que S.M. determina que sean mandadas por Oficiales de su Real Armada deberá observarse en lo sucesivo, tanto para su carena ó recorrida, apresto y cargamento, como para su disciplina, policia, y gobernacion interior.*

...

*Hallandome con especial comision de S.M. para dexar arreglado el establecimiento de la comandancia de Marina de estas Yslas antes de mi regreso á Europa, y mirando como objeto de mi particular consideracion la felicidad de este comercio dependiente en lo esencial de la seguridad de las expediciones mercantiles que hace en el Navio que*

*se despacha anualmente á Nueva España, y que desgraciadamente hé visto malograrse con sobrada repetición, hé dispuesto que para su logro se observen en lo sucesivo los artículos siguientes.*

...  
*Total de Plazas doscientos quarenta y nueve: queda suprimida la clase de Grumetes sencillos y establecida la de Paxes conforme lo está para todos los baxeles de la Real Armada, y siendo del numero de ellos las Naos del Real permiso de Acapulco, se obligará á las Tripulaciones á que hagan en aquel Puerto el lastre que puedan necesitar, sin que por este trabajo de su obligacion se grave al comercio en cantidad alguna.*

*Dado en Arrozeros extramuros de la Ciudad de Manila á 15 de Noviembre de 1802.  
 Ygnacio Maria de Alava.*

### **Synthetic translation.**

- ...
- [Art. 1: The date of departure from Cavite shall be no later than the last day of June.]
- [Art. 2: The Navy Post Commander is to contact the Consulado to arrange for the loading operation.]
- [Art. 3: The Consulado is to provide a quick answer.]
- [Art. 4: The Engineering Officer is to make sure that loading does not take place when it is raining.]
- [Art. 5: Cabins built on deck shall not be higher than those of warships of corresponding capacity.]
- [Art. 6: There shall not be more than two cabins built on deck.]
- [Art. 7: The ship commander, once assigned by the Navy Post Commander, shall immediately ensure that the assigned ship is properly inspected and made ready.]
- [Art. 8: The Navy Post Commander shall advise the Governor and the Consulado of the above assignments.]
- [Art. 9: The first task of the ship commander shall be to inspect her and fix the site where the loading operation will take place.]
- [Art. 10: In the event that a ship commander is specifically designated by the King but is absent from Manila, or his second, then the Navy Post Commander is to assign the most senior Navy officer then present to take her to Acapulco, but he is to relinquish his command, should the designated officer show up.]
- [Art. 11: However, should the designated officer not be present in Manila before the last day of May, then the interim officer shall become permanent.]
- [Art. 12: The whole month of April is reserved for repairs and preparations for the loading operation.]
- [Art. 13: Merchandise shall be stowed in the center of the ship, and the food and water supplies in the poop and bow sections, so as not to unbalance the ship as supplies are consumed.]
- [Art. 14: On the 1st of May, crew selection shall be finalized.]

[Art. 15: The personnel muster shall take place in accordance with Art. 58 of the Ordinance.]

[Art. 16: The Navy Post Commander shall assign the pilots, surgeons, and other classes of personnel.]

[Art. 17: No personnel can serve on board without the approval of the Navy Post Commander.]

[Art. 18: The representatives of the Consulado are to arrange with the Navy Post Commander a suitable date for the official visit of the cargo hold.]

[Art. 19: Should the Commissioners find fault with the stowage, they are to discuss changes with the Navy Post Commander, then present.]

[Art. 20: Although the cargo hold should be as large as possible, no cargo is to be stowed in the rooms reserved for food and water supplies.]

[Art. 21: The Engineering Officer is to determine the maximum capacity of the cargo hold as soon as the ship is assigned for the yearly run, and let the Consulado know the maximum weight for their shipment.]

[Art. 22: Cargo packages are to continue to be of a standard size; should any be exceeding these dimensions, they are to be loaded last, if the remaining space then permits.]

[Art. 23: The ship crew shall be on board as of the end of May, and begin to be paid accordingly, etc.]

[Art. 24: Discipline on board is to be the same as for warships.]

[Art. 25: After the first muster, even married crewmen cannot make visits ashore, unless by special permission.]

[Art. 26: Penalties shall be as stated by Art. 122 and 123 of the General Navy Ordinance.]

[Art. 27: Those permitted to visit ashore shall be accompanied by a Corporal or Sergeant, but relatives can also come alongside, if money transfer is the object.]

[Art. 28: Crewmen missing on the evening before departure shall be sought, and, if caught, receive 50 lashes.]

[Art. 29: Should missing crewmen be caught after the ship departure, they are to be forced to serve without pay in the shipyard for one year.]

[Art. 30: The above punishments are required to stop the previous abuses, in prejudice to the galleons at their most critical moments.]

[Art. 31: The ship commander is to make sure that cargo loading can begin on 10 June, and finish on 26 June, when the hold will be sealed.]

[Art. 32: Navy commanders may decide that galleon departures be delayed as late as the end of July, in the public interest, but then the ships would normally sail around northern Luzon.]

[Art. 33: In wartime, the above rules for galleon departures shall **not** be followed. For example, departure from Manila could be as early as mid-February.]

[Art. 34: Since Manila galleons are now considered warships, all Navy rules and regulations are to be observed.]

[Art. 35: Therefore, no-one on board said galleons can take precedence over the ship commander, the sole commander on board.]

[Art. 36: Therefore, any council held on board can only be consultative.]

[Art. 37: In case of water damage to the cargo, the normal damage claim procedures against the Navy shall apply.]

[Art. 38: Representatives from the Manila traders cannot insist on taking part in regular meetings of the ship officers, even during loading and unloading cargo.]

[Art. 39: However, trade representatives shall be treated as officers otherwise.]

[Art. 40: Both trade representatives and crewmen assigned by the ship commander are to verify the dimensions of packages, as the latter must respond to the complaint that might arise, should the number of calculated packages not fit the declared volume reserved for the cargo.]

[Art. 41: Any dispute regarding package dimensions is to be decided by the ship commander. The heavy packages are to be loaded first.]

[Art. 42: No package will be admitted on board without proof that the applicable duties have been paid.]

[Art. 43: Once the cargo loading is finished, as per Art. 31, the statue of Our Lady selected as patroness of the Voyage shall then come on board, without further delay, but no other goods or baggage can come on board.]

[Art. 44: The last three days of that month are reserved for the loading of the gunpowder, medicines, livestock, but the deck must be cleared as soon as possible.

[Art. 45: The ship commander, and his second, are to have each his own table, separate from the officers' mess, although they may invite anyone from the latter mess.]

[Art. 46: Officers, Chaplain, Surgeon, and Pilots who receive pay in lieu of rations are to make contributions to their mess.]

[Art. 47: A galleon can use one of two pendants, depending on the rank of her ship commander, and Navy regulations apply in saluting her.]

[Art. 48: Such salutes should take place when the Virgin is loaded, or unloaded, and when passing the church of Our Lady of Portavaga, when returning from a successful voyage.]

[Art. 49: Upon her return to Cavite, the first thing to be unloaded shall be the gunpowder, etc. in accordance with shipyard regulations.]

[Art. 50: Guards are to watch over the ship until she is taken to the shipyard, or becomes fully disarmed. Sailors with their families in Cavite, or San Roque, may be given permission ashore at night.]

[Art. 51: Any crewmen absent without leave are to be given stipulated pay cuts as penalties.]

[Art. 52: Any crewman who extends his stay ashore beyond his permission is to be similarly punished.]

[Art. 53: Crewmen are to receive their final pay as soon as the galleon goes to the shipyard, or becomes fully disarmed.]

[Art. 54: Once the galleon is in the shipyard, or fully disarmed, the ship commander is to report to the Navy Post Commander for any investigation, and re-assignment.]

[Art. 55: The second-in-command is responsible for the return of equipment to the Royal warehouses, after which tasks he is to report to the Navy Post Commander.]

[Art. 56: Standard list of personnel to serve aboard a galleon, as follows:]

Total complement: 249 men. The former category of simple ship's boy is eliminated, in favor of the category of Pages, as on all ships of the Royal Navy, and, since the galleons on the Acapulco run are considered as such, the crew has the obligation of loading ballast at said port, if required, and the Manila trade does not have to pay compensation for said chore.

Given at the Rice Market outside the walls of Manila, on 25 November 1802.

Ignacio Maria de Alava.<sup>1</sup>

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1 Ed. note: The printed copy in MN bears his signature.



**Viceroy José de Iturrigaray, from 1803 to 1808.**

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## Documents 1803A

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### Subsidy for the Marianas, for 1803 and 1804

#### A1. Petition by Governor Blanco's representative in Mexico

*Source: AGN AHH 803.*

#### Original text in Spanish.

***Escrito.***

*Exmo. Sor.*

*Don Manuel Garcia Herreros vecino y del Comercio de esta Capital, como mejor proceda: Digo: Que el Señor Governador de las Yslas Marianas Capitan Don Vicente Blanco, el Sargento mayor, y los oficiales, y Tropa de aquel Presidio, me confirieron en primer lugar el Poder que bajo del Juramento y solemnidad necesaria presento en folio cinco utiles (suplicando y tomada razon se me debuelva por ser original) para el cobro del sueldo, y situados que les corresponden: en cuya atencion se ha de servir la Superioridad de V.E. mandar que de estas Reales Caxas se me entreguen en la forma acostumbrada los del presente año de mil ochocientos quatro para embarcarlos de cuenta y riesgo de los Ynteresados en la Fragata que esta surta en el Puerto de S. Blas, y vino con destino de llebar los de Filipinas a cuyo fin presento igualmente en folio ocho Testimonio del Real Titulo del tal Governador expedido a mi parte y en folio siete las Certificaciones de fee de vida de este y existencia de la guarnicion de dho Presidio hasta quinze de Febrero del año immediato pasado de mil ochocientos dos: Por tanto:*

*A V.E. suplico se sirva mandar como pido: juro lo necesario &<sup>a</sup>*

*Manuel Garcia Herreros.*

***Decreto.***

*Mexico veinte y siete de Marzo de mil ocho cientos tres.*

*Ynformen los Ministros de la Tesoreria general.*

*Rubricado de su Ex<sup>a</sup>*

***Ynforme.***

*Exmo. Sor.*

*Don Manuel Garcia Herreros Apoderado del Governador Oficiales y Soldados que componen la fuerza del Presidio de Yslas Marianas pide, a V.E. se le satisfaga el situado del presente año y del subseguente de mil ochocientos quatro.—*

*Por lo que respecta al de este presente año no hallamos inconveniente alguno en que V.E. decida a que se entreguen al citado Garcia Herreros los veinte mil ciento treinta y siete pesos y quatro tomines respectivos a el, mas no el correspondiente al de mil ochocientos quatro porque en fines del presente es muy regular venga la Nao de Filipinas y lo poder llevar consultando a la mayor seguridad, fuera de que tampoco es costumbre se satisfagan los situados a menos de que el uno no este vencido y sin pagar pero como ya se le libró el de todo el año de mil ochocientos dos en principios de Enero del mismo no estamos en el caso de que se verifique por el de mil ochocientos quatro por las razones expuestas.—*

*Por los documentos que ahora presenta aparece que segun la revista pasada el quinze de Febrero del año anterior de mil ochocientos dos a la fuerza del Presidio de Marianas consistia en el numero de ciento treinta y un Individuos incluso el Governador, Sargento Mayor, Capitanes y Ayudantes de las dos Companias que la constituyen, lo qual sirve para indemnizar al Apoderado de la obligacion que contrajo por lo respectivo al año de mil ochocientos uno, y mes y medio del de ochocientos [dos] deduciendose de todo que verificado ahora el pago del situado del presente año ha de quedar a derecho de presentar oportunamente las constancias de la existencia de toda la guarnicion de aquel Presidio desde dies y seis de Febrero de dho año de ochocientos dos hasta fin del presente, en el concepto de que el situado se contrae al pago de sus sueldos, y unicamente a sesenta Plazas de Soldados Presidiales, sin que el mayor numero de las que pasan revista haya dado anteriormente causa a su aumento. Que es cuando podemos informar a V.E. en devido cumplimiento del antecedente Superior Decreto.*

*Tesoreria general de Exercicio y Real Hacienda treinta de Marzo de mil ochocientos tres.*

*Lasso.*

*Vildosola.*

#### **Decreto.**

*Mexico quatro de Abril de mil ochocientos tres.*

*Como informan los Ministros de la Tesoreria general entendiendose el pago quando llegue el caso de hacer las remesas a Acapulco de que cuidaran los mismos Ministros para cuyo fin se le pasará este espediente hecha saber la resolucion.*

*[Viceroy] Yturrigaray.*

#### **Notoriedad.**

*En la Ciudad de Mexico a dies y seis de Abril de mil ochocientos tres Yo el Escribano presente en la de su morada D. Manuel Garcia Herreros le hize saver el Superior Decreto que antecede y firmo doy fee.—*

*Herreros.—*



*Manuel Peimbert Escribano Real.*

**Escrito.**

*Exmo. Sor.*

*D. Manuel Garcia Herreros vecino y del Comercio de esta Capital Apoderado del Señor Governador Oficiales Soldados, y Presidiales de las Yslas Marianas, como mejor proceda Digo: Que de conformidad con el informe de los Oficiales Reales de estas Caxas, mando la Superioridad de V.E. en quatro de Abril del año inmediato pasado se me pagara el situado del mismo año, no obstante de que pedi tambien el que es costumbre adelantar; entendiendos dho pago quando llegara el caso de hacerce las remesas a Acapulco; pero esto seria en el concepto de considerarse dho año el adelantado mas no habiendo sido asi, y estando no solo cumplido el que se mando satisfacer si no comensado el presente, debe pagarseme este tambien.—*

*Como Apoderado que soy de dhos Ynteresados me considero en obligacion de hacer presente a la justificacion de V.E. que dhos Oficiales, Soldados, y Presidiales no tienen otro auxilio de que subsistir que sus sueldos y que si estos no les ban a tiempo, se veran en las mayores nescidades y aflixiones [sic], y para evitar esto se ha de servir la Superioridad de V.E. mandar que como ha sido costumbre, se adelante el pago del situado del presente año de mil ochocientos quatro, entregandoseme su importe con el de el que está ya mandado pagar, para embarcar uno y otro de cuenta de los Ynteresados, quando se hagan las remesas a dho Puerto.*

*A V.E. suplico se sirva mandar, como pido: juro lo necesario &<sup>a</sup>*

*Manuel Garcia Herreros.—*

**Decreto.**

*Mexico tres de Enero de mil ochocientos quatro.*

*Ynformen los Ministros de la Tesoreria general en concepto de que se despacha la Fragata **Concepcion** en falta de la Nao en que acostumbran hacer estos embios.*

*Rubricado de su Ex.<sup>a</sup>—*

**Ynforme.**

*Exmo. Sor.*

*Las mismas razones en que fundamos nuestro informe de treinta de Marzo de mil ochocientos tres para que no se pagara al Apoderado del Governador y Oficiales del Presidio de Yslas Marianas el situado del presente año influyen ahora para que se le satisfaga respecto a que está vencido y no pagado el del año de ochocientos tres y ahora hay proporcion de que se remitan los dos en la Fragata **Concepcion** de cuenta y riesgo de los Ynteresados como solicita dho Apoderado.—*

*Puede V.E. por tanto mandar si lo tiene a bien que quedando obligado D. Manuel Garcia Herreros a presentar justificacion de la existencia de dho Governador y Presidiales en todo el presente se le entreguen quarenta mil doscientos setenta y cinco pesos de los Situados de dhos dos años sin que aqui se le revaje lo subministrado al Capitan*

*D. Alexandro Parreño Gobernador electo de aquellas Yslas porque se habrá de descontar del situado de Manila en concideracion a que alli se le liquidaran los sueldos que le correspondan y si han de ser por cuenta del de Marianas se los revajará aquella Tesoreria o lo que fuere del Superior agrado de V.E.—*

*Tesoreria general de Exercito y Real Hacienda de Mexico quatro de Enero de mil ochocientos quatro.*

*Lasso.*

*Vildosola.*

***Decreto.***

*Mexico cinco de Enero de mil ochocientos quatro.*

*Como informan los Ministros de la Tesoreria general a quienes se debolverà este Expediente para su cumplimiento con prevencion de que lo remitan evacuado y avisese esta resolucion al Ministerio de Real Hacienda de Acapulco.*

*Yturrigaray.*

*Concuenda con sus originales que se me demostraron por este Ministerio (y obran en el Expediente del asunto) de cuya orden verbal, y para que el presente conste donde convenga lo hize sacar en Mexico a treze de Enero de mil ochocientos quatro.*

*Licenciado Pedro Martinez.*

**Translation.**

**Writ.**

Your Excellency:

I, Manuel García Herreros, resident and trader in this Capital, in the best way I can, do Declare: That the Governor of the Mariana Islands, Captain Vicente Blanco, the Sergeant-Major, the officers, and the soldiers of that Garrison, have delegated to me as their principal Agent their power-of-attorney which, under oath and due formality, I present in five useful folios (begging that they be returned to me after copies are made, since they are original) for the collection of the salary, and subsidies that correspond to them. In this respect, your superior government should be pleased to order the Royal treasury here to deliver to me in the usual manner those of the present year 1804, in order [for me] to place on board the frigate that is presently anchored in the Port of San Blas, on account and at the risk of the interested parties, as well as the wine that is to be taken to the Philippines. For this purpose, I also present, on folio 8, a certified copy of the Royal letter of appointment of said Governor issued to me, and on folio 7, the certificates proving the existence of said person and those in said garrison, as of 15 February of last year of 1802. Consequently:

I beg Your Excellency to be pleased to order what I solicit: I swear the required oath, etc.

Manuel García Herreros.

**Decree.**

Mexico, 27 March 1803.

A report is requested from the Ministers of the General Treasury.

Signed by His Excellency.

**Report.**

Your Excellency:

Manuel García Herreros, Agent for the Governor, Officers, and soldiers who make up the garrison of the Mariana Islands, begs Y.E. to satisfy the subsidy of the present year and that of the next 1804.

As far as the subsidy for the present year is concerned, we do not find any inconvenience in having Y.E. decide on the delivery to said García Herreros of the 20,137 pesos and 4 tomins for the year in question, but not that corresponding to 1804, because the coming of the Philippine galleon is expected, as usual, at the end of this year and she could carry it, with more security, besides the fact that it is not the practice to pay two subsidies at the same time, unless one of them be past due and unpaid, but, since that for the year 1802 was paid at the beginning of January of that year, this exception does not apply to 1804, for the above-mentioned reasons.—

According to the documents presented at this time, one is a roll call taken of the garrison of the Marianas on 15 February 1802, which consists of a total of 131 individuals, including the Governor, the Sergeant-Major, Captains and Adjutants of the two Companies that constitute it. Said document is admissible to indemnify the Agent of his obligation to present certifications for the year 1801, and [the first] 1-1/2 months in 180[2], which means that he remains responsible for presenting the certification for the present year proving the existence of the whole garrison, as of 16 February of said year 1802 until the end of the present year. It is also worth mentioning that the payment of their salaries covers only 60 positions of garrison soldiers, and any greater number of soldiers passed under review has never implied any increase in said payment in the past. This is all we can say to inform Y.E. in due compliance with the above your superior decree.

Treasury General of the Army and Royal Finances, 30 March 1803.

Lasso.

Vildosola.

**Decree.**

Mexico, 4 April 1803.

As per the report by the Ministers of the Treasury General, the payment is to be made at the same time as other remittances to Acapulco. As the same Ministers are to arrange for such payment, to this effect this file is to be forwarded to them and my decision made known to them.

[Viceroy] Iturrigaray.

**Note.**

In the City of Mexico on 16 April 1803, I, the Notary, being present in the residence of Don Manuel García Herreros, did inform him of the superior decree that precedes, and in faith whereof I affix my signature:

Herreros.

Manuel Peimbert, Royal notary.

**Writ.**

Your Excellency:

I, Manuel García Herreros, resident and trader in this Capital, Agent for the Governor, Officers and soldiers of the Garrison of the Mariana Islands, in the best manner possible, do Declare: That, in agreement with the report of the Royal officials of this Treasury, Y.E., on 4 April of last year, ordered that I be paid the subsidy for that year, notwithstanding that I had also requested to be paid one year in advance, as is the custom; it was understood that said payment was to be effected at the time of the remittances to Acapulco; however, this would have applied if said year had been an advance payment, but since that year for which the payment was ordered is now over, and since a new year has begun, the payment for this year should also be paid out.—

As Agent of said interested parties, I consider it my duty to bring to the attention of Y.E. that said Officers and soldiers of the Garrison do not have any other succor with which to subsist than their salaries, and when their salaries are not paid on time, they will be suffering major necessities and afflictions, and in order to prevent this, Y.E. should be pleased to order that the custom be followed in paying the subsidy of the present year 1804, in addition to the payment already authorized for 1803, in order for me to place both on board on account of the interested parties, when the remittances to said port are made.

I beg Your Excellency to be pleased to order what I solicit: I swear the required oath, etc.

Manuel García Herreros.—

**Decree.**

Mexico, 3 January 1804.

A report is requested from the Ministers of the General Treasury, considering that the frigate **Concepción** is to be despatched, since there is no galleon upon which to send such subsidies, as is the custom.

Signed by His Excellency.—

**Report.**

Your Excellency:

The same reasons that we invoked in our report dated 30 March 1803, for not paying the subsidy of the present year to the Agent of the Governor and officers of the Garrison of the Mariana Islands, are now valid for paying him the subsidy that is now due,

plus that of 1803 which was not paid. In other words, both subsidies should be remitted aboard the frigate **Concepción** on the account and at the risk of the interested parties, in accordance with the request of said Agent.—

Y.E. may, however, order that Don Manuel García Herreros is to remain obliged to present proof of the existence of said Governor and garrison for the whole of the present year, and that he be delivered 40,275 pesos, as subsidies for said two years, without discounting here what was given to Captain Alexandro Parreño, their Governor-elect of those Islands, because his will be discounted from the subsidy of Manila, in consideration that overthere they will liquidate his salaries corresponding to him, but should they be on the account of the subsidy of the Marianas, that Treasury will discount it, or any other way according to the superior pleasure of Y.E.—

Treasury General of the Army and Royal finances, Mexico, 4 January 1804.

Lasso.

Vildosola.

#### **Decree.**

Mexico, 5 January 1804.

As per the report by the Ministers of the Treasury General, to whom this file is to be forwarded for compliance, but make sure that the remittance be carried out properly and that the Ministers of the Royal Treasury at Acapulco be advised.

Iturrigaray.

I certify that the above are in agreement with the originals that were shown me by this Ministry (and are part of the file on the matter) after a verbal order, and for whom it may concern I have affixed my signature to it in Mexico on 13 January 1804.

Licentiate Pedro Martinez.

## **A2. Letter from Governor Parreño, dated Mexico 8 May 1803**

*Source: AGN Fil. 35, fol. 353-358.*

### **Original text in Spanish.**

*Secretaria del Virreynato.—Año de 1803.—Filipinas n° 202/104.*

*Don Alexandro Parreño Gobernador de Yslas Marianas sobre pago de sueldo vencidos y continuacion de los que venciere.*

*Exmo. Sor.*

*Don Alexandro Parreño: Capitan de Ynfanteria y Electo Gobernador de las Yslas Marianas: con el mas profundo respeto hace presente à V.E. se halla en esta Capital desde principios de Enero del presente año para pasar à Acapulco à embarcarse para su destino pero la falta de Nao en este año le hace permanecer asta fines de Octubre que marche el Bergantin de Guerra ultimamente venido de Manila en el que con la venia*

*de V.E. determina hacer su viage; y hallandose sin tener paga y vencidas las que le corresponden desde el 4 de Octubre proximo pasado en que se embarco en Cadiz en la Urca de S.M. la **Presentacion**, con destino à Vera Cruz como lo acredita la adjunta Certificacion del Contador del citado buque; pero hallandome sin el Cese que debia haber trahido para justificar desde cuando estaba ajustado para las Oficinas de Cuenta y Razon a quienes correspondia en Europa y habiendolo solicitado con anticipacion de su Embarco y por cuya falta tenia suspendido yncomodar à V.E. con esta solicitud asta que llegasen Correos de Europa en los que esperaba recibir dicho documento, y no habiendose asi verificado me veo, en la presicion de acudir à V.E. para que si lo tiene a vien mandar se me den las pagas vencidas desde Octubre en que salí de Europa y Mensualmente las que me correspondan asta que se verifique mi marcha à Embarcarme en el Puerto de Acapulco luego que se halle alli pronto el citado Bergantin que por disposicion de V.E. debe marchar.*

*Debiendo acreditar à V.E. con documentos orijinales que la falta de no tener el Cece no à consistido ni por descuido ni falta de ynteligencia por mi parte, con el Oficio N° 1 que de mi Sargento Mayor tube en contestacion à el que le pase en solicitud de dicho documento; y con la Carta N° 2 del Avilitado que por el Correo de Octubre acabo de recibir en la que trata de mis ajustes y remision del Cece como tambien à el tengo pedido, por lo que.*

***Suplico** à V.E. tengo a vien de acceder à la gracia que solicito en atencion à los ningunos recursos que le quedan à todo Oficial faltandole su paga, cuya gracia espero recibir de la bondad de V.E. y à la que eternamente le quedare reconocido.*

*Dios guarde la vida de V.E. muchos años.*

*Mexico 8 de Mayo de 1803.*

*Alexandro Parreño.*

[Opinion of the Royal officials]

*Exmo. Señor*

*Conforme à lo mandado en Real Orden dee 16 de Abril de 1792 debe abonarse el sueldo de Governador de las Yslas Marianas al Capitan D. Alexandro Parreño desde que se embarcá en Cadiz para pasar à servir su destino, y habiendolo executado en 4 de Octubre de 1802 es acreedor hasta fin del presente mes à siete meses veinte y ocho dias.*

*El Situado de dichas Yslas importa veinte mil ciento veinte y siete pesos quatro reales anuales que segun las constancias de los Libros Reales, se distribuye en esta forma: ochocientos veinte y cinco pesos para el Governador[,] quatrocientos doce pesos quatro reales para el Sargento mayor, y dies y ocho mil novecientos pesos para sesenta plazas de Presidiales à trescientos quinze pesos cada uno.*

*Segun esto corresponden al citado D. Alexandro Parreño; sesenta y ocho pesos seis reales mensuales, pero estando sujetas sus pagas a la contribucion de Ymbalidos y Monte Pio Militar y tal vez à la Media Annata, juzgamos que quando mas se le pueden subministrar en clase de buena cuenta sesenta pesos cada mes; lo que manifestamos à*

*V.E. antes de dar cumplimiento al Superior Decreto que precede para su noticia, que á fin de que con ella se sirva V.E. prevenirnos lo que estimare conveniente.*

*Tesoreria General de Exercito y Real Hacienda de Mexico 20 de Mayo de 1803.  
Lasso Vildosola.*

[Decision of the Viceroy]  
*Mexico 21 de Mayo de 1803.*

*Como informan los Ministros de la Tesoreria general, y para su cumplimiento previa toma de razon en el Tribunal de cuentas devuelvaseles este expediente con prevenccion de que evacuado lo remittan a esta Superioridad con la correspondiente Constancia.  
Yturrigaray.*

...

### **Translation.**

Secretariat of the Vice-Kingdom—Year of 1803—Philippines n° 202/104.

Don Alexandro Parreño, Governor of the Mariana Islands regarding payment of overdue salaries and those now due.

Your Excellency.

I, Alexandro Parreño, Infantry Captain and Governor-elect of the Mariana Islands: very respectfully represent to Y.E. that I have been in this Capital since the beginning of January of this year, intending to go to Acapulco to embark and join my post, but the lack of galleon this year makes me stay here until the end of October when the war brig that has recently arrived from Manila<sup>1</sup> will depart, as was decided upon the arrival of Y.E. Finding myself without pay, but with salary owed to me as of 4 October of last year when I embarked in Cadiz aboard H.M.'s store-ship **Presentación**, bound to Veracruz, as proven by the attached Certification by the Accountant of said ship. However, not having in my possession the Notice of withdrawals, that I would need to prove the last payment that I received, from the Offices of Accounts and Treasury concerned in Europe, and having solicited same ahead of my embarkation, because of said lack, I had withheld this petition, not wishing to bother Y.E., until I received mail from Europe, among which I expected to receive said document. Such was not the case, and I find myself obliged to appeal to Y.E., hoping that you will be pleased to order that I be given my overdue wages since October when I left Europe, and my monthly salary until I have in fact embarked at the port of Acapulco, as soon as the above-mentioned brig will be ready, as Y.E. has so decided.

Being obliged, as I am, to prove to Y.E. with original documents that the lack of the Notice is not the result of negligence on my part, I present Exhibit N° 1 which is the letter I received from my Sergeant-Major in answer to my request for said document; Exhibit N° 2 is the letter from the Paymaster that I have just received by the October [sic]

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1 Ed. note: The Nuestra Señora de Guía, alias Casualidad.

advice boat, which deals with my adjustments and the remittal of the Notice that I had solicited. That is why,

**I beg** Y.E. to please grant the favor that I solicit, in view of the complete lack of resources available to any Officer who finds himself without his salary, said favor I hope to receive from the kindness of Y.E. and for which I will be eternally grateful.

May God save the life of Y.E. for many years.

Mexico, 8 May 1803.

Alexandro Parreño

[Opinion of the Royal officials]

Your Excellency.

In accordance with the Royal order dated 16 April 1792, the salary of Governor of the Mariana Islands must be paid to Captain Alexandro Parreño as of the time he embarked in Cadiz to go and serve in his post, and he having done so on 4 October 1802, he is owed, until the end of the present month, seven months and 28 days.

The subsidy of said Island amounts to 20,127 pesos 4 reals per year and, according to the statements in the Royal accounting books, it is distributed in this manner: 825 pesos for the Governor; 412 pesos 4 reals for the Sergeant-Major; and 18,900 pesos for the 60 positions of garrison soldiers at the rate of 315 pesos each.

According to this, the above-named Alexandro Parreño is due 68 pesos 6 reals per month, but, since his wages are subject to deductions for the pension fund for invalids and the military benevolent society, and perhaps to the *media annata* as well, we think that we can provide him a net payment of only 60 pesos per month. So, we let Y.E. know about this before we carry out the superior decree that precedes, for your intelligence, and to give you the opportunity to let us know what may be appropriate.

Treasury General for the Army and Royal Finance of Mexico, 20 May 1803.

Lasso Vildosola

[Decision of the Viceroy]

Mexico, 21 May 1803.

As per report by the Ministers of the Treasury General, and for compliance, once the Tribunal of Accounts has heeded this file, but warning that it must be returned to this office once carried out, along with the corresponding Statement.

Iturrigaray.<sup>1</sup>

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1 Ed. note: On 25 May, the Royal Officials advised the Viceroy that they had paid 420 pesos to Governor Parreño, and returned to him the documents that he had presented to support his petition.



### A3. Letter from Governor Parreño, dated Mexico 15 October 1803

*Source: AGN Fil. 35, fol. 437-440.*

#### Original text in Spanish.

*Secretaria del Virreynato.—Año de 1803.—Filipinas.*

*El Gobernador de Yslas Marianas sobre llevar 20,000 pesos para emplearlos en Manila y proveer de lo que necesiten las tropas y demas individuos que vá a mandar.*

*Exmo. Sor. Virrey.*

*Don Alexandro Parreño: Capitan de Ynfanteria y Electo Governador de las Yslas Marianas: con el debido respeto hace presente á V.E. que necesitado de habilitacion de generos para el surtido de la Tropa y Vecindario de las expresadas Yslas, cuyos acopios se acostumbran hacer en Filipinas por una de aquellas casas de Comercio recibiendo el prestamo de los diferentes ramos de generos á los precios y termino de pago á la comodidad de la casa ynteresada, sin atender á el perjuicio y recargo de sus Moradores por el modo en que asta la presente han acostumbrado habilitarse; Pero yo, que despues del mejor servicio del Rey no aspiro á otra cosa que á la felicidad de aquellos habitantes he meditado que esto se lograria por un medio sencillo. Permittiendome V.E. embarcar por el Puerto de Acapulco la cantidad de veynte mil pesos, sobre uno de los buques que habran registro con direccion á Manila a donde debo dirijirme a prestar mi juramento en manos del Capitan General de aquellas Yslas y verificar mi abilitacion, empleando la cantidad citada al objeto expresado, baxo este concepto rendidamente.*

*Suplico á V.E. tenga á bien concederme dicha gracia por la cual tanto veneficio resulta á aquellos vasallos de S.M. y a la que yo quedare á V.E. con eterno agradecimiento.*

*Mexico 15 de Octubre de 1803.*

*Alexandro Parreño*

[Opinion of the Royal Officials]

*Exmo. Señor.*

*Ygnoramos el modo en que se havilitan los Oficiales[,] Tropas y Presidiales de las Yslas Marianas de los efectos que necesitan para su consumo por que en esta Tesoreria General se satisface á reales el Situado annual al Apoderado que nombrare para percivirlo.*

*Desde luego se surtirán de las Yslas Filipinas por mano de Comerciantes y havilitadores y siendo asi es de creer que ácopiando los efectos precisos el Capitan Don Alexandro Parreño provisto Governador de Marianas y conduciendolos el mismo Ofresca bastante cuenta á los vecinos de su jurisdiccion.*

*Este es el Obgeto con que Solicita la gracia de poder registrar en Acapulco veinte mil pesos para Manila, y Supuesta la indicada utilidad y veneficio que puede resultar a los Oficiales y Presidiales de Marianas, nos parece que V.Exia. usando de la equidad que acostumbra y de sus altas facultades puede concedersela si es de su superior agrado.*

*Tesoreria General de Exercicio y Real Hacienda de Mexico 29 de Octubre de 1803.  
Lasso Vildosola*

### **Translation.**

Secretariat of the Vice-Kingdom—Year of 1803—Philippines.

The Governor of the Mariana Islands regarding the conveyance of 20,000 pesos to be spent in Manila to provide for the needs of the soldiers and other individuals who will be under his command.

Your Excellency.

I, Alexandro Parreño, Infantry Captain and Governor-elect of the Mariana Islands, with all due respect let Y.E. know that a supply of goods is necessary for the soldiers and citizens of the above-named Islands, and said stocks are usually furnished in the Philippines by one of the trading houses there, that does supply various types of goods on credit, at easy prices and terms by the above-said dealer, without the prejudice and credit charges for the residents, as they have been accustomed to suffer under until the present. However, I, who, in the service of the King, desire nothing more than the happiness of those inhabitants, have been thinking that this aim would be achieved by a simpler means. If Y.E. will allow me to embark through the port of Acapulco the sum of 20,000 pesos, aboard one of the ships that will carry registered cargo for Manila, and carry me also, as I must go there to swear allegiance in the hands of the Captain General of those Islands and to get my supplies, employing said sum for the above-said purpose. Under this concept,

**I humbly beg Y.E.** to be pleased to grant me said favor, through which those vassals of H.M. will benefit so much, and for which I will forever remain grateful to Y.E.

Mexico, 15 October 1803.

Alexandro Parreño

[Opinion of the Royal officials]

Your Excellency.

I ignore the method used by the officers and soldiers of the garrison of the Mariana Islands to get the supplies they need for their consumption, because this Treasury General pays out the yearly subsidy in cash to the Agent appointed to receive it.

They would naturally get their supplies from the Philippine Islands through the hands of traders and providers. This being so, it is believed that Captain Alexandro Parreño, the Governor-elect of the Marianas, can indeed transport the goods himself and might offer some savings to the residents of his jurisdiction.

Such is the purpose for which he solicits the favor of registering 20,000 pesos at Acapulco for Manila, and supposing the advantage and benefit that might result for the officers and the soldiers of the garrison of the Marianas, it seems to us that Y.E., by making use of your usual equity and high faculties, may grant him his request, if it be of your superior pleasure.

Treasury General of the Army and Royal Finance of Mexico, 29 October 1803.

Lasso Vildosola

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## Document 1803B

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# The Lelia Byrd, Captain Shaler, and supercargo Cleveland

## The narrative of Captain Richard Jeffrey Cleveland

*Source: Richard J. Cleveland. A Narrative of Voyages (New York, Hurst, n.d.).*

*Note: The Lelia Byrd, was a 175-ton brig.*

### CHAPTER XII.

*Remarks—Associated with Mr. Shaler—Leave Copenhagen—Arrive at Hamburgh—Purchase a Vessel—Decision as to the Command—Count of Rouissillon ... Proceed to Sea ... Cape Horn ...*

The voyage, which was begun with such very contracted means, at Havre de Grace, in the autumn of 1797, and was completed by my arrival at Copenhagen, in the summer of 1801, had been crowned with a success far surpassing my most sanguine anticipations. The fortune I had gained was amply sufficient to enable me to live independently in the moderate and unostentatious style which I propose to myself. But I had been too long accustomed to a life of activity and excitement, to be reconciled to one of indulgence and repose. Indeed, it is generally acknowledged that the stimulus for engaging in new adventures, and incurring new risks, is increased in proportion to the success attendant on the preceding ones. The stimulus with me would have been great under any circumstances; but when, as at this time, I could have, as my associate in a voyage round the world, my tried friend and fellow-passenger from the Isle of France, William Shaler, a congenial spirit, the temptation was irresistible. On our late passage together we had discussed the project of a voyage to the west coast of America; and indeed, we had so far agreed upon it, as to make it dependent alone on the circumstance of meeting a suitable American vessel which could be obtained at a reasonable price... Such an one was offered us in the brig **Lelia Byrd**, of Portsmouth, Virginia, of a hundred and seventy-five tons burden, which we purchased at a fair price...

It now became necessary to set about shipping our men; but before this could be done, it was requisite to determine which of us should go in the capacity of master. As both were equally competent to the task, and neither ambitious of it, the subject had not even been mentioned. When it became absolutely necessary to settle the question, we agreed to decide it by lot. The decision was in favor of Mr. Shaler, who took com-

mand and enlisted the men, while I embarked in the capacity of supercargo, but with an understanding that these designations were only for form's sake; and that the duties of each station were to be reciprocally performed by each. Our interests in the vessel and in the cargo being equal, there existed no inequality in our powers, or in the profits, of whatever description, that might be realized.

During our sojourn at Hamburg, we had become acquainted with the Count de Rouissillon, a young Polish nobleman, of superior education and talents. He had fought for the liberty of his country, as aide-de-camp to the unfortunate Kosciusco; and being one of the proscribed, was living in Hamburg on slender means, and without occupation. In the society of a gentleman of such intelligence, accomplishments, and companionsable traits, we knew that we should be repaid for the additional expense of taking him as a *compagnon de voyage*, and we agreed to invite him to accompany us as such. He had never been at sea, and a voyage round the world to a man like him, reared in the interior of a continent, offered such attractions that he acceded to the proposal not only without hesitation, but with expressions of great satisfaction and delight.

...  
We put to sea on the 8th of November, 1801, in company with a dozen sail of ships and brigs, which like ourselves were bound to the westward...

#### CHAPTER XVI.

*Observations on leaving the Coast—California—Sandwich Islands—Visit of the King—Land the Horses—Present them to the King—Instances of Atrocious Conduct of Americans—Island of Guam—A Visit from the Governor's Lady—Sketch of the Island—A Storm—Arrival at Canton—Dispose of one half the Ship—Mr. Shaler returns to California, and I embark in the Alert for Boston.*

...  
Fifteen months had elapsed since our arrival at Valparaiso, and it will be seen, that in each of the three ports which we had entered, a state of hostility had existed between the government and ourselves, which was probably always the more rancorous for the decided part the people took in our favor. A circumstance which we knew to be owing less to their affection for us, than to their deadly hatred to the officers of government. For these were natives of Old Spain, and everywhere on this coast had disgusted the Creoles, by their arrogant and overbearing manner of treating them. No inconsiderable drawback, however, upon our enjoyment of this repose, was the reflection, that we had yet on board, nearly one half of our European cargo, which could not be disposed of at Canton, unless there should chance to be a vessel fitting out from thence to the Spanish coast, of which there was not much probability. From the profit there was no doubt of our making on the sea otters' skins, however, there was scarcely any chance of experiencing a loss on the whole adventure...

We had coasted along the western shore of California, for the most part within a distance of three leagues, and often much nearer, from San Diego to Cape San Lucas; and, during the whole course, had seen nothing but a continued range of barren sand-hills, with occasional clumps of bushes of apparently stunted growth. This barren coast has

nothing to recommend it as the habitation of man; no barbor, no water, no soil adapted to cultivation. Hence, there are no missionary establishments near the shore...

The mission of St. Joseph's<sup>1</sup> is a desirable place to procure water and refreshments; but there is no other place, where these can be obtained, between this mission and the Presidio of San Diego.

Leaving the mission of San Joseph's on the 28th of May, 1803, we experienced un-deviating fine weather, fair winds, and smooth sea, on our passage to the Sandwich Islands, and on the 19th of June, 1803, got sight of Owhyhee, its summit towering above the clouds.

...

On the 7th of July, 1803, having ascertained that we could obtain no supplies without losing more time than they were worth, we made sail to the westward, with the intention of touching at the Island of Guam; and came in sight of that island on the evening of the 29th. The next morning early, we doubled round the north end of the island, and came in sight of the castle, situated on a hill.<sup>2</sup> Soon after, on opening the bay, the town of St. Ignacio de Agam [sic] was presented to our view, making a very pretty appearance; the white houses contrasting with the beautiful foliage of the trees, by which they were shaded, and the distance beyond having the appearance of a dense forest of the most luxurious growth.

Mr. Shaler went on shore and visited the Governor, who treated him with much civility, promised to have procured for him immediately the supplies required, and invited him to remain to dinner. As we intended remaining only long enough for collecting these supplies, or, if not procurable without delay, to be off without them, we did not come to anchor, but lay off and on, near the town. In the afternoon, Mr. Shaler returned on board, accompanied by the wife of the Governor, her female attendants, and three officers of the garrison. These guests remained with us until the boats came off with our supplies, in which they returned on shore, having expressed themselves much pleased with their visit, and promising to offer up petitions to the Virgin for our safety and happiness. On their leaving us, towards evening, we steered again to the westward with all sail spread.

Guam is the southernmost of the Marian Islands; it is but of moderate height, of even surface, and is covered with trees, even to the water's edge. There are estimated to be between five and six thousand inhabitants, about nine tenths of whom are natives and Malays. The garrison consists of one hundred and thirty soldiers, and the annual expense to Spain is twenty thousand dollars. As no article of commerce is produced here, but the Beche de Mar, and even this only in small quantities, there seems to exist no other inducement for the maintenance of this establishment, than to prevent this group of islands being taken possession of by any other people.

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1 Ed. note: San José del Cabo, to the east of Cape San Lucas.

2 Ed. note: This was the new Fort Santa Agueda, built by Governor Muro in 1800.

On the 8th of August, we had advanced about ten degrees west of the Marian Islands, when we had undoubted indications of approaching bad weather. And as at this season of the year, particularly, it is advisable to be cautious, our top-galland yards were sent down, and our topsails double reefed, before night, the wind strong from southwest with rain. Early in the morning, the wind and sea having increased, we reduced our sails to a close-reefed main-topsail and foresail, and housed the top-gallant masts. The wind still increasing, compelled us to heave to under storm staysails. We had now a continual succession of the most violent squalls, accompanied with torrents of rain; these shifted every two or three hours, from west-southwest to north, and north-northwest, blowing in opposite directions with equal fury, and causing so great and irregular a sea, as to threaten sweeping every thing from our decks, particularly when, between the shifting of the winds there were a few moments of calm; and when from the excessive deep and quick rolling, there was great cause to apprehend the loss of our masts. This weather continued for twelve hours, and was followed by gales from the westward and from the southward, with scarcely any intermission until the 16th, when the weather became settled from the eastward. This was a harder gale, and more severe weather than any we experienced off Cape Horn.

In the evening of the 19th, we passed the Bashi Islands...

...

[Shaler made another voyage in the **Lelia Byrd** to the NW Coast, but Cleveland went back home to Boston, as a passenger aboard the ship **Alert**, Captain Ebbets.]

...

We arrived safely at Boston on the 14th of May, 1804. Nearly eight years had elapsed since my departure from home; and the period had been prolific of events of opposing characters, and producing corresponding emotions, which can be properly estimated by those only who have had similar experience.

...

[As for the **Lelia Byrd**, she ran aground upon a shoal along the coast of California, was repaired at the San Clemente Islands, and reached the Hawaiian Islands in sad need of an overhaul. She was traded with the King for a small schooner built locally, which returned to California. Meanwhile, after being repaired, the **Lelia Byrd** made three more voyages to China with sandalwood from Hawaii, before finally being condemned, broken up, and sunk at Whamboa (see Doc. 1805B).]

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## Document 1803C

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# Construction of Fort San José, north of Umatac, Guam

*Sources: LC Mss. Div., Span. Col. Gov't, Item 38; cited in B&R 53:371.*

## Case file on Fort San José, opened by Governor Blanco in 1803

### Original text in Spanish.

*X. N. 38. Año de 1803. Testimonio de la Consulta Original que se dio cuenta a la Superioridad de Manila del Graneo [sic] que se hicieron à Catorce Cañones, y un Baluarte plano que se fabrico en la Villa de Vmata.*

*Por El Señor Capitan de Regimiento beterano de Ynfanteria del Rey que guarnece la Plaza de Manila D. Vizente Blanco Gobernador, y Justicia mayor por S.M. de estas Yslas Marianas.*

*Ens. 4. Para el Archivo.*

*San Ygnacio de Agaña 1º de Abril de 1803.*

*Combinando tenga Testimonio de la Consulta n. 59 con que se dio cuenta al M. Y.S. Gobernador y Capitan general de las Islas Filipinas del graneo y otras composiciones que se les hizo à los Cañones de Artilleria que se [h]allavan inutiles, y en el dia utiles para quales quiera deferir en caso de alguna imbasion de Enemigos, y de un Baluarte plano con su Garita y Casamata sobre la eminencia de un Monte inmediato al Castillo de San Angel por amenazar este ruina à causa de continuo golpe de Mar que recibe; el Secretario de la Governacion y Guerra sacará dos de un tenor, el uno para que conste en el Archivo, y el otro para los Actos que me puedan combenir.*

*Blanco.*

*Justo de la Cruz, Secretario de esta Governacion y Guerra.*

*Muy Ilustre Señor.—*

*Con el motivo de haberme dado parte el Alcalde Administrador de la Isla de Rota D. Francisco Arceo el que se allava en la Isla de Saypan*



[1-2 lines obliterated] -esca ... para la manutencion de este Real Presidio vio pasar al Norte de dha Isla nueve [sic] Fragatas las tres muy Veleras, y de gran ... -do acortavan vela para esperar a las seis restantes, estas hera d... -te porte, y del resto de las seis... muy grandes y las dos menores ... no se save que Nacion heran por no haver puesto Vandera ni saltar ninguno en tierra, como lo han executado en otras ocasiones, pero se infiere ser Ynglesas por ser este el derrotero que traen de Europa à Canton: Llevavan su Proa al Oeste, y como quiera que no hemos visto en todo el año por estas immedia-ciones pasar Embarcacion alguna, pueden estar las Guerras declaradas nuestra Espa-ña con el Rey de la gran Bretaña, como expreso à esa Superioridad en Consulta N<sup>o</sup> 58, me fuè preciso Comisionar al Capitan de Artilleria Ynterino D. Ygnacio Martinez à la que como facultativo en la Artilleria reconociese todos los Cañones

[1-2 lines obliterated] Santiago de Orote, y el de la Santa Cruz fabricado por mi antecesor el Teniente Coronel D. Manuel Muro para ber si con esto pod[r]ia poner la Isla en una mediana defênsa, atendiendo que dho mi antecesor havia dado por inutil dicha Artilleria; y haviendolos reconocido me dio parte que todos los expresados Ca-ñones se [h]allavan desfogonados y con algunos escaravajos, por el centro de ellos, por lo que inmediatamente los metio en el fuego para reconocerlos con mas prolixidad, à los que les echò granos nuevos, y despues de haver hecho esto manibra los prové con vala, y en el dia se allan utiles para qualesquiera defênsa el numero de catorce Cañones, los que enteramente se allavan arruinados con el poco cuidado que havian tenido mis antecesores; parece hacer mui distinto el allarse la Isla con catorce bocas de Cañones utiles à estar inutil, todo lo dicho se debe al expresado Capitan D. Ignacio Martinez el que es digno de qualesquiera premio que la

[1-2 lines obliterated] Superior ... -le, el que solo ... -drà por ... -co un mediano Suel-do como ès el de beinte y quatro à treinta pesos, respecto estar con el de doze pesos que es muy poco para un sugeto de ... avilidad, y especialmente ... la tan ... que no se encio-... tan facilmente, el que puede soportar el Situado que se conduce à estas Islas sin hacer falta à ninguna otra cosa, el expresado D. Ignacio Martinez en el inter que compuso los Cañones reparò que el Castillo de San Angel se allava enteramente arruinado por abajo à causa de los continuados golpes de Mar, y quarteado de arriba abajo el que amenaza alguna ruina, y que haciendo los fuegos continuos pod[ri]a faltar en la mejor ocasion, mandè que buscasse un sitio que fuese al proposito para poder colocar algunas bocas de fuego para la defênsa de esta Villa, y haviendo encontrado una eminencia que domina al expresado Castillo de San Angel, toda la Bahia de Umata[,] punta de Farfi, Isla de Cocos, y se dà la mano con la Artilleria que se ala-... otra eminencia nombrada Chalan Aniti, una de que se hiciese un Baluarte Plano en el nombre del Señor San José, el que se hizo con muy poca costa y monta seis Cañones los cinco de à ocho [libras], y el uno de à seis con un Fortín y Casamata para la Polvora, segun manifiesta la Mapa que à este acompaño. Y en el supuesto que dicha Artilleria por haverla dado mis ante-cesores por inutil se allavan sin Cureñas, mandè se fabricasen dies y siete de Campaña de ruedas enteras, y aunque estan sin Herrage pueden servir muchos años por ser la Madera de mucha duracion, dos de estas se allan en el Castillo de la Santa Cruz, otras

*dos en el Castillo de Santiago de Orote, y el resto para las diez y siete en la Artilleria de esta Villa de Umata, por lo que estoy en el dia aunque con poca Polvora y pocas Valas con algun consuelo en considerar que tengo la Plaza y sus radas ò fondeaderos con alguna defensa, todo lo qual pongo en noticia de V.S. para su Superior Providencia, y espero meresca la aprovacion.—*

*Dios guarde à V.S. muchos años.*

*San Ygnacio de Agaña Capital de las Yslas Marianas primero de Abril de mil ochocientos y tres.—*

*Muy Ilustre Señor.—*

*Vicente Blanco.—*

*[Al] Muy Ilustre Señor Governador y Capitan general de las Islas Filipinas.—*

...

### **Translation.**

X. N° 38. **Year of 1803.** Record of the original consultation sent to the Superior Government of Manila regarding the reborring of 14 guns,<sup>1</sup> and one flat Bastion that was built in the Town of Umatac.

By Don Vicente Blanco, Captain of the veteran Regiment of Infantry of the King that garrisons the Citadel of Manila, Governor, and Superior Justice for H.M. of these Mariana Islands.

Encl. 4. File copy.

San Ignacio of Agaña, 1 April 1803.

Since it is convenient to have a Record of Consultation n° 59 which was sent to His Most Illustrious Lordship, the Governor and Captain General of the Philippine Islands, regarding the reborring, and other repairs, that were made to artillery pieces that were considered unserviceable, and are now serviceable, and could be used in case of enemy attack, and about one flat Bastion with its watchtower and powder magazine on top of a hill near Fort Santo Angel, because the latter is threatening to crumble on account of continuous wave action upon it, the Secretary for Administration and War is to make two copies, one for the file and the other for any Proceedings that might need it.

Blanco.

Justo de la Cruz, Government Secretary for Administration and War.

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1 Ed. note: This operation consisted in filling in the oversize vent with molten metal (lead?), and reborring a new hole in said metal.

Most Illustrious Sir:

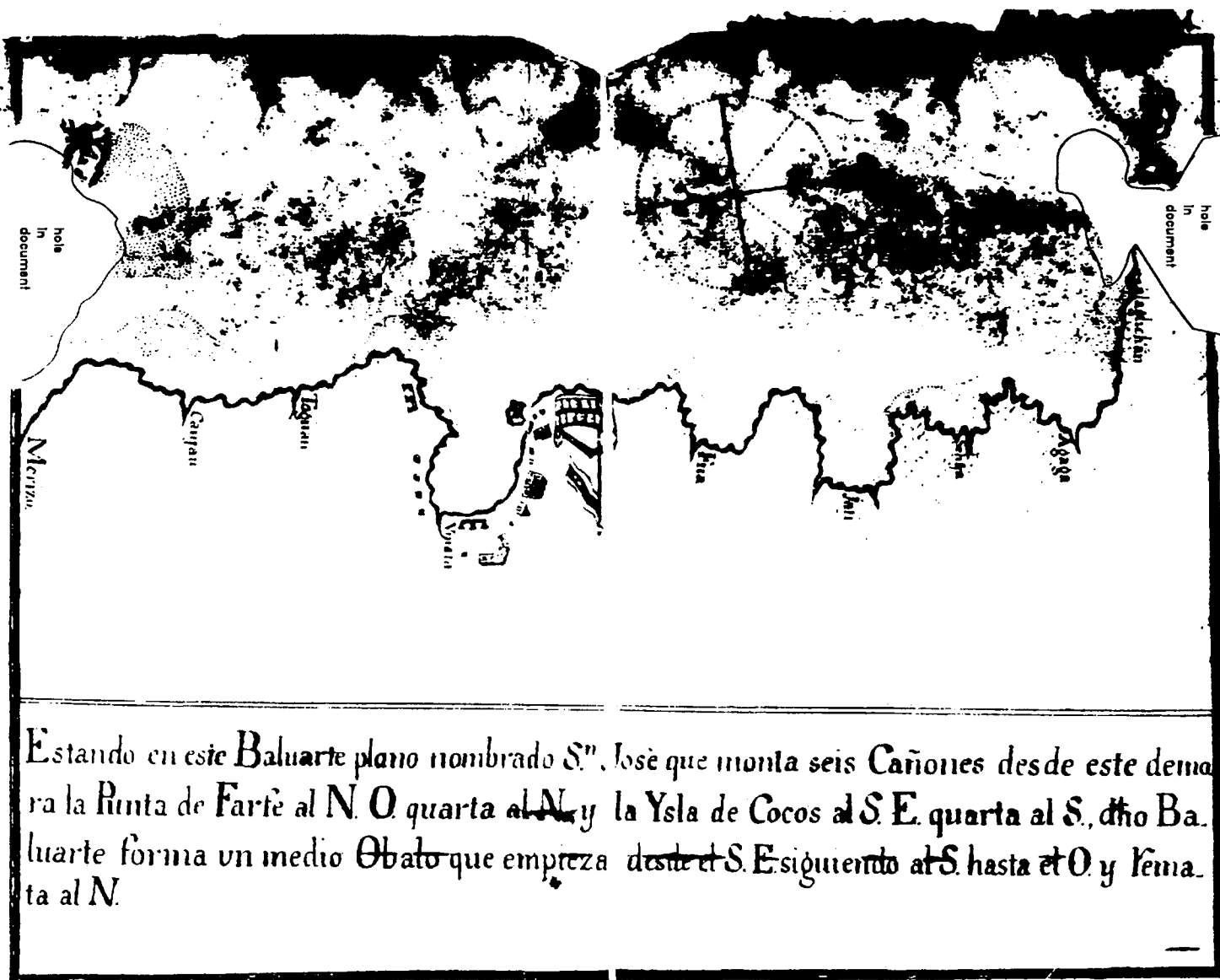
As a consequence of the report that the Mayor of Rota, Don Francisco Arceo, sent from the Island of Saypan which he was visiting ...

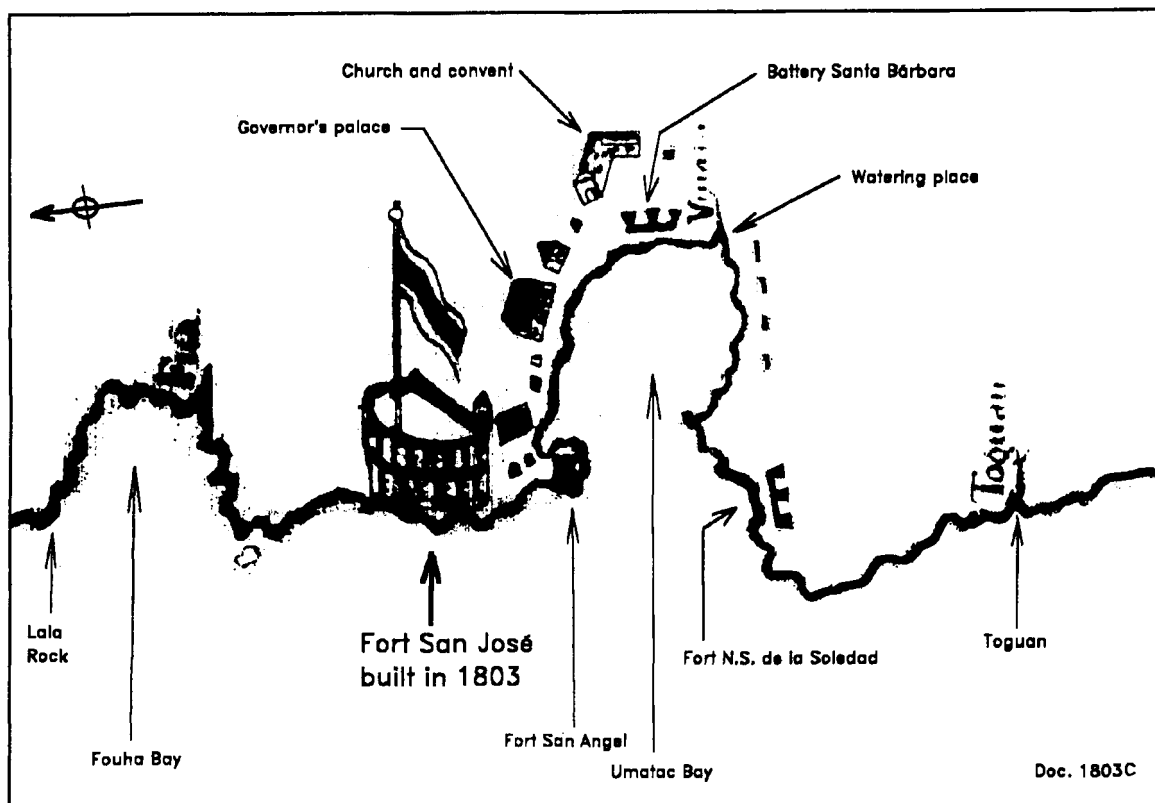
[1-2 lines missing] ... for the maintenance of this Royal garrison, he saw passing to the north of said Island nine [sic] frigates, three of them were large, with many sails, which they were reducing in order to wait for six others, [four of] which were very large and two small.<sup>1</sup> Their nationality is unknown, because they did not show any flags and they sent no boat ashore, as they did on other occasions, but they are thought to have been English because this is the track they follow in going from Europe [i.e. NSW] to Canton. They were headed westwards, and inasmuch as we have not seen this year any vessel at all in this neighborhood, war may have been declared between our Spain and Great Britain, as I discussed in my Consultation sent to that Superior Government under Letter N° 58. So, I despatched interim Artillery Captain Ignacio Martinez, our expert in artillery, to the west coast [of Guam] to survey all the cannon ...

[1-2 lines missing] ... [as well as] Fort Santiago of Orote, and that of Santa Cruz, built by my predecessor, Lieutenant-Colonel Manuel Muro, in order to find out if the island could be placed in an average state of defence, since my predecessor had judged said guns to be unserviceable. And, having surveyed them, he reported to me that all of the above-mentioned guns had their vents bursted and some of them had their centers flawed.<sup>2</sup> That is why, he immediately had them placed in a fire to test them more carefully, and gave them new vents, and after this was done, he had them proved with balls. Fourteen guns are now serviceable and ready for any defensive action. These guns had been completely ruined for lack of maintenance by my predecessors. Now the island appears very different, with 14 artillery pieces, formerly unserviceable, and now serviceable. All of this is due to the above-mentioned Captain Ignacio Martinez, who is worthy of any reward that the ...

[1-2 lines missing] ... when the average salary of a captain is normally from 20 to 24 pesos [per month], his is only 12 pesos, which is very little for an individual of [above average] ability, and specially when [his merits are so high] that they cannot be so easily [listed], and this the Subsidy which is carried to these Islands can support without anything else suffering. Said Captain Ignacio Martinez, while he was repairing the guns, noticed that Fort Santo Angel was in complete ruins underneath, on account of the continuous action of the waves, and cracked from top to bottom, threatening collapse, and that, if the guns were fired repeatedly, it might fail at the time it would be needed most. I ordered him to look for an alternate site that would be suitable as a gun emplacement for the defence of this Town, and, having found one on top of the hill that overlooks the above-said fort, as well as the whole bay of Umatac, Farfi Point, Cocos

- 
- 1 Ed. note: There were only six ships (see Doc. 1802M). The two smaller ships must have been the Rainier and the Orpheus, country ships.
  - 2 Ed. note: I imagine that some of these iron guns were rusted inside and needed some barrel cleaning as well. They had been tarred on the outside for preservation, and this tar had to be burned off first.





**Umatac Bay area and location of the new Fort San José, 1803.** *Fort built by Captain Ignacio Martínez, at the request of Governor Blanco. (Adapted from the map on facing page, by R.L.)*

(Facing page:) **West coast of Guam showing the location of the new Fort San José, built in 1803 on a hill north of Umatac Bay.** The caption reads:

*“Estando en este Baluarte plano nombrado San José que monta seis Cañones desde este demora la Punta de Farfe al N.O. quarta a N, y la Ysla de Cocos al S.E. quarta al S. dho Baluarte forma un medio Obalo que empieza desde el S.E. siguiendo al S. hasta el O. y remata al N.”*

[Translation:]

This sketch shows the flat Bastion named San José which supports six guns. Facpi Point bears NW 1/4 N from it, and the Island of Cocos bears SE 1/4 S. Said Bastion is in the shape of an oval [rather semi-circular] which begins in the SE, continues toward the S as far as W, then ends facing N

**Place names**, from top to bottom, i.e. North to south: Farfe [= Facpi Point]; Talaglichan [same as old Taragrighan, now Achugao]; Agaga; Seliya [same pronunciation as Sella, in Spanish]; Jati [same as Ati, or Hati, in Spanish; modern Cetti is a misprint]; Fua [now written Fouha, but not the same as Fuña]; Vmata [or Umatac]; Toguan; Caujan [pronounced Kauhan, later Vilig, now Bile]; Merizo; and left of it: Ysla de... [=Cocos I.]. (From the original in Mss. Div., Lib. Congress, Washington).

Island, and guns placed there would act in unison with others placed on a hill named Chalan Aniti. So, it was chosen as an emplacement for a flat bastion named after San José. It was built at very little expense and it supports six guns, five of which are 8-pounders and one is a 6-pounder. It has a bunker and a powder magazine, as shown on the accompanying sketch. And, given that said guns had been left without carriages by my predecessors, because the guns were considered unserviceable, I ordered the fabrication of 17 field carriages with solid wheels; although they are without iron strapings, they can serve for many years, as the wood used is very durable. Two of these carriages are now in Fort Santa Cruz, two more are in Fort Santiago of Orote, and the rest of the 17 carriages are meant for the guns of this Town of Umatac. Therefore, I now feel confident, though I have little powder and few balls available, that the Place and its harbors and anchorages are somewhat secure. Of all of this I inform Your Lordship, for your Superior intelligence, and I hope it will meet with your approval.

May God save Y.L. for many years.

San Ignacio de Agaña, 1 April 1803.

Most Illustrious Sir:

Vicente Blanco.

[To] His Most Illustrious Lordship, the Governor and Captain General of the Philippine Islands.

...

[There follows a certification of authenticity, and the map of the west coast of Guam.]<sup>1</sup>

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1 Ed. note: This fort was so badly constructed that part of its wall had collapsed when it was abandoned in 1818 (see Doc. 1818N).

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## Document 1803D

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# Journal of a voyage aboard the ship Patterson, Captain Aborn

*Sources: Johathan Aborn's journal, ms. #L-828Pa in the Rhode Island Historical Society, Providence; PMB 770.*

## Visit of the ship Patterson in 1803-1804

**Journal of a Passage from Providence in Rhode Island to Canton in China round New Holland and through the Eastern Ocean with Ship Patterson, Jonathan Aborn, Commander.**

...

Wednesday Dec 28th, 1803

... At 8 a.m. saw one of the Caroline Islands bearing East of us, distance 3 leagues very low land...

Lat. Observed at noon 6° N. Distance at noon 89 miles. Course Northward & Westward.

...

Sunday Jan'y 1st 1804

Northeast trade winds still continue to blow very fresh. Expect to make Tinian by tomorrow noon. This forenoon, the goat house unfortunately fell upon one of the little kids and injured him so much that little hopes are entertained of his recovery. He is a great favorite on board and his loss regretted by all.

Long. at midnight 151° E. Lat. at noon 14°15' N...

Monday Jan'y 2nd 1804

... Ship going very fast. Have not yet made Tinian but expect to see it moment[arily].

Lat. at noon 14°51' N. Distance at noon 216 miles. Course West.

Tuesday Jan'y 3, 1804

... At 8 o'clock last evening, being by our reckoning near Tinian, shortened sail. At 1/2 past ten, saw the Island bearing NW by W distance 3-1/2 leagues. At 11 o'clock, saw Aguigan bearing WSW distance 3-1/2 leagues. Stood on between them. At mid-

night, the Island of Tinian bore NNE and Agrigan SW. At 2 a.m., they were out of sight. It was unlucky for those who never saw Tinian that we passed it in the night, as from the description, it is a very beautiful Island. Had we been becalmed or had only light winds, we should have gone on shore there, but having a fine fresh breeze and being late in the season induced the Captain & Supercargo to decline stopping.

Variation at sunset last evening 6° East. Lat. observed at noon, 15°21' N. Distance at noon 198 miles. Course W by N.

...

### Editor's notes.

Another ship went from Sydney to Canton at the same time. She was the brig **Wetha Ann** [rather **Bertha**, **Betah**, **Ann**?]; there is no other information about this ship.

At Whampoa, the **Patterson** met with 3 Boston ships from the Northwest Coast: the **Vancouver**, Capt. Brown, the **Mary**, Capt. Gray [sic, as supercargo, I think, as Capt. Bowles acted as master, see Doc. 1804A], and the **Alexander**, Capt. [John] Brown.

One of the passengers aboard the **Patterson** was Mr. P. W. Snow. He left a short diary (Misc. ms. Sn-61 in the Rhode Island Historical Society Library. His Micronesian entry reads:

“We steered a north course until we passed the Caroline Islands, one of which we saw, & then bore away for Tinian, which we made at 10 p.m. & passed between that & Agrigan at midnight of the 2nd Jan'y 1804, gratified at the sight of both Islands, by a bright moonlight. From this... our run to Macao was pleasant.”

The **Patterson** was back in Boston in August 1804.



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## Document 1803E

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# The ship Rolla came 'rolling' into Micronesia in 1803

*Sources: Log 312A, India Office, London; copy in AJCP PRO 1587, M1627.*

*Notes: This ship left Sydney on 21 September 1803, in company with the Cumberland and the Francis. After passing Wreck Reef on 7 October, the other ships went through the Torres Strait, but the Rolla went on her way to China (ref. Nicholson's Log of Logs, vol. 1).*

## The narrative of Captain R. Cumming

### Ship Rolla from N.S. Wales towards Canton.

...

Courses N by E, etc. Wind SE.

The 20th day of Oct. Thursday 1803

... At 4 p.m. saw an island bearing WNW dist. about 5 leagues.

No observation. Lat. [est.] 6°44' [S], Long. in. 164°26' [E].

...

[The ship crossed the Equator at Long. 168° E of Greenwich on 26 October 1803 and no island was seen near the Equator.]

...

Courses N by W, etc. Winds Calm, etc.

The 30th day of Oct. Sunday 1803

Light breezes and cloudy weather. Midnight ditto weather.

At 5 a.m. saw a group of Islands bearing from NNW to E by W dist. about 5 miles  
19 in number. Supposed to be Mulgraves Range.

Noon calm[,] hoisted out the cutter & sent her on shore.

Lat. obs. 5°41' [N], Long. in. 169°27' [E]

Courses NE, etc. Winds SE by S, etc.

The 31st day of Oct. Monday 1803

Light airs inclining to calm. The boat returned from the island, could not land on account of the surf.

Midnight calm. At 5 a.m. saw Baring Island from mast head.

Noon light air, & clear.

Lat. Obs. 5°42' [N], Long. in. 169°13' [E]

Courses WSW, etc. Winds Variable, and SE.

The 1st day of Nov. Tuesday 1803

Light airs & clear weather. At 1 p.m. saw Baring's Isle bearing West. At 6 p.m. ditto bore NW 6 leagues.

Midnight light breezes, tacked ship. At 4 a.m. tacked ship.

At 8 a.m. saw the land, bore up to go to the north of them. Strong easterly current.

Noon squally with rain[,] the North extreme bore NW 8 or 9 miles.

Lat. Obs. 5°56' [N], Long. in. 168°40' [E]

Courses NNW, etc. Winds South, etc.

The 2d day of Nov. Wednesday 1803

Squally weather with rain. At 5 Baring Isles from mast head bore SSE to WSW dist. 5 leagues.

Midnight light airs.

Noon light airs & variable.

Lat. Obs. 6°39' [N], Long. in. 168°15' [E]

...

Courses WNW, etc. Wind NNE.

The 6th day of Nov. Sunday 1803

Moderate breezes & cloudy. At 4 p.m. saw the land from mast head bearing WNW which we suppose to be Masquells Group [i.e. McAskill's, or Pingelap]. At 7 p.m. tacked & stood to East.

At midnight fine breezes & cloudy. At 2 a.m. tacked. At 8 saw Musquills Group bearing WNW.

Noon fine breezes & cloudy, the extreme of the land NNE to N70E dist 7 miles.

Lat. Obs. 7°12' [N], Long. in. 166°40' [E], Long. lunar 168°49' [E]

Courses East, etc. Winds N by E, etc.

The 7th day of Nov. Monday 1803

Moderate breezes & cloudy weather. Saw the appearance of a wreck on the East end of the island. Sent the boat towards the shore[,] saw several canoes coming off[,] Got the boat hoisted up again[,] six canoes about the ship[,] the natives friendly[,] at 3 bore up[,] made sail[,] at 4 p.m. Musquells Groups North 5 leagues.

Noon moderate & cloudy weather.

Lat. Obs. 8°00' [N], Long. in. 167°06, Long. lunar 167°45' [E]

...

The 12th day of Nov. Saturday 1803

... At 6 p.m. one of the seamen fell over board[,] hove too[,] lowered down the boat and got him on board again...

Lat. Obs. 12°52' [N], Long. in. 158°31' [E]

...

Course WNW. Winds NE & ENE.

The 17th day of Nov. Thursday 1803

Moderate breezes & cloudy weather. Carrying all sail. Midnight weather [ditto?].

Noon find steady breezes and cloudy weather. Saw land from the mast head.

Lat. Obs. 14°49' [N], Long. in. 148°40' [E]

Courses WNW & NW. Wind NE by E.

The 18th day of Nov. Friday 1803

Fine breezes and cloudy weather. At 4 p.m. the extremes of Saypan bore from N33W to S73West dist 7 leagues.

At 9 p.m. passed through between the Island of Saypan & Tinian.<sup>1</sup>

Midnight steady breezes.

Noon steady breezes & cloudy.

Lat. Obs. 15°48' [N], Long. in. 144°10' [E]

...

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<sup>1</sup> Ed. note: Few ship captains ventured in that channel, even fewer at night.

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## Documents 1804A

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# Tour of the Central Carolines by the ship *Mary* of Boston, Captain Bowles

*Note: This tour must have taken place early in 1804, not later as reported. The ship *Mary* of Boston is not to be confused with the whaler *Maria* of New Bedford.*

## A1. Introductory note, by F. W. Howay

*Source: F. W. Howay. "A List of Trading Vessels in the Maritime Fur Trade, 1795-1804." In *Transactions of the Royal Society of Canada*, 1931, pp. 146-147.*

MARY.—An American ship owned by J. Gray of Boston, and in command of William Bowles. She cleared for the Northwest Coast in February 1802. Traded on the coast in 1802 and 1803. In March 1803, in company with the **Juno**, she made a faint-hearted attempt to rescue Jewitt and Thompson, the survivors of the **Boston**. She left the coast in the autumn of 1803 and, apparently under Gray as master,<sup>1</sup> was at Whampoa, the port of Canton, in January, 1804 expecting to sail in about eight days. The **Mary** arrived in Boston in May 1804... [via the Cape of Good Hope and St. Helena]...<sup>2</sup>

[References cited by Howay: *Boston Gazette*, Feb 25, 1802; *Independent Chronicle*, Feb 25, 1802; *New England Palladium*, May 11 & 25, 1804; *Columbian Centinel*, May 12, 1804.]

## A2. Garbled summary, by Andrew Sharp

*Source: Andrew Sharp. *The Discovery of the Pacific Islands* (Oxford UP, 1969).*

### 71. Samuel William Boll [sic].

In the summer of 1804 [sic] Samuel William Boll [sic], of the **Maria** [sic], an American vessel, sailed from Guam into the western Caroline Islands in search of trepang.

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1 Ed. note: Bowles was master, but Capt. Gray was probably supercargo, although he had also been reported one year earlier as being in charge (see notes Doc. 1803D)..

2 Ed. note: According to the above timeline, the *Mary's* visit to Manila, then Guam and the Carolines must have taken place in January-February 1804, not later.

He was accompanied by Luis de Torres, a Spanish official at Guam, who gave details to the Russian explorer Kotzebue and his naturalist Chamisso when Kotzebue visited Guam on his first voyage. The following details were obtained from Torres by Chamisso:<sup>1</sup>

*Torres had detailed information of the western Caroline Islands from voyagers who came to Guam to exchange their native products for iron. On the visit of the Maria, he made contact with the islanders of 'Guliai', the position of which was given by Torres as latitude 7° N., longitude 144° E. This was Woleai, discovered by Wilson.<sup>2</sup> Another island seen was 'Farruelap', discovered by Rodriguez.<sup>3</sup> Its position is latitude 8°35' N., 144°36' E. This was presumably the 'Pik' or 'Lydia' reported by the vessel Lydia in 1801.<sup>4</sup> Torres also gave the positions of two small islands 'Fallao' and 'Piguelap', described as desert islands, namely latitude 8°5' N., longitude 146°45' E., and latitude 8°6' N., longitude 147°17' E.*

These were the two western Caroline Islands West Fayu and Pikelot, of which Boll [sic] was the discoverer.

### **A3. The account of Major Torres, as told to Adelbert von Chamisso**

#### **In Kotzebue's book.**

*Source: See footnote above, but pp. 110-114.*

One of the songs which Kadu frequently sung among us,<sup>5</sup> celebrated, in the language of Ulea, the names of Samuel Borman (he pronounced it Moremal) and Luis. This song referred to the European ship which visited Ulea at the time when Kadu was absent on his voyage. Waghall appeared in Kadu's account [as] a large country, where there were oxen, iron, and other riches in abundance, whither King Toua [of Woleai] once made a voyage, and from whence he brought three cannon-balls, (two-pounders.)

As soon as we landed at Guahon, we recognized the Waghall in this island, and the Luis of that song came friendly to meet us in the person of Don Luis de Torres, from

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1 In Kotzebue, O. von, *A Voyage of Discovery* (London, 1821), vol. iii, pp. 112-113.

2 Ed. note: See Doc. 1797C.

3 Ed. note: Supposedly in 1696, but there is no primary account about this voyage (see Doc. 1696H at the beginning of HM10).

4 Cf. Meinicke, C. E., *Die Inseln des Stillen Oceans* (Leipzig, 1888), vol. ii, p. 357. Ed. comment: Not mentioned by Haswell in Doc. 1801H (which is a summary of his logbook), but a reference could possibly be found in the logbook itself in Salem.

5 Ed. note: A Carolinian whom the Kotzebue expedition had picked up in the Marshall Islands.

whom we copy the following account, while we recollect him with sincere love and gratitude.

Luito,<sup>1</sup> a mariner of the islands to the south of Guahon, whose name is still cherished among his countrymen, found again, in the year 1788, in two boats, the way to Waghah or Guahon, of which a song appears to have preserved the remembrance from ancient times.<sup>2</sup> Encouraged by the success of his first voyage, and the kind reception he met with, he came again, in the year 1789, with four boats, requesting the Governor to allow him to come there annually. The four navigators, when they had prepared themselves for their return, disagreed about the route they should steer; they separated, and none of them ever returned to his native land.

After this, the intercourse that had been begun was interrupted.

In the summer of the year 1804 [sic], the ship **Maria** [sic], from Boston, under Captain Samuel William Boll [sic], supercargo Thomas Borman, went from Guahon, for the discovery of the Trepang in the Carolina islands. Don Luis de Torres went as passenger on board the **Maria**, in the hope of seeing the islanders again, to whom he was attached, to do them good; to learn from them why they had discontinued their visits to Guahon, and to prevail on them to return.

On this voyage, the following points were geographically determined, according to the journal of Don Luis:

A shoal of twenty-four fathoms in 8°20' north latitude, and 149° east longitude from Greenwich.

The desert island of Piguelao (D. L. de T.), Bigellé (K.), in 8°6' north latitude, and 147°17' east longitude, (wanting in Cantova's charts).<sup>3</sup>

The shoal Oraitilipu of twelve fathoms, in the same latitude, half-way to the desert island of Fallao (D. L. de T.), Fahueu (Cantova), Fayo (K.), in 8°5' north latitude, and 146°45' east longitude.<sup>4</sup>

The small low group Farruelap (D. L. de T.), Faroilep (Cantova), Fatoilep (K.), in 8°3' north latitude, 144°30' east longitude; and, lastly,

The group of Guliai (D. L. de T.), Ulee (Cantova), Ulea (K.), *Olaü* (according to the pronunciation of Radack,) in 7° north latitude, and 144° east longitude, into which group the **Maria** penetrated, and where she passed some time.

Don Luis de Torres took the opportunity when he was at Ulea, the language of which he understood, and whose amiable inhabitants he highly valued, to obtain thorough, and authentic information of the most able of the people, concerning themselves, and the tribes related to them, with whom they traded. He has drawn a chart of Ulea,<sup>5</sup> ac-

1 Compare Espinosa and Krusenstern's Contributions to Hydrography, page 92.

2 Ed. note: Chamisso assumed, incorrectly, that Carolinians knew of the existence of Guam previous to Luito's accidental visit of 1787 (see Doc. 1787A). Other historians have propagated this notion, without documentary proof ever presented.

3 Ed. note: Same as the Mogami, or Saijo, Bank, according to Bryan's Guide to Place Names.

4 Ed. note: Its true longitude of 30' further east.

5 Ed. note: Published by Freycinet (see figure).







Don Luis de Torres, in this voyage, had sought to introduce oxen and hogs, and several useful plants at Ulea. The natives in the sequel purposely extirpated the oxen and hogs, because they were not only useless, but hurtful to them. The oxen bit off the young cocoa-trees, and the hogs damaged the taro plantations. Of the plants, only the ananas had thriven; as it bore fruits, and the people were much rejoiced at it, and as every one wanted to possess the plant, it was transplanted so frequently that it at last died.

Since the voyage of Don Luis, no new misfortune has interrupted the communication. The Carolinians coming to Guahon become yearly more numerous.

...

### **In Chamisso's own book.**

*Source: Adelbert von Chamisso. A Voyage around the World (UHP, 1986), pp. 271-272, 296.*

In the summer of the year 1804 [sic] the ship **Maria** [sic] from Boston, Captain Samuel Williams Boll [sic], supercargo Thomas Bormann, went on a voyage of discovery, proceeding from Guaján, to search for trepang in the Caroline Islands. Don Luis de Torres went aboard the **Maria** as a passenger with the hope of again seeing the islanders, of whom he had become fond, of helping them, of learning why they had stopped visiting Guaján, and of urging them to return.

Don Luis de Torres, on Ulea, whose language he understands and whose people he regards highly, took advantage of the opportunity to inform himself thoroughly and profoundly through the best informed members of this people about it and related tribes. On Ulea he used the reports of the most experienced seafarers among the natives with regard to the courses they sail to draw a map of all the islands known to him, a map that agrees strikingly with Cantova's map, which he had never seen. Since then he has lived on Guaján in continual contact with his friends on Ulea and has every year seen the most skilled seafarers, who guide the trading squadron from Lamurek to Guaján. We regret that we had so few fleeting moments to draw upon the treasure chest of his experiences and information that he so kindly opened to us, and from the French expedition under Captain Freycinet, which is promised a longer stay on Guaján, and with whose learned members we discussed this matter at the Cape, we expect gleanings that could be far more substantial than our harvest.

Don Luis de Torres learned on Ulea that Luito's failure to return in the year 1789 had been misinterpreted and laid on the doorstep of the Spaniards. The islanders, having been informed of the truth, promised to reestablish trade, and kept their word.

A passenger on board the **Maria**, an Englishman whom Don Luis calls Juan, settled in Ulea. Kadu after his return knew him there under the name of Lisol; he had taken a wife and procreated a child with her. According to his report, later on, at a time when Kadu was again absent on a voyage, this Lisol was again transported back by ship. According to the inquiries that Don Luis made about him, he died on Ulea.

On this voyage Don Luis de Torres had attempted to introduce cattle and swine and various useful plants on Ulea. Subsequently the natives diligently exterminated the

cattle and swine, because they were not only of no use to them, [but] they were also detrimental. The cattle browsed on the young coconut trees, the swine endangered the taro plots. Of the plants only the pineapple had flourished. When it bore fruit and the people were pleased with it, they transplanted the plant, which everyone wanted to possess, so often that it finally died.

Since Don Luis' voyage no new accident has interrupted the resumed contacts. The Carolinians come to Guaján in larger numbers each year.

...

Don Luis de Torres praised the same virtues in his friendson Ulea that it had pleased us to praise in our friends of Radak. They are good, friendly, handsome, and modest. Never did a woman climb on board the **Maria**. They are charming, affectionate, generous, and grateful. They have the memory of the heart. The thing, for instance the useful tool, that they possess as a gift from a loving hand, receives and bears as a late reminder for them the name of the friend who presented it to them. And thus Kadu on Radak wished to give our names to the species of animals and plants that we had introduced as an eternal reminder of us.

...

#### A4. The account of Major Torres, as told to Jacques Arago

*Source: Jacques Arago. Narrative of a Voyage Round the World (London, Treuttel and Co., 1823).*

*Note: Virtually the same story was recorded by Jean Dubos (see Doc. 1819I).*

#### Letter XCII.

Agaña, (Island of Guam.)

The ship **Maria** [sic], of Boston, Captain Samuel Williams [sic], sailed from Manila in 1812 [sic], by the orders of the Governor General, to make a survey of the Carolinas; and touching at Guam, there took on board several individuals, of whom Don Luis de Torres, the Major, was the most distinguished. They visited several islands, and were astonished at their meagre resources. At scarcely one did they find either goats, pigs, fowls, or oxen. The natives subsisted on the uncertain produce of their fishing, on coconuts, and on some roots in which there was little nourishment. Their activity, Don Luis told me, was astonishing: they rose at day-break, and the sea must have been very tempestuous to prevent them from going out in their proas. At other times they occupy themselves in domestic labours in their plantations, or in repairing or building their boats. The women are generally much better looking than those of the Mariannes: they never chew tobacco, and subsist on fish, cocoa-nuts, and bananas; from which however all these islanders abstain when they undertake a long voyage. They wear no other dress than a piece of cloth round their waist, which descends to the middle of their thigh; some of them even go entirely naked. The Major heard of no man having two wives, though the women appeared much more numerous than the men.

The houses are built on piles, are very low, and contain four or five spacious apartments. From the time the children are weaned, they never sleep in the same room with

their father, and the girls are always kept separate from the boys. The Major understood that brothers and sisters may intermarry; and from the replies which were made to his questions on this subject, was led to think that such marriages are preferred to others. He is, however, by no means certain that his representation is correct.

During his stay at the Carolines, Don Luis never witnessed an instance of fighting or quarrelling. Tears of love and regret were the only ones he ever saw shed; and people of such excellent dispositions must often shed them from such motives. One day having been informed, that the funeral of the eldest son of King Melisso was about to be celebrated, and that the ceremony would commence at sun-rise, he took the opportunity of attending it. The procession was composed of all the inhabitants of the island, who moved towards the sorrowful abode of their departed Chief in the most profound silence. Men and women were intermingled, but the members of a family were not separated. The Major was permitted to enter the apartment where the body was laid out, enveloped in mats fastened with cords, made from the cocoa-tree. Long locks of hair, the voluntary sacrifice of the relations and friends of the deceased, floated from each knot. The old King was seated on a stone, on which the head of his son was also laid. His eyes were red with weeping, and his body was covered with ashes. As soon as he saw a stranger, he rose, went to meet him, and said, with an accent of the deepest melancholy, Behold the son of Melisso! When the body was carried out of the apartment by six chiefs, the people uttered cries of despair, which ascended to heaven; some of them tore their hair, others violently beat their breasts, and all shed tears. The body was placed on a proa, and remained there the whole day. An old man came and offered the King an opened cocoa-nut, and the latter, in accepting it, *condemned himself to live* for the good of his subjects. After sun-set the body was burnt, the ashes put into the proa, and carried to the roof of the deceased's dwelling. On the following day the people hardly appeared to recollect that such an event had taken place.

At the death of the King, his power always passes into the hands of his son, if the oldest among the Chiefs, who never quits him, decides that he is worthy of the sovereignty. Neither the wife nor sister of the King has ever succeeded to the royal dignity.

Almost all the Carolinas are flat and sandy, but very fertile. It is evidently from some superstitious feeling, that the inhabitants, unfortunately for them, will rear neither pigs nor poultry. I remarked, however, in the voyage which I made with them, that they eat these animals with the greatest voracity; and perhaps the time is not distant, when they will feel all the inconveniences of a custom, which the poverty of their country should have made them reject, but to which probably they adhere from reverence to some solemn promise.

Experience, for all men a second nature, has taught them to mistrust the rash enterprises of some of their neighbours, general disturbers of the peace; but slings are as yet the only arms with which they have opposed them. The skill they evince in making these, proves that they have, unhappily, been occasionally constrained to make use of them; but their battles have never been very bloody, and only cost the vanquished a few contusions, or some tufts of hair.

The demonstrations of reverence which they show their Kings seem very great; for a *Tamor* of Sathoual came and rubbed his nose on my shoes as a mark of respect, and no doubt with the expectation of receiving a small present.

The dress of the Carolinians is almost nothing but a piece of cloth bound round their middle; the rest of the body they leave entirely naked. Some of them, as a precaution against cold, throw a pelisse made of the leaves of the cocoa-tree over their shoulders; and others (the Chiefs only have this right, I believe,) cover themselves with a cloak, fashioned like a priest's cope [i.e. poncho] which descends to their knees. Their hair is bound up with great taste, and brought very gracefully over their forehead; some of them wear it long, and floating over their shoulders, dressing it *à la Ninon*; and they seem to display a great deal of coquetry in playing with their locks, and in exposing them to the wind.

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**Document 1804B**

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**The ship Asia of Providence, Captain Nathaniel Pearce**

*Source: Logbook in the Rhode Island Historical Society.*

**The narrative of Captain Benjamin B. Carter****Voyage (from Providence to Canton, July-Dec. 1804).**

...

1804 November 17

Lat. Obs. 3°49 N. Long. by a/c 130°10 E.

Pleasant. Mariere [i.e. Merir] Island N 55° E dist. 16-2/3 leagues.

November 18

Lat. Obs. 4°23 N. Long. by a/c 132°8 E.

Do [i.e. ditto]. Swell from the NE. Ship 22' S of Log a/c.

November 19

Lat. Obs. 5°34 a/c. Long. 133°27 E.

Heavy rains. Pelew Islands N dist. 82' to the Southern Island [i.e. Angaur].

November 20

Lat. Obs. 6°24 N, by a/c 6°34 N. Long by a/c 134°36 E.

Squally. Heavy rains.

November 21

Lat. Obs. 6°46 N. Long. by a/c 134°52 E.

Strong gales. Easternmost Pelews Is. N 81' dist.

November 22

Lat. Obs. 7°22 N. Long. by a/c 135°11 E.

Cloudy, rains. Pelew I. mid. WNW.

November 23

Lat. Obs. 8°17' N. Long. by a/c 134°58' E.

Rain. Strong gales.

November 24

Lat. by Obs. 10°18' N. Long. by a/c 134°48' E.

1/2 past 9 a.m., spoke Ship **Geo. Washington**, Capt. Schilling.<sup>1</sup>

...

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1 Ed. note: When the Asia was next to Palau, the George Washington was next to Ngulu (see STM 1804).

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## Document 1804C

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# The U.S. sealer *Rose*, Captain Cary, discovered Tamana in the Gilberts

*Sources: Logbook of the Rose, 1803-1804, in the private collection of Robert Caldwell, in Nantucket; PMB 226.*

*Notes: Quoted by Stackpole, Edouard A., The Sea-Hunters (New York, Bonanza, 1953), p. 341; quoted by Andrew Sharp, in the Discovery of the Pacific Islands (Oxford UP, 1969), p. 188; Nicholson, Ian, Log of Logs, vol. 1, p. 453.*

### Introduction.

In 1803, the sealer *Rose*, under the command of Captain James Cary, left her home port of Nantucket and went to Mauritius Island, then to sealing. After visiting Sydney, Captain Cary was on his way to Canton with a cargo of 2,000 seal-skins and other goods on board when he chanced upon the Gilbert Islands.

### Extracts from the logbook.

On 4 March 1804, Captain Cary noted in his logbook that he sighted land at 9 a.m. One hour later, he made a series of observations to determine the longitude of this island, and found it to be 176°9'30" E. His entry reads:

"This land being not laid down in any of our charts, I suppose it to be a new discovery, therefore I have named it Rose Island. At 1 p.m. fourteen canoes came alongside, brought nothing off for traffic but Beads which they gave us in exchange for Iron Hoops. Latitude by obs. 2°33' south."

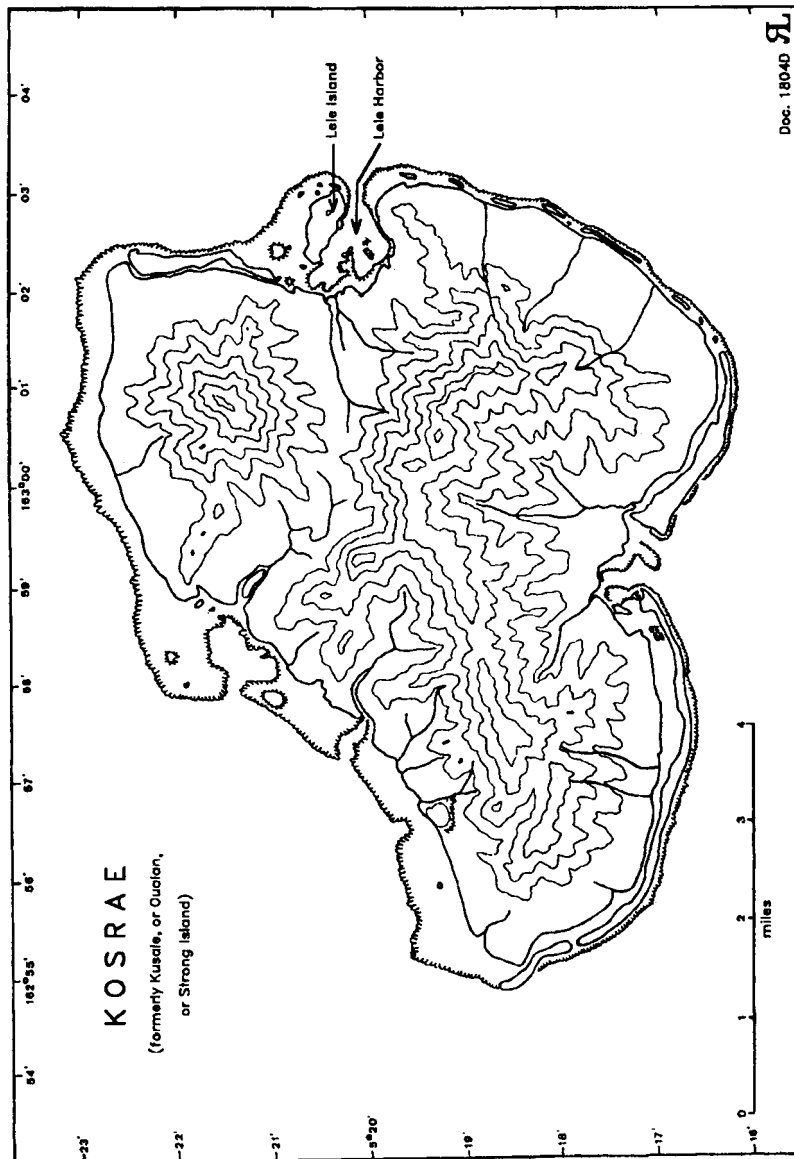
Sharp gives reasons why Rose Island should be considered the same as Tamana in the Gilbert Islands.

In his next entry, dated 5 March 1804 (but actually in the afternoon of the same day), Captain Cary wrote a description of the island and its inhabitants, as follows:

"Lay to for the canoes which kept alongside until 3:00 p.m. when they all left us and went on shore. By their behavior, we suppose they never saw Foreigners before. They were inoffensive & knew not the use of firearms & seemed pleased with the reception they met with from us. We wore ship, steered North till 4 p.m. when we tack[ed] to the westward again. At 6 a.m. were nearly abreast the South part of the Island, when we tack'd North. The Land is bearing from SW to W about 2 miles distant. 1 p.m. tack'd to the South ... at daylight Rose Island bore NNW ... 40 canoes came alongside us. ...

Many natives came on board ... They went ashore after cocoanuts when they perceived we prefer'd them to their beads. At 3 p.m. they returned with a quantity which we purchased for pieces of Iron Hoops. They seem'd strictly honest in their dealings & very much surprised at many things they saw on board the ship.”

...<sup>1</sup>



<sup>1</sup> Ed. note: The ship reached Whampoa on 11 April, left there with a cargo of tea and silk on 8 June, headed for Port Jackson. The ship then crossed the Indian Ocean, stopping at Cape Town in October, and finally arriving back home on 28 December 1804. Captain Cary immediately returned to Whampoa, where he died. The **Rose** was captured by the English during her return voyage.



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## Document 1804D

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# The European discovery of Kosrae by Frenchmen in November 1804

*Source: Two annotated maps in BNP.*

### By early French whalers from Dunkirk?

Starbuck says that 6 ships from Nantucket, whose names were the **Beaver**, the **Washington**, the **Hector**, the **Warren**, the **Rebecca** and the **Favorite**,<sup>1</sup> and from New Bedford were the first Yankee [sic] whalers in the Pacific fishery, in 1791. In the meantime, ships from Dunkirk, France, among them the **Falkland**, the **Canton**, and the **Harmonie**, had already performed their voyages to the Pacific and, in 1792, arrived at their home port with full cargos.<sup>2</sup>

Not much is known about these early French whalers in the Pacific, except that the **Harmonie** continued to sail there until she was lost in 1835. Even specialist books on the subject do not cover this early period; Du Pasquier starts only with the year 1814, and Lacroix with 1838, for Dunkirk whalers.<sup>3</sup> One possibility is that the ship in question was a Nantucket whaler based in France (the usual case for so-called French whalers of the period) and had two captains, one Yankee and a French one (a legal requirement for them to get subsidies from the French government, and a necessity for a French crew). There may then have been two logbooks of each voyage, one in each language as well. One of these logbooks could one day be discovered, and provide more information about this important discovery.

From previous experience, I know that some marine charts presently in the Cartes et Plans of BNP were formerly at the Service Hydrographique de la Marine, and had been torn off the logbooks of French navigators; against many odds some of these logbooks have been preserved as well and are to be found in ANP. In this case, I have not been able to find a corresponding logbook. Hence, the name of this French, or Yankee, ship must remain anonymous. That is not to say that France should not be proud

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1 All about 250 tons in capacity and bad sailers.

2 Ref. A. Howard Clark on the "History and Present Condition of the Fishery," p. 68 of Section V, Vol. 2, Part XV of the George Brown Goode's Report on the Fisheries and Fishing Industries of the United States (Washington, GPO, 1887).

3 See Bibliography—General.

of having discovered Kosrae, twenty years before other Frenchmen, of the Duperrey expedition, returned and made the first meaningful contact (see Doc. 1824F, G, etc.). Had they benefitted from the earlier knowledge? It is quite probable that they did, at least those who prepared the later expedition.

At first, I had thought that the maps in question had just been given a wrong date, 1804 instead of 1824, but the date at which the Duperrey expedition arrived at Kosrae was 3 June 1824, not at all in November.

One other slight possibility is for a Spanish ship to have gone from Manila to San Blas by the southern route and have been piloted by Félix Dayot, then residing at Manila (see Doc. 1802L), but I have found no ship data to match this alternative.

Finally, the English ship **Ocean**, Captain Mertho (see Doc. 1804F), passed close by but did not report seeing any island.

## The French text appearing on the more finished Map

*Note: This map has more finished views but less information on it. Source: BNPS.H. Port. 175, div. 13, pièce 1.2.*

### Original text in French.

[Caption at the bottom:] *Île habitée découverte le vendredi 23 novembre 1804.*

*Remarques.*

*Fig. X. Vue de la terre à huit heures du matin paraissant former un groupe de trois Îles détachées[,] le Pic gissant N.E. 1/4 E. distance de 12 à 13 lieues.*

*Fig. Y. Vue et gissement de l'Île demie heure avant le coucher du soleil distance d'environ 6 à 7 lieues.*

*Fig. Z. Le lendemain matin à dix heures, Vue de l'Île, l'entrée D. de l'ouvert[ure] du Port, distant d'environ deux lieues et demie et paraissant être un très bon Mouillage Méridien de Greenwich*

*Latitude 5°18'30" N.*

*Longitude 163°26'45" [E.]*

*le Pic pris pour centre.*

[Note at the entrance of the harbor:] *Récifs qui s'étendent à environ 200 toises.*

[Note inside harbor:] *Suivant l'apparence Mouillage sure et commode.*

### Translation.

[Caption at the bottom:] Inhabited island discovered on Friday 23 November 1804.

Remarks.

Figure X. View of the land at 8 a.m. appearing as three separate islands, the Peak bearing NE 1/4 E, distant from 12 to 13 leagues.

Fig. Y. View and bearing of the island half an hour before sunset at a distance of about 6 to 7 leagues.

Fig. Z. The next morning at 10 a.m.. View of the island. The entrance of the harbor, marked D, distant about 2-1/2 leagues, seems to be a very good anchorage.

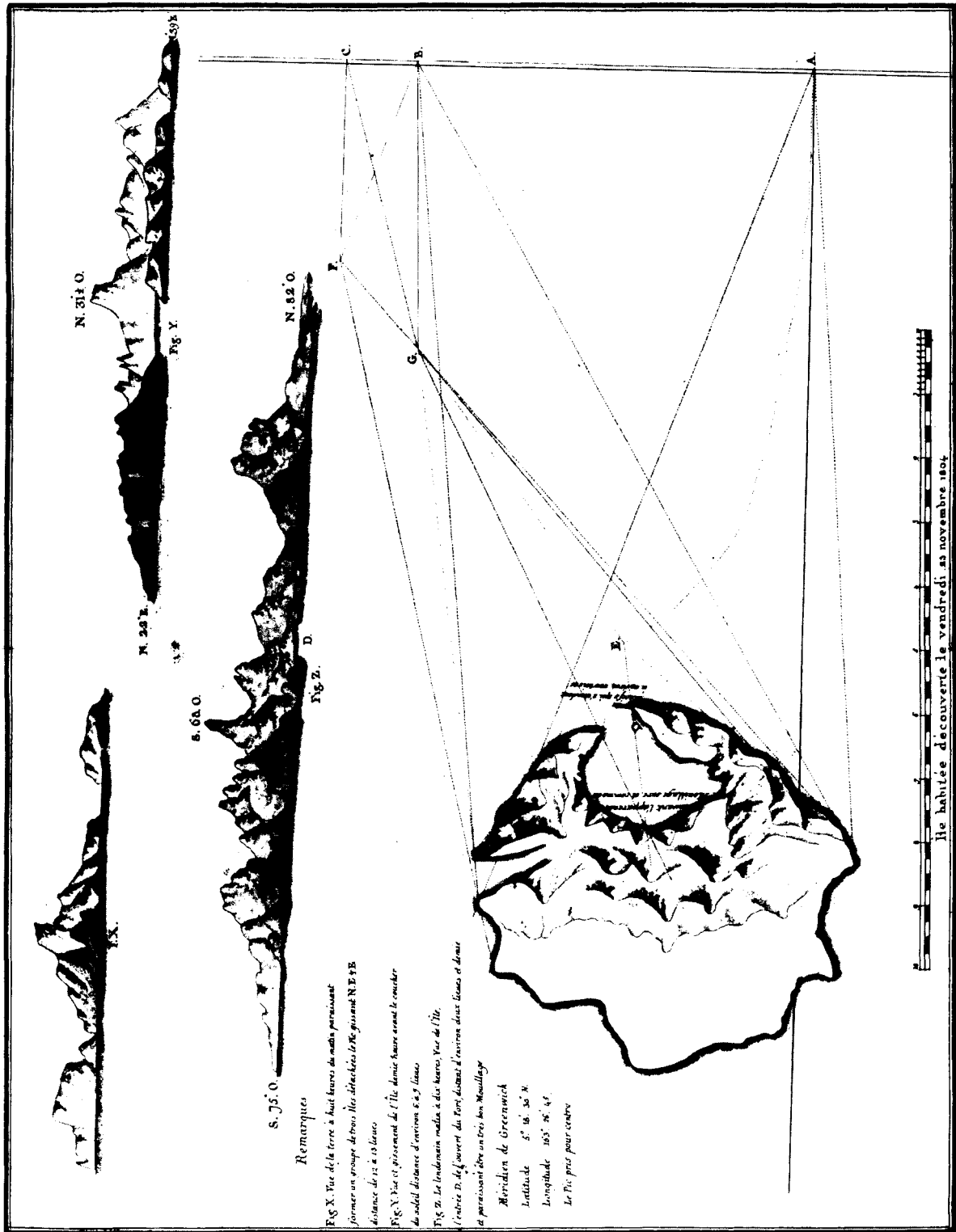


FIG. X. Vue de la terre à huit heures du matin, paraissant former un groupe de trois îles détachées l'une de l'autre, N. E. E. E. distance de 12 à 15 lieues.

FIG. Y. Vue et position de l'île dans une heure avant le coucher du soleil, distance d'environ 5 à 7 lieues.

FIG. Z. Le lendemain matin à dix heures, Vue de l'île (l'entrée de la baie) du fort, dans l'arc d'un demi-cercle, et paraissant être un très bon mouillage.

Méridien de Greenwich  
 Latitude 5° 16' 30" N.  
 Longitude 163° 36' 45"  
 Le Pic pour centre

Remarques

S. 75 O.  
 S. 68 A. O.  
 N. 314 O.  
 N. 232 E.  
 N. 82 O.

Meridian of Greenwich

Latitude 5°18'30" N.

Longitude 163°26'45" E., the Peak taken as the center [of the island].<sup>1</sup>

[Note at the entrance of the harbor:] Reefs that extend about 200 *toises*.<sup>2</sup>

[Note inside harbor:] According to appearances, the anchorage is safe and spacious.

Note: The scale given is obviously in leagues.

## The additional text appearing on the more detailed map

*Note: Same information as the above, plus information about ship and boat movements, a compass rose, and a Kosrean canoe on it. Source: BNPS.H. Port. 175, Div. 13, pièce 1.4.*

### Explanations.

The note "Du Compas" at top center means that all bearings are magnetic.

Point A: Initial position of the ship at 8 a.m. The compass rose indicates a magnetic variation of over one point, i.e. about 13° westerly.

The solid line from A to E has a note that reads: Track of the ship's boat heading for the island.

Similarly, the line from E to G is: Track of the ship's boat returning to the ship.

Point B: Position of the ship at noon.

Point C: Position of the ship at 2 p.m.

Line C to G: The ship getting nearer to protect its boat.

Point G: Position of the ship at 4 p.m.

Point F: Position of the ship at 4:30 p.m.

## The reconstructed story of the first European contact with the people of Kosrae.

An unknown French ship sighted Kosrae in the morning of Friday 23 November 1804. This ship was probably on a crossing from Cape Horn to China. The officers on board realized immediately that none of their charts showed such a big, and high, island anywhere near that position. Therefore, they decided to inspect it more closely and determine its position accurately. Accordingly, they shortened sail, but still intended to continue along their track off the east side of the island. Since it was the windward side, the ship did not approach too closely. Instead, the ship's boat was dispatched to investigate. Though its one sail was used, it took the boat about 4 hours to cover the 60 km separating the ship from the island. However, upon coming close to the island, the boat crew sighted many large paddling canoes (see figure) coming out of Lele Harbor and heading toward them. Contact with the natives was made at about noon. Some interchange took place, peacefully for a while. Then, at about 2 p.m., the Europeans became

1 This peak, the highest point of Kosrae, is either called Mt. Crozer [sic], or Mt. Fenkol (625 m., or 2,074 ft). Its actual position is 5°19'25" N. and 163°00'35" E.

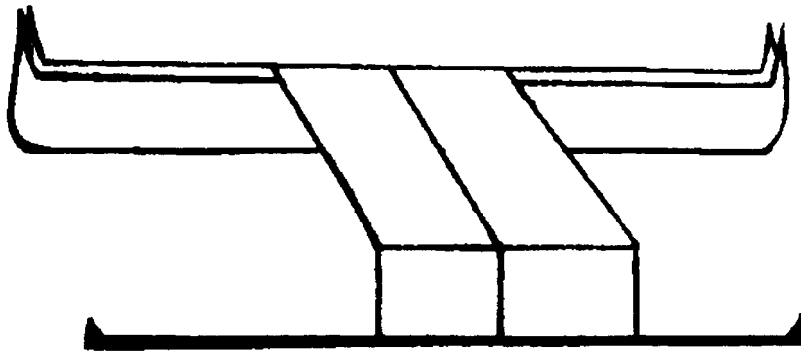
2 Old French measure worth 1.949 meters each. Therefore, 200 toises = 400 meters approx.



frightened, perhaps by the arrival of more canoes with some natives showing some hostility. Since the sailors were surely outnumbered, they made signs to their mother ship, perhaps by firing a musket, to tell her that they were returning forthwith and needed prompt assistance. Consequently, the ship changed course, tacking hard to port in order to save time, as the wind was probably from the SE. Still, it took two more hours before the boat was picked up.

Based on the report about the good anchorage that the sailors had seen, the officers decided to spend that night tacking back and forth to the east of Kosrae. By 10 o'clock of the next day, the ship itself was within 7 miles from the entrance of Lele Harbor, the better to inspect it directly. The ship probably coasted the island on its north side and a plan view of the whole was sketched for posterity. Naturally, the contours of the west half of the island have remained approximate.

Upon returning to France, the log-keeper would have turned over his journal to the Service historique de la Marine, telling the clerks there that a new island had been discovered in the Central Pacific and would be a good place to refit in future. His map was similarly turned over, for French hydrographers to take it into account. A copy of this map was prepared, but the information about the ship's movements near Kosrae, not being geographical in nature, was not copied.



**Kosraean canoe, 1804. First such canoe seen by Europeans.** *As confirmed 20 years later, the ancient Kosraean canoe was a paddling canoe. Some were as long as 30 feet. Their main characteristic was that the float was more than 3/4 the length of the canoe itself, and had both ends turned up.*

(Facing page:) **French ship before Ualan, or Kosrae, Island.** *(From Élisée Reclus' *The Earth and its Inhabitants*, Vol. 14: *Oceanica* (New York, Appleton, 1892), p. 281. Drawn by A. Slom, after a map formerly in SHM, now in BNP.)*



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## Document 1804E

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# The U.S. ship **Nancy**, Captain Crocker, re-discovered Kosrae in December 1804

*Sources: Identical articles in the Columbian Centinel, Boston, 9 November 1805; Boston Gazette, 11 November 1805; Salem Gazette, 12 November 1805; The Salem Register, 14 November 1805, reprinting from the Palladium; reproduced in Gerard Ward's American Activities in the Central Pacific, under Kusaie 1, and 2.*

*Note: Since the name of this Captain was Crocker, the peak named after him in the center of Kosrae should be properly called Mount Crocker, not Crozer.*

## Covering letter from Captain Crocker to the Palladium

Messrs. Editors.

Being a mariner, I think it a duty incumbent on me to give the public every information that may tend to promote the safety and prosperity of Navigation. I therefore take this method to acquaint them of a new discovery of an island lying on the Pacific Ocean, which took place on board the ship **Nancy**, under my command, on her late voyage from Europe to Canton.

Yours, etc.

J. Crocker

## Extract from the Journal

Capt. Crocker,<sup>1</sup> in the ship **Nancy**, of Boston, on his late passage from Europe to Canton, made a new discovery of an island lying on the Pacific ocean—as will appear from the following extract from his journal:—

*“Thursday, 20th of Dec., 1804. Variable winds mostly from N.E., with squalls and calms, steered N.N.W. At 1 p.m. we very unexpectedly discovered from the poop-deck an island bearing N.E. by N. 1/4 N. distant about 11 leagues. At 6 do. it bore N.E. about 7 leagues to the nearest shore. It appeared to be about 12 or 15 miles long from N.N.W. to S.S.E.—It is quite high land with some considerable mountains in the middle, and I*

---

1 The Captain Crozer mentioned in Findlay, probably should read Captain Crocker. Ed. comment: It should, and it must.



*presume may be seen off deck at the distance of 15 leagues in clear weather. Its latitude I make, from good observation of the Sun's altitude, to be 5 degrees 12 min. [N.] and from an observation of a star's altitude, when the island was seen E. of us, to be 5 deg. 11 min. N.—and its longitude, from two sets of distances of Moon and Star, taken when about 50 miles from it, to be 162° deg. 58 min. E. of Greenwich. Having no such island laid down in any of my charts (India Pilot) I conclude it must be a new discovery, and as such I name it Strong's Island, in compliment to Caleb Strong, Esq., Governor of the Commonwealth of Massachusetts.”*

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## Document 1804F

---

# The English ship *Ocean* re-discovered Banaba and Ujae in November 1804

### Introductory notes.

According to Andrew Sharp, in his *Discovery of the Pacific Islands*, Captain Mertho re-discovered Banaba, and named it Ocean Island, after his vessel. He met with several islands in the Marshall group, which he thought were new ones. His Margaret Island corresponds to Lae, Lydia to Ujae, and Catherine to Kwajalein, or to the northern islets of Ujae seen from far away. Only Lae and Ujae had not been previously discovered by the Spanish.

According to Nicholson's *Log of Logs* (vol. 1, p. 382), the ship *Ocean* was in company with the ship *Experiment*, Captain Peter Campbell. However, *Log 127D*, in India Office, was consulted and does not confirm this; in fact, the *Experiment* made a voyage from London to Bombay and back, and did not go into the Pacific Ocean. So, these two ships were in company only upon leaving England.

### The logbook of the ship *Ocean*, Captain John Mertho

*Sources: Log 222K, voyage from Sydney to China, 26 August 1804-15 October 1805, in India Office, London; microfilm copy in AJCP M1627; cited in Horsburgh, J., India Directory, vol. ii (London, 1827), pp. 594-5; Krusenstern, A. J., Atlas de l'océan Pacifique (St. Petersburg, 1827); Findlay, A. G., A Directory for the Navigation of the Pacific Ocean (London, 1851, vol. 88, p. 1069.*

*Note: David Souter was Chief Mate, John Walker, 2nd Mate, and William Irwin, 3rd Mate.*

### *Ocean* from Port Jackson to China.

...

Courses WNW1/2W, etc., Winds NE by E, etc.

Thursday November 15, 1804

... A.M. few birds to be seen. Suppose a strong westerly current these 24 hours...

Lat. obs. 4°55' [S], Long in. 170°19' [E].

...

Courses NNW1/2W, etc., Winds NE by E, etc.

Sunday November 18th, 1804

A.M. At 5 saw land bearing N by W 1/2 W about 5 leagues distant. At 6 saw three canoes making towards the ship. Hauled main sail up & backed the main topsail[,] in 1/2 hour after came alongside two canoes with 4 natives in each, and one canoe with 3 natives with light copper colour[,] long black hair, apparently very inoffensive & strong well-made men. Had nothing in their canoes except fishing tackle which they freely parted for any trifle in exchange. At 8 made sail[,] the northwest end of the Island bore N65°E[,] SE end N75°E distant 4 leagues from the shore about the middle of the Island. At 11 the body of the Island bore S63°E 10 or 11 leagues.

Lat. obs 0°34' [S?], Lat. by acct. 00°34', Long. in. 167°46' [E], Var. a.m. 10°22'30"

Courses NNW 1/2 W, etc., Winds NE, etc.

Monday November 19th, 1804

Throughout moderate breezes & pleasant weather.

A.M. Out 1st reef fore & main topsail. Employed at sundry jobs. Sick James Kelly.

Lat. obs. 1°16' N., Lat. by acct. 1°16' N., Long. in. 167°25' [E], Var. p.m. 11°16' E., a.m. 11°7' E.

Courses NNW, etc., Winds NE by E, etc.

Tuesday November 20th, 1804

P.M. passed by a large bush with a quantity of rubbish.

A.M. found the mizzen topmast head carried away[,] got down mizzen, royal & mizzen topgallant yards[,] mizzen topgallant mast & mizzen topmast heads. Employed at sundry jobs. Carpenter making a new mizzen topmast.

Lat. obs. 3°34' N., Lat. by acct. 3°34' N., Long. in. 166°32' [E], Long. by Chron. 169°27' East. Thermometer 84-85 [°F].

Courses NW, etc., Winds E by S, etc.

Wednesday November 21st, 1804

P.M. At 6 In larboard topgallant. At 9 sail. At 8 In lower mizzen sail.

A.M. At 5 stowed the spanker[,] unbent the mizzen topsail & sent down the mizzen topmast. Employed setting up mizzen rigging. Carpenter finished the mizzen topmast. In all mizzen sails. Saw a number of spermaceti whales.

Lat. obs. N.O., Lat. by acct. 5°14' N., Long. in. 165°19' E., Long. by Chron. 168°34' E., Var. p.m. 10°20' E., Therm. 84-85.

Courses NW, etc., Winds NNE, etc.

Thursday November 22nd, 1804

P.M. Got the mizzen topmast up[,] set up the rigging[,] bent the old mizzen topsail & set it. Got up mizzen topgallant mast & topgallant yart & set the sail. At 7 In the royals.

A.M. At 2 stowed wzh(?) topgallant sail[.] At 4 set wzh(?) mizzen topgallant sail & royals[.] At 3 stowed royals[.] set up the main topmast & topmast rigging. Number of birds about the ship. A heavy swell from the N.E.

Lat. obs. N.O., lat by acct. 5°38' N., Long. in. 165°9' E., Long. by Chron. 168°4' E., Therm. 82-84.

Courses NW by N, etc., Winds variable light breezes, etc.

Friday November 23rd, 1804

P.M. Set the main sail[.] main topgallant sail & main sails. Set royals[.] A number of birds about the ship.

A.M. At 5 stowed royals. Employed at sundry jobs. Observation indifferent as well as yesterday.

Lat. obs. 6°54' N., Lat. by acct. 6°53' N., Long. in. 164°39' E., Long. by Chron. 167°34' E., Therm. 82-84.<sup>1</sup>

Courses Head to the WNW, etc., Winds Calms, Light airs & variable, cloudy, etc.

Saturday November 24th, 1804

P.M. Set royals[.] a heavy swell from the N.E.

A.M. At 5 stowed royals & clewed topgallant sails up. At 7 set topgallant sails[.] stay sails & royals.

A.M. At 20-16-32 approximate time in long. & mean of 9 sun-moon distances 166°41' East of Greenwich.

Lat. obs. 7°20' N., Lat. by acct. 7°20' N., Long. in. 164°19' E., Long. by Chron. 166°39' E.

Courses NW by N, etc., Winds SW, etc.

Sunday November 25th, 1804

P.M. At 6 stowed royals & wore ship.

A.M. At 6 set royals.

Lat. obs. 8°0' Lat. acct. 8°0. Long. in. 164°3' Long. by Chron. 163°19'15" Therm. 80-88.

Courses NW1/2 N, etc., Winds Variable, light breezes & cloudy, etc.

Monday November 26th, 1804

A.M. At 2 observed the water to be very smooth & the swell to run contrary to what it had done the fore part of the night[.] doubled the look out and got every thing ready to tack. At 1/2 past 3 saw land 6.9 NNW[.] tacked & stood to the SE by E[.] at 5 saw land to the ENE[.] tacked to the NW. at 6 it proved to be a group of small islands with tremendous breakers running off about 3 miles & extending from one island to another.

---

1 Important note: On this date and same neighborhood, there was a 'French' ship that discovered Kosrae (see Doc. 1804D). No mention of this important event here.

the SE extremity bearing S83°E dist. about 15 miles[,] the NW extremity N83°W dist. about 7 miles[,] at 7 saw another island to the northward which proved to be the northernmost of the group[,] 11 in N[umber.] at 9 saw a small sail standing for the ship[,] shortened sail & hove too, at 10 a large canoe with 14 men & 2 women came alongside. these islanders are much darker & of a more serious & taller cast than those who visited the ship from the last island past[.] At 19h-1-44 approximate time in Long. & mean of 5 sun-moon distances 166°0'15" East of Greenwich. At 21- 41-20 in Long. & mean of 5 sun-moon distances 165°46'15" East of Greenwich.

Having had good lunar observations when but a few miles from them, place them down as follows: Margarets Island Lat. 8°52' N., Long. 165°15' E., Lydia Island Lat. 9°4' N., Long. 165°56' E., Catherine Island Lat. 9°14' N., Long. 166°02' [E].

Lat. obs. 9°17' N., Lat. by acct. 9°16' N., Long. in. 163°37', Long. by Chron. 165°19'15" [E], Var. p.m. 9°52'40", Therm. 82-89.

Courses NW1/2N, etc., Winds NE by N, etc.

Tuesday November 27th, 1804

P.M. At 4 stowed royals & topsails.

A.M. set stay sails[,] fore topmast steering sail & royals.

At 21-31-30 in Long. & mean of 7 sun-moon distances 164°45' East of Greenwich.

Lat. obs. 10°47' N., Lat. by acct. 10°47' N., Long. in. 162°32, Long. by Chron. 164°50' E., Var. p.m. 10°13'3" E.

...

[The ship Ocean then headed for the Northern Marianas]

...

Courses W1/2S, etc., Winds E by S, pleasant breezes & cloudy, etc.

Wednesday December 5th, 1804

...

A.M. At 6 set topgallant st. sails[,] saw two bearing W by S & NW by W[.] at 1/2 past 7 the body of the southernmost island bore S18°W, the body of the northernmost N10°E[.] at 8 the East end of the southernmost island bore S29°E[,] West end S. the body of the small island to the northward N25°E about 10 or 12 miles distant from each [other.] at 1/2 past 11 the southern island bore S65°E[,] the northern N73°E about 10 leagues. Suppose these two islands to be Sarigan & Farellon, erroneously laid down.

Got the small bower anchor on that bow & employed sundry jobs.

Lat. obs. 16°39' N., Lat. by acct. 16°39' N., Long. in. 144°19' E., Long. by Chron. 146°11' E., Therm. 82-85.

...

[No other island seen in Micronesia. The ship arrived at Whampoia on 21 December.]

...

ESTADO QUE MANIFIESTA EL EN QUE entra en este Puerto y San Blas procedente de la Bahía de Manila hoy día de la fecha, la Fragata de S. M. de porte de 32 Cañones, nombrada la Purísima Concepcion mandada por el Genl. de Navio de la Real Armada Don Francisco de Parraga.

Oficiales de Guerra.	Oficiales Mayores.	Guardias Marinas.	Tropa de Infantería.	Idem. de Artillería.	Oficiales de Mar.	Artilleros de Preferencia.	Artilleros.	Mañineros.	Grumetes.	Pages.	Total de Plazas.	Criados.	
2.	4.	00	00	1.	2.	00	24.	34.	21.	5.	98.	5.	
Anclas, y Cables.			Clases, y nombres de los Oficiales de Guerra, Contador, Capellanes, Pilotos, y Cirujanos.					Velamen.					
1. de 28 qqs.	1. de 12 pgs.	Com. de el Teniente x Navio a la B. l. Con. de el Oficial Provisional Capellan D. Fr. de Arceona Piloto de 2.º D. Juan de la Cruz Cirujano D. Juan de la Cruz					Mesanas . . . . . 2. Mayores . . . . . 2. Triquetos . . . . . 3. Sobre-Mesanas . . . . . 3. Gavias . . . . . 2. Velachos . . . . . 2. Cebaderas . . . . . 2. Sobre-Cebaderas . . . . . 2. Juanetes Mayores . . . . . 2. Idem. de Proa . . . . . 2. Idem. de Sobre . . . . . 2. Mesana . . . . . 1. Sobre Juanete de Mayor, y Tqte. . . . . 1.						
1. de 25	2. de 14						Rastreras de Triquetos . . . . . 2. Alas de Gavia . . . . . 4. Id. de Velacho . . . . . 2. Id. de Jte. Mayor . . . . . 2. Id. de Jte. de Proa . . . . . 2. Maicangalla . . . . . 1. Eran de Sobre-Moa . . . . . 1. Idem. de Mesana . . . . . 1. Idem. de Mayor . . . . . 1. Idem. de Gavia . . . . . 2. Idem. Bolante . . . . . 1. Contra-Fok . . . . . 2. Fok . . . . . 2. Total . . . . . 41.						
1. de 20	2. de 13												
1. de 16	1. de												
1. de	1. de												
Anciores.													
1. de 3	2. de 3												
1. de 2	1. de 7												
1. de													

Dimensiones, y Estiva del Buque.		Artillería, Municiones, Artificios de Fuego, Armas blancas, y de chispas.				Viveres, y Aguada.	
Pies, y Pulgs. de Burgos.							
Quilla limpia . . . . . 105. 6.	Cañones de á 6 . . . . . 10	Palañqs. de á . . . . . 00	Balas Mosqueteras para ellos . . . . . 00	Chuzos . . . . . 00	Raciones enteras de Armada para subsistencia de 153		
Manga . . . . . 32. 6.	Idem. de á . . . . . 00	Idem. de á . . . . . 00	Fusiles . . . . . 15.	Achuelas de abord. . . . . 00	Plazas, en 20. dias 2500.		
Eslora . . . . . 116. 4.	Idem. de á . . . . . 00	Idem. de á . . . . . 00	Bayonetas . . . . . 15.	Granadas de mano . . . . . 00	Idem. de Dieta . . . . . 108.		
Puntal . . . . . 37. 0.	Pedre. de á . . . . . 00	Saquillos de Metro . . . . . 50	Pistolas . . . . . 20.	Frascos de fuego . . . . . 00	Toneles de Agua . . . . . 12.		
Plan . . . . . 37. 2.	Balas de á 6 . . . . . 322	Idem. de á 6 . . . . . 50	Libras de Balas de Plomo . . . . . 70.	Camisas de idem. . . . . 00	Toneletes . . . . . 9.		
Cala de Popa . . . . . 55. 5.	Idem. de á . . . . . 00	Idem. de á . . . . . 00	Espadas . . . . . 10.	Qles. de Polvora . . . . . 104.	Pipas . . . . . 80.		
Idem. de Proa . . . . . 14. 2.	Idem. de á . . . . . 00	Idem. de á . . . . . 00		Jaros de Cobre para su embase . . . . . 00	Quarterolas . . . . . 60.		
Diferencia . . . . . 3. 6.	Id. para Pedreros . . . . . 00	Esmeriles . . . . . 00		Y componen el completo de Agua correspondiente á 250 dias.			
Batería al medio . . . . . 7. 0.							
Quintales de Lastre . . . . . 290.							
Toneladas que mide . . . . . 164.							
Quebranto . . . . . Sin puñada							

NOTAS  
 1.º Este Buque entra haciendo 2.ª vuelta cada 24 horas y en comiento de su Tabladura pendiente a Resguardo.  
 2.º Conduce a bordo de la Purísima Concepcion 2.º Jte. Bianchi, 9. Individuos de su Armada que fueron de este Apostadero la vida de otro llamado Maria Honrada Sorrael, y 2.º Sumates Despedidos de la Esquadra.  
 3.º Trahe a Paraceros con las venidas de las Al. Subten. el Despedim. 2.º a Navio de Voluntarios de España D. Armon Maria Enri.  
 4.º Cadete D. R. Per fixo de Manila D. Jte. de Armas, y al D. Articular D. Ignacio Fagle.  
 5.º Quedan embarcados en el Buque de la Purísima Concepcion con el Sargento y un Al. de Navio 3.º D. Jte. Henry J. Maximino, y el Sumate de la D. racion: y Desentado 2.º Individuo de los Despedidos de la Esquadra. Frag. Concepcion al Ancla en 5.º día a 23.º de Agosto del 803.  
 Fran. Parraga

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## Documents 1804G

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### The warship *Concepción*, Lieutenant Parraga, came from Manila in 1803 and returned in 1804

*General sources: AGN Fil. 39/11 and AHH 803; MN 96.*

*Note: Mention is made of this voyage by Baleato, and by Espinosa y Tello, among others.*

#### G1. Condition and description of the frigate *Concepción* at her arrival at San Blas on 23 August 1803

*Source: AGN AHH 797-655. Note: All commanders of royal ships had to hand in a report upon entering a Spanish port.*

#### Translation of the contents of the form (attached).

REPORT ON THE CONDITION of His Majesty's frigate named *La Purísima Concepción*, able to carry 32 guns,<sup>1</sup> under the command of Lieutenant Francisco de Parraga of the Royal Navy, that arrived at this port of San Blas on this date, coming from the Bay of Manila.

Commissioned officers: 2.

Senior officers: 4.

Midshipmen: None.

Infantry-men: None.

Master gunners: 1.

Ship officers: 9.

Gunners first-class: None.

Gunners: 24.

Seamen: 34.

Ship's boys: 21.

Pages: 5.

Total positions: 98.

Servants: 5.

---

<sup>1</sup> Ed. note: She was carrying only 12 (see list below).

**Anchors & Cables:**

1 weighing 28 quintals.<sup>1</sup>

1 weighing 25 quintals.

1 weighing 20 quintals.

1 weighing 16 quintals.

Kedge-anchors:

2 of 9 [inches].

1 of 19 inches.

2 of 14 inches.

2 of 13 inches.

Stream-cables:

2 of 8 ...

1 of 7 ...

**Classes, and names of the Military Officers, Accountant, Chaplains, Pilots, and Surgeons:**

Commander: Lieutenant of the Royal Navy, Don Francisco de Parraga.

Sub-Lieutenant Don Juan Pinedo de Anuncibay.

Accountant: Provisional officer Don Miguel Gil de Azcona.

Chaplain: Don José Atanacio Gomez.

Surgeon: Don Luis Paba.

**Sail plan:<sup>2</sup>**

Mizzen sails: 2.

Main sails: 2.

Foresails: 3.

Mizzen-topsails: 3.

Main-topsails: 2.

Fore-topsails: 2.

Sprit-sails: None.

Sprit-sail topsails: None.

Main top-gallant sails: 3.

Fore top-gallant sails: 2.

Mizzen top-gallant sails: 1.

Royals, main & fore: None.

Fore studding-sails: 2.

Main topsail studding-sails: 4.

Fore topsail studding-sails: 2.

Main top-gallant studding-sails: None.

---

1 Ed. note: One quintal is equivalent to 100 lbs, or 46 Kg.

2 Ed. note: See Doc. 1734H for the nomenclature of a typical 3-masted frigate.



Fore top-gallant studding-sails: None.  
Driver boom-sails: 1.  
Mizzen topmast stay-sails: 1.  
Mizzen stay-sails: 1.  
Main stay-sails: 1.  
Main topmast stay-sails: 2.  
Preventer(?) stay-sails: 1.  
Standing jibs (or sprit topsails): 2.  
Jibs: 2.  
+ Main top-gallant stay-sail: 1.

**Ship dimensions, and stowage:**

(in Burgos feet, and inches)  
Length of keel: 103 ft 6 in.  
Breadth: 32 ft 6 in.  
Overall length: 116 ft 2 in.  
Depth of hold: 17 ft 0 in.  
Floor timber: 17 ft 0 in.  
Depth of after hold: 15 ft 5 in.  
Depth of fore hold: 14 ft 0 in.  
Difference: 1 ft 6 in.  
Between-deck space: 7 ft 0 in.  
Quintals of ballast: 490.  
Calculated burden: 464 tons.  
Cambering: 147 inches.

**Artillery, Munitions, Fireworks, Firearms & steel Weapons:**

6-pounders: 10.  
Guns of other calibers: None.  
Mortars: None.  
6-pound balls: 399.  
Bar shots: None.  
Small bags of 06 grapeshots: 50.  
Rifles: 15.  
Bayonets: 15.  
Pistols: 20.  
Weight of lead balls: 73 lbs.  
Swords: 10.  
Pikes: None.  
Boarding hooks: 8.  
Hand grenades: None.  
Fire flasks: None.

Incendiary bombs: None.

Weight of gun-powder: 10 quintals.

Copper pots to hold powder: In a couple of those, bars of 1/2 quintal each: 20.

**Food and water supplies:**

Full Navy rations for 135 positions for 20 days = 2,700 rations.

Short rations: 108.

Barrels of water: 12.

Casks of water: 8.

Butts of water: 80.

Quarter-casks of water: 60.

Which total means a water supply for 150 days.

**NOTES**

1. This ship upon arrival leaks 2 inches of water every 24 hours, and has a full complement of sails, one main set and one spare set.

2. Official passengers on board were: Ship-building boatswain's mate, Don José Blanchié; 9 ship-building workers who belong to this Naval District; the widow of another, María Honorata Gonzales; and 14 ship's boys paid off from the Squadron.

3. Paying passengers on board, with the proper permits, were: Sub-Lieutenant of the 4th Volunteer Regiment of Hussars of Spain, Don Ramón María Enriquez; Cadet of the King's Permanent Regiment of Manila, Don José de Lisa; and one individual, Don Ignacio Tagle.

4. Sick men who are interned inside the Gun Room, along with the Phlebotomist and a mess boy: 3 gunners; 3 seamen; 1 ship's boy, from the crew; plus deserters: 2 individuals from those paid off from the Squadron.

Aboard the frigate **Concepción**, at anchor in San Blas, 23 August 1803.

Francisco Parraga.

**G2. Advices from the Viceroy, dated 12 January 1804**

*Source: AGN AHH 803 (1804).*

**Original text in Spanish.**

***Filipinas.***

*Ha llegado ya al Puerto de Acapulco la fragata **Concepcion**, destinada á hacer viage á Filipinas para donde debe hacerse á la vela con la mayor brevedad que sea posible; lo que aviso á V.Ms. para su inteligencia, y á efecto de que evacuen por su parte con la mayor preferencia los obgetos que tengan pendientes relativos á esta expedicion.*

*Dios guarde á V.Ms. muchos años.*

*México 12 de Enero de 1804.*

*[Viceroy] Yturrigaray.*

*[A los] Señores Ministros de la Tesoreria general.*

**Filipinas.**

*Tengo resuelto que los situados de Filipinas respectivos al año proximo anterior, y el presente se conduzcan en los dos Buques surtos en Acapulco, y proximos á dar la vela para aquellas Yslas, llevando cincuenta mil pesos el Paquebot **Principe de Asturias** que ha de salir á navegar primero, y el resto que resulte liquido, hechos los descuentos que tengo prevenido á V.Ms. por ordenes particulares, la Fragata **Nuestra Señora de la Concepcion** que le seguirá despues, cuyo aviso doy á V.Ms. igualmente que el que conviene que con la brevedad posible se hagan ambos Buques á la vela, para que en consecuencia procedan á formar, y remitirme la Carta cuenta acostumbrada.*

*Dios guarde á V.Ms. muchos años.*

*Mexico 12 de Enero de 1804.*

*Yturrigaray.*

*[A los Señores Ministros de la a Tesoreria general.*

**Translation.****Philippines.**

The frigate **Concepción** has now arrived at the Port of Acapulco and must return to the Philippines as soon as possible. I let Your Graces know about this, for your information, and for you to process the papers that you are responsible for, relating to this expedition, as quickly as possible.

May God save Your Graces for many years.

Mexico, 12 January 1804.

[Viceroy] Iturrigaray.

[To the] Ministers in charge of the General Treasury.

**Philippines.**

I have decided that the subsidies of the Philippines for the past year, and for the present year, are to be transported by the two ships that are anchored at Acapulco, and about to sail for those Islands. The packet **Príncipe de Asturias** that will leave first will carry 50,000 pesos, and the rest will be carried by the frigate **Nuestra Señora de la Concepción** that will follow it shortly thereafter, but only after Your Graces have discounted the amounts that I have specified to Your Graces in specific orders. I advise Your Graces about this also, so that both ships may sail as soon as possible, and therefore you are to prepare and remit the usual Letter of accounts.

May God save Your Graces for many years.

Mexico, 12 January 1804.

Iturrigaray.

[To the] Ministers in charge of the General Treasury.

### G3. Subsidy sent aboard this frigate in 1804

*Source: AGN AHH 803 (1804).*

#### Original text in Spanish.

***Regulacion del Situado de las Yslas Filipinas respectivo a los años de 1803 y 804 que se manda remitir a Manila por Superior orden de 13 del corriente en la Fragata Concepcion, y Paquebot Principe de Asturias a falta de Nao con los aumentos y revajas que adelante se expresan.***

*El Situado annual segun lo determinado por punto general importa doscientos y cincuenta mil pesos y en los dos expresados ... 500,000. 0. 0.*

*Aumentos.*

*Se remiten consignados al Sor. Govor. de Manila 6 mil pesos correspondientes al Colegio de San Juan de Letran de la Villa de San Ignacio de Agaña en Islas Marianas por los años de 803 y 804 a 3 mil, en cada uno con prevencion de que si toca el Barco que los conduce en aquellas Islas deberan entregarse en ellas ... 6,000. 0. 0.*

*etc.*

[rest not relevant]

#### Translation.

**Calculation of the Subsidy of the Philippine Islands for the years 1803 and 1804 that was ordered sent to Manila by Superior order of the 13th of this month aboard the frigate Concepción, and packet Príncipe de Asturias, for lack of the galleon, with the increases and decreases that follow:**

The yearly Subsidy, according to the regular budget, amounts to 250,000 pesos, and for the two above-mentioned years is ..... 500,000. 0. 0.

*Increases.*

A total of 6,000 pesos are being remitted to the Governor of Manila on the account of the College of San Juan de Letran of the Town of San Ignacio of Agaña in the Mariana Islands for the years 1803 and 1804, at the rate of 3,000 per year, with the warning that, if the ship carrying same to those Islands stop at those Islands, it should deliver them there ..... 6,000. 0. 0.

*etc.*

[rest not relevant]

#### Editor's notes.

Notwithstanding what is said here, the packet **San Fernando, alias Príncipe de Asturias**, did not sail until the following year, 1805 (see Doc. 1805D). As for the **Concepción**, she made another trip to Acapulco in 1804 (ref. MN 96).

The accompanying chart (following pages), dated Acapulco 13 March 1804, shows that 345,386 pesos of the King's money were loaded aboard the **Concepción**. Another

chart on file stated that a total of 35,000 pesos were sent to the Marianas that year, on the account of the Subsidy for the Marianas for the years 1797, 1798, 1803 and 1804.

Estado gral. del Cargamento que por cuenta de S. M. y del Comercio conde  
 Concepcion, al mando de su Comandante el Teniente de Navio D.<sup>o</sup> Francis  
 salio a Navegar el 5. del presente, con transporte de Oficialidad, y Tropas p.

Efectos

De cuenta de

En Plata doble nueva.....	9
Idem con destino al pagamento del Buque.....	
Bulas de Cruzada, y Cuadragesimales de este vicinio.....	
Papel blanco comun, para aquellas Oficinas: 30. Palomos: 8. Paletas.....	
Idem de marca mayor un Caxon.....	
Idem de marca menor: uno dicho.....	
Plumas de primera: uno dicho.....	
Idem de segunda: uno id.....	
Ordenanzas nuevas de la Armada.....	

De Particula

En Plata doble acunada corriente.....	2
Por cuenta del Situado de Marianas de los a. <sup>os</sup> de 97, 98, y 803, y 804.....	
Importe de las mesas de la Oficialidad, embarcó el Com. <sup>o</sup> del Buque.....	
Planchas de Cobre de las Minas de este Reyno: 300.....	1.
Parvanzas para los P.P. Augustinos de Filipinas.....	
Tavaco polvo: un Caxoncito.....	1.

Equipage

En Plata acunada, gastos axiv. y sobrante de sueldos la Oficialidad.....	
Idm. Labrada quinquada en piezas de preciso uso.....	
En varias piezas de Plata Copeya.....	
En otras de ropas nuevas de encargos.....	

Resun

De cuenta de su Magestad.....	2.
De la de Particulares.....	1.1.
En Equipages.....	
	<u>1.1.</u>

Real Contaduria de Acapulco 13. de Marzo

Jone Ant. Jaxoafal

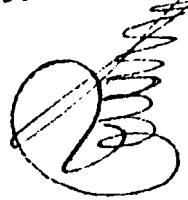
conduce de este Puerto al de Cavite en Manila, la Fragata de guerra D.  
 Francisco Parraga, y al cargo del Maestre de Plata D.<sup>n</sup> José Montoya: que  
 sea para aquellos Batallones nuevos. Asaver  
 de su Mag.<sup>d</sup>

Porciones.	Valores	Total importe
	272:050.1.6	
	12:821.0.0	284:871.1.6
11: Fercios		51:595.1.0
402: resmas a 30 p. <sup>a</sup> resma		4:020.0.0
1:000 Pliegos a 2 p. <sup>a</sup> Pliego		2:000.0.0
2:500 idem a 1 peso id.		2:500.0.0
500 idem a 4 p. <sup>a</sup> mazo		080.0.0
4:000 idem a 2 p. <sup>a</sup> idem		320.0.0
1: Caxoncito		
		<b>* 345:386.5.6</b>

Particulares	Graciosos	Total
206:981.1.6	704:257.7.6	1.084:239.1.0
193:000.0.0		35:000.0.0
35:000.0.0		3:888.0.0
195 <sup>99</sup> 2. D. 2. f. a 20 p. <sup>a</sup> quintal		1.123:127.1.0
6 <sup>14</sup> Fercios a 6 p. <sup>a</sup>		3:900.3.3
1: Cax <sup>o</sup> 13.2. D. a 22 p. <sup>a</sup> libra		036.0.0
		037.6.6
		<b>* 1.127:101.2.9</b>

pages	Total	
97: marcos a 8 p. <sup>a</sup> marco	12:247.0.0	
42: idem	776.0.0	
	336.0.0	
	495.0.0	
		<b>* 13:854.0.0</b>

En Plata	En frutos	Total
284:871.1.6	60:515.1.0	345:386.5.6
1.123:127.1.0	3:974.1.2	1.127:101.2.9
13:359.0.0	495.0.0	13:854.0.0
<b>* 1.421:357.2.6</b>	<b>* 64:984.5.2</b>	<b>* 1.486:342.0.3</b>

Marzo de 1804  
 Por aut.<sup>a</sup> del Cont.<sup>or</sup> y como su Ferr.<sup>te</sup>  
 Juan Molinar  


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## Documents 1804H

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# A large fleet of 10 EIC ships crossed Micronesia, via Eniwetok in December 1804

### Introduction.

In January 1804, a large fleet of 13 ships left England together, under the protection of **HMS Athenian**. Captain Francis Fayerman. The EIC ships in her company were:

1. **Neptune**, Captain William Donaldson, Log 98N, India Office;
2. **Perseverance**, Captain James Tweedale, Log 255D;
3. **Taunton Castle**, which became a straggler;
4. **Ceres**, Captain William Dunsford, Log 215N;
5. **Royal Charlotte**, Captain Richard Franklin, Log 150Q;
6. **Alnwick Castle**, Captain Albert Gledstanes, Log 189B;
7. **Cuffnells**, Captain Henry Halkett, Log 178D;
8. **True Briton**, Captain Henry Hughes, Log 297P; and
9. **Arniston**, Captain Peter Wedderburn, Log 149E.

Three other ships were bound to Bengal: **Tottenham**, **Lord Eldon**, and **Experiment**; they are of no concern here.

This fleet crossed the equator in 168° Longitude E. on Monday 3 December 1804. Extracts from the surviving logs are as follows.

### H1. The Neptune, Captain Donaldson

Wednesday 5th Dec. 1804

P.M. The Fleet showed their Longitudes by Chron. for the preceding Noon, as follows.

<b>Athenian</b>	165°00'
<b>Ceres</b>	164°52'
<b>True Briton</b>	164°53'
<b>Royal Charlotte</b>	164°30'
<b>Arniston</b>	165°3'
<b>Perseverance</b>	164°46'
<b>Alnwick Castle</b>	165°03'

-----  
164°53' Mean of the Fleet



Lat. obs. 4°34', by acct. 4°24', Long. in. 168°24' E, Long. by Chron. 164°30'

...

Saturday 8th Dec. 1804

Kept a most strict lookout during the night, considering ourselves near the islands called in the Charts Casbobos [sic].

Lat. obs. 8°44', Long. in. 168°48' E, Chron. 164°23'

...

Monday 10th Dec. 1804

... At 1/2 past 2 p.m., hauled up as per signal and at 1/2 past 3 saw the Land from the mast-head bearing North. At 4 Brown Range [i.e. Eniwetok] in sight from the deck, extending from N to NEbN At 20 minutes past 5 the four islands first seen extending from Parry's Island which bore N80°E to N65°E. Arthur's Island just appearing in sight from the deck N5°W distance off the nearest about 10 or 12 miles. At 6 p.m.. only one of the islands to the Southward in sight N85°E. Arthur's Island then bearing N37°E dist. 9 miles, with breakers running off the North end of it.

Lat. obs. 12°50' N., by acct. 13°03', Long. in. 165°31' E, by Chron. 160°40' E... I make the longitude of Arthur's Island ... 160°37' E. of Greenwich.

Courses W1/2S, etc., Winds WSW, etc.

Monday 17th December 1804

A strong trade and fair pleasant weather throughout. At 1/2 past 2 a.m. (the night being remarkably clear) saw the Island of Saypan bearing West distance 8 or 9 leagues. At 4 a.m. the North end of Saypan[,] a bluff point N1/2N distance 6 or 7 leagues. At 5 extremes of the Island from WSW to W. At 6 ditto ditto from SSW to South 5 or 6 leagues. At 1/2 past 6 Tinian in sight from the deck bearing SSW 10 or 12 leagues, just opening with the western side of Saypan. At 7 two small islands from the deck bearing NbE. At 8 extremes of Saypan, from S28°E to S50°E, Tinian S2°E. At 1/2 past 8 Saypan from S35° to S60°E, 9 leagues, Tinian S15°E 12 or 14 leagues. The two small islands seen at seven the most Northerly of which is the [blank] and called in the Charts Anatajan, bearing North, the other Paxaros or Farallones N5°E distance off the former about 11 Leagues and from the latter 24 miles. At 10 Anatajan N15°E from the deck & Paxaros or Farallones in sight from the masthead N50°E, the extremes of Saypan S53° to S62°E distance 14 leagues. At noon the high land on the Island of Saypan just discernable from the deck S65°E, full 14 leagues, which I presume is the greatest distance it can be seen, the weather being remarkably clear.

Courses WbN, etc., Winds ENE, cloudy, etc.

Tuesday 18th December 1804

Moderate trade, and pleasant weather. Since the weather has been fine, the people have been exercised every forenoon at the great guns, & those stationed at the small arms, practice firing at a target.

Lat. obs. 16°24' N., Lat. by acct. 16°9' N., Long. in. 168°05' E., by Chron. 142°52' E.

...

## H2. The Royal Charlotte, Captain Franklin

*Source: Log 150Q, India Office.*

### The logbook kept by Captain Richard Franklin.

#### Royal Charlotte towards China.

...

Monday 10th [December 1804]

... At 5 p.m. a range of low islands, 5 in number, from NEbE1/2E to NE1/2E dist. from the nearest about 2 leagues. At 1/4 past 5 another island NNW[.] the easternmost extreme of the range at the same time EbS dist. from the nearest about 3-1/2 leagues. At 6 the island last seen (which I take to have been the NW extreme of the range) NbE 3-1/2 leagues.

They are remarkably low with a white sandy beach & covered with trees among which you might distinguish the coconut. Islands, [I] think that in the clearest weather they could not be seen more than 5 leagues from a ship's mast head. They are clearly what Capt. Butler calls Brown's Range.

Lat. obs. 12°52' N., Lat. by account 12°43' N., Long. in. 165°44', lunar 160°42' E, by Chron. 160°42' E., Var. 10° E.

Friday 11th Dec. 1804

... P.M. Commodore asked Longitudes by lunar:

<b>Neptune</b>	160°48'
<b>Ceres</b>	160°31'
<b>R. Charlotte</b>	160°30'
<b>Alnwick Castle</b>	160°52'
<b>Cuffnells</b>	160°32'
<b>Perseverance</b>	160°34'
<b>True Briton</b>	160°29'
<b>[HMS] Athenian</b>	160°45'
	-----
Mean	160°37' E
	-----

...

Monday 17th

... At 3 a.m. saw the land bearing WbS. At 6 the Island of Saypan SSW1/2W about 5 leagues. At 7 the extremes SEbS to S1/2W dist. 5 or 6 leagues. The body of Tinian SbW1/2W & Bird Island North. At 1/2 past 11 Saypan just in sight from the poop deck ESE 15 or 16 leagues.

Lat. obs. 15°42', acct. 15°37', Long. in. 151°11' E, by Chron. 145°27' E.

...

### H3. The Alnwick Castle, Captain Gledstanes

*Source: Log in India Office.*

#### The logbook kept by Captain Albert Gledstanes

##### Captain Gledstane's Journal HCS Alnwick Castle, 2nd Voyage.

...

[Upon crossing the Equator, all ship indicated a Longitude of about 166° E.]

[4 Dec. Lat. 3°9' N., Long. 165° E, approx.]

[5 Dec. 4°29' & 165° approx.]

[6 Dec. 5°53' & 164°28' by Chron.]

[7 Dec. 7°25' & 164°28' by Chron.]

Occurrences Saturday 8 Dec. 1804

Fresh breezes and cloudy with hard squalls of thunder, lightning and rain at intervals throughout.

At 5 p.m., signal to attend to the Commodore's motions in the night, ditto to steer North, should ye wind come fair, ditto for Long. as per Chronometers:

**True Briton** 164°00' E

**Cuffnells** 164°39' E

**Arniston** 164°59' E

**Neptune** 164°03' E

**Royal Charlotte** 164°25' E

**Alnwick Castle** 164°35' E

Commodore<sup>1</sup> 164°57' E

At 8 a.m. signal to steer NW.—

A.M. employed filling salt water in the main hold, caulking in the orlop. Sailmaker on ye Mizzen Steering Sails.

Lat. obs. 8°45' N., by acct. 8°44' N., Long. in. 168°8', by Chron. 164°35' [E]

Occurrences Sunday 9th Dec. 1804

Fresh breeze and fair weather throughout.

At 5 p.m. signal to close, ditto carefully to observe the Commodore's motions in the night, ditto to steer as per Compass signal NW by N.

At 6 a.m. signal to make all possible sail. A.M. performed divine service, and mustered the ship's company.

Butts of water remaining 41, weekly expenditure 908 gallons.

Lat. obs. 10°47' N., Long. Chron. 163°7' [E], Var. 9° E.

Occurrences Monday 10th Dec. 1804

---

<sup>1</sup> Ed. note: That is, HMS Athenian.

Wind NE throughout with rain in the middle parts.

At 2 p.m. signal for ships to windward to close; At 3:30 signal for Land bearing North. At 4:30 signal for ships to windward to close. At 5 p.m., Brown's Range NE 3 leagues. At 5 signal to steer NW, ditto to close, ditto to attend to the Commodore's motions in the night. At 6 p.m. the Northernmost of Brown's Range NE to ESE. At 9 a.m., Commodore made the signal to exercise great guns & small arms.

A.M. people employed under the Boatswain & filling water in ye fore hold. Gunner painting quarter deck.

Lat. obs. 12°49' North, Long. in. 165°5', by Chron. 160°56', Var. 9° E.

Occurrences Tuesday 11th Dec. 1804

... At 5 p.m. signal to close, ditto to attend to Commodore's motions in the night, ditto to steer WNW.

At 5:30 signal for Longitudes per Lunar:

<b>Neptune</b>	160°48' E
<b>Royal Charlotte</b>	160°32' E
<b>Alnwick Castle</b>	160°52' E
<b>Arniston</b>	160°20' E
<b>Ceres</b>	160°31' E
<b>Cuffnells</b>	160°32' E
<b>Perseverance</b>	160°34' E
<b>True Briton</b>	160°29' E
Commodore	160°45' E

At 6 a.m. signal to steer W by N.

...

Occurrences Monday 17th Dec. 1804

... At 3 a.m. **Neptune** made the signal for discovering Land. Saw the Island Saypan bearing W by E. At 7 signal for seeing land to the North, ditto W by N 2 miles, N by E dist. 8, Farallon or Bird Island bearing N by W dist. 8 leagues, Saypan from SE by E 6 or 7 leagues...

Lat. obs. 15°35' N., by acct. 15°35', Long. in. 151°27', by Chron. 145°25', Var. 5° E.

...

## H4. The Arniston, Captain Wedderburn

*Source: Log 149E, India Office.*

### The logbook kept by Captain Peter Wedderburn Ship Arniston from Rio Janeiro towards China.

...

Monday Dec. 3rd 1804

... Var. per Amplitude 9°36' East. Var. per azimuth 9°42' East.

Lat. obs. 2°12' North, by acct. 2°08' N., Long. in. 166°18' E., Var. p.m. 10°29' E.

Monday 10th Dec. 1804

... At 1/2 past 3 p.m. saw Brown's Range from the mast head bearing North. At 5 three islands in sight from the deck from N1/2E to NE by E. At 1/2 past 5 p.m. the Northernmost Island (or Arthur's Island) N15°E, another island N65°E and third island N73°E from the poop. At 1/4 before 6 the Northernmost Island N27°E distance 5-1/2 miles. Second Island N80°E distance 6-3/4 miles. Third Island N82°E distance 10 miles just in sight from the poop.

A.M. Exercised great guns and small arms, [as] per signal.

Lat. obs. 12°00' N., by acct. 12°59' N., Long. in. 163°22' E, by lunar 161°07' E, by Chron. 161°14' E.

Monday 10th (continued)

At 1/4 before 6 p.m. saw two islands from the Mizzen Topmast head bearing about East. The shoal of these islands are very low and should suppose with Captain Butler that they cannot be seen farther than five leagues from the mast head and no ship should attempt to make them in the night.

...

Wednesday Dec. 12th 1804

... Var. 8°5' East. Lat. obs. 14°33' N., Long. by Chron. 156°52' E.

...

Saturday 15th Dec. 1804

... Var. per azimuth 7°58' E...

Lat. obs. 15°43' N., Long. Chron. 152°18' E.

..

Monday Dec. 17th 1804

Steady breezes and pleasant weather throughout. Variation per amplitude 6°00' East.

Longitude: <b>Neptune</b>	148°12' East
<b>Cuffnells</b>	148°05' "
<b>Ceres</b>	148°06' "
<b>Charlotte</b>	148°06' "
<b>Arniston</b>	148°32' "
<b>Perseverance</b>	148°12' "
<b>Commodore</b>	148°35' "

At 3 a.m. saw the Island of Saypan off deck bearing W1/2N 7 or 8 leagues. At 6 ditto extremes SE by E1/2E to SSW1/2W dist. 2 leagues. At 1/2 past 6 Bird Island from the poop N1/2W. At 8 a.m. extremes of Saypan from E37°S to E62°S, the body of Tinian S11°E. Bird Island N3°W. At 9 ditto extremes of Saypan from E33°S to E50°S. Tinian S25°E. Bird Island N8°E, distance from the former 9 leagues, from Tinian 10 leagues.

Lat. obs. 15°36' N., Long. Chron. 146°10' E.

...

## H5. The Ceres, Captain Dunsford

*Source: Log 215N, India Office.*

### The logbook kept by Captain William Dunsford

...

Wednesday December 5th 1804

... Under topsail during the night for the **Perseverance**.

Lat. obs. 4°32' N., Long. lunar 164°24' E., Var. a.m. 9°50' E.

...

[There was no mention of any islands on the 8th or 9th.]

...

Monday December 10th 1804

... 1/2 past 2 p.m. **Perseverance** made the signal for seeing land. At 3 Commodore made the signal for seeing it bearing North. At 4 p.m. extremes of Brown's Range from N10°E to N30°E 8 miles. At 6 p.m. the Northernmost of Arthur's Island bore NE about 6 or 7 miles at which time saw the sea breaking on some sands off the NW end of the island. The weather was thick & squally which prevented our seeing them so distinctly as could have been wished.

By a number of lunar observations taken at 2 p.m. on the 11th, I find we are considerably to the Westward of the Chron. and as many of the ships agree so well. I am inclined to think the island is placed far too Easterly by Capt. Butler.

Lat. obs. 12°53' N., Lat. by account 13°30' N., Long. in. 165°54' [E], by lunar 160°31' E., by Chron. 160°40'15: E., Var. a.m. 9°35' E.

Tuesday December 11th 1804

... Lat. obs. 13°58' N., Long. obs. Sun & Moon of 12th, makes Long. at Noon 158°16' East, Merid. 4 ships same time 158°19' E.

...

Sunday December 16th 1804

Steady fresh monsoon, large swell. A.M. performed divine service.

Gallons water expended 1,039

" " remaining 5,697

Noon mustered ship's company.

Long. per mean of 8 ships' Chronometers at Noon: 148°13'22" East.

At noon, Island Saypan from its place in the Charts at N83°W dist. 12 miles from Chron.

N84°22'W dist. 15 miles from Moon-Star brought on Chron.

Island Tinian S84°18'W dist. 14 miles from Chron.

Ditto S25°36'W dist. 17.5 miles from Moon & Star brought on Chron.

Lat. obs. 15°13' N., by acct. 15°20' N., Var. 7°15' East.

Monday December 17th 1804

A steady breeze, fair weather. Under very little sail during the night. At 1/2 past 2 a.m., made the signal for seeing land (Island Saypan) from W by N to W by S1/2S about 6 leagues.

At 6 a.m. Saypan bore S33°W dist. 8 or 9 miles. 1/2 past ditto, Tinian S16°W 5 or 6 leagues, Farellones or Bird Island a small high island NNW about 4 leagues.

At 8 a.m., Saypan S25° to 44°E 4 or 5 leagues, Tinian S16°E just in sight from the poop, Farallones I. N5°E, another island of a large extent a small distance to the Eastward of the former N by E nearly the same distance, not laid down in the Chart, 5 or 6 leagues from the above island.

Long. of the Island Saypan a-bearing at 6 a.m. N16°E places the island on Long. 146°2'45" E.

N77°E ditto ditto 145°56'45" E.

Sun & Moon brought forward by Chron. 145°58'45" E.

Star & Moon ditto ditto 146°34'00" E.

Long. of the island as laid down on Chart 146°00'00" E.

...

## H6. The Cuffnells, Captain Halkett

*Source: Log 178D, India Office.*

### The logbook kept by Captain Henry Halkett.

#### Cuffnells towards China.

...

Monday 10 Dec. 1809

... At 1/2 past 3 p.m., saw a low island from ye mast head bearing NE. At 1/2 past four 2 islands in sight from ye deck, the one bearing NbE3/4E, the other (Parry's Island) NE1/2N. At 1/2 past 5, five islands in sight extending from West Danger Island bearing NE to Parry's Island bearing E1/2S dist. off ye former 6 or 7 miles. At 6 West Danger Island NEbE1/2E.

Caulker on ye orlop deck, sailmaker repairing ye old M.F.S. Exercised ye small arms. Leak 6 in. per hour, pumped accordingly.

Lat. obs. 12°49', by acct. 12°43', Long in. 161°3', lunar 160°31', chron. 160°41'.

...

Monday 17th Dec. 1804

... At daylight the Island of Saypan extended from S1/2E to SSW. At 1/2 past the north end bore S1/2E dist. 5 or 6 miles. At this time several islands in sight to ye northward from the mast head & one from ye deck bearing NbW1/2W... At noon Saypan just in sight from ye poop bearing ESE 14 or 15 leagues.

Lat. obs. 15°35', by acct. 15°35', Long. in. 146°56', by Chron. 145°27', by Chron. 145°29' [E], Var. 5° E.

...

## H7. The Perseverance, Captain Tweedale

*Source: Log 255D, India Office.*

### The logbook kept by Captain James Tweedale. Perseverance towards China.

...

Saturday Dec. 8, 1804

.... Thunder and lightning in the night all round. At 5 p.m., Signal 176 for Longitudes:

<b>Perseverance</b>	164°35'
<b>Arniston</b>	164°39'
<b>A. Castle</b>	164°35'
<b>True Briton</b>	164°36'
<b>Ceres</b>	164°39'
<b>R. Charlotte</b>	164°35'
<b>Commodore</b>	164°57'

Kept a good lookout in the night for the Island of Carbobos [sic], which is laid down in the Chart. In company with the Fleet.

Lat. obs. 8°48', by acct. 8°52', Long. in. 164°19', by Chron. 164°19'

...

Monday Dec. 10, 1804

Fresh breezes with some squalls and rain at times. At 1/4 past 3 p.m., saw the Southernmost island of Browns Range from the mast head bearing N4°E to N9°E off the South Island about 12 miles. Saw breakers between the islands but apparently close in with them. At 1/2 past 6 p.m. the North and West Islands just in sight from the poop N76°E distance 8 or 9 miles. The above island is named on the Chart Arthur's Island, and I made it lay in 11°33' N. and Longitude 162°51' E of Greenwich from which I take a departure. In company with the Fleet.

Lat. obs. 12°50' N, by acct. 12°49' N., Long. in. 160°50' E., by Chron. 160°50' [E]

...

Monday Dec. 17, 1804

Pleasant breezes with cloudy weather. At 3 p.m., signal for Longitude the preceding noon per Chronometer,

<b>Commodore</b>	148°33'
<b>Ceres</b>	148°12'
<b>Neptune</b>	148°10'
<b>A. Castle</b>	148°2'
<b>Royal Charlotte</b>	148°6'
<b>Arniston</b>	148°3'
<b>Perseverance</b>	148°13'

At 1/2 past 2 a.m. saw the Land bearing W by S distance 6 leagues. At 4 ditto the land from W by W to SW by W, distance about 4 leagues. At daylight Saypan S11°W



distance of shore 8 miles. At 8 a.m. saw Bird Island bearing N17°W distance 8 or 9 leagues. At noon Saypan S65°E, Bird Island just in sight from the poop NNE1/4E. In company with the Fleet.

Lat. obs. 15°38', by acct. 15°37', Long. in. 145°20', by Chron. 145°28' [E].

...

## **H8. The True Briton, Captain Hughes**

*Source: Log 297P, India Office.*

### **The logbook kept by Captain Henry Hughes.**

...

Monday 10th December 1804

... At 4 p.m. the Northernmost Island of Browns Range NNE1/2E. At 5 Browns Range from N by E to E1/2N. At 6 p.m. the Northernmost Island of Browns Range NE by E1/2E distant about 4 leagues...

La. obs. 12°50' N. In company with the fleet.

...

Monday 17th December 1804

... At 1/2 past 3 a.m. saw the Island of Saypan bearing from West to W by S. At daylight the island of Saypan S1/2W...

Lat. obs. 15°35' N.

...

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## Documents 1804I

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# Strange ships seen in the Northern Marianas result in war preparations in Guam

*Source: Item 13, Mariana Is., LC Mss. Div.*

## II. Circular of Gobernador Blanco, dated 26 February 1805

### Original text in Spanish.

*Señores Capitan del Campo y Alcaldes Administradores de los Partidos de Agat, Umata, Ynarajan y Pago, y Santa Rosa.*

*Haviendome dado noticia el Alcalde y Administrador de la Ysla de Rota el que se allava en Tinian y Saypan en la Comision de la Pesca, para la manutencion de la Ynfanteria de este Real Presidio; Como el dia diez y siete del mes de Diciembre del año pasado pasaron al Norte de dicha Ysla de Saypan nueve Embarcaciones mas no supieron que Naciones heran, por no haver saltado ninguno en Tierra, ni menos poner Bandera, pero por que ninguna Embarcacion traen el rumbo en semejante destino, y solo sí los Yngleses quando bienen de la Europa los que llevavan el rumbo al Oeste, que ès el Camino para Manila ò Canton, y no haver bisto en ningun tiempo de las que se han hido à Tinian, numero tan crecido de Embarcaciones juntas, las que indican mucha malicia ò sospecha, de que las Guerras pueden estar declaradas con nuestra España; y al mismo tiempo haverme dado algunas noticias funebres, barios sujetos de Caracter que pasaron en la Fragata **Concepcion** à la Ciudad de Manila; las que tenia reservadas hasta ber algunos otros indicios; por tanto, me ès preciso precaver todo lo que sea necesario y adaptable para la defensa de la Ysla. Por lo que encargo particularmente en que los Alcaldes y Administradores de dichos Partidos pongan Vigilantes de dia y de noche, para ber, si con este motivo divisan alguna Embarcacion por las inmediaciones de la Ysla, bien sea benida de N.E. ò de otra qualquiera parte, para que con esto me dèn aviso sin perdida de tiempo, debiendo ponerse las Paradas desde el dia que recivan esta Superior Providencia. Y el que fuere omiso en punto tan interesante al servicio del Rey, sele castigará con el rigor que corresponde.*

*Agaña 26 de Febrero de 1805.*

*Vicente Blanco*

### Translation.

To the City Mayor and the Mayor-Administrators of the Districts of Agat, Umatac, Inarajan, Pago, and Santa Rosa.

Given the report sent to me by the Mayor and Administrator of the Island of Rota to the effect that, when he was at Tinian and Saipan carrying out a commission to fish for the sustenance of the Infantry of this Royal garrison, on or about the 17th of the month of December of last year there passed to the north of said Island of Saipan nine vessels.<sup>1</sup> Their nationality was not determined, as they sent no boat ashore, and they were not showing any flag. However, no other vessel follows such a track westward as do the English when they go from Europe [via NSW] on their way to Manila or Canton, certainly not those that have visited Tinian before, and never such a large number of vessels together. Such facts indicate much malice and arouse the suspicion that war may have been declared against our Spain. This comes in addition to some sad news that I received from some men of importance who visited here aboard the Frigate **Concepción** on their way to Manila; said news I had kept to myself until I received more clues. Consequently, I must warn you that we must do all we can to prepare for the defence of the Island. That is why I specially entrust the Mayors and Administrators of said Districts to place watchmen day and night, to spot any vessel in the neighborhood of the Island, whether it come from the N.E. or any other direction, in order to advise me without the least loss of time; such guards should be set up as soon as this Superior order has been received. And anyone not obeying such a point of such a great importance to the service of the King shall be punished with due rigor.

Agaña, 26 February 1805.

Vicente Blanco

## I2. Circular dated 27 February 1805

### Original text in Spanish.

*Señores Alcaldes y Administradores de Agat, y Umata.*

*Me beo en la precision para cumplir con mi obligacion, por lo que estoy constituido de mandar reconocer los Cañones que se hallan en el Castillo de Santiago de Orote, y todos los que se allan en la Villa de Umata, por sujeto facultativo; para cuyo fin acopiaràn la Leña que sea necesaria para quemar dichos Cañones, pues sin haver esta maniobra no se puede pasar al reconocimiento.*

*El Alcalde y Administrador de Agat la acopiarà junto al Castillo de Santiago como para dos Cañones, y el de la Villa de Umata como para ocho, ò nueve, y echo el acopio me abisaràn para pasar al reconocimiento al que comisione, deviendo de franquearle la gente que necesite por apunte para esta maniobra, devolviendome el presente ovedecido.*

*Agaña 27 de Febrero de 1805.*

---

1 Ed. note: The date is correct, but this time he counted 9 instead of 10 ships (see Doc. 1804H).

*Vicente Blanco*

**Tranlation.**

To the Mayors and Administrators of Agat and Umatac.

It being necessary for me to comply with my obligation, I must order that an inspection be made of the guns that are in Fort Santiago of Orote, and all of those that are in the Town of Umatac, by a knowledgeable person. For this purpose, you are to gather the wood that will be necessary to burn said guns; indeed, without this task, the inspection cannot be made.<sup>1</sup>

The Mayor and Administrator of Agat should pile this wood next to Fort Santiago, for about two guns, and that of the Town of Umatac for about 8 or 9 guns. This done, both are to advise me, so that I may send the person that I have commissioned—he is to be assisted by some men in this maneuver—and return the present to me, marked obeyed.

Agaña, 27 February 1805.

Vicente Blanco

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1 Ed. note: This is another indication that the guns may normally have been tarred for preservation, when not in use for long periods.

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## Document 1805A

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# The March 1805 visit of the ship *Herald*, Captain Silsbee

*Sources: Ms. logbook in Peabody/Essex, Salem; PMB 201.*

*Note: The log-keeper was Captain Silsbee himself.*

## Extracts from the logbook of the ship *Herald* of Salem, Captain S. F. Silsbee

### Voyage 13 June 1804–15 Oct. 1805 from Boston to Rotterdam, Canton, Boston.

...

26th February 1805, Tuesday.

Moderate breeze and cloudy... 10 p.m., furl'd fore & mizzen topgallant sails. 11 p.m. wind freshening to baffling(?) breeze(?) and squally. Furl'd in topgallant sail, the fore-sail, sprit from foot to head in consequence of the foot rope parting. But 5 a.m. made sail.

1/2 past 5 Daylight saw land and island bearing NW by W.

6 a.m., squally with rain, several of the same squalls in the forenoon.

1/2 past 10 lost sight of the Isle its North bearing W by S 8 leagues.

My chart not laying any island down hereabouts, I suppose it a new discovery and as such name it *Herald* Island.

Lat. obs. 5°33 [N] Long. in. 166°44 [E].<sup>1</sup>

...

1 March, Friday.

... 3 & 5 a.m. Daylight. Not seeing Brown's Range [i.e. Eniwetok] once judging myself to the northward of all the Caroline Islands, bore away NW...

...

---

<sup>1</sup> Ed. note: Either Namorik, which lies in 5°37' N and 168°07' E approximately, or Kili, which is in 5°39' N and 169°07' E. Both islands had previously been discovered, in 1793 and 1797 respectively.

**View of Anatajan one of the  
Ladrone Islands bearing NNW.**



6 March, Wednesday.

Gentle breezes and passing clouds. Set spanker & mizzen topgallant sails.

7 p.m. took in spanker, F[ore] & Mizzen topgallant sails. [At] 10 judging myself nearly up with the Mary Ann [sic] Isles, once not looking to pass through in the night, took in the topgallant sail and courses and hauled to the windward, 1/2 ... wore ship to the South.

3 a.m., bore away keeping a good lookout.

6 a.m. saw from the masthead the Isle of Farallon bearing NNW 6 leagues and thereby after Saypan in the WSW. Set sail & North pt. of Saypan bore S by W distance 10 leagues, Farallon NE 6 leagues. The distance between these islands must be more than thirty miles as laid down on the charts.

9, saw Anatajan bearing NNW, Farallon declining in the horizon at SE.

Noon, Anatajan bore NW 9 or 10 leagues. People repairing(?) the main shrouds up & setting them up.

...

(Departure from Anatajan Long. 145°45).

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## Document 1805B

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# The ship *Huron*, Captain Malthrop, with Captain Shaler on board

## The second visit by Captain William Shaler, via Pagan in 1805

*Sources: Captain William Shaler. "Journal of a Voyage between China and the north-western coast of America made in 1804." in American Register, vol. 3, Pt 1 (1808), pp. 174-5; reprinted as a book: Journal of a Voyage (Claremont, Calif., Saunders, 1935).*

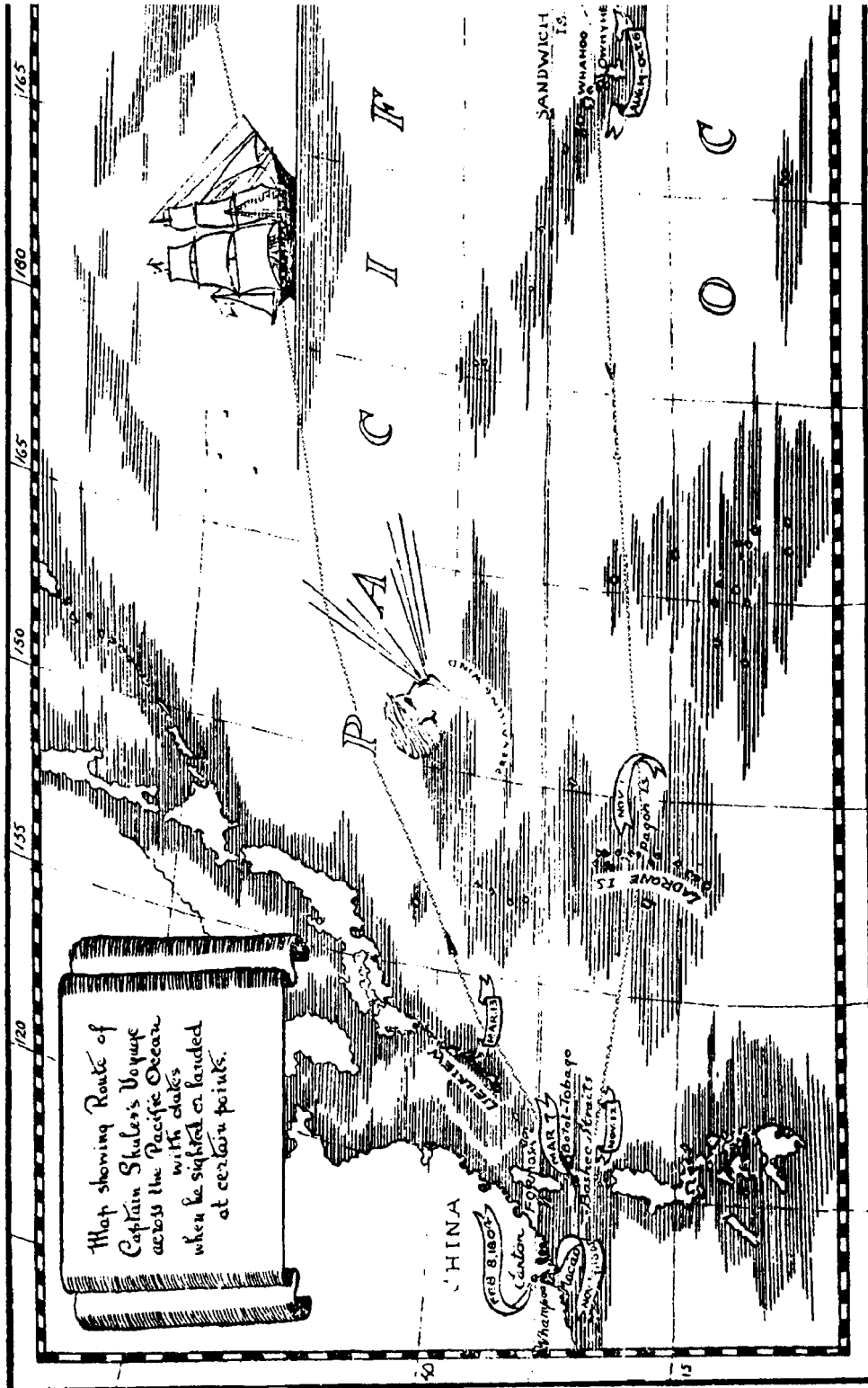
*Note: Lindley Bynum, in the Introduction of the reprint edition, mentions that Shaler was born in 1778, became consul-general at Algiers after 1815 and later was the U.S. Consul at Havana. He died in that city of cholera in 1833, at the age of 55.*

...

On the 27th of October [1805], I left the **Atahualpa**, and went on board the **Huron**; Captain Malthrop never having been to China wished to have the benefit of my experience in these seas. We had rather a tedious passage to the Ladrone islands, which we saw on the first of November. I landed, in company of the captain and supercargo, on Pagon [sic]. This island is composed of several volcanic mountains, of moderate height, surrounded with plains covered with cocoa nut trees, and trees of another kind, bearing a distant resemblance in their foliage to the pine.<sup>1</sup> The largest mountain has a crater of apparently half a mile diameter, which constantly emitted large volumes of smoke and sparks of fire. On the north-west side of the island there is a smooth bay; there is no safe anchorage in it, on account of a very rocky bottom. A plenty of wood and cocoa nuts may be easily procured here, but I saw no traces of water on the island. We returned on board with a load of cocoa nuts in the evening. At a short distance to leeward of the island we found the air embalmed with the agreeable odour of oranges and lemons. The 12th we saw the Bashee islands...

---

1 Ed. note: The ironwood tree.





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## Document 1805C

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# The Russian ship *Neva*, Captain Lisiansky, visited Tinian

### Introduction.

Lisiansky, in the ship *Neva*, left Russia with Krusenstern in the ship *Nadeshda* but the two ships separated upon entering the Pacific Ocean and only Lisiansky visited Micronesia. One island which Lisiansky discovered NW of Hawaii has been named after him.

In 1793, when only a Lieutenant in the Russian Navy, Lisiansky was sent to England where he learned English, took part in some British naval expeditions against the United States, travelled through North America, went back to England in 1797, then took part in another expedition to the Cape of Good Hope and to India from where he was ordered home by Emperor Paul I and promoted to Commander. In 1802, the first Russian circumnavigation was planned. The actual voyage lasted 3 years, from August 1803 to August 1806. The Russian ship *Neva* passed by Saipan and Tinian on 15-16 November 1805. Lisiansky retired from the Navy in 1809.

The ship *Neva*, of 350 tons and 14 guns, had a crew of 49 men upon departure. Lisiansky's lieutenants were named Arboosoff and Powalishin.

### The narrative of Captain Yuri Lisiansky

*Source: Captain Urey [sic] Lisiansky. A Voyage Round the World in the years 1803, 4, 5 & 6 ... in the ship Neva (London, Booth & Longman & Co, 1814). Notes: The original edition, in Russian, was published in 1812. The English translation was done by the author himself.*

### CHAPTER XIII.—Passage from Sitca Sound to Canton.

*State of the Weather on leaving Sitca. Number of Sick from Fatigue. Precautions for future Health. Ill Effect from the Use of Bread. Curious Shells. Clouds mistaken for Land. New Disappointments as to the Discovery of Land. Danger of the Ship from grounding on a coral Bank. Discover a new Island. Particulars relating to it. Discover a new Bank. Limit the Crew in their Allowance of Bread. Advice respecting the westerly Winds in the Southern Ocean. **Make the Islands of Saypan and Tinian.** Encounter a Hurricane. Putrid State of the Ship's Cargo. Loss sustained by it. Enter the Chinese Seas. Arrive at Macao, and meet Captain Krusenstern. Pirates. Macao described. Proceed to Whampoa to dispose of the *Neva's* Cargo. Chinese Customs relative to Commerce. Repair of the *Neva*. The *Nadejda* and *Neva* detained by Order of the Chinese Government. Services rendered by Mr. Drummond in this Business. The Ships released.*



UREY LISIANSKY

K.G.& V.

...  
On the 15th [November 1805] we had fresh breezes and fine weather. At noon we found ourselves in the latitude of 14°48' north, and in the longitude of 213°4' west.<sup>1</sup> And at five o'clock in the evening we saw the islands of Saypan and Tinian; the former to the north-west by west, and the latter to the westward. As the sun was near the horizon, and I expected, from every appearance of the sky, that we should have a bad night, I steered north-west till half after six o'clock, and then plied to windward under an easy sail till day-light.

On the 16th, the weather, which had been squally and troublesome in the night, improved towards morning. At seven o'clock, observing the south-east point of Tinian Island, I made towards it, and entered between the islands of Aguian and Tinian about ten. At eleven we had passed both of these islands, and we then steered west by north. Nothing could be more safe and pleasant than this passage. I think there must be sufficient depth of water to the very shores of Tinian, for we saw no signs to the contrary, and the sea broke only on the north side of it, where it is craggy. The south-east point of this island is very steep; but the shore there on both sides rises gently, and is covered with trees. It is to be regretted that this island has not a good harbour, as it would in that case be of great service to ships navigating these seas. On the west side of the island we saw the anchorage of Lord Anson, which appeared to be only safe from the easterly winds. By fifty-two lunar distances taken from the 11th instant, the longitude of the south-east end of the island of Tinian was estimated to be 213°40'20" west, and its latitude, by observation to-day, 14°56'52" north.<sup>2</sup> I this day altered the rate of my chronometers. No. 136 was now losing 48"5; No. 50, 6"7; and Pennington's, 1'1"7, in twenty-four hours.

At two o'clock we were out of sight of the Ladrões. The island of Saypan appeared to me to be the highest of the group. It may be seen in clear weather at the distance of thirty-five miles, which is ten farther than the island of Tinian can be seen. The first has the appearance of a sugar-loaf; the other is flat at the top. On taking a direct course for Canton, I could not restrain my joy at the idea that we were about to visit once more a civilised people, and should probably, in a short time, join the companions of the early part of our voyage, from whom we had been so long separated. From Sitca to the Ladrone Islands we had currents from the north-east and south-west. The last, which was the strongest, carried us a hundred and forty miles to the southward, and two hundred to the westward. Its force was very great near the tropic, but on our approaching the Marianne Islands it shifted to the west.

On our losing sight of land, the wind freshened; and at last, on the 20th, blew so hard that I was obliged to bear storm stay-sails only...

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1 Ed. note: This longitude is West of Greenwich.

2 Ed. note: The actual position of the south point of Tinian is 14°55'20" N and 145°38'45" East of Greenwich (Lisiansky's was equivalent to 146°19'40" E).

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## Documents 1805D

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# The packet San Fernando, alias Príncipe de Asturias, returned to Manila in 1805

*Note: The RPC also owned a ship named Princesa de Asturias, which should not be confused with the San Fernando. In 1787, these two ships had been used to carry negroes from West Africa to Montevideo, with nominally a British crew from Bristol, led by Captains James Clury and Charles Sloper; it was on a trial basis, as ordered by the Spanish King, in 1787 and 1788 (see AGI Fil. 991). The project was abandoned, as not commercially viable.*

## D1. Extract from the narrative of Captain J. Alias

*Sources: MN 96, fol. 138.*

### Original text in Spanish.

***Por el Alférez de Fragata y Primer Piloto de la Armada Don Juan Alias, Comandante de la nombrada Principe de Asturias en 1805.***

*Navegava del Callao à Manila y avistò la Ysla de Guaham que es de una altura capaz de verse à 12 y mas Leguas de distancia. La parte del Sur de la Ysla, ès lo mas elevado, algo menos la del N y mas baja por el centro, de modo que buscandola por su Paralelo si conviene el dia claro se puede descubrir à larga distancia parecerà al principio que son dos Yslas, hasta que aproximandose se verà que se unen. Yndican su cercania algunos Pajaros Piqueros; y en una noche que no sea muy obscura se puede seguir en su demanda navegando con vigilancia que se verà à 4 ú 5 Leguas de distancia.*

*Navegava de Macao à San Blas en 1806...*

...

### Translation.

**By Second-Lieutenant and Chief Pilot of the Navy, Juan Alias, Commander of the ship named Principe de Asturias in 1805.**

He was sailing from Callao to Manila and he sighted the Island of Guaham which is high enough to be seen from a distance of 12 or more leagues. The southern part of the island is the highest part, the northern part being somewhat lower and lowest at the center, so that, when one is looking for it on a clear day, it can be sighted from a long distance, and will first appear as two islands, until one gets closer to it, and sees that it

is but one. Its vicinity is announced by some sea-birds. On any night that is not very dark, one can sail towards it safely enough, if a watch is being kept, as it will be seen from a distance of 4 to 5 leagues.

**Sailing from Macao to San Blas in 1806...**

...

**D2. Captured by the English—Letter from the King to the Viceroy of Peru, dated Aranjuez 10 June 1807.**

*Source: AGI Fil. 991 (draft copy).*

*Note: This ship was captured by HMS Phaeton, commanded by a certain Captain Wood, and taken to Macao. The royal mail was thrown overboard during her capture.*

**Original text in Spanish.**

*Al Virrey del Perú*

*Noticiandole que la Compañia de Philipinas ha despachado al Callao su Fragata el **Principe de Asturias** bajo la propiedad simulada del Chino Yon-Fechua.*

*Excmo. Sor.*

*Habiendo salido de Manila para el Callao la Fragata de la Compañia de Philipinas nombrada el **Principe de Asturias** fuè apresada por los Ingleses, y los Factores de este Cuerpo la rescataron por 400 mil pesos dirigiendola a su primer destino bajo la propiedad simulada de Yon-Fechua Comerciante Chino el qual la ha consignado a Don Juan Alias. Lo que participo a V.E. de orden de S.M. para que no ponga reparo alguno en la admision de este Buque como proprio de dicha Real Compañia, con el adeudo de derechos que prescribe el articulo 63 de la nueva Cedula para el Comercio que la està permitido de ser Manila a este Reyno durante la guerra.*

*Dios guarde a V.E. muchos años.*

*Aranjuez 10 de Junio de 1807.*

*[Al] Virrey del Perú.*

**Translation.**

To the Viceroy of Peru.

To notify him that the Philippine Company has despatched to Callao their frigate **Príncipe de Asturias** under the fake ownership of the Chinese Yon-Fechua.

Your Excellency.

When the Frigate of the Philippine Company named **Príncipe de Asturias** left Manila for Peru, it was captured by the English, but the Factors of this Company paid a ransom of 400,000 pesos. His first voyage then was under the fake ownership of the Chine trader Yon-Fechua, who has assigned her to Don Juan Alias. I report this to Y.E., by order of H.M., so that no objection whatever be raised against the admittance of this ship as belonging really to said Royal Company, with the customs duty that is

prescribed by Article 63 of the new Trade Schedule that permits them to use the route between Manila and this Kingdom during the war.

May God save Y.E. for many years.

Aranjuez, 10 June 1807.

[To] the Viceroy of Peru.

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**Document 1805E**

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**Letter from Second-Lieutenant Dufretay  
requesting his back pay**

*Source: AGN Fil. 52, fol. 74-75.*

**Original text in Spanish.**

*Secretaria del Virreynato.—Año de 1805.*

*Filipinas n° 259 fol. 104v.*

*El Alférez de Fragata Don Francisco Dufretay sobre gratificación de viage de tierra y goces vencidos.*

*Don Francisco Dufretay Alférez de Fragata de la Real Armada hace a V.E. presente que habiendo sido por disposición del Señor Comandante de Marina de Cavite Don Bentura de Barcaiztegui vajo cuyas ordenes servia, embarcado en la fragata de guerra nombrada **la Concepcion** procedente del Apostadero de San Blas para que como Alférez de fragata haciendo el Servicio en ella hasta llegar a aquel puerto, regresase desde allí a España, y habiendo llegado con aquel objeto a esta capital: Suplico a V.E. que pues soy acreedor a los quatro cientos pesos de ayuda de costa para viage que previene el Reglamento, se digne mandar se le libren con los demas gozes que le corresponden segun el pliego de Asiento que acompaña, para poder emprender su viage para Veracruz, como V.E. se lo tiene mandado en su oficio del 17 del corriente.*

*Dios guarde a V.E. muchos años.*

*Mexico 19 de Julio de 1805.*

*Exmo. Sor.*

*Francisco Dufretay.*

**Translation.**

Secretariat of the Vice-Kingdom—Year of 1805.

Philippines n° 259, fol. 104v.

Midshipman Francisco Dufretay regarding travel expenses while ashore and overdue wages.

I, Francisco Dufretay, Midshipman of the Royal Navy, bring to the attention of Y.E. that it was as a result of a decision of Navy Commander of Cavite, Don Ventura de Barcaiztegui, under whom I served, that I boarded the war frigate named **Concepción** to serve on board her as a midshipman during her voyage back to the naval station of San Blas from that port, and then return to Spain. For this purpose, I am in this capital and: Beg Y.E. to please consider that I am entitled to the 400 pesos in travel allowance that the Regulations allow, and please authorize said payment, as well as the other entitlements that apply to me, as per the payroll file, attached, to make it possible for me to undertake my voyage to Veracruz, as Y.E. has so ordered me in your letter of the 17th instant.

May God save Y.E. for many years.

Mexico, 19 July 1805.

Your Excellency.

Francisco Dufretay.



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## Documents 1806A

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# The ships **Mangles** and **Anna**, via **Angaur** and **Mapia**

## A1. Horsburgh's notes in his **India Directory**

*Source: James Horsburgh, India Directory (London, 1836).*

ANGAUR, the S. Westernmost island [of the Palau Group], is low, about 3 or 4 miles in length N.E. and S.W., having apparently a safe channel about 4 miles wide, betwixt it and the South point of Pillilew; but these islands are steep to, without soundings. Lieut. McCluer, places a rocky bank of 10 fathoms, about 1-1/2 mile West from the S.W. point of Angour.

The **Mangles** passed within 3 miles of it in 1806, and observed a reef projecting about 1/2 a mile from the low sandy point. In the same year, the **Anna** returning from China, made a tack or two with a westerly wind to weather the point; and in passing it at a distance of 1 mile, no reef could be perceived, although the surf was beating high against the shore.

...

ST. DAVID'S, or FREEWILL ISLANDS (the body), in lat. 0°55' N., lon. 134°21'30" E. by mean of nine ships' chronometers and lunars, nearly corresponding, form a close group, four in number, North, South, East, and West Islands, with an islet betwixt North and East Islands. They were seen by the **Warwick** in 1761, by the **Swallow** in 1769, and recently by several ships...

The **Mangles**, January 8th, 1806, passed within 1/2 a mile of the reef, on the East side of them, and found it encircled the group, projecting about a mile from the North and South extremes, but not so far to the East and westward; on the East side of South Island, it projects only about a cable's length, and has no soundings close to. The whole extent of this group is from lat. 0°49' N. to lat. 1°2' N., and from lon. 134°17' to 134°30' E.

...

## A2. The account of Captain Barclay in the ship **Mangles**

### Description of St. David's Islands, in the passage to China

*Source: The Naval Chronicle, 18 (1807): 283-285.*

The following letter, addressed by Captain Barclay to John Shore, Esq. Secretary to the Honourable East India Company's Marine Board, at Calcutta, will be found to contain some useful information:—

“SIR,

“Induced, from having touched at St. David's [Mapia] Islands, in the North Pacific Ocean, in our way to China, in the **Mangles**, and not knowing of any correct account yet being obtained of their danger, natives, &c. I beg permission to present you with a short description of them.

“The best account yet given of them, is by Captain Williams, when commanding the Hon. Company's ship **Thames** [in 1797] on his passage home from China, coming the eastern route. He places them from latitude 1° S. to 0°55' S. their longitude from 134°17' E. to 134°25' E. which, at the distance he passed them, must be considered as very accurate. By a good observation at noon, when close in with them, we made the centre of the reef to be on 0°54' S. and by one of Margett's chronometers, No. 209, whose rate had been regular for upwards of two years, 134°20' E. The full extent of the reef and islands is about fourteen miles north and south; and their breadth east to west five miles.

“Captain Williams not passing close enough to perceive the danger of the reef on which they are situated, or what refreshments might be procured from them, I considered the first as an object of some moment, as the eastern passage to China, in all probability, may be more frequented than formerly, by the Bengal shipping, should the cotton trade increase.

“The islands are very low, and ships falling in with them in the night would be close in, before they perceived the land; and if not acquainted with the danger, might attempt a passage between them, in which case they would unavoidably run on the reef; as they are situated upon one entire shoal, so that it is not possible for a boat to pass between the islands.

“The natives came off in great numbers; and on approaching near the ship, performed extravagant gestures, and held forth a long harangue, which neither our Malays, nor any other person on board, understood; after which they made no scruple of coming on board, and freely parted with their ornaments of dress, and cocoa nuts, for pieces of iron hoops and old nails.

“Their dress consisted of a treble string of coral, stones, and shells, round the waist; a narrow piece of cloth up between the legs, made out of the fibres of cocoa nut; a bracelet of tortoise-shell round the right wrist; two square pieces of mother-of-pearl suspended round the neck by hair, one piece hanging down the front of the body, and the other down the back; a collar round the neck, of fish teeth, and black coral. This was the dress of the men; and the only difference we perceived in that of the women was, a small mat tied round the waist, which reached as low as the knee.

“The natives of these islands are particularly well proportioned and robust; their features are regular and manly; some of them so symmetrical, that I was astonished, having never seen any equal to them in either Asia, Africa, or America. There is not the

least resemblance between them and the Malays, or the inhabitants of New Guinea; nor can I form the smallest conjecture, from whence these islands could have been first inhabited. Their only produce and chief food, is the cocoa nut (fish excepted), consequently but little refreshments can be obtained by touching at them; and water, if any is to be procured, I conceive must be brackish, from the low situation and small extent of the islands. Anchorage there is none, as you have 50 fathoms close to the edge of the reef. A quantity of mother-of-pearl might be collected; but I question if sufficient to induce a ship to touch for it.

“I am, Sir, &c.

“July 1, 1806.

“Andrew Barclay.”

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## Documents 1806B

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# Captain Monteverde in the San Rafael, alias La Pala, discovered Nukuoro and visited Oroluk

*Note: AGNAHH 799-6 mentions that, in 1803, this ship was owned by the RPC agent in Guadalajara, New Spain. His name was Don Gabriel de Iturbe.*

## B1. The journal of Captain Juan Bautista Monteverde, copied by Second-Lieutenant Baleato

*Sources: AGI Fil. 991(?); notes in MN 96, copy in MN 577, fol. 93-100v; cited in Espinosa y Tello, José. *Memorias* (Madrid, 1809), vol. ii, p. 21.*

### Original text in Spanish.

*Extracto relacionado del Diario de Navegacion de Don Juan Baptista Monteverde Capitan y Primer Piloto de la Fragata San Rafael (a) la Pala, de 450 toneladas; que salió de Manila en Diziembre de 1805 con destino al Callao de Lima; Armada con 16 cañones; 20 fusiles; 16 pistolas; 15 sables; y 10 chuzos; con los utiles, y municiones correspondientes a 20 tiros por cañon; viveres para 6 meses; y el total de 99 individuos.*

*Hecho de orden del Sr. Comandante interino del Apostadero el Capitan de Fragata Don José Pascual de Vivero, por Don Andrés Baleato, Alférez de Navio graduado de la Real Armada Primer Maestro por S.M. de la Academia Real de Nautica de Lima, é interino Ayudante del Cuerpo de Pilotos.*

*Epoca 1805 Diziembre 21.—Dieron la vela en la Bahia de Manila el dia 21 al 22 de Diziembre de 1805 à las 6 de la tarde.*

...

*1806 Febrero 13: ... El dia 13 al 14 en Latitud S 1°37' y Longitud 155°57' E convocó a Junta el Capitan a los oficiales del buque para decidir sobre la determinación de la derrota, puzo la constancia de vientos del E y corrientes al O. al cabo de 54 dias de viage inutilizaran los esfuerzos para ganar a lo menos 15° mas de Longitud contra vientos cada vez mas constantes y entablados si se habia de seguir por el [h]emisferio del S. y resolvieron de comun acuerdo que se atravesasen las Carolinas para continuar el viage*

por el [h]emisferio del N. antes que los vientos y corrientes malograsen la expedición haciendo perder el ventajoso barlovento que tenían.

Seguida, pues, la buelta del N. avistaron un grupo de islas el día 18 al 19 del mismo a la una menos cuarto de la tarde, que les causó novedad porque no lo comprendían por allí las cartas españolas manuscritas, ni las inglesas modernas. Tenían por casualidad, el viento al N y siendo opuesto a la derrota tomaron la vuelta del E con poca vela. Al anochecer vieron candelada en una de las islas, y a las 2 de la mañana viraron con viento NE en vuelta del NNO a fin de reconocerlas de paso durante el día. Al salir el sol, las volvieron a ver de bordo. El viento no dió lugar a montarlas por el N y arribando al O las doblaron por el S. a distancia de 1-1/2 a 2 millas. Contaron 29 islas pequeñas llenas de arboleda y bajas, de modo que de los topes se veía la mar entre ellas, pero la mayor extensión de ese Archipiélago es de 9 à 10 millas de NO a SE sin descubrir otros bajos en su inmediación que alguna rompiente que vieron a corta distancia por la parte del N.

Sus [h]abitantes,—Se hallan pobladas estas islas de Indios pacíficos de los cuales fueron a la Fragata 21 en dos canoas, pero al acercarse no por eso dejaron de manifestar algún recelo. Quando estaban como a un tiro de fusil, suspendieron la voga de sus canaletes (pues no traían vela) y gritando, ofrecían cocos que enseñaban en las manos; abordo se acortó de vela, se largó la bandera española, y notando que los había sorprendido, se arrió, é hizo una bandera blanca, llamándolos al mismo tiempo con señas y pañuelos. Se puso la gavia en facha, y atracando por fin las dos canoas, al costado de estribor, antes de darles nada, hecharon a la Fragata todos los cocos que traían, pero no se pudo conseguir que subiese ninguno abordo, ni menos que amarasen las canoas con cabos de la Fragata, sirviéndose de ellos solo para amarrar lo que daban.

Su agradecimiento.—De abordo se les correspondió con cuchillos viejos, algunos clavos, pedazos de arco de fierro, y pañuelitos encarnados, y fué tal su agradecimiento que hecharon a la Fragata sus patates, anzuelos, y cordeles de pescar; los cocos donde traían el agua que necesitaban para beber; sus sombreros, que eran de palma, y de figura extrañísima; y sus taparrabos, de modo que siendo estos, y los sombreros todo su vestido, ellos quedaron totalmente desnudos, y las canoas con solo los canaletes; y despidiéndose dijeron con señas que iban a tierra, para traerles mas cosas porque allí ya no tenían nada, haciendo instancias para que la Fragata esperase.

Su aspecto y porte.—Estos Indios eran de estatura completa y gallarda, robustos, y ágiles, de color de mulato claro, de nariz algo chata, y de pelo crespo negro, y larguito: En cada canoa había un viejo venerable, desnudo como los demas, a quien obedecían reconociendo por Superior, pero es de notar que esos dos venerables eran de color blanco, canosos por ser viejos, con barba de un gemo de largo, y nariz aquileña, de modo que ninguno de los otros Indios, era tan blanco, ninguno tenía barba larga, ni la nariz tan aquileña como ellos, y mas bien que otra cosa, parecían dos Españoles entre aquellos naturales. (Dice el Capitan Monteverde que el porte de estos Indios con sus venerables, su afabilidad, fisonomía, etc. es en todo semejante al de los Indios de las Islas de San Bartholomé, Cata, y Abiutac [sic], que los trató el año de 1800 atravesando las

*Carolinas para el N en la Fragata Filipino a las ordenes del Teniente de Fragata Don Juan de Ibargoitia.[]]*

*Situación.—La situación de este Archipiélago (no expresado en carta alguna) resulta en Latitud N 3°27'30" en que está su extremo del S por observacion hecha abordo con cuidado, y en Longitud de 155°48' E. de Greenwich. Esta longitud se dedujo de una estima traída desde la Longitud de 156° que se observó el día 12 al 13 ó 5 días y 5 horas antes de marcar las islas, habiendola corregido de la parte proporcional al intervalo de tiempo y diferencia que tuvo la misma estima con otra Longitud observada el día 22 al 23, ó 4 días, y 1 hora despues de la marcación, cuya diferencia fué de 3°13' en que el buque se halló el día 22 al O de aquella estima de 9 días, y 6 horas.*

*Continuada la derrota para el N con vientos floxos del 1° y 2° cuadrantes frecuentemente achubascados y mar honda del NE avistaron el día 23 al 24 de Febrero a las 5-1/2 de la mañana una isla de poca elevación, pero con arboleda alta, y un baxo, que por la Latitud en que estaran conocieron por ser la Isla del Bajo Triste (de quien se precaucionaron en aquella noche anterior aunque las cartas españoles manuscritas la ponian 4° mas al E) y la verasaron [doblaron?] por el O estando a las 6-1/2 en su paralelo, a distancia de 7 millas; Vieron que era de dos leguas de largo de NNO a SSE sin indicios de que tuviese [h]abitantes, y con un bajo de algo mas que de dos leguas, que corría desde ella para el SE a flor de agua, en que reventaba la mar.*

*Su situación.—Está situada la medianía de esta isla en Latitud N 7°18' y en Longitud de 153°54'30" E de Greenwich. La Latitud se dedujo de la que se observó al fin del día 23, ó 5-1/2 horas después de haber estado en su paralelo; y la Longitud fué llevado desde la que se observó por distancias lunares el día 22 al 23, ó 40 horas antes de marcarla para una estima que se corrigió de la parte proporcional a la diferencia que tuvo con otra longitud, observada el día 24 al 25, ó 10 horas después de la marcación, cuyo error fué de 55' de grado, en qual el buque se halló al O de esa estima de 2 días, y 2 horas.*

*Proseguendo la derrota, se hallaban el día 25 al 26 en Latitud N. de 9°47' y en Longitud observada 153°15' E de Greenwich, y considerandose libres de encuentros de tierra, se desentalingaron las anclas. Sigueron los vientos variables del 1° y 4° cuadrantes, hasta el día 2 de Marzo, que en Latitud N 12°19' y Long. 154°30' E tuvieron una nortada que engrosó mucho la mar, pero después afirmó el viento del NE al ESE.*

...

*1806 Abril 12.*

[Note in margin:] *Meteoro enfático.*

*El 12 al 13 de Abril à las 9 de la mañana en Latitud N 34°44' y Longitud O 126°45' se despejó la atmosfera, y advirtieron un circulo entero, blanco, del ancho de un Arco Yris, paralelo al Horizonte en la misma altura del Sol, y solo en tal qual celage que habia en algunos puntos se manifestaran los colores del arco Yris, que les causó admiracion porque nunca habian visto semejante fenomeno. En efecto, este Meteoro, dice el Capitan Monteverde, que no era una corona alrededor del Sol, sino una fàxa circundada*

*por el cielo paralela al Horizonte como un Almicantarat que pasara por el Sol, cuyo Astro estaba claro, el cielo azul, y que el circulo duró cosa de 5 minutos.*

...

### Translation.

**Extract from the Logbook of the Voyage of Don Juan Bautista Monteverde, Captain and First Pilot of the frigate San Rafael, alias La Pala, of 450 tons, which left Manila in December 1805, bound to Callao, the port of Lima, carrying 14 guns, 20 rifles, 16 pistols, 15 sabers, and 10 pikes, and a crew of 99 individuals.**

[Extract] made at the request of the interim Commander of the Naval District, Commander José Pascual de Vivero,<sup>1</sup> by Andrés Baleato, commissioned Second-Lieutenant of the Royal Navy and First Teacher for H.M. of the Royal Nautical Academy of Lima, and interim Adjutant of the Corps of Pilots.

Year of 1805, 21 December.—They sailed from the Bay of Manila on 21 December 1805 at 6 p.m.

...

[The ship went South of Mindanao, via Morotai I., New Ireland, then up to a new group of islands.]

...

1806, 13 February.—...On the 13-14th,<sup>2</sup> while in Lat. S 1°37' and Long. 155°57' E,<sup>3</sup> the Captain held a Meeting of the ship officers to decide on the proper route to adopt. He mentioned that the winds were constant from the E and the currents from the W and that 54 days had been spent trying to gain easting but that only 15° of longitude had been gained, against winds that kept on increasing and blew steadily. He wondered whether or not they should continue by the southern hemisphere. By common agreement, they decided to cross the Carolines and continue their voyage by the northern hemisphere, before the winds and currents became so bad as to endanger the expedition and made them lose the advantageous leeway they had gained.

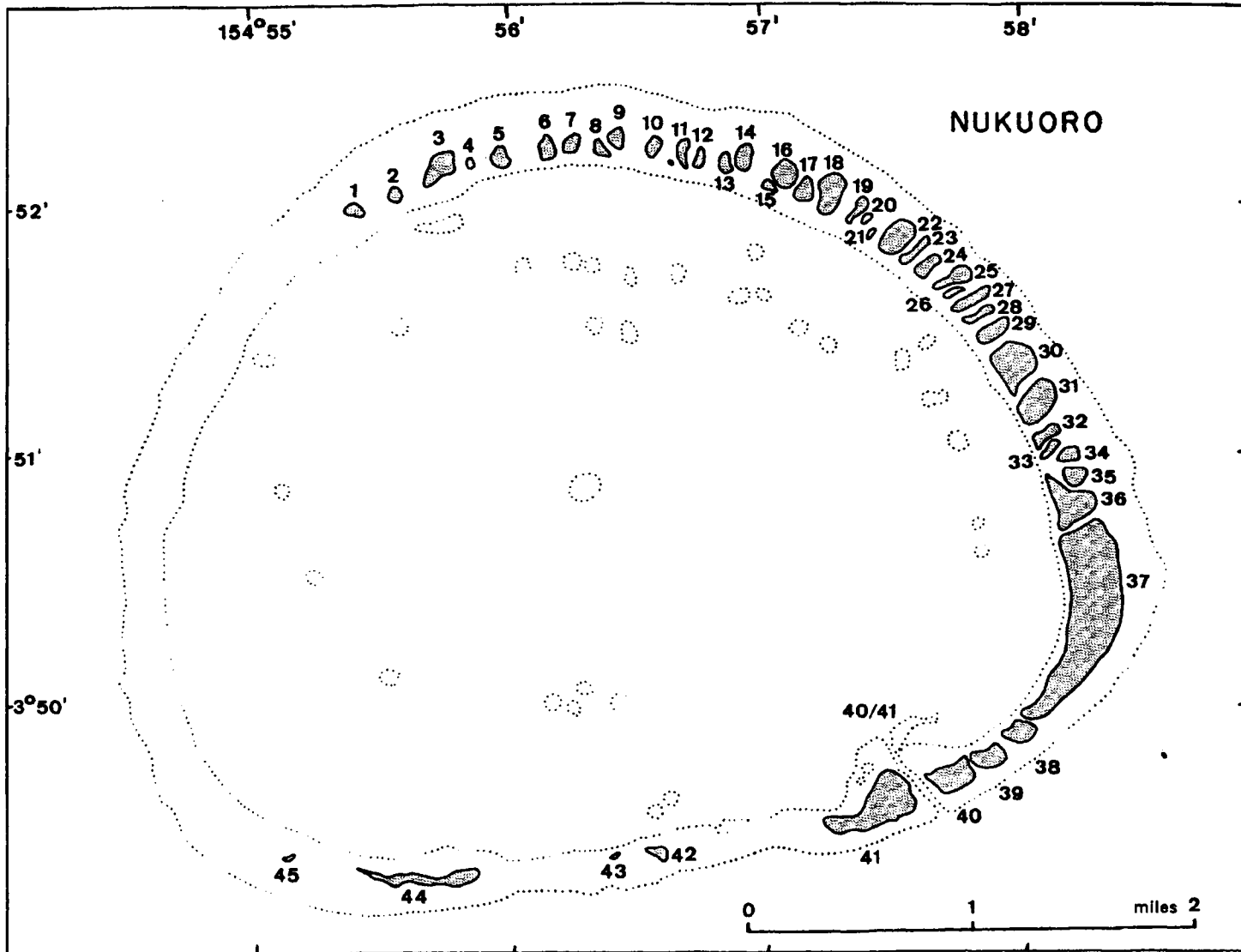
So, after they tacked toward the N they sighted a group of islands on the 19th of the same month at a quarter to 1 p.m., which caused them a great surprise, because these islands did not appear on the Spanish manuscript charts, nor on the English charts. The wind at that time was northerly, and since it was contrary to the desired route, they headed E under short sail. At sunset, they saw some fires on one of the islands, and at 2 a.m. they tacked back to NNW with a NE wind in order to inspect the islands while coasting them the next day. At daybreak, they saw them again from the deck. The wind did not allow them to round them on their north side; so, they steered W and rounded

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1 Ed. note: That of Callao, the port of destination.

2 Ed. note: The log date changed at noon; this date corresponds therefore to the calendar date 14 February 1806.

3 Ed. note: East of Cadiz, which is 6°11'30" W of Greenwich.



Map of Nukuoro Atoll (Adapted from Bryan's Place Names).



them on their south side at a distance of 1-1/2 to 2 miles. They counted 29 small islands covered with trees and low-lying, but from the tops the sea could be seen between them. However, the greatest extent of that Archipelago is from 9 to 10 miles, from NW to SE, and there is no other shoals nearby except for some breakers that were seen a short distance to the north.

**Their inhabitants.**—These islands are inhabited by peaceful Indians, 21 of whom came to visit the frigate aboard 2 canoes, but upon getting near it, they showed some signs of distrust. When they were within rifle range, they stopped paddling (in fact, they did not have a sail) and, by shouting, they held up some coconuts. Those on board shortened sails and raised the Spanish flag, but upon noticing that it had caused a surprise among them, it was taken down and replaced by a white flag. At the same time, they were invited to come near with signs, and with handkerchiefs. The main topmast was hove to, and the two canoes finally came alongside, on the starboard side. Before anything could be given them, they threw up on deck all of the coconuts that they had brought, but it was not possible to convince any of them to come aboard, or to tie the canoes to the frigate by means of the ropes handed down to them; instead, they used them only to fasten the articles which they handed over.

**Their gratefulness.**—From aboard the frigate they were given in exchange some old knives, some nails, pieces of iron hoops, and small red handkerchiefs. Their gratefulness was such that they threw on board the frigate their mats, fish-hooks, and fishing lines, the coconut containing the water that they needed themselves, their hats that were made of palm fronds and had a very strange shape, and their loin-cloths. Since the latter articles, plus the hats, were their only clothing, they were left entirely naked, and the canoes with only paddles. When they went away, they said by signs that they were going ashore, to bring back more things, because there was nothing more to give here, and requesting that the frigate should wait.

**Their aspect and conduct.**—These Indians were of a full stature and elegance; they were strong and agile; their skin color was light brown, their noses somewhat flat, and their hair black and curly, and rather long. Aboard each canoe there was a venerable old man, naked like the others, but he was someone they recognized as their Superior. However, it should be noted that these two venerable old men were white men, with white hair due to their old age, and a beard a span in length, but with an aquiline nose, to such an extent that no other Indian was so white, had a beard so long, or a nose so aquiline as theirs. In fact, they looked like two Spaniards among those natives. (Captain Monteverde says that the conduct of these Indians toward the old men, their affability, facial features, etc. were completely similar to those of the Indians of the Islands of San Bartolomé, Cata, and Abiutac [sic]<sup>1</sup> which he dealt with in 1800 when crossing the Carolines heading north aboard the frigate **Filipino**, under the command of Lieutenant Juan de Ibargoitia.)

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1 Ed. note: Rather Catritan in earlier accounts of the frigate Filipino.

Position.—The position of the southernmost point of this archipelago (not shown on any chart) turned out to be in  $3^{\circ}27'30''$  lat. N., from a careful observation made on board, and in  $155^{\circ}48'$  E of Greenwich.<sup>1</sup> This longitude was computed from an estimate brought from the Longitude of  $156^{\circ}$  that had been observed on the 13th, i.e. 5 days and 5 hours before marking the islands, and corrected in proportion with the interval of time between it and the next observed longitude, that of the 23rd, i.e. 4 days and 1 hour after marking the islands; said difference was  $3^{\circ}13'$  westward of its former estimated position 9 days and 6 hours earlier.

They continued sailing toward the N with slack winds from the 1st and 2nd quadrants, but with frequent squalls and a sea running high from NE.

At 5:30 a.m. of the 24th of February, they sighted a low-lying island, covered with tall trees, and one shoal which, given its latitude they recognized as the Island of Bajo Triste<sup>2</sup> (which they had expected and avoided the night before, although the manuscript Spanish charts placed it  $4^{\circ}$  to the eastward). They rounded it on its west side, reaching its parallel at 6:30 a.m., when they were 7 miles distant. They saw that it was 2 leagues wide along its NNW-SSE axis, but saw no signs of inhabitants. Its shoal is somewhat longer than 2 leagues, as a reef extends to the SE upon which the water breaks.

Its position.—The mid-position of this island is  $7^{\circ}18'$  lat. N and  $153^{\circ}54'30''$  long. E of Greenwich. This latitude was derived from another that was observed at noon of the 24th, or 5-1/2 hours after being on its parallel. The longitude came from another that was observed by lunar distances on the 23rd, i.e. 40 hours before marking the island, and corrected proportionally by its difference with another longitude, observed on the 25th, or 10 hours after marking the island. The error was 55 minutes, such that the ship was found to be further to the westward than that estimate of 2 days and 2 hours.<sup>3</sup>

Following their voyage, on the 26th they were in  $9^{\circ}47'$  lat. N and  $153^{\circ}15'$  long. observed E of Greenwich, where they considered themselves free of the risk of meeting any danger. So, they took in the anchors. The winds continued variable from the 1st and 4th quadrants, until March 2nd, when they reached  $12^{\circ}19'$  lat. N and  $154^{\circ}30'$  long. E and met with a northerly blow that raised the seas quite high, but afterwards the wind settled to NE and ESE.

...

**[A meteor off California]**

12 April 1806.

[Note in margin:] Amphatic Meteor.

From the 12 to 13 April, at 9 a.m. in  $34^{\circ}44'$  lat. N. and  $126^{\circ}45'$  W the atmosphere cleared and they spotted a complete circle of white light, as wide as a rainbow, parallel to the horizon at the same height as the sun, but only in that part of the sky there were some points showing the colors of the rainbow, which caused them to wonder, because

1 Ed. note: Very close to its actual position, at  $3^{\circ}49'30''$  N and  $154^{\circ}56'$  E.

2 Ed. note: That of the Sad Shoal, i.e. Oroluk, discovered by Thomson earlier.

3 Ed. note: The true position of the center of Oroluk Atoll is  $7^{\circ}35'$  N and  $155^{\circ}15'30''$  E.

they had never seen a similar phenomenon. Indeed, this meteor, says Captain Monteverde, was not a halo around the sun, but a strip surrounded by clear night and parallel with the horizon, like an *almicantarat* [=comet?] passing by the sun, though this body was clear, the sky blue, and the circle lasted only about five minutes.

...  
 [They made a stopover at San Blas on 28 April 1806, then continued on to Callao where they arrived on 24 August.]

## B2. Comments by Second-Lieutenant Baleato, the amateur ethnologist based at Lima, Peru

*Source: MN 577, fol. 100v-102v.*

*Note: The copyist has noted that Monteverde was using fathoms worth 6 Burgos feet, leagues of 20 to a degree, and, as stated, longitudes measured from the meridian of Greenwich. There is a very interesting ethnological analysis made by the copyist, as follows.*

### Original text in Spanish.

*El extracto manifiesta con la claridad que me ha sido posible, las posiciones y con la descripción que a su paso pudieron hacer de las pequeñas islas que descubrieron el día 18 al 19 de Febrero (que llamaré Islas de Monteverde) con la razón que dan de sus [h]abitantes, y las de algunas otras islas que vieron de que resultó, conocer con más certidumbre que hasta aquí sus situaciones; proporcionando con las demás occurrencias del viaje, la expresión de puntos en que acaecieron, y que sobre una carta, dan a conocer suficientemente toda la derrota.*

*El círculo que notaron a las 9 de la mañana de día 13 de Abril, es un meteoro original en su clase; y de los naturales de las Islas de Monteverde trajo este Capitán un sombrero, un petate, un coco, y un anzuelo, con su cordel, los que le pedí, y acompañe a V. por si gusta remitirlos al Deposito [H]ydrografico, ó hacer de ellos algun otro uso que juzgue conveniente.*

*El sombrero, que es de un tejido de palma, de figura muy rara, incomodo, y sin semejanza con los que se conocen de otros isleños cercanos, arguye que los naturales de las Islas de Monteverde no serán del más pequeño entusiasmo. Dice este Capitán que los sombreros de los naturales de las Islas de San Bartholomé, Cata, y Albintac [rather Cartritan], tienen la figura de un cono recto, con la ala redonda, que los deja parecidos a la boca de una bocina.*

*El petate es hecho de una yerba torcida, suave, y resistente, teñida de color amarillo, pero de un tejido, bastante igual y apretado, que imita al de la lona de España. Es muy [s]encillo que no se podría hacer a pulso, y que a aquellos naturales no les sería nueva la idea del telar.*

*El coco (que es donde trahían en las canoas el agua para beber) tiene un forro ó enrejado de cordel tejido sobre el mismo coco, en que cada ramalito consta de tres cordones; y la igualdad con que se conoce procuran hacer el enrejado; curiosidad con que*

amarraron &, no deja de manifestar, como el petate, que tienen gusto bastante para hacer de algun aprecio sus pobres manufacturas.

El anzuelo, que es de concha de nacar, parece lo mas extraño de todo, por que si en la forma del sombrero solo influye contra la comodidad, una idea extravagante; la figura que le dieron al anzuelo con la punta tan cerrada que parece muy casual el que se le enganche un pez, se opone a la utilidad que deben sacar de él, y era natural que eso lo advirtiesen presto; Con todo les vieron en las canoas pezes de una tercia de largo, y tal vez obligaria a dar al anzuelo esa forma, la experiencia de que a no ser así, se les escapase el pez, por que no es punta [h]arponada la que tiene el tal anzuelo.

Los cordeles solo constan de dos cordones iguales, y bastante bien torcidos, y al que está hecho firme en el anzuelo, quando tratan de pescar, le agregan el que va suelto que es mas grueso.

Las canoas de estos isleños son mas delgadas que las de los Indios del Callao, de modo que aquellas islas no tendrán arboles gruesos; pero sus proas, y popas son muy agudas, y bien cortadas; y para que no se buelguen les aseguran unos palos atravesados que salen por una, y otra vanda, en cuyos extremos amarran otros que quedan paralelos a los costados de la canoa sirviendole de escora.

No se proporcionó saber a quien daban culto los Indios de estas islas, pero los de las inmediatas de San Bartholomé, Cata y Albintac [sic] dice Monteverde que adoran el Sol, del mismo modo que los de las Islas Palaos; aquellos se postraron de cara a ese astro rindiendole gracias quando en 1800 fueron abordo de la Fragata **Filipino** donde los trató Monteverde; y los de Palaos (que los tuvieron quatro días en el mismo buque yendo de arribada a Zamboanga) se entristecian escondiendose à dormir quando se ponía el Sol, y por la mañana estaran con mucha atencion [h]acia Oriente, y bailaban asi que salía el Sol.

Que es quanto me ocurre que poder informar a V. sobre el reconocimiento de las islas expresadas, agregando a continuacion las posiciones de las de San Bartholomé, Cata, &c de que hablé por incidencia, situadas por observaciones en Latitud, y de Longitud por distancias lunares, en el viage que hizo la Fragata **Filipino**, al mando del Teniente de Fragata Don Juan de Ibargoitia en 1800, y 1801.

	Lat. N	Long. E de Cadiz
Centro de la isla de S. Bartholomé 6°37'	154°59'	
Tiene 13 millas de E1/4NE à O1/4SO y tres de N. à S.		
Centro de la isla de Cata	7°17'	155°15'
Tiene 6 millas de ENE à OSO, y 3 de NO à SE.		
Centro de los Martires [i.e. Pulap]	7°36'	155°36'
Son 4 isletas sobre un bajo que abrasan de N à S 10 millas y 6 de E à O.		
Isla de Abiutac [sic]	8°35'	156°27'
Tiene 2 millas de E à O, y 6 de NNE à SSO.		

*Todas esas son rasas con arboleda, y vieron [h]abitantes hasta las isletas de los Martires, y San Bartholomé aunque bajas, es un poco mas alta que las otras.*

*Isla nombrada Farallón [de Medinilla]                      16°40'                      152°26'*  
*Esta isla está en la mayor abra [sic] de la*  
*Cordillera de las Marianas, y es alta.*

*Dios guarde a V. muchos años.*  
*Academia Real de Nautica, Lima 25 de Sept. de 1806.*  
*Andrés Baleato.*  
*[Al] Sr. Don José Pasqual de Vivero.*  
*Es copia.*

### **Translation.**

The extract shows, as clearly as I was able to make it, the positions and the description that they were able to make, when passing by it, of the small islands that they discovered on the 19th of February (which I will call the Monteverde Islands),<sup>1</sup> including notices of their inhabitants, and those of some other islands that they saw, the result of which has been a better understanding as to their positions, and, in addition, the other events of the voyage, the daily positions which appear on a chart, and reveal the whole track with sufficient precision.

The "circle" that they noticed at 9 a.m. of 13 April [1806] is a typical form of meteor. This Captain brought artifacts made by the natives of the Monteverde Islands, i.e. one hat, one mat, one coconut [water container], and one fish-hook with its line, which I asked him to give me, and I forward them to you, in case you may wish to remit them to the Hydrographic Office,<sup>2</sup> or make of them any other use that you judge appropriate.

The hat, which is made of woven palm, has a very strange shape, is uncomfortable and without a match in the other neighboring islands, as far as is known. One conclusion that can be drawn from this hat is that the natives of the Monteverde Islands do not lack imagination. This Captain says that the hats of the natives of the Islands of San Bartalomé, Cata, and Albintac [or Caltritan]<sup>3</sup> have the shape of a regular cone, with a circular border, that makes them look like the end of a horn.

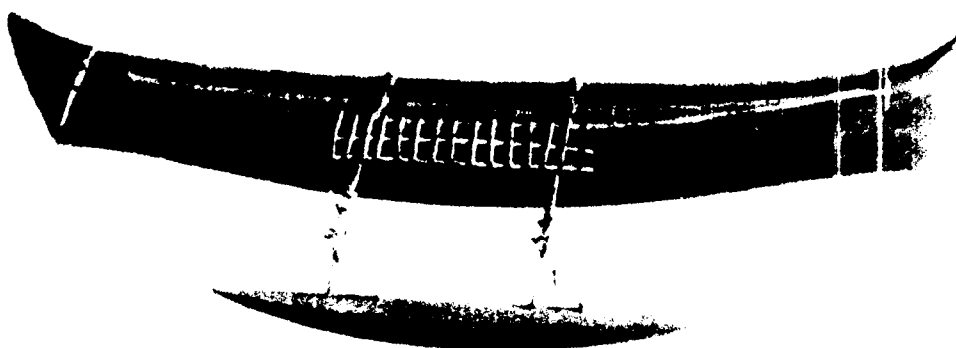
The mat is made of a type of grass that has been twisted, is soft, and resistant, has been dyed yellow, but it is woven, rather tightly and regularly, like our canvas in Spain. It is very probable that it was not made with hand and wrist, but that the natives there would not have been ignorant of weaving methods.

The coconut (which is the container they had aboard their canoes for their drinking water) has a covering or netting made of cords woven upon the coconut shell itself, each

1 Ed. note: Nukuoro, by their native name.

2 Ed. note: Then located in Cadiz.

3 Ed. note: Meaning the Central Caroline Islands in general.



**Model paddling canoe from Nukuoro, in the Cologne Museum.** (*From Haddon & Hornell's Canoes of Oceania, vol. 1, p. 395*).

cord consisting of three strands, is knotted quite regularly; their curious way of making knots was demonstrated when they fastened things to the ropes alongside. This sample, like the mat, shows that they endeavor to make even their simple implements with as much craftsmanship as possible.

The fish-hook, which is made out of a mother-of-pearl shell, seems the strangest thing of all, because if the shape of the hat is not conducive to comfort—an extravagant notion—on the other hand, the shape that they gave to the fish-hook, with its point so turned in that it is not very likely that a fish could be hooked by it, represents a puzzle, in that it is unlikely that anyone would have given it this unnatural shape on purpose. Yet, some fish of 1/2 yard in length were seen in the canoes. Perhaps experience has shown them that the fish-hook must have that shape in order to catch fish, because the point of this fish-hook is not barbed.

The [fishing] lines, however, consist of only two strands of equal lengths, rather well twisted. The one that is firmly tied to the fish-hook, when they are trying to fish, is attached to the other line that carried separately and is thicker.

The **canoes** of these islanders are narrower than those of the Indians of Callao, perhaps because those islands would not have any big trees; however, their bow and poop are very pointed, and well trimmed; and, to prevent their capsizing, they make them secure with some poles placed crosswise on one side and the other, at the end of which they fasten other poles that remain parallel to the sides of the canoe and serve them as supports.<sup>1</sup>

They did not try to find out what religion, if any, the Indians of these islands had. However, Monteverde says that those of the nearby islands of San Bartolomé, Cata and Albintac [sic] worship the Sun, the same as the those of the Palau Islands. The for-

<sup>1</sup> Ed. note: What is described is undoubtedly a **double**-outrigger canoe, but Baleato may have misunderstood the verbal description made of it by Monteverde.

mer prostrated themselves face down toward this star to express thanks to it, when in 1800 they were on board the frigate **Filipino** where Monteverde had dealings with them; and those of Palau (who remained for four days aboard the same ship when it was turning back in distress to Zamboanga) would sadden and hide themselves to go to sleep at sunset, and in the morning they would look longingly toward the Orient, and they dance with joy when the Sun arose.

This is what I think is worthy of your attention, Sir, about the surveys that were made of the above-mentioned islands. For the record, I copy below the positions of the Islands of San Bartolomé, Cata, etc. that I have mentioned incidentally, from actual observations of their latitude, and longitude derived from lunar distances, during the voyage of the frigate **Filipino**, under the command of Lieutenant Juan de Ibargoitia in 1800, and 1801.<sup>1</sup>

	Lat. N	Long. E of Cadiz	
Center of the Island of San Bartolomé <sup>2</sup> It is 13 miles from E1/4NE to W1/4SW and 3 from N to S.	6°37'	154°59'	[148°47'30"]
Center of Cata Island <sup>3</sup> It is 6 miles from ENE to WSW, and 3 from NW to SE.	7°17'	155°15'	[149°03'30"]
Center of Los Martires [i.e. Pulap] They are 4 islets upon a shoal that extends from N to S 10 miles and 6 from E to W.	7°36'	155°36'	[149°24'30"]
Island of Abiutac [sic] <sup>4</sup> It is 2 miles from E to W, and 6 from NNE to SSW.	8°35'	156°27'	[150°15'30"]

All of those islands are low-lying and covered with trees, and they saw inhabitants up to the islets of Los Martires. San Bartolomé, though low-lying, is a little higher than the others.

Island named Farallón [de Medinilla] This island is the biggest gap(?) in the chain of the Marianas, and it is high.	16°40'	152°26'	[146°14'30"]
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May God save you for many years.

1 Ed. note: See Doc. 1800F2. The positions given by Espinosa y Tello are different.

2 Ed. note: See earlier footnote.

3 Ed. note: Reported position of that island by Ibargoitia in 1799 was in fact 6°29' N and 154°24' E of Cadiz. However, the next voyage introduced some permanent confusion between Pulusuk and Pulusuk.

4 Ed. note: This island, called Anonymous earlier, is a good description of Ulul in the Namonuito group.

Royal Academy of Nautical Sciences, Lima, 25 September 1806.

Andrés Baleato.

[To] Don José Pascual de Vivero.<sup>1</sup>

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<sup>1</sup> Ed. note: This document is followed in MN 577 by another extract from Monteverde's logbook, but it is a very short 3-page summary.



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## Documents 1806C

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### A fleet of 7 EIC ships, via Sonsorrol and Palau

*Note: A fleet of 10 ships left England in February 1806, but three of them, the Marquis of Wellesly, the Marchioness of Exeter, and the Dover Castle, were bound to Bengal.*

#### C1. The Neptune, Captain Buchanan

*Source: Log 980, India Office.*

#### The logbook kept by Captain Thomas Buchanan.

...

**Neptune from Prince of Wales Island towards China.**

...

Sunday 21st Dec. 1806

... Weather unsettled, could not perform Divine service. At 1/2 past 7 a.m. departed this life Thomas Murphy, invalided from His Majesty's Ship **Bleinham**... In company with the Fleet.

Lat. obs. 3°45' N, Indifferent. Double altitude 3°35' N. Long. by Chron. 129°20' E.

...

Courses NNE, etc., Winds NWbW, etc.

Friday 26th Dec.

... At daylight the **Cirencester** made the signal for seeing land bearing S, at the same time the Commodore made the signal for seeing it bearing NEbN. The last must be the Island of St. Andrews. At 10 a.m. saw from the deck bearing N5°E. At noon it bore N4°W...

At 10 a.m. saw St. Andrew bearing N [sic]. At noon bearing N4°W, dist. about 11 or 12 miles. By the medium of the ships' yesterday and what I esteem the best of my own Chronometers I place the Island of Saint Andrews in Lat. **5°18' N** and Longitude **132°18'0" E**.

...

Saturday 27th Dec. 1806

... At 1/2 past 2 p.m. saw Saint Andrews Island NNW1/4W. At 2 p.m., Signal 176:

<b>Arniston</b>	132°16' E
<b>R. Charlotte</b>	132°27' E
<b>Glatton</b>	132°31' E

<b>Thames</b>	132°15' E
<b>Cirencester</b>	132°20' E
	-----
Medium	132°21'48" E

... Lat. obs. 6°00' N., Long. by Chron. 133°39' E.

Sunday 28th Dec.

Winds and weather variable with much rain. Weather unsettled, could not perform Divine service.

—Water remaining, last account	10,312
—Weekly expense	914
	-----
—Remaining store	9,398 gallons
	-----

At 6 a.m. Commodore made the signal 296 ENE. Saw the Pelew Islands from the mast head bearing NEbE1/2E.

...

Lat. obs. 7°7' N., Long. Chron. 133°57' E.

Monday 29th Dec. 1806

... At 1/2 past 5 p.m. the land extending from E a/c S [sic] to ESE dist. about 5 leagues. Lat. obs. 8°26' N., Long. Chron. 134°14' E.

...

## C2. The Arniston, Captain Wedderburn

*Source: Log 149F, India Office.*

### The logbook kept by Captain Peter Wedderburn.

**The Journal of the Ship Arniston, 6th voyage to China.**

...

**Ship Arniston towards China.**

...

Friday 26 December 1806

First & latter parts moderate breezes & cloudy weather, middle light variable winds with hard rain...

At 10 a.m. saw the Island of St. Andrews bearing N4°E. At noon the island NbW about 5 leagues.

Lat. obs. 5°4' North, Long. chron. 132°15' E.

...

Sunday 28 December 1806

Variable winds with cloudy weather throughout. Showery in the middle & latter part ... At noon the land bore about EbS1/2S in sight from the Mizen top. Weather too unsettled to admit of reading prayers. Water remaining 6,457 gallons.

Lat. obs. 7°4' North, Long. chron. 133°50' E.

Monday 29 december 1806

Moderate breezes throughout. First part hard rain. Middle and latter pleasant weather... At 4 a.m. saw the Pelew Islands from the deck, the Northernmost E1/4 N.— Body of the largest EbS1/4S, dist. from the nearest about 6 leagues. Sick 7.

Lat. obs. 8°25' North. Long. by Chron. 134°12' E.

...

Saturday 3rd January

At midnight departed this life William Summers, Quartermaster.

Lat. obs. 16°15' North, Long. Chr. 131°13' E.

...

### C3. The Marquis of Ely, Captain Dalrymple

*Source: Log 193C, India Office.*

*Note: It appears that this captain was relying on others for navigation; consequently, his entries are very laconic.*

#### The logbook kept by Captain James Dalrymple.

**HCS Marquis of Ely, Celebes Sea towards China.**

...

Tuesday 23rd December 1806

An increasing breeze, cloudy weather. 6 a.m. **Royal Charlotte** made Signal 290 SE

...

Lat. obs. 4°24' N., Long. in. 129°49' E, by Chron. 129°50' E.

Wednesday 24th Dec. 1806

... Daylight Signal 111 ... No obs. Lat. by acct. 4°55' N., Long. in. 131°11' E.

Thursday 25th Dece. 1806

Noon Commodore made signal for Longitude.

**Arniston** 131°32' East

**Thames** 131°26' "

**R. Charlotte** 131°25' "

**Glatton** 131°25' "

Could not distinguish the other ships.

Lat. obs. 4°50' N. A set to the Southward.

Lat. by acct. 5°27' N., Long. in. 131°32' E, by lunar 131°28' E, by Chron. 131°32' E.

Friday 26th Dec. 1806

6 a.m. **Cirencester** made Signal 296 S. Variable winds, squally & rain. 8 a.m. confined in irons Samuel Pindon (Seaman) for stabbing with a knife I. Lewis (Boatswain's Mate) in the belly. At noon an island very small and flat bearing NNE1/2E, dist. about 7 miles. I suppose this to be Savage Island and that the other land seen was Warren Hastings Island. This island was seen by the Fleet in 1801. St. Andrews Island is the only island laid down in my Charts near that latitude. The Longitude of St. Andrews differs considerably.

Lat. obs. 5°6' North, Lat. by acct. 5°24' N., Long. in. 132°7', by Chron. 132°16' E.

Saturday 27th December 1806

... 4 p.m., the island NW 9 or 10 miles...

Lat. obs. 6°4' N., Long. B Chronometer 133°28' East.

Sunday 28th December 1806

... 6 a.m. Signal to steer NNW. At noon, the Southernmost of the Palos in sight from the tops bearing ESE, another of ditto NEbE ...

Lat. obs. 7°4' N., by acct. 7°16' N., Long. in. 133°14' E, by Chron. 133°45' E.

...

## **C4. The Cirencester, Captain Halkett**

*Source: Log 179F, India Office.*

*Note: This was the 6th voyage of the Cirencester to China.*

### **The logbook kept by Captain Henry Halkett.**

#### **Ship Cirencester towards China.**

...

Friday 26th December 1806

... At 6 a.m. saw Pulo Anna from the main top bearing South. At 8 saw St. Andrews Islands from the mast head NEbN. At noon St. Andrews Islands (making like one island) North 8 or 9 miles... In company with the Fleet.

Lat. obs. 5°6' N., by acct. 5°13', Long. in. 131°52' E, by Chron. 132°21' E.

Saturday 27th December

Light winds with clody weather. At 4 p.m., St. Andrews Islands NW1/2W ...

Lat. obs. 6°4' N., Long. Chron. 133°4' E.

Sunday 28th December 1806

Variable winds with some squalls and rain. A large swell from the NE. At daylight saw the Pelew Islands from the main top bearing East. In company with ye Fleet.

Lat. obs. 7°00' N., Long. Chron. 133°50' E.

Monday 29th December

.. At 4 p.m. the Pelew Islands (from the deck) from East to E3/4S... In company with ye Fleet.

Lat. obs. 5°27' N., Long. Chron. 134°12' E.

...

## C5. The Royal Charlotte, Captain Patterson

*Source: Log 150R, India Office.*

### The logbook kept by Captain Robert Patterson.

...

Friday December 26th 1806

First part fresh breezes & cloudy. Middle light winds with much rain. Latter light breezes & showery. A heavy confused swell N.Easterly throughout. People usefully employed. Sailmaker repairing ye worst main topsail. In company as before.

At 10 a.m. saw the Island of Saint Andrew's from the poop bearing NbE. At noon the Island of St. Andrew NbW1/2W dist. 9 or 10 miles.

Lat. obs. 5°9' North, Lat. by account 5°25' N., Long. in. 129°26', by lunar 132°30', by Chron. 132°25' [E].

Saturday December 27th

... At 5 p.m. St. Andrews bore from the mast head WNW dist. 14 or 15 miles. A.M. exercised great guns & small arms.

Lat. obs. 6°05' N., by acct. 6°31' N., Long. in. 130°18', by lunar 133°52', by Chron. 133°47'

Sunday December 28th

First part pleasant breezes & fair. Middle light airs with some squalls & rain. Latter unsettled weather, a very confused swell throughout. In company with the fleet.

At daylight saw a low island from the mast head bearing NEbE.

At noon saw one of the Pelew Islands which appears low & flat from half way up the mizzen rigging SEbE1/2E dist. about 8 or 9 leagues, another island in sight from the mast head bearing about East. Unsettled weather [in] A.M. prevented the performance of Divine Service.

Lat. obs. 7°09' N., by acct. 7°10' N., Long. in. 130°10', by lunar 134°7' E., by Chron. 134°2' E.

Monday December 29th

... At 4 p.m. the extremes of the Pelew Islands from E1/2N to EbE1/2S dist. 6 or 7 leagues. At 6 the body of the largest of the Pelew Islands in sight bearing EbS1/2S. In company with the Fleet.

Lat. obs. 8°27' North, Lat. by acct. 8°24', Long. in. 130°19' E, by Chron. 134°14' E.

Tuesday December 30th 1806

... At 6 p.m. departed this lefe Henry Smuckey, Seaman. In company as before. No observation.

...

## C6. The Thames, Captain Riches

*Source: Log 8K, India Office.*

### The logbook kept by Captain Matthew Riches.

#### Ship Thames towards China.

...

Friday Dec. 26th 1806

Signal for Longitude

**Charlotte** 130°25'

**Neptune** 131°34'

**Arniston** 131°24'

**Marquis of Ely** 131°32'

**Glatton** 131°29'

**Thames** 131°25'

**Cirencester** 131°26'

Winds from the Westward for the most part, and very heavy rain in the first part and cloudy weather throughout. At 6 a.m. the **Cirencester** made signal for land S. At 1/2 past 6, saw ditto from the deck bearing SbW. Commodore made signal for land & NEbN. On clearing up 1/4 before 10 a.m. saw the Island of St. Andrew from the deck bearing NbE distance about 3 or 4 miles. At noon the Island of St. Andrew bore North about 5 miles.

Lat. obs. 5°8' N.

Saturday Dec. 27, 1806

At 4 p.m. the Island of St. Andrews bore NWbW1/2W. At 3/4 past 4 the Island of St. Andrews just in sight from the poop bore NW1/2W.

Lat. obs. 6°04' N.

Sunday Dec. 28, 1806

Variable with showers which prevented the performance of Divine Service. A daylight the land from the mast head bearing ENE. Commodore made Signal 276 & ENE. Bore up and made sail. Signal 93 with Neptunes Pendant. At noon the Southernmost of the Pellew Islands from the mast head EbS.

Lat. obs. 7°06' N.

Monday Dec. 29, 1806

At 4 p.m. the Pellew Islands from the deck from E1/2S to E1/2N. At sunset the body of ditto bore E1/2S.

Lat. obs. 8°27' N.

...

## C7. The Glatton, Captain Haliburton

*Source: Log 1720, India Office.*

### The logbook kept by Captain James Haliburton.

**Glatton towards China.**

...

Thursday the 25th Dec. 1806

... At 4 p.m., asked the **Arniston** what the barometer indicated? **Neptune &** her answered "more wind." Got every thing ready for sending down the topgallant yards.

Lat. obs. 4°47', by acct. 5°01' N., Long. in. 131°17', by Chron. 131°

Friday the 26th December 1806

... At 6 a.m. the **Cirencester** made the signal for seeing land, SbW, also the Commodore for seeing land NEbN. At noon the body of the island NbW distant about 14 or 15 miles. At 1 p.m. the Commodore made the signal for Long. per Chron.

<b>Royal Charlotte</b>	131°25'
<b>Thames</b>	131°25'
<b>Arniston</b>	131°22'
<b>Neptune</b>	131°34'
<b>Cirencester</b>	131°26'
[Marquis of] <b>Ely</b>	131°22' East

...

Lat. obs. 5°05', acct. 5°17', Long. in. 131°52', chron. 132°31' E.

Saturday the 27th of December 1806

... At 1 p.m., Signal for Long. per Chronometer

<b>Royal Charlotte</b>	132°27'
<b>Arniston</b>	132°16'
<b>Thames</b>	132°15'
<b>Cirencester</b>	132°20'
<b>Neptune</b>	132°20'

N.B. I asked the Commodore his Long. per Chron. but he would not **condescend** to inform me! The island passed yesterday is very low and not above two or three miles long, and requires a good look out. The difference of Long. made by some of the ships differs sixteen miles from others.

Lat. obs. 6°02', by acct. 6°37' N., Long in.. 132°56', by chron. 133°42' E.

Sunday the 28th of Dec. 1806

... At 6 a.m. the Commodore made the signal for seeing land NbE. At noon a small low island EbS just in sight from the poop. The Northern extreme of the land NE1/2N.

Longitude per Arnold N° 34 Box [Chronometer] 133°40' E. Ditto as per Arnold N° 10 Pocket 134°07' E. Ditto as per Broghstack [sic] N° 414 Box 132°12' E.

Lat. obs. 7°00' N., by acct. 7°05' N., Long. in. 132°47'

...

Tuesday the 30th Dec. 1806

... At 1/2 past 7 a.m. the Commodore carried away his main topmast close to the cap. At 10 a.m. one of the Lascars jumped overboard, lowered a boat down and picked him up, put him in irons to prevent him [from] doing so again.

Lat. by acct. 9°47' N., Long. in. 133°01' E

Wednesday the 31st Dec. 1806

At 9 a.m. let the Lascar out of irons.

[Chronometer] N° 34 133°50' E

N° 10 134°36' E

N° 414 133°38' E

...



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## Documents 1806D

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# The papers of Governor Blanco, 1802-1806

*Source: Items 12 & 13, Mariana Is., LC Mss. Div.*

*Note: Only the more important papers will be mentioned here.*

### D1. Summary of some proclamations

#### **Proclamation dated 25 January 1802.**

Saying that the orders, etc. of previous Governors will remain valid until further notice.

#### **Proclamation of unknown date [date obliterated].**

Ordering the owners of pigs to keep them in enclosures.

#### **Proclamation dated 8 February 1802.**

Allowing anyone in Guam the ability to trade, including with passing ships.

#### **Proclamation dated 3 August 1802.**

Ordering the arrest of Francisco Quitaji.

#### **Proclamation dated 27 September 1802.**

Permitting the use of coconut wine, or Tuba, in all the towns, specially by the harvesters from the City of Agaña.

#### **Proclamation dated 19 November 1802.**

Ordering the town mayors to carry out a census.

#### **Proclamation dated 14 December 1803.**

Ordering the town mayors to carry out a census.

#### **Proclamation dated 17 November 1804.**

Issuing 9 new regulations for good government.

### **Proclamation dated 23 November 1805.**

Ordering the town mayors to carry out a census.

### **Proclamation dated 2 May 1806.**

Ordering all administrators of towns and estates to submit a full inventory of goods and animals belonging to the King, in view of the end of his term.

### **Proclamation dated 16 October 1806.**

Announcing the contents of a royal decree received from the hands of Captain José Canpus [sic], in command of a passing Portuguese ship named **Nuestra Señora del Rosario**, proceeding from Manila. The king imposes new taxes on individuals.

## **D2. Order against indiscriminate hunting, dated 2 December 1802.**

### **Original text in Spanish.**

*[Don Vicente Blanco, etc.]*

*Por quanto haver tenido este Gobierno la Sensible noticia de haverse encontrado tres Balas en el Cuello de un Toro al final del Cocal de la Comunidad; y siendo esto precedido de los Cazadores de Benados; y deviendo dar las mas serias providencias para Cortar semejante maldad, pues en el Corto tiempo que media desde mi Yngreso à estas Yslas hasta el presente; ès notorio el descubrimiento de varios robos, de esta naturaleza, esto quizá será procedido del abuso que hacen de mi Caritativo Corazon pero como quiera que no me falta el conocimiento de que sin un Severo, y Riguroso Castigo, es imposible evitar el que se execute, y siendo asimismo grande la dificultad de descubrir semejante maldad por taparse las mas veces los unos à los otros; devo mandar y mando que los tales se abstengan (porque sino me será preciso dexar la parte por atender al todo que es el Presidio por ser este el principal objeto de mi cuidado) y deven Celar los unos Casadores à los otros, para lograr el alivio de dicha Casa lo que no quiero por aora, solo sí ordeno que los Citados Casadores salgan de esta Ciudad al amanecer (no mas temprano) y la buelta sea quando mas tarde entre siete, y ocho de la noche, y luego Ynme*

*[1-2 lines partly missing] corresp... y los que tienen ... - rra la dicha Caza me los presenten el día que ... a las ocho de la mañana para el fin de darles la Orden que me parece combeniente, y por considerar sera suficiente esta providencia para que los hombres de bien timoratos de Dios, y de la Justicia no Padezcan por la conducta de los malos y el que faltare a lo arriva expresado Sufrirá la Pena de Cien Azotes, y el tiempo que este Gobierno considere necesario para su enmienda; en los trabajos de este Presidio a Racion y sin Sueldo. Y para que llegue a noticia de todos y ninguno alegue ignorancia mando se publique por Bando en los parajes publicos y acostumbrados, y se saquen copias para fixar en la Puerta del Quartel; y otro en la Casa del Capitan del Campo.*

*Dado en esta Ciudad de San Ygnacio de Agaña à dos de Diciembre de mil ochocientos y dos años.*

*Vicente Blanco*

### **Translation.**

[Don Vicente Blanco, etc.]

Whereas this Government has received the deplorable news that three bullets have been found in the neck of a bull at the end of the communal coconut grove, and this having been preceded by [the passage of] Deer Hunters, I must give serious orders to stop similar evil. Indeed, in the short time period since my arrival at these Islands, various thefts of this nature have been noted; perhaps this abuse may have been the result of my charitable heart, but as it happens I realize that it is impossible to avoid the perpetration of such evil without a severe and rigorous punishment, and that it is often difficult to discover the culprits, because oftentimes the perpetrators protect one another. Therefore, I must order and am ordering the guilty parties to refrain (because otherwise it would be necessary for me to shift my attention away from the garrison, which is my first concern) and to keep watch on one another, in order to keep the benefit of said hunt, which I do not wish to cancel for now. However I do order said hunters to leave this City at daybreak (not earlier) and to return at the latest between 6 and 7 p.m.. Then ... [1-2 lines missing] ... those who succeed(?) in said hunt are to present me the result(?) at 8 the next morning, for the purpose of giving them the appropriate order. I consider this order to be enough, so that the God-fearing men who respect the law will not suffer from the conduct of the evil ones. Whoever breaks the above-mentioned order will be punished with 100 lashes and serve for a period that this Government sees necessary for his rehabilitation in public works, with ration but no pay. And, for all to know and for no-one to claim ignorance, I order this order to be published by Proclamation in the usual public places, and copies are to be made to post on the door of the Barracks, and on the door of the house of the City Mayor.

Given in this City of San Ignacio of Agaña on 2 December 1802.

Vicente Blanco

## **D3. Proclamation dated 5 January 1803, regarding the lepers**

### **Original text in Spanish.**

*Señores Capitan del Campo, y Alcaldes Administradores de los Partidos de Agat, Umata y Merizo, Ynarajan, y Pago.*

*Para el día doze del presente mes à las ocho de la mañana tengo determinado, que à todos los Yndividuos de esta Ciudad, seis Pueblos inmediatos, y el de los partidos de Agat, Umata y Merizo, Ynarajan y Reales Estancias de este Presidio, y el Pueblo de Pago que se allan enfermos del mal que llaman de [San] Lazaro de ambos sexos, me lo conduzcan à esta Capital sin falta alguna para dicha ora en el Camarin de Obras de este Presidio, à todos estos miserables Enfermos, à fin de reconocer por los Cirujanos José*

*Bermejo y Juan Manibusan que son los unicos inteligentes à presencia mia y del Capitan del Campo, para que los que estubiesen gravados de esta Enfermedad, se recojan quando yo lo determine en la Casa que se ha compuesto en el sitio de Enedhodjaya [sic]; esto ès los Hombres, y las Mugerres en la Casa que subsiste en el sitio de Adilog; devolviendome el presente Ovedecido.*

*Agaña 5 de Enero de 1803 años.*

*Vicente Blanco*

### **Translation.**

To the City Mayor and the Mayor-Administrators of the Districts of Agat, Umatac and Merizo, Inarajan, and Pago.

I have decided that, for the 12th of the present month, at 8 in the morning, every individual of either sex, living in this City, the six towns in its vicinity, or in the Districts of Agat, Umatac and Merizo, Inarajan, and the Royal ranches of this garrison, and the Town of Pago, and suffering from the disease called of St. Lazarus, to be brought to this Capital without fail for said time, to the Public Work shed of this garrison, where all of these miserable sick people will be examined by the Surgeons José Bermejo and Juan Manibusan who are the only knowledgeable persons, in my presence and that of the City Mayor. Those who might be seriously affected by this disease will be assembled, when I so determine, in the house that has been built on the site called Enedhodjaya [sic];<sup>1</sup> that is for the men, and as far as the women are concerned, in the house that exists on the site called Adilog [now Adelup]. You are to return the present document, marked obeyed.

Agaña, 5 January 1803.

Vicente Blanco

## **D4. Proclamation dated 22 March 1804—Hunting encouraged at the north end of Guam**

### **Original text in Spanish.**

*[Don Vicente Blanco, etc.]*

*Haviendo llegado à mi noticia los daños y perjuicios que ocasionan el excesivo numero de Benados que hai en los Montes de la Ysla, especialmente en el de Santa Rosa en las Sementeras del Presidio y de particulares, y no haver ya pasto para el Ganado Bacuño que el Rey tiene en estos Montes de Santa Rosa, me es preciso el ber de que modo se podrá aniquilar dichos Benados á fin de que los Sementereros, y el Rey puedan cojer sus Sementeras con algun descanso, y sin embargo de ser estos Montes bedados como ès publico y notorio, he determinado; que desde el dia martes tres del mes benidero sal-*

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1 Ed. note: Meaning South Enedho, a place probably corresponding to Ypao, the south end of Tumhon Bay, which tradition says was the site of a leper colony.

*gan dos de cada Casa junto con los Cazadores que son aficionados à este exercicio à fin de quitar dichos animales de estas inmediaciones, y hirlos arrinconando hasta el sitio de Retillan ò Tanocatan para que con este fin puedase con mas libertad cojerlos, bien sea con Perros, ò con Armas de fuego, guardando el orden de que no haiga [sic] desgracia alguna en la gente que ba para el efecto, y los que se cojiesen deveran partirse por partes iguales à todo el numero de gente que*

[1 line obliterated] *-te motivo esten todos contentos y travajen gustosos; con el bien entendido que no abrà queja alguna en este particular, no deviendo tocar en lo mas minimo à ninguna Res Bacuna que encuentren en los Montes, pues el que lo hiciere serà castigado con cien azotes y tres meses à los trabajos del Presidio à rasion y sin Sueldo sin distincion de personas, para cuyo fin se presentaran todos à los Cavos de la Real Hacienda de Tuto y Apurguan tanto à la hida como a la venida, deviendo llevar una Papeleta de D. Luis de Torres del numero de gente que bà, y ber si la Carne que traen es legitimamente de Benado, cuya licencia durarà por todo el mes benidero abisando à este Gobierno el Administrador de Santa Rosa si existen o nò Benados en todo este Monte, lo mismo executaran el Oficial de la Real Hacienda de Tuto, y los Sementeros que tienen sembrados en la Sienea, [1/2 line missing] los inmed[ia]ciones] de esta Ciudad, para cuyo fin se mantendràn en el Monte toda la Semana entera; deviendo benir à oir Misa los Domingos y dias festivos, y luego que la haigan oido bolveràn à dichos Montes empezando la Caza desde el sitio en que dejaron el dia anterior, cuyo numero de gente hirà al cargo de los Cavos y Sargentos de Milicias que fuesen precisos.*

*Y para que llegue à noticia de todos se publicarà por Bando esta Providencia, sacando Copia para fixar en la Casa del Capitan del Campo.*

*Dado en la Ciudad de San Ygnacio de Agaña à beinte y dos de Marzo de mi ochocientos y quatro años.*

*Vicentne Blanco*

## **Translation.**

[Don Vicente Blanco, etc.]

It has been brought to my attention that the deer in the wilds of this Island are causing excessive damage to public and private plantations, specially those that the garrison owns in Santa Rosa. I must therefore find a way to annihilate said deer so that the planters and the King might rest assured that they will be able to have a harvest, notwithstanding the fact that such wild areas are out-of-bounds, as is well known by the public. Consequently, I have decided that, beginning on Tuesday 3rd of next month, two persons from every household are to come out, to accompany the hunters who are fans of this exercise, in order to remove said animals from said neighborhoods, and to try and concentrate them as far as the site called Retillan or Tanocatan, the better to be able to catch them more easily, either with dogs, or with firearms, making sure that none of the people in question be harmed in any way, and with the understanding that all captured deer will be shared equally by the people involved ... [1 line obliterated] ...

a reason for everyone to be happy and participate willingly, and the understanding that there shall be no complaint made about this. Of course, not one of the cows that will be met in the woods are to be touched; indeed, any man doing so will be punished with 100 lashes and serve three months in public works with ration but no pay, no exception being made for persons of rank. For this purpose, all the men concerned are to present themselves to the officials from the Royal estate at Tuto and Apurguan, upon leaving and upon returning, to show the piece of paper issued by Don Luis de Torres stating the number of persons in the gang, and to check if the meat in question is truly deer meat. Said licence will be effective for the whole of next month. The Administrator of Santa Rosa is to advise this Government as to the presence of deer in that whole wild area; the same thing shall be done by the official in charge of the Royal Estate at Tuto, and the planters who have plantations in the Swamp ... [1/2 line missing] ... in the vicinity of this City. For this purpose, they are to spend the whole week in the bush, coming out on Sundays and holidays to hear mass, then returning to the bush, to continue hunting from the place which they left the previous day. Said men shall be under the supervision of an appropriate number of Corporals and Sergeants from the Militia.

And for this order to be made public, it shall be published by Proclamation, copies of which shall be posted at the house of the City Mayor.

Given in the City of San Ignacio of Agaña on 22 March 1804.

Vicente Blanco

## D5. Proclamation dated 14 June 1804 [sic]— Passing ships and wars in Europe

### Original text in Spanish.

*Señores Alcaldes Administradores de los Partidos de Agat, Umata, Ynarajan, y Pago.*

*Segun noticias que han dado los dos Barcos que han pasado este presente año el primero el **Principe de Asturias**, y el segundo la **Concepcion**; de que las Guerras se hivan à declarar segunda vez con el Rey de la gran Bretaña, movido Nuestro Catholico Monarca D. Carlos Quarto que Dios guarde muchos años, de las grandes extorciones que ha experimentado apresando barios Baxeles mui interesados que se transportavan con caudales de la N.E. à la nuestra Europa, estos son los motivos que considero que à esta ora estaràn declaradas dichas Guerras, por barias señales que se han observado en esta Ysla de pocos días à esta parte, que son el haver pasado en el término de tres días tres Embarcaciones algo distantes de esta de Guahan, y atendiendo de que al presente no es tiempo, respecto no admitir la Monzon de que estas Embarcaciones sean de la America por venir del Oeste al Leste, por lo que me ès preciso encargar à Vmds. la muchísima vigilancia y cuidado sobre este punto tan interesante, haciendo de que estèn con gran cuidado de dia y de noche por ver si se llega [a] reconocer alguna de estas Embarcaciones que pasan bolantes, y en caso que se abisten, se reconoceran à distancia proporcionada el Buque, la Bandera que lleva, y calidad de la*

*gente dandome parte de lo que huviese sin perdida de tiempo, à fin de que den lugar de ponernos en una mediana defensa, hasta donde alcansasen nuestras fuerzas. Y para su constancia me devolveran el presente Ovedecido sacando copia cada uno de Vmds. para saber lo que han de hacer en este caso.*

*Agaña 14 de Junio de 1804.<sup>1</sup>*

*Vicente Blanco*

### **Translation.**

To the Mayor-Administrators of the Districts of Agat, Umatac,<sup>2</sup> Inarajan, and Pago.

According to the news received from the two ships that have visited this past year, the first one being the **Príncipe de Asturias** and the second one the **Concepción**, to the effect that war was expected to be declared a second time between the King and Great Britain, because our Catholic Monarch, Charles IV (whom may God save) was much affected by the various vessels that had been captured, that were carrying very rich cargo from New Spain to our part of Europe. Such are the reasons why I consider that said war has been declared, because of various clues observed from this Island a few days ago, when three different ships passed at some distance from this Island of Guam over a period of as many days, and given the fact that now is not the right monsoon season for ships to come from America, as they came from the West and were headed East. I therefore warn Your Graces to be very watchful and cautious regarding this important matter, by making sure that you exercise great care, day and night, and try and reconnoiter any of these vessels that pass with all speed. When a ship is spotted, it shall be reconnoitered from an appropriate distance, to note which flag it carries, and the type of men on board, and letting me know right away, so that we may take defensive measures, within our capabilities. And to record the present, you are to return it, marked obeyed, after each one of you has made a copy for himself, to know what to do in case of need.

Agaña, 14 June 1804 [rather 1805].<sup>3</sup>

- 
- 1 Ed. note: The year must have been 1805 instead, before the ships in question passed in September 1804 and early 1805 respectively.
  - 2 Ed. note: Merizo was part of the same district as Umatac.
  - 3 Ed. note: The Concepción had passed in September 1804 (Doc. 1804G) and the Príncipe de Asturias earlier in 1805 (see Doc. 1805D). What were these mysterious ships passing by Guam in early June 1805? Perhaps some traders going from NSW to the NW Coast.

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## Documents 1807A

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# The ship *Maryland*, Captain Perry, visited Guam

### A1. The narrative of the ship supercargo, Isaac Iselin

*Source: Isaac Iselin. Journal of a Trading Voyage Around the World, 1805-1808 (New York, 189-[sic]).*

*Note: The ship departed New York on 5 September 1805. It visited Cape Verde, Cape Horn, Chile, Peru, the Marquesas, New Spain, including California, Hawaii, Guam, the Bashi Is., China, the Indian Ocean and the Atlantic.*

#### Excerpts from this book.

...

20th July [1807]

... It was finally determined to keep on our course, intending to make the last trial of disposing of some of our remaining goods at the Ladrone Islands. They lay in Lat. 13°20' South, and the distance from the Sandwich Islands is fifty degrees, which we hoped to make in twenty or twenty-two days, but in this we were much disappointed. The passage proved the most slow and tedious one yet made during the voyage. The winds were mostly very light, particularly toward the latter part, when we seldom exceeded three to four knots per hour [sic]. In the early part we had pretty regular trades from the northward and eastward but as we drew more to the south the wind veered to southward and eastward, and continued so, mostly very faint, with little deviation to the northward. We had calculated to be favored by S.W. current, but instead of that the current set us to the eastward, since on first making the land, twelve leagues ahead, we had actually passed it by reckoning more than a hundred leagues. The temperature was most of the time very hot and sultry; the sky cloudy, but the sun not obscured, except during those frequent squalls which we experienced almost daily, accompanied often with tremendous showers of rain, and strong thunder and lightning as we approached Guam. Various tropic birds generally were about the ship; we saw porpoises and caught numbers of bonittos [sic]. On the 13th August, a land bird rested on the ship's mast, which we suspected to have been blown off from the Carolines.

At length on the 19th August, the thirty-second day after our departure from Atto-wai, we descried land ahead, and with a favorable gust we doubled the south point of



a small island, connected by a reef with the Island of Guam. The land in sight is low, very pleasing, verdant, and thickly covered with wood. Some houses are seen, and as we advance, a fort on which Spanish colors are displayed. To the right of this fort, which is on an eminence and contains thirteen embrasures,<sup>1</sup> at the entrance of a small valley, a large white building is exhibited to advantage. This is the Palaccio [sic], as we were informed by Don Francisco Herrera, who about eleven came on board in a clumsy canoe with outriggers, paddled by Indians; Don Herrera, a creole, calls himself commandant of this fort, where he has some raw Indians for soldiers. They are of a light copper color, dressed in blue ragged drawers with shirt or frock of the same stuff. They carry each a *machete*, or long knife, like the Indians on the coast of Mexico. On the information from the Don we determined to steer for Point Orote in order to be nearer to the town of St. Ignacio di Agouna [sic], where resides the governor, to whom [I] dispatched a message.

20th Aug. As we stand to the northward, we pass by several open bays with fine sandy beaches and some habitations. About one [p.m.], passed the Point of Grote [sic],<sup>2</sup> which is formed by a rocky bluff extending some distance in the sea, and soon found ourselves off the Caldera, a small harbor defended or protected by a fort with five embrasures and another with three.<sup>3</sup> Not finding here an eligible anchorage we returned again towards the Palacio, where we were overtaken by a boat which had followed us all the way from the Caldera. Two persons soon came on board of us (one a stout Indian bred), with a polite message from the governor, to inquire after our home, etc. Keeping under sail during night with a Spaniard on board, who was to act as pilot, we made for the harbor in the morning, and about noon Friday, the 21st Aug., sounded about two miles off St. Ignatio, but could get no bottom, with 120 fathom line. This town is very pleasantly situated at the foot of a hill amongst a grove of cocoanut trees and opposite to a fine white sandy beach. It was not found safe to remain here, and for the third time returned opposite the Palacio where we anchored in the evening, in fifteen fathoms water, about three-quarters of a mile from the shore, the highest fort bearing about N.E. Went on shore, where dined with Signor [sic] Guerera [sic], the Alcade [sic] of the place and commander of the fort.

22d. The casks were landed to be filled with water in one of the several fine streams that run close to the beach. The country a bout as far as I can judge, after a short walk, seems very fertile and looks verdant. Cocoanut trees are abundant, and also the *lima*, breadfruit and plantains, some rice, maize and sugarcane is also cultivated, but not to any extent. Cattle is not plenty and they are said to send annually to the neighboring Island of Tinian, (of which Lord Anson has made so romantic a description), to have a provision of jerked beef put up. Horses are scarce and so are mules and very dear. Poultry and doves [are] abundant. Don Guerera or Herrera tells me, that some canoes

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1 Ed. note: This was the newly-built Fort San José (see Doc. 1803C).

2 Ed. note: An obvious misprint for Orote.

3 Ed. note: Fort Santiago and Fort Santa Cruz respectively.

with Indians come here every year (to trade for iron, etc., from the Caroline Islands. Towards midnight, a message was sent from the shore to the ship, to beware of an approaching storm, but it passed over without accident. In the evening, during a heavy shower of rain a *Lancha* hove in sight, and we were soon after boarded by his excellency the Governor, Don Alexandro Paramo de Centa [sic].<sup>1</sup> After a short visit, I accompanied him on shore to the Palacio or Government House. His excellency is much a man of the world, he appears active and well disposed to improve the government intrusted to him, but it will be an arduous task, to make any progress, while the sloth and indolence of the natives appear so much opposed to them. However, the improvement he has made in the Palacio, considering the means he had at his command, shows that he is capable of something and indicates a degree of taste. Don Alexandro has been here only since last October, when he arrived from Manila. The agent of the Philippine Co., had intrusted him to devote much of his care to the culture of Indigo, which grows here spontaneously, but its manufacture is not understood, nor do they seem to improve the cotton that grows on the island.

*Beach la mar* is collected in small quantities and the Governor seems well to know the value it has in China. It is called here *ballate* [sic].<sup>2</sup> According to the account of Fray,<sup>3</sup> the Island of Guam, which is more than a hundred miles in circumference, contains about fifteen thousand inhabitants, a very small proportion of whom are native Spaniards. One-third of the population nearly lives in the town of St. Ignatio, which is regularly laid out but meanly buiilt, and only a few houses are of bricks covered with tiles. According to the Governor, there are six hundred regular soldiers on the island, and in case of emergency two thousand militia could be collected and armed; but I believe these accounts much exaggerated, and lay more faith in those given me by Don Martinez, who states the whole population at twenty-five hundred souls, besides one hundred and fifty soldiers in pay, thirty whereof form an artillery company. At any rate the military establishment is most wretched, both as to men and arms. Of the other numerous islands of the group, Rota alone is said to be inhabited by eight hundred souls according to one and three hundred to another account.

The Governor gave me some interesting account about Lima and Manila. He informed me also that the *Nao*, from Acapulco to Manila, and other vessels from the Spanish main, pass here in April or May and come to anchor, but at this time of the year they would not dare to lay in so exposed a place; they then go to the Caldera.

23d. After having sold on board some goods to the Governor, went to dine with him and his suite, in good style, at the Palacio. He wished us to give up the Spaniards who were on board our ship, as subjects of his master, His Catholic Majesty, but we granted him but two, who had shipped at the Sandwich Islands and who wished to land.

---

1 Ed. note: That is, Alexandro Parreño, he who later moved to Manila and was Colonel in charge of Fort Santiago there in 1820 (see B&R 51:164).

2 Ed. note: From "balate" in the Filipino language.

3 Ed. note: No name is given for this author.

From the examination he made them undergo it is pretty clear His Excellency takes us for Englishmen. Sunday morning went to mass, and was kept a full hour on my knees. Breakfasted with the Governor, and next day, 24th, dined with him. A sharp correspondence with His Excellency, who, however, makes handsome acknowledgment. Free trade is allowed in the islands, but being so far, seven leagues, from the town, the Governor was our only customer, for about \$1,300.

25th Aug. We took our departure from Guam, continuing our course to the westward, with variable winds, squally, rainy and unpleasant weather.

...

[The ship went towards the Bashi Islands.]

## A2. The narrative of Samuel Patterson

*Source: Samuel Patterson. Narrative of the Adventures and Sufferings of Samuel Patterson (Palmer [Mass.], 1817).*

### Excerpts from this book.

...

## CHAP. XIV.

*A trip to Canton, and Port Jackson.*

Capt. Perry arriving in the ship **Maryland**, (which was formerly a sloop of war) from the coast of Peru, and being bound to Canton, I entered on board as a passenger, and embarked. We arrived at one of the Bashee islands inhabited by Spaniards, where we stayed a few weeks. After obtaining supplies, we sailed, and touched at another island in the China sea.

...

[Obviously, no mention was made of their visit to Guam.]

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## Document 1807B

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# The ship Hope, Captain Bromley, named Kosrae Hope Island

*Sources: Logbook in the Baker Library, Harvard University, under Mss. 733 1806-08 M791; PMB 728.*

## The voyage of the ship Hope, of Staten Island, New York, bound for the Pacific Ocean. Capt. Reuben Bromley.

...  
[They sailed between 30°-40° to Port Jackson, then Tonga, Fiji, then headed for Canton.]

...  
Saturday 25th Sept. 1807

Our intended route which was to fall into and follow the Track of the **Walpool** Capt. Butler,<sup>1</sup> which appears to be a very clear passage.

...  
Saturday 3d Oct. 1807

...  
6, land was discovered from the Northward appearing like 2 islands (which after approaching nearer seemed to be one island attached together with low land) bearing from NW by W to W by N1/2N dist 7 leagues. Set studding sails. At Me[ridian], the South point of the Island bore W1/4S, the North point bore W by N and the body bore W1/4N dist 5 leagues. This island is not being mentioned in any Charts of the Eastern Seas in my possession. I therefore think it a new discovery and have named it Hope's Island, the body of which lies in 5°15' North & Long. 165°17' East of London.<sup>2</sup> Variation 10°00 East. Lat. Obs 5°13' S [rather N].

N.B. This Island is high land and may be seen in clear weather 8 or 9 leagues [away].

...

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1 Ed. note: The Walpole, Capt. Butler, in 1794 (see Doc. 1794C).

2 Ed. note: His longitude was 2° off.

Saturday 24th Octbr. 1807

These 24 hours commences with strong trades and cloudy weather. Saw large flocks of birds & some drift grass. At 7 p.m., took in studding sails. Middle part brisk trades, cloudy weather & frequent squalls. At 5 a.m., set Top Mast Studding sails on both sides. At 6, saw the Island of Saypan bearing W dist. 8 leagues. Bent the sheet and small bower cables intending to come to at Tinian if a favorable opportunity offered [itself] in passing it. At Me[ridian], the South end of Saypan bore by compass W by S dist. 4 leagues, the North end of the Island bore NW $\frac{1}{2}$ W dist. 3 leagues, the Island of Tinian bore WSW dist. 6 leagues. Latter part fine breezes and passing squalls. Lat. Obs. 15°11' North.

Sunday 25th Ob. 1807

Fresh trades & squally with rainy dirty weather. At 3 p.m., took in studding sails, at 6, bring within about 3 leagues of Anson's Roads & about the same dist. from the Island of Aguigan. We double reefed top sails & hove to to the Southward for the night. At the same time, the SW end of Saypan, a low point, bore by compass N by W $\frac{1}{2}$ W dist 4 leagues, the North end of Tinian bore NNW $\frac{1}{2}$ W dist. 4 leagues, the South end bore W $\frac{3}{4}$ S dist. 3 leagues, the body of the Island of Aguigan bore SW by W 3 leagues. Middle part, strong trades & flying clouds. At 2 a.m. tacked to the Northward etc. 5 a.m., North end of Saypan bore NNE dist. 6 leagues, the rock off the South end of Aguigan bore SW by W dist 7 miles, the North end of Aguigan bore W $\frac{1}{2}$ S dist 1 league, the North end of Tinian bore N by E dist. 1- $\frac{1}{2}$  leagues, the bottom of Anson's Roads bore N by W dist. 3 leagues, the West point or top of the Roads bore NW by N 4- $\frac{1}{2}$  leagues. Squared away for Anson's Roads. At 7- $\frac{1}{2}$ , coming on heavy squalls & fresh trades, we thought better to square away & take the advantage of a good breeze which suits our taste better than all the good things in the Island of Tinian. After so long a voyage, it must evidently appear that our anxiety is very great to see some of our countrymen (which we have reason to expect at Canton) & hear from our friends & native shore. At the same time, the bottom of Anson's Roads bore North dist. 2 miles from which we take our departure in Lat. 14°59' N & Long. 145°47' E from London.

1  
...

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1 Ed. note: In April 1809, Capt. Bromley was again in Micronesia, in command of the ship *Tonquin* (ref. Fanning). He then re-discovered Kapingamarangi.

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## Documents 1807C

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# The voyage of the EIC ships *Perseverance* and *Albion*

## C1. The *Perseverance*, Captain Tweedale

*Source: Log 255E, India Office.*

### The logbook kept by Captain James Tweedale. Ship *Perseverance* from Penang towards China.

...

[Date Lat. N. Long. E.]

[15 Jan 1°50' 135°32']

[16 Jan 3°13' 136°36']

[17 Jan 4°59' 137°40']

A strange sail NNE at 8 a.m.

Sunday Jan. 18, 1807

A.M. performed Divine Service. In company with the *Albion*... At 5 p.m., the stranger NbW. Cleared ship for action & made the Signal N° 2.

Lat. obs. 5°43' N., by acct. 5°29' N., Long. in. 138°28' E, by Chron. 138°26' E. Sick report 31.

[19 Jan 7°04' 138°30' E]

Tuesday January 20th 1807

... In the night hauled to the Westward as per Log, and kept a good lookout. At daylight saw the land bearing NEbN dist. about 8 leagues. At 7 a.m. 3 islands from the mast head NE which I take to be the Matalotes [sic] & I make them to lay in Lat. 8°25' North and Long. 137°32' East.<sup>1</sup>

Lat. obs. 8°41' N., acct. 8°34', Long. in. 137°09' E, by Chron. 137°07' E. Sick report 30.

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<sup>1</sup> Ed. note: Corresponds to Ngulu atoll.

...

## C2. The Albion, Captain Richardson

*Source: Log 81I, India Office.*

### The logbook kept by Captain Benjamin Richardson. Ship Albion's 7th Voyage.<sup>1</sup>

...

#### Ship Albion towards China.

...

Monday 19th January 1807<sup>2</sup>

... In company with the **Perseverance**. Pumped at 2 inches making 1/8 of an inch per hour. Set N87°E 61 miles these 24 hours.

Lat. obs. 7°4' N, by acct. 7°25', Long. in. 135°54', by lunar 136°24' E, chron. 138°.10' E.

...

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1 Ed. note: In January 1802, this ship was part of a fleet that skirted Micronesia staying close to Mindanao.

2 Ed. note: There is no mention of the mystery ship.

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## Documents 1807D

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# The French warship *Canonnière*, Captain Bourayne, became a Spanish galleon

*General sources: Jore, L. A. N. H. L'Océan Pacifique (1815-1848) (Paris, 1959); Dunmore, John. French Explorers in the Pacific (OUP, 1965).*

### Introductory notes.

The French frigate *Canonnière*, under the command of Captain Joseph-César de Bourayne, was visiting Manila when the merchants of Manila recruited her to make a run to Acapulco. When the French ship returned from Acapulco, the grateful merchants offered a reward to the crew of the *Canonnière*.

Little is known about this French warship, other than she was well equipped and was ordered to sail to Manila in 1806, at the time that France was politically aligned with Spain. She sailed from Manila Bay on 19 April 1807, and arrived at Acapulco on 21 July. She left Acapulco on 21 October and returned to Manila by an unusual route, sailing just south of Hawaii, crossing the Marianas and down to Mindanao.

There are no real primary-source documents about this voyage [unless the narrative of Captain Bourayne can be found in ANP], except scraps of information in AGN.

Dunmore adds that Bourayne refused to accept the reward and remained in Manila until late March 1808. On his way back to France he made three prizes off the coast of Sumatra. The French-Spanish alliance did not last long. In 1809, when another French ship entered Manila Bay, the crew were made prisoners; Spain had sided with the English by then.

## D1. Re-discovery of Okino-Daito Island by the French

*Source: MN 96, fol. 215.*

### Original text in Spanish.

#### *Situación de una Ysleta en el Golfo de Marianas.*

*El Comandante de la Fragata de Guerra Francesa la Canoñera, Mr. Burens [sic], en el viage que hizo de Manila à Acapulco el año de 1807 (segun consta del Diario adjunto) descubrió una Ysleta Rasa pequeña con arbustos sin havitantes que situò en Latitud N24°30' y en Longitud Oriental de Cadiz por el cronometro de 137°35'30". Esta*



*Ysla esta situada en las Cartas antiguas del uso de los navegantes de Filipinas con mucho error en Longitud con el nombre de Rasa.*

**Acaecimientos mas notables.**

*Mayo 1°.—19°42' N & 119°36' E.*

*Punto de la salida de las Yslas Carubabuyanes à medio dia.*

*2°.—Nota. La Longitud is desde el Meridiano de Paris. Cadiz [está] al O de Paris 8°37'30". Manila esta al E de Paris 118°37'30"*

*4°.—20°32' N & est. long. 122°51' E.*

*Dexamos 2 Buques que comboyamos, que eran la Nao **Magallanes**, y la Fragata **Santa Gertrudis** de la Real Compañia de Filipinas. Avistamos una Ysletita por 24°30' y 128°58' de Longitud.*

*8°.—24°40' N & 129°16' E.*

*Governamos para reconocer las Yslas Dolores que no se conocia.*

*9°.—24°26' N & 131°19' E.*

*Las corrientes iban con mucha fuerza para el SO.*

*10°.—24°4' N & 132°56' E.*

*Avistamos las Yslas de Azufre por la Proa.*

*13°.—25°11' N & 137°57' E.*

*Por el Relox la mediania de las Yslas esta*

*15°.—24°39' N & 139°42' E.*

*por 139° de Longitud y por 24°48' de Latitud.*

*16°.—26°34' N & 140°00' E.*

*A las 7-3/4 de la mañana, avistamos la parte del S. de las Yslas del Arzobispo.*

...

*9° de Julio.—19°6' N & 108°50' O. Se avistó la tierra a las 5-1/2 como 15 à 16 Leguas en el NE1/2N.*

*20°.—16°58' N. Fondeamos en la Rada de Acapulco à las 4 de la tarde.*

**Translation.**

**Position of an islet in the ocean off the Marianas.**

The Commander of the French war frigate **Canonnière**, Mr. Bourayne, during the voyage that he made from Manila to Acapulco in 1807 (as reported in the Logbook, attached)<sup>1</sup> discovered a small, flat, islet with shrubs but no inhabitants, which he placed in 24°30' lat. N. and 137°35'30" long. E. of Cadiz by Chronometer. This island is located in the old Charts used by the mariners in the Philippines with a great error in longitude, where it is named Rasa [i.e. Flat Island].

**Most important occurrences.**

May 1st.—19°42' N & 119°35' E.

Departure point from the Carubabuyanes [sic] Islands at noon.

<sup>1</sup> Ed. note: The so-called logbook is but a table of positions, with remarks.

2nd.—Note. The longitude is with reference to the meridian of Paris. Cadiz is 8°37'30" W. of Paris. Manila is 118°37'30" E. of Paris.

4th.—20°32' N. & 122°51' E.

longitude estimated. We leave 2 ships that we are convoying, which were the galleon **Magallanes** and the frigate **Santa Gertrudis** of the Royal Company of the Philippines.

8th.—24°40' N. & 129°16' E.

We sighted an islet in 24°30' and 128°58' long.

9th.—24°26' N. & 131°19' E.

We steered so as to sight the Dolores islands which were not known.

10th.—22°4' N. & 132°56' E.

The currents were running strongly to SW.

13th.—25°11' N. & 137°57' E.

We sighted Sulphur Island ahead.

15th.—24°39' N. & 139°42' E.

By chronometer, the middle island [i.e. Iwo] is in 139° longitude and 24°48' latitude.

16th.—26°34' N. & 140°00' E.

At 7:45 a.m., we sighted the S. part of the Arzobispo [i.e. Bonin] Islands.

...

July 9th.—19°6' N. & 108°50' W.

Land was sighted at 5:30, bearing NE1/2N, distant 15-16 leagues.

20th.—16°58' N.

We anchored in the harbor of Acapulco at 4 p.m.

## D2. Letter from Captain Bourayne, dated Acapulco 7 October 1807

*Source: AGN Fil. 60, fol. 4-5v.*

### Original text in Spanish.

*Fragata de S.M.Y. y Real la Cañonera.—Acapulco 7 de Octubre de 1807.—  
Exmo. Señor.*

*Tengo el honor de prevenir á V.E. que los Viveres de mi tripulacion no han llegado aun aqui, no obstante de que me havian dicho los recibiria en toda la Semana ultima. Veo se retarda mi salida, sin poder fixarla, ignorando absolutamente el momento en que devan llegar los viveres, á causa de los malos caminos, y que necesito despues, quatro á cinco dias para embarcarlos, y ponerlos en su lugar; esta demora me es sumamente desagradable, deseando como deseo llegar, á la costa de Luson, antes que el Enemigo establezca en ella su cruzero; el qual regularmente lo verifica, hacia el 15 de Diciembre.*

*Haré quanto dependa de mi, para dar la vela el 15 del Corriente, esperando, segun los avisos recibidos, por el ultimo correo, de que los viveres llegaràn en esta semana, al fin de la qual, embarcaré el resto de los Capitales, para adelantar este trabajo, que es bastante largo, y exige muchas precauciones, y cuidados.*

*Haviendose restablecido la salud de mi tripulacion, mucho mas de lo que podia esperar, no habiendo perdido hasta ahora sino siete hombres, y esperando dexar solamente en el Hospital de este Puerto de diez ó [once?] hombres que no están bien*

*restablecidos, á demasiado deviles para embarcarse: tengo el honor de prevenir á V.E. que solo tomaré del Galeon el **Magallanes**, en virtud de sus ordenes, doce á quince hombres, numero suficiente para completar mi tripulacion, y defender mi Bandera, los grandes intereses de S.M.C. y de sus Basallos en las Yslas Filipinas, y sin la desercion que he tenido aqui de algunos Yndios ó Mexicanos, que embarqué en Manila, no habria necesitado el menor reemplazo.*

*Creo que D. Manuel Darvin, en virtud de mis ordenes, habrá tomado antes de su salida de Mexico de los S.S. Oficiales Reales, la Cuenta de los gastos causados en esa Capital por la fragata de S.M.Y. y Real la **Cañonera**, la qual deve remitirse con las causadas en este Puerto, y de cuyo total, y en conformidad de mis instrucciones Maritimas despacharé libranza por Duplicado á quatro meses de vista contra la Tesoreria Ymperial de Paris, en favor de la Persona que V.E. tenga á bien indicarme: á la llegada aqui de D. Manuel Darvin, y concluidos que sean los gastos de este Puerto, concluiré este asunto.*

*En una de mis anteriores tuve el honor de prevenir á V.E. que si tenia algunos Pliegos ú otros objetos destinados á las Filipinas ó á la Yndia, de tener á bien el remitirmelos, y para cuyo desempeño pondré el mayor esmero para que lleguen en buen estado.*

*Permitame V.E. manifestarle mi reconocimiento por las bondades, y cuidado que se ha servido emplear, para acelerar la Salida de la Fragata la **Cañonera**, contribuir al exito de mi expedicion, y del modo honroso, con el qual ha tratado V.E. la Vandera de mi Emperador, y de sus Vasallos: con estos sentimientos, son con los que tengo el honor de Suplicar á V.E. tenga á bien admitir los homenajes respetuosos, y la alta consideracion con la que:*

*Tengo el honor de ser de V.E.*

*El muy humilde, y obediente Servidor*

*El Capitan de Navio*

*Cesar Bourayne*

*[Al] Excelentisimo Sr. D. Jose de Yturrigaray, Virey de Mexico.*

### **Translation.**

His Imperial and Royal Majesty's frigate **Canonnière**.—Acapulco 7 October 1807.  
Your Excellency.

I have the honor to report to Y.E. that the food supplies for my crew have not yet arrived here, in spite of having been told that they would be received during Holy Week. I find myself forced to delay my departure, until an unknown date, because I completely ignore the time when the food supplies might get here, due to the bad condition of the roads. I will then need an additional 4 to 5 days to load them, and stow them. I am very upset at this delay, because I wish to arrive on the coast of Luzon before the enemy can put his cruiser there, something he usually does, around the 15th of December.

I will do what I can to sail on the 15th of this month, hoping that the food supplies will get here this week, according to the news received by the last mail courier. At the

end of this week, I will embark the rest of the funds, to make this task progress, one that is rather long and requires many precautions and care.

The health of my crew has been restored, much better than I had hoped. I have lost only seven men so far and I expect to leave behind only 10 to [11?] men in the Hospital of this port, as they are not well enough yet, or too weak to come aboard. I have the honor to inform Y.E. that I will only take from the galleon **Magallanes**, by virtue of your orders, from 12 to 15 men, a sufficient number to complete my crew, and defend my flag, the great interests of His Catholic Majesty and those of his vassals in the Philippine Islands. If I had not had deserters here, a few Indians or Mexicans shipped at Manila, I would not have needed the least reinforcement.

I believe that Don Manuel Darvin, following my orders, would have taken, before his departure from Mexico, the account of the expenses made in that capital by His Majesty's Imperial and Royal frigate **Canonnière**; said account must be remitted along with the expenses made in this port. Concerning these total expenses, according to my sea instructions, will be paid with a draft note, issued in duplicate, to be paid within four months by the Treasury Imperial in Paris, to the order of the person whom Y.E. may be good enough to indicate to me. At the arrival here of Mr. Manuel Darvin, and once our expenditures here in this port have been concluded, I will conclude this business.

In one of my earlier letters, I had the honor to inform Y.E. that, if you had some mail or other objects addressed to the Philippines or to India, to please remit them to me, I promise that I will do my best to have them delivered in good condition.

Allow me, Excellency, to show my gratitude for the kind attentions that you have used to expedite the departure of the frigate **Canonnière**, to contribute to the success of my expedition, and for the honorable manner with which Y.E. treated the flag of my Emperor, and his vassals. Thus I have the honor to beg Y.E. to please accept my respectful homage, and the high consideration with which I have the honor to be,

Your Excellency's humblest and obedient servant.

Nary Captain César Bourayne.

[To] His Excellency Don José de Iturrigaray, Viceroy of Mexico.

### D3. Letter from the Viceroy to the General Treasury

*Source: AGNAHH 691-2.*

#### Original text in Spanish.

##### *Situado de Filipinas.*

*En poder de V.Ms. se halla el Expediente que se está instruyendo sobre remitir à Manila los situados que se deben, y há demandado el Sor. Govor. interino de Filipinas, para que formen la liquidacion, que ha pedido el Sor. Fiscal de Real Hacienda; y debiendo quedar evacuada, y en mi poder en terminos de que en la Junta Superior, que ha de celebrarse el dia de mañana, se acuerde la cantidad que deba enviarse por la Fragata Francesa la **Cañonera** surta en el Puerto de Acapulco, y despachada por el referi-*

*do Govor. con este preciso objeto; lo prevengo a V.Ms. para su inteligencia y cumplimiento.*

*Dios guarde a V.Ms. muchos años.*

*Mexico 12 de Agosto de 1807.*

*Yturrigaray.*

*[A los] Señores Ministros de la Tesoreria Gral.*

## **Translation.**

### **Subsidy of the Philippines.**

Your Graces have in your possession the pending file regarding the subsidies that are to be remitted to Manila, and as requested by the interim Governor of the Philippines. As requested by the Fiscal of the Royal Treasury, the funds in question are to be released, and in my possession, in accordance with the terms that will be decided tomorrow in the Superior Council when the quantity to be sent aboard the French frigate **Canonnière**, now anchored in the Port of Acapulco, is to be decided upon. Said frigate was despatched by the above-said Governor for this precise purpose. I therefore advise Your Graces of these facts, for your information and compliance.

May God save Your Graces for many years.

Mexico, 12 August 1807.

[Viceroy] Iturrigaray.

## **D4. The French request some supplies**

### **Original text in Spanish.**

*N. 2998.*

*Exmo. Sor.*

*Luego que recibimos el Superior decreto de V.E. de este mes dipusimos la pronta avilitacion de los renglones que expresa la Nota número 3 de las Municiones, utensilios y medicamentos pedidos por el Sor Comandante de la Fragata de Guerra Francesa la **Cañonera** anclada en el Puerto de Acapulco, pero dudamos lo primero si las doscientas libras de velas que se encargan han de ser de sevo ó cera y de que tamaño cada una; lo segundo qual es el lienzo de dos hilos de España de primera calidad de que se piden novecientas ochenta varas por que ningun comerciante de aqui lo conoce por ese nombre; lo tercero que se nos diga que genero es el que nominan Demetis dobles y sencillos y por ultimo que calidad de hilo surtido es el de que se piden cincuenta libras.*

*Nos acava de informar Don Manuel Darvin (que vino de Manila en la nominada Fragata) que el lienzo de dos hilos de que se piden 980 v. es lona, el que nominan Demetis doble y sencillo es loneta y el hilo surtido es el que llamamos de vela.*

*No hay en esta Capital articulo alguno de esos y solo podrá haverlos en Veracruz pero si V.E. los manda venir de alli pareze preciso que sea á la ligera respecto à la estreches del tiempo y à la urgente necesidad que de ellos tiene la referida Fragata segun*

*nos asegura el propio Darvin y entretanto procuraremos saver si las velas han de ser de cera ó sevo y de que tamaño para no aventurar la compra de ellas.*

*Dios etc<sup>a</sup>. Mexico Agosto 7/807.*

[A] *E.S.D. J. de Y.*

### **Translation.**

**N° 2998.**

Your Excellency:

As soon as we received the Superior decree of Y.E. of this month, we promptly arranged for the completion of the entries shown in Note N° 3 regarding the Munitions, utensils and medicine requested by the Commander of the French war frigate **Canonnière** that is anchored in the Port of Acapulco, but we doubt that the 200 pounds of candles requested should be made of tallow or wax, and what sizes they should be. Secondly, what is the linen of two threads of first quality from Spain, of which they requested 980 yards, because not one merchant here knows any by that name. Thirdly, we should be told what is the merchandise they call Demetis, double and simple, and finally, what is the quality they want for assorted thread, for which they request 50 pounds.

We have just been informed by Don Manuel Darvin (who came from Manila aboard said frigate) that the linen of two threads, of which they want 980 yards, is canvas; what they call Demetis, double and simple, is *loneta*, and the assorted thread is the one we call sail thread.

None of the above articles can be found in this Capital, and they could only be obtained in Veracruz, but if Y.E. should order that they should be purchased there, it is urgent that they be ordered, because of the shortage of time and the urgent need that the above-said frigate has for them, as we were told by Mr. Darvin himself. In the meantime, we will try and learn whether the candles ought to be wax or tallow and what size, so that their purchase may not be casual.

May God, etc.

Mexico, 7 August 1707.

[To] His Excellency Don J[osé]. de I[turrigaray].

## **D5. Letter from Viceroy to the Finance Department**

*Source: AGN AHH 691-2.*

### **Original text in Spanish.**

***Manila. Situos.***

*Consecuente à lo acordado hoy en Junta Superior extraordinaria prevengo à V.Ms. pongan inmediatamente en conducta para Acapulco quinientos mil pesos que han de embarcarse en la Fragata de Guerra Francesa la **Cañonera** para que los conduzca à Manila en cuenta de los situados y demas consignaciones de aquella Ysla.*

*Dios guarde à V.Ms. muchos años.*

*Mexico 14 de Agosto de 1807.*

*Yturrigaray.*

[A los] *Señores Ministros de Real Hacienda de esta Capital.*

### **Translation.**

#### **Manila. Subsidies.**

In agreement with the decision of the extraordinary meeting of the Superior Council of this date, I enjoin Your Graces to immediately prepare the despatch to Acapulco of 500,000 pesos that are to be loaded aboard the Frnch war frigate **Canonnière** to be carried to Manila, on the account of the subsidies and other assignments for that Island.

May God save Your Graces for many years.

Mexico, 14 August 1807.

Iturrigaray.

[To the] Ministers of the Royal Treasury of this Capital.

## **D6. Letter from the Spanish officer on board**

*Source: AGN AHH 691-2.*

### **Original text in Spanish.**

#### **Filipinas.**

*D. Manuel Darvin y Columbia comisionado de la Fragata de Guerra Francesa nombrada la **Cañonera** en oficio de 4 de este mes me manifiesta lo siguiente:*

“Exmo. Sor.—

“Entre otras cosas me previene el M. Y.S. Capitan general de Filipinas, que lleve una cuenta y razon exacta de todos los gastos que cause la Fragata de Guerra Francesa en su estada en Acapulco, havilitacion de viveres, y demas para el rateo que debe hacerse entre el Rey[,] la Real Compañia, y particulares en proporcion de los caudales que para cada uno conduzca dho Buque; y como quiera que aquella solo puede constar en las oficinas asi de esta Capital como del citado Puerto suplico á V.E. se sirva mandar que por ellas se me dé circunstanciada y autorizada de todos los gastos que erogue el referido Buque hasta el momento de su salida para Manila.”

*Y habiendo resuelto yo en Decreto de esta fha le faciliten V.Ms. la razon ó cuenta que solicita, se los manifiesto para su inteligencia y cumplimiento.*

*Dios guarde a V.Ms. muchos años.*

*Mexico 7 Setiembre de 1807.*

*Yturrigaray.*

[A los] *Señores Ministros de la Tesoreria General.*

**Translation.****Philippines.**

Manuel Darvin y Columbia, commissioner aboard the French war frigate named **Canonnière**, has sent me the following letter dated 4th instant:

*“Your Excellency:*

*“Among other things that he has ordered me to do, His Most Illustrious Lordship, the Captain General of the Philippines, wants me to bring back a detailed account of all of the expenses caused by the French war frigate during her stay at Acapulco, such as the purchase of food supplies, and other things, so that a pro-rated distribution of such expenditures can be made between the King, the Royal Company, and individuals, in proportion to the funds that said ship is to carry on their behalf. Given that such details can only be provided by the offices located not only in this Capital but also in the above-said Port, I beg Y.E. to please order them to give me detailed and authorized lists of all the expenses caused by the above-mentioned ship until the moment of her departure for Manila.”*

And, since I have decided by decree of this date that Your Graces are to give him the detailed account that he requests, I advise you of same, for your information and compliance.

May God save Your Graces for many years.

Mexico, 7 September 1807.

Iturrigaray.

[To the] Ministers of the General Treasury.



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## Appendix 1

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### Typical set of ship communication signals—EIC fleet of 1798

*Source: Log 232A, India Office, being the log of the Dover Castle, Captain Peter Sampson.*

#### Explanations and Instructions to the following Signals.—

##### The Answering Flag.

It is to be hoisted as soon as the Signal is understood and to be kept flying till the Signal is hauled down.

In tacking or performing any Manoeuver together: In instant of putting it in execution will be pointed out, by hauling down the Signal.

In tacking or veering on meeting each other on different tacks, the Ship on the Larboard tack always to give way to the Ship on the Starboard tack.

In making sail after lying by, the headmost and leewardmost to make sail first.

Seeing Land, Danger, or Ships, when answered the bearing will be pointed out by Compass Signal, which answered (of Ships) the number will be expressed in the same manner.

Signals for the order of sailing, to be particular[ly] attended to and to keep  $\frac{3}{4}$  of a cable length from each other.

Signals for the order of battle to be particular[ly] attended to, in order to prevent any confusion in forming the line.

Signal for Longitude, hoist the Numerical Signal for **degrees** which answered haul down and hoist the signal for **minutes** at last Noon.

A man overboard: the Ships astern to do the uttermost to save him and if saved to hoist the Affirmative Signal, if not the Negative.

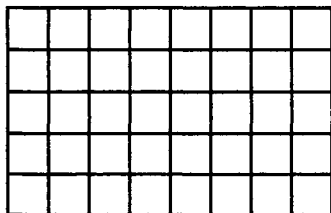
To chase, when answered the point will be shown by the Compass Signal. The chasing ship or ships to be attentive to the Senior Captain's motions least [i.e. lest, unless] it should appear necessary to annul the Signal.

To take a ship in tow, the Pendant of the ship to tow will be shown first and when answered that of the ship to be towed with be shown.

Night Signals, to be answered by one light from each ship and to be kept hoisted till the signal is hauled down.

**SIGNAL FLAGS**

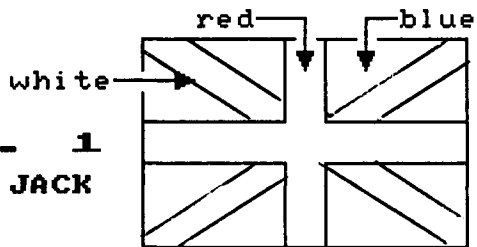
**No - 100**  
**RED & WHITE**  
**CHECKER BOARD**



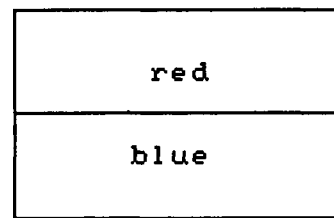
**No - 6**



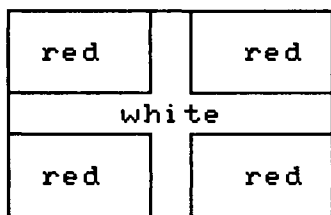
**No - 1**  
**= UNION JACK**



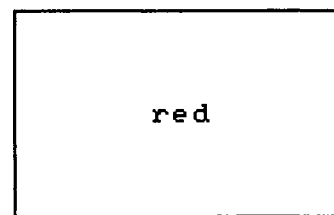
**No - 7**



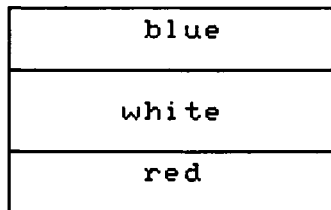
**No - 2**



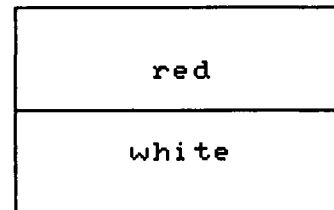
**No - 8**



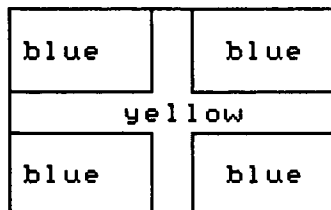
**No - 3**



**No - 9**



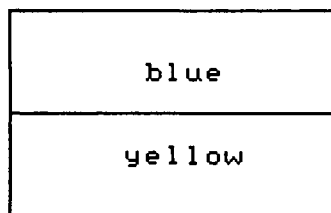
**No - 4**



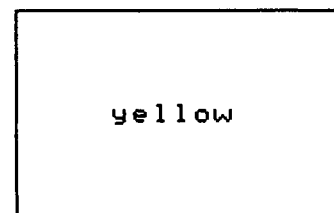
**No - 0**



**No - 5**



**ANSWERING**



When lying to, every ship to show a light except when the Senior Captain thinks it improper to show his.

The Senior Captain will answer night signals at the Mizzen Peak.

In a fog, when on a Starboard tack the Senior Captain will fire a Musquet every quarter of an hour; when on a Larboard tack will strike the bell at the same intervals All ships [are] to answer by doing the same[,] The Senior Captain will occasionally use N° 6, 25, 35 & 36 of the Signals used by the other ships.

The Senior Captain desires that no ship on any account go ahead of him or of the ship leading the Fleet, by his appointment, by night or day, as it would be impossible to keep the Fleet together if such irregularities take place; neither is it regular to cross his hawse when near him, nor to carry lights without the Signal made for that purpose[.] all ships out of their station are to endeavor, when their signal is made, to regain them, by tacking or veering or any other method they think most effective.

### Numerical Signals.

To be shown by the Senior Captain from any part of the ship where best seen.

N.B. If with two flags, N° 1 over N° 2 signifies N° 12, N° 2 over N° 1 signifies N° 21 & N° 3 over N° 7 signifies N° 37.

### Signal Flags [symbols]

...

[See facing page. Original was in color]

...

### Signification.

1 To bring to.

2 To bring on board Signals and Instructions.

3 To make sail.

4 To lead the fleet.

5 To form the order of sailing [as for present fleet:]

	Dover Castle	
Princess		Good
Charlotte		Hope
	Walpole	

6 To form the order of battle in one line ahead [rather abreast:]

e.g. Good Hope/Princess Charlotte/Walpole/Dover Castle.

7 To sail in close order and observe the motions of the Commodore of the convoy in the night.

8 To make more sail.

9 To shorten sail.

0 To annul the preceding signal.

- 10 To lye by tho' I make sail.
- 11 [no explanation given, not used]
- 12 To keep your stations.
- 13 Ships whose pendants are shown herewith to change stations.
- 14 To tack.
- 15 To prepare to haul the wind.
- 16 Haul the wind Starboard tack.
- 17 Haul the wind Larboard tack.  
[18-52 not used]
- 53 Come within hail.
- 54 I mean to drop a boat on board you.
- 55 [not used]
- 56 Ships to continue their course tho' tack otherwise.
- 57 For a boat.
- 58 For a boat armed.
- 59 In want of assistance.
- 60 A man overboard.
- 61 A ship near me in distress.  
[62-64 not used]
- 65 Look out ahead at such distance as to see Signals.
- 66 [not used]
- 67 Look out astern at such distance as to see Signals.
- 68 Look out to windward.
- 69 Look out to leeward.
- 70 Ships whose pendants are shown may go ahead at such distance as to see Signals.
- 71 Examine the Stranger.
- 72 Chase.
- 73 What do you think of the Chase?
- 74 Do you come up with the Chase?
- 75 Leave off the Chase.
- 76 Do you think best to engage?
- 77 [not used]
- 78 No.
- 79 Yes.
- 80 Prepare for action.
- 81 I mean to attack to windward.
- 82 I mean to attack to leeward.
- 83 Engage.
- 84 Prepare to board.
- 85 Take possession of the prize.
- 86 Do you think best for ships to disperse?
- 87 Disperse.

- 88 [not used]  
89 Prepare for the nearest port.  
90 Have you soundings?  
91 How many fathoms?  
92 What is your Longitude per Lunar?  
93 What is your Longitude per Chronometer?  
94 What is your Longitude per Reckoning?  
95 What's your Variation?  
96 You mistake my Signal.  
97 To sail in such order as may be seen convenient.  
[98-99 not used]  
100 When with other flags, signifies 100, as over 2 signifies 102, &c.  
101 For all Captains or such Commanders, whose pendants are shown herewith.  
102 For all ships to hoist their Colours shown with the Signal.  
103 A ship to go ahead and carry a light during the ensuing night at the Ensign staff or steer as per bearing denoted with a light[,] the Senior Captain to carry a light at the bowsprit end.  
104 The Senior Captain does not carry a light during the ensuing night and no lights to be shown in the night.  
105 To signify to the worst sailing ship that the Senior Captain regulates his rate of sailing by theirs; he expects they will carry as much sail as possible with safety.  
106 To go ahead and sound.  
107 Ships to windward to bear down in the wake of the Senior Captain.  
108 To keep between the Strange ships and the convoy.  
109 To signify in the order of defence the Senior Captain is not to take his station in the centre but to keep ahead and take such a station as he may think most advantageous.  
[110-111 not used]  
112 Ship whose Signals are made herewith to follow the Senior Captain & prepare for action.  
113 To steer the course &c in the night, and will be followed immediately by what's to be done and what time.  
114 To bring to on the Starboard tack.  
115 To bring to on the Larboard tack.  
116 For ships to prepare to hoist their pendants and when the Signal is hauled down, they are to show them.  
[117 not used]  
118 To form the order in one line abreast (defensive),  
e.g. Larboard tack: Princess Charlotte/Dover Castle/Walpole/Good Hope;  
Starboard tack: Good Hope/Walpole/Dover Castle/Princess Charlotte.

...

[There follow patterns for showing night signals, and fog signals, with various sequences of gun and musket firings, etc. There are also the Numerical Signals (very similar to the above) for use by the ship in addressing the Senior Captain.]

...

### Compass Signals

18 = North	27 = East	36 = South	45 = West
19 = NbE	28 = EbS	37 = SbW	46 = WbN
20 = NNE	29 = ESE	38 = SSW	47 = WNW
21 = NEbN	30 = SEbE	39 = SWbS	48 = NWbW
23 = NE	31 = SE	40 = SW	49 = NW
24 = NEbE	32 = SEbS	41 = SEbN	50 = NWbN
25 = ENE	34 = SSE	42 = WSW	51 = NNW
26 = EbN	35 = SbE	43 = WbS	52 = NbW

[Note: This particular fleet went only as far as Madras, India. The above Signals were not then standardized, because at the end of the same logbook there are recorded another set of table of numbers and their significations.]

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1793	America	A. Baker	U.S.A.	*Gov. Aguilar. Did not make it to Guam.	Turned back to Mla. AGI Estado 45, n° 18
1793	San Fernando (=Magallanes)	J. Maqueda(?)	Spanish	*Maqueda, *Aguilar.	AGI Fil 957. MN 2029. See 1795.
1793	01 Philadelphia	T. Patrickson	U.S.A.	Collins, Churchward.	Via Micronesia?
1793	02 Hope	Benjamin Page	U.S.A.	Collins.	Via Tinian. See 1794, 1797 and 1798.
1793	12 Britannia	W. Raven	English	*Murray, Espinosa y Tello, Freycinet.	PMB 215. Discovered Mortlocks. See 1796.
1793	a 12 Exeter	L. Wilson	English	*Wilson, Stevens, Horsburgh.	Via Yap. Log 138E, India Office.
1793	b 12 Hawke	R. Pennell	"	*Pennell, " "	" Log 390L " "
1793	c 12 Henry Dundas	W. Carruthers	"	*Carruthers, " "	" Log 331C " "
1793	d Panther	J. Wedgeborough	English	*McCluer, *Wedgeborough, *Delano, Hockin.	See refs. 1791.
1793	e Endeavour	J. Proctor	"	" " " " " " "	"
1793	f Sugar Cane	T. Musgrave	English	Collins.	Musgrave discovered Pingelap.
1793	g Boddingtons	R. Chalmers	"	"	" " " "
1793	h Recherche	B. D'Entrecasteaux	French	*Rossel, *Labillardière.	In search of La Pérouse.
1793	i Espérance	Huon de Kermadec	"	" "	" " "
1794	Arthur	H. Barber	English	Jones 2:509.	NSW to NW Coast. Via Micronesia?
1794	Fairy	Rogers	U.S.A.	Jones 2:509.	NSW to NW Coast. Via Micronesia?
1794	Halcyon	Benjamin Page	U.S.A.	Magee, Collins, Latourette.	Via Wake = Halcyon I. See 1792c.
1794	Hope	M. Page	U.S.A.	Collins, Churchward.	Via Micronesia?
1794	Mercury	W. Barnett	U.S.A.	Jones 2:509.	NSW to NW Coast. Via Micronesia?
1794	Resolution	Locke	English	Jones 2:509.	NSW to Canton. Via Micronesia?
1794	San Andrés	?	Spanish		See Doc. 1789C.
1794	Venus	J. McCluer	English	Hockin.	Lost in Indian Ocean in 1795.
1794	04 Helen	Seton	English	Horsburgh, Krämer.	Ref. Helen Reef.

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1794 a 12	Duke of Buccleugh	T. Wall	English	*Wall, Stevens.	Log 293R, India Office
1794 b 12	Boddam	J. Jones	"	*Jones, Stevens.	Log 351C, India Office.
1794 c 12	Lord Macartney	J. Hay	"	*Hay, Stevens.	Log 415E, India Office.
1794 d 12	Walpole	T. Butler	English	*Butler, Stevens.	Log 293R, India Office. Visited Eniwetok
1794 e 12	Genoese	?	English	Butler.	In company with Walpole.
1794 f 12	Carnatic	J. Jackson	English	*Jackson, Stevens.	Log 165D, India Office.
1794 g 12	Dublin	W. Smith	English	*Smith, Stevens.	Log 399D, India Office.
1795	Reina Maria Luisa	V. Martínez	Spanish	AGI Fil 989.	RPC ship. Via Guam?
1795 11	Young William	J. Mortlock	English	*Mortlock.	AJCP M1622. Re-discovery Satawan. Discovery Puluwat.
1795 a 5	San Fernando (=Magallanes)	L. de la Concha	Spanish	*Concha, *Aguilar.	Via Hawaii. AGI Fil 957. MN 577. NLA 1401. AGN Fil 4
1795 b 5	Concepción	A. Salazar	"	" "	" " " " " " "
1795/96?	San José (=Princesa)	F. Menéndez de Miranda	Spanish		RPC ship. Via Guam? AGI Fil 989.
1796	Britannia	W. Raven (or Layman)	English	Murray.	Re-discovered Ngatik? See 1793, 1797.
1796	Grand Turk	Mallaby	U.S.A.	*Magee.	Via Micronesia?
1796	Mercury	Gardin	U.S.A.	Collins, Richards.	From Macao to Sydney. Via Micronesia?
1796	San Andrés	M. Ayensa	Spanish	*Ayensa, Espinosa y Tello.	AGI Fil 346, 956. MN 577.
1796	Susan	Trotter	U.S.A.	Péron.	Via Micronesia?
1796 02	Activo	A. Salazar	Spanish	Aguilar, Franciforte, Ayensa.	AGI Estado 46, nº 45. MN 577 fol. 76.
1796 03	Nautilus(?) [of Bristol]	Bishop	English	Anon, copied by Espinosa y Tello.	MN 96: 253. From Naval Chronicle?
1796 03	Santa María	F. Quintano	Spanish	*Quintano, *Aguilar, Espinosa y Tello.	Via Taongi. Lost later that year.
1796 04	Abigail	C. Thornton	U.S.A.	*Thornton, Nicholson.	Discovered Eauripik. Visited Peliliu.
1796 09	Prince William Henry	S. Wake	English	Arrowsmith, Gulick, Brigham.	Re-disc. Wake. With Sally, Cpt. Pierpont
1796 a 12	HMS Suffolk	Rainier	English	*(Logbooks). Stevens, D'Urville, Furne.	Via Ngulu. AJCP PRO 1608-09.



## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS	
1796	b 12	HMS Gloucester	King	" " " " " " "	" " "	
1796	c 12	Europa	I. M. de Alava	Spanish	*Alava, *Poterat.	MN 577. AGI Estado 45.
1796	d 12	San Pedro	?	"	"	
1796	e 12	Montañés	?	"	"	
1796	f 12	Fama	?	"	"	
1796	g 12	N. S. del Pilar	?	"	"	
1796 & 97	Ceres	T. Hedley	English	*Hedley.	Log 215I, India Office. To China & back.	
1796 & 97	Indispensable	W. Wilkinson	English	Jones 2:509.	NSW to Canton. Via Micronesia?	
1796 ca	HMS Providence (+ 1 schooner)	W. R. Broughton	English	*Broughton.	AJCP PRO 1600. Via Micronesia?	
1797	Britannia	T. Dennett	English	Findlay, Purdy, Stevens, Bateson.	Discovered Kili, saw Ailing., Namu, Lib.	
1797	Duff	J. Wilson	English	*Wilson, *Godsell, *Puckey.	AJCP M1624. Discovered Woleai, Ifaluk+	
1797	India Packet	Rogers	U.S.A.	*Johnson, Latourette.		
1797	Zenobia	Benjamin Page	U.S.A.	Via Micronesia?	Via Tinian, as in 1793 & 1798?	
1797	01 Otter	E. Dorr	U.S.A.	*Péron, *Muir, Collins, Latourette.	ML B1622-7, FM3/91. Wrecked on NW Coast.	
1797	07 Lucia	?	Spanish	Aguilar.	Warship in company with Rey Carlos.	
1797	07 Rey Carlos	M. de Oyarvide	Spanish	*Oyarvide, *Muro, Aguilar.	RPC ship. Brought news war with England.	
1797	08 Experiment	Swain (ex-McClelland)	U.S.A.	Muro, Torres, Fanning, Ward.	Shipwrecked Tinian. Ship name not Bramir	
1797	10 San Andrés	M. de Ayensa	Spanish	Gov. Aguilar.	B&R 50:72. Shipwrecked at Naranjos, Phil	
1797	a 02 Thames	R. Williams	English	*Williams. Naval Chronicle, 1807.	Log 8E, India Office. Via Mapia.	
1797	b 02 Carnatic	J. Jackson	English	*Jackson.	Log 165E, India Office.	
1797	c 02 Glatton	C. Drummond	English	*Drummond.	Log 172L, India Office.	
1797	d 02 Duke of Buccleugh	T. Wall	English	*Wall.	Log 132D, India Office.	
1797	e 02 Walmer Castle	E. H. Bond	English	*Bond.	Log 181A, India Office.	

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1797 f 02	Royal Charlotte	W. Roger	English	*Roger.	Log 150N, India Office.
1797 g 11	Warley	H. Wilson	English	*Snook, Delano.	Sailed past Palau.
1797 h 11	Neptune	?	English	" "	" "
1797 i 11	Abergavenny	?	English	" "	" "
1797 j 11	Hindustan	?	English	" "	" "
1797 k 12	Thames	?	English	Jackson.	
1797 l 12	Carnatic	J. Jackson	English	*Jackson.	Log 165E, India Office.
1797 m 12	Walmer Castle	?	English	Jackson.	
1797 n 12	Duke of Buccleugh	?	English	Jackson.	
1798	Betsey	E. Fanning	U.S.A.	*Fanning.	Fanning's first voyage. See 1809.
1798	Semiramus	J. Smith	U.S.A.	Collins.	Newport Gazette 11 June 1799.
1798 01	Duckensfield Hall	J. Moring	English	*Moring, Stevens, Horsburgh.	Log 403A, India Office.
1798 07	Diamante	S. Snook	English	*Snook, Delano, Hockin.	India Office G/12/119 & 122.
1798 10	Neptune	D. Greene	U.S.A.	*Townsend, *Torres.	
1798 11	Barwell	J. Cameron	English	*Cameron, Norie chart.	Log 420G, India Office. NSW to China.
1798 11	Hunter	John Fearn	U.S.A.	*Fearn, Collins, Purdy/Stevens.	Discovered Pleasant I.= Nauru.
1798 a 11	Ann & Hope	Benjamin Page	U.S.A.	*Page, Jr., *Bentley, *Carter, Collins.	PMB 540 & 769. Via Ngatik & Tinian.
1798 b 11	Jenny	Richard Brown	"	" " " " " " "	" " " " "
1798 c	San Fernando (=Magallanes)	Manuel de Espinosa Tello	Spanish	*Espino Tello, *Espinosa y Tello.	AGN Fil 63. MN 577.
1798 d	Fama	Miguel Zapiain	"	" "	" "
1799	N.S. de Aranzazu	J. M. de Ayala(?)	Spanish		AGN Fil 33/4, 37/1. Built in Peru.
1799 07	Nautilus	C. Bishop	English	*Bishop, Simpson, Dalrymple, Collins, &c	Discovered Tabiteuea, Nonouti & Abemama.
1799 08	Caroline	R. J. Cleveland	English	*Cleveland. U.S. captain, Eng. registry A 50-ton cutter, alias Dragon.	

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1799 08	Filipino	J. Ibargoitia	Spanish	*Ibargoitia, Espinosa y Tello.	Discovery of Cata I.(=Pulusuk) MN 577.
1799 09	San Rafael (alias Aguilar)	J. Navarrete	Spanish	*Muro.	Manila-Guam-Manila.
1799 10	Resource	N. Pearce	U.S.A.	*Magee, Collins, Riesenbergl.	PMB 770. Via Puluwat.
1799-1800	Ann & Hope	Christopher Bentley	U.S.A.	*Warner, Magee.	See also 1798 & 1800. Discovered Ebon.
1800	Belle Sauvage	D'Orkington	U.S.A.	Richards.	Sydney to Canton. Via Micronesia?
1800	Betsey	O. Clark	English	Jones 2:510.	NSW to NW Coast. Via Micronesia?
1800	John Jay	B. G. Dexter	U.S.A.	Collins, Richards.	Sydney to Canton. Via Micronesia?
1800	Minerva	J. Salkeld	English	Lessa.	Convict ship.
1800	N. S. del Pilar	M. de Zapiain	Spanish	Alava, Espinosa y Tello.	MN 577. B&R 50:73. AGN Fil. 38, 63.
1800	San Rafael (alias Pala, Comercio)	A. de Ainsiburu	Spanish	*Ainsiburu.	
1800 2	Swallow	J. Luard	English	*(Logbook), Collins.	PMB ? India Office, London. See 1801.
1800 3	Glatton	C. Drummond	English	*Drummond.	Log 172M, India Office.
1800 a	Fama	?	Spanish	*Poterat.	Eastbound. AGN Fil 37/5 & 7.
1800 b	Lucia	?	"	"	" " " "
1800 ca	HMS Lion	?	English	Holden, Browning.	Charles Washington deserted at Palau.
1800-01	Filipino (=San Francisco Xavier)	J. Ibargoitia	Spanish	*Monteverde, *Navarro, Espinosa y Tello.	MN 92 (or 96), 577. Discovered Puluwat.
1801	(unidentified ship)	?	U.S.A.(?)	*Muro.	Passed by Guam on 20 November.
1801	Ann & Hope	Christopher Bentley	U.S.A.	*Arnold (and/or Jackson).	PMB 769.
1801	Concord	O. Wyer	U.S.A.	*Appleton, Moulton.	PMB 200.
1801	Nautilus	C. Bishop(?)	English	*Simpson.	
1801	Perseverance	Wheatland	U.S.A.	*(Logbook).	PMB 204. Via Tinian.
1801	Royal Admiral	W. Wilson	English	*Wilson, *Smith, Nicholson.	AJCP M1620. ML A1963, ms. 1296.
1801 01	Diana (of New Bedford)	J. Gardner (not Barnard)	U.S.A.	Barry, Maude, Ward, Nicholson.	Discovered Banaba.

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1801	03 Swallow	J. Luard	English	Horsburgh.	No log in India Office. Via Yap.
1801	04 San Fernando, alias Magallanes	Ventura Bracamonte	Spanish	*Muro.	AGI Fil. 959 & 960. AGN Fil. 35.
1801	12 Hope	N. Ray	U.S.A.	*Ray, *Sharp. BM17637 f.53.	Saw Nauru & either Ebon or Hope=Kosrae. See 1804.
1801	a 01 HMS Belliqueux	Bulteel	English	*Torin, Stevens.	
1801	b 01 Neptune	N. Spens	"	"	Log 98L, India Office.
1801	c 01 Coutts	R. Torin	"	"	Log 171B, India Office.
1801	d 01 Bombay Castle	J. Hamilton	"	"	Log 125I, India Office.
1801	e 01 Dorsetshire	J. Ramsden	"	"	Log 13A, India Office.
1801	f 01 Exeter	H. Meriton	"	"	Log 138I, India Office.
1801-02	Lydia	M. Barnard	U.S.A.	*Haswell. PMB 201,219. ML FM3/59.	Gov. Blanco aboard. Saw Nukuoro, 1801?
1802	(unnamed ship)	N. Tucker	English	Hockin.	
1802	Lord Nelson	Dobson	English	Horsburg, Gulick.	Jones, Ships p. 177-8.
1802	San Rafael (=La Pala, Comercio)	A. de Ainsiburu	Spanish	Espinosa y Tello. MN 577. AGI Fil 961.	AGI 108-4-11. AGN Fil 20, 36, 48.
1802	01 N. S. del Rosario (= Paloma)	W. Reid	English	*Barnard, *Muro, *Blanco, *Torres, etc.	Not Plumier. Condemned Guam, Doc. 1802A.
1802	08 Arthur	S. Jenks	U.S.A.	*Milius, Riesenbergl, Latourette. Mitchell	FM4/2233-4. Discovery Nama-Losap & Muril
1802	08 Coromandel	A. Sterling	English	*Sterling, Riesenbergl.	NSW convict ship. Re-disc. Nama-Losap, Murilo. Disc. Nomwi
1802	09 Ganges	?	English	Horsburgh.	Via Helen Reef.
1802	09 Santo Domingo (=Príncipe de la Paz)	J. de Latre	Spanish	*Latre. Callao to Manila via Guam.	RPC ship. MN 577. MN 96:137.
1802	10 Príncipe de Asturias	J. Lafita	Spanish	*Lafita, Espinosa, Duperrey, Coello.	Via Ngatik. MN 577.
1802	a 03 HMS Arrogant	Osborne	English	*Osborne, et al.	AJCP PRO 5720-21, etc.
1802	b 03 Dover Castle	P. Sampson	English	*Sampson.	Log 232B, India Office.
1802	c 03 Asia	R. Wardlaw	English	*Wardlaw.	Log 24M, India Office.
1802	d 03 Rainier	?	English	*Clarke.	

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1802 e 03	Orpheus	?	English	*Clarke.	
1802 f 03	True Briton	W. S. Clarke	English	*Clarke.	Log 2970, India Office.
1802 g 04	Canada	W. Wilkinson	English	*(Logbooks).	AJCP M1623-4. Convict ship.
1802 h 04	Minorca	J. Leith	"	"	" " " "
1802 i 04	Nile (I)	J. Sunter (or Simter)	"	"	" " " "
1802 j	Montañés	F. M. Valcárcel	Spanish	*Valcárcel (1801), *Crespo (1801).	AGN Fil. 20, 40, 63, etc.
1802 k	Rey Carlos	F. Sanchez Crespo	"	" " " " " "	" " " " "
1802-1803	San Francisco Xavier (Chamorro)	?	Spanish	*Gov. Blanco. Built at Guam out of wreck	of the Paloma. Condemned Manila 1803.
1803	Bridgewater	?	English	Cumpston.	NSW to China. Via Micronesia?
1803	Lady Adams	O. Fitch	U.S.A.	*Gardner.	PMB 392. Log Inv. 2761.
1803	Lord Duncan	Barton	English	Horsburgh, Snow.	Jones, Ships p. 178.
1803	N. S. de Guía (=Casualidad)	J. Goyenechea (owner)	Spanish	*Dayot.	AGN Fil. 35, 53, etc. AHH 803.
1803 01	San Francisco Xavier (=Chamorro)	?	Spanish	*Blanco.	Took English prisoners from Guam to Mla
1803 07	Lelia Byrd	W. Shaler	U.S.A.	*Cleveland.	A 175-ton vessel, via Guam.
1803 11	Rolla	R. Cumming	English	*Cumming.	AJCP PRO 1587, M1627. NSW convict ship.
1803 ca	Perseverance	A. Delano	U.S.A.	*Delano.	Starbuck, p. 200. Capt. Coffin instead?
1803-04	N. S. de la Paz	J. Zavalla	Spanish	*Zavalla, *Martínez Camacho.	RPC ship. MN 96: 137.
1803-04	Patterson	J. Aborn	U.S.A.	*Aborn, *Snow.	Via Ngatik & Tinian. PMB 770.
1804	Mary (of Boston)	William Bowles	U.S.A.	*Torres, *Martinez, Arago, Dubos, Howay.	Name recorded in files: Samuel Williams
1804	Ocean	J. Mertho	English	*Mertho, *Torres.	Re-disc. Banaba & disc. Ujae. AJCP M162
1804	Rose	J. Cary	U.S.A.	*(Logbook), Stackpole.	PMB 226. Discovered Tamana.
1804	Wasa	Hansen	Swedish	Stevens, Horsburgh.	
1804 01	Iphigenia	F. Catalá	Spanish	Espinosa y Tello.	From Calcutta to Manila, via Helen Reef

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1804	09 Concepción	A. de la Riva	Spanish	*Dufretay, Baleato, Espinosa y Tello.	AGN Fil. 39, 42. MN 96. Eastward.
1804	09 San Fernando, alias Magallanes	Angel Crespo	"	" " " "	" " " "
1804	11 (unnamed ship)	?	French	A ms. map annotated in French exists.	Discovered Kosrae.
1804	11 Asia	N. Pearce	U.S.A.	*Carter.	Via Palau. See also 1805.
1804	11 George Washington	Schilling	U.S.A.	*Pearce, Horsburgh, Eilers.	Via Ngulu. Name maybe General Washington
1804	12 Nancy	J. Crocker (not Crozer)	U.S.A.	*Crocker, Duperrey. "Monitor" 1/2/1806.	Name of captain was not Crozer.
1804	a 12 HMS Athenian	F. Fayerman	English	*Fayerman, Nicholson.	AJCP PRO 5737, etc.
1804	b 12 Neptune	W. Donaldson	English	*Donalson.	Log 98N, India Office.
1804	c 12 Royal Charlotte	R. Franklin	English	*Franklin.	Log 150Q, India Office.
1804	d 12 Alnwick Castle	A. Gledstanes	English	*Gledstanes.	Log 189B, India Office.
1804	e 12 Arniston	P. Wedderburn	English	*Wedderburn.	Log 149E, India Office.
1804	f 12 Ceres	W. Dunsford	English	*Dunsford.	Log 215N, India Office.
1804	g 12 Cuffnells	H. Halkett	English	*Halkett.	Log 178D, India Office.
1804	h 12 Perseverance	J. Tweedale	English	*Tweedale.	Log 255D, India Office.
1804	i 12 True Briton	H. Hughes	English	*Hughes.	Log 297P, India Office.
1804	j 12 Taunton Castle	T. B. Peirce	English		Log 107F, India Office.
1805	Activo (?)	?	Spanish	Montero.	B&R 51:167.
1805	Aeolus	Mather	U.S.A.	Richards.	Via Micronesia? PMB 201 begins at Cantor
1805	Asia	N. Pearce	U.S.A.	Purdy, Latourette.	See also 1804.
1805	Criterion	P. Chase	U.S.A.	Cumpston.	Sydney to China. Via Micronesia?
1805	Neva	U. Lisiansky	Russian	*Lisiansky, *Krusenstern.	370-ton ship, formerly named Thames.
1805	San Fernando (=Prínc. de Asturias)	J. Alias	Spanish	*Alias. From Callao to Manila via Guam.	RPC ship. AGI Fil 991. MN 96. See 1802.
1805	San Fernando, alias Magallanes	Angel Crespo	Spanish		AGN Fil. (Nov. 1804). By deduction.

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1805 01	Neptune	W. Donaldson	English	*Donaldson, Norie chart.	Log 98N, India Office.
1805 02	Herald	Z. F. Silsbee	U.S.A.	*Silsbee.	PMB 201. Via Namorik & Saipan.
1805 11	Huron	Malthrop	U.S.A.	*Shaler.	Via Pagan I.
1806	Anna	?	English	Horsburgh.	
1806	Favorite	Paddock	U.S.A.	Cumpston.	Sydney to China. Via Micronesia?
1806	Hardanger	Michael Christian Herbst	Danish		AGN Fil 42, 52, 58, 59. Chartered.
1806	Mangles	A. Barclay	English	*Barclay, Horsburgh.	Naval Chronicle, 1807.
1806	N. S. del Rosario	José Canpus	Portuguese	*Blanco.	Chartered to go from Manila to Guam.
1806 02	San Rafael (=La Pala)	J. B. Monteverde	Spanish	*Monteverde, Baleato, Espinosa y Tello.	Via Nukuoro & Oroluk. AGI 991. MN96,577.
1806 07	Althea	?	English	Horsburgh, Eilers.	Via Ngulu.
1806 a 12	Neptune	T. Buchanan	English	*Buchanan.	Log 980, India Office.
1806 b 12	Arniston	P. Wedderburn	English	*Wedderburn.	Log 149F, India Office.
1806 c 12	Marquis of Ely	J. Dalrymple	English	*Dalrymple.	Log 193C, India Office.
1806 d 12	Circencester	H. Halkett	English	*Halkett.	Log 179F, India Office.
1806 e 12	Royal Charlotte	R. Patterson	English	*Patterson.	Log 150R, India Office.
1806 f 12	Thames	M. Riches	English	*Riches.	Log 8K, India Office.
1806 g 12	Glatton	J. Haliburton	English	*Haliburton.	Log 1720, India Office.
1807 08	Maryland	J. Perry	U.S.A.	*Iselin, *Patterson.	Voyage 1805-08. Via Guam.
1807 10	Hope	R. Bromley	U.S.A.	*Bromley, Fanning.	PMB 728. Via Kosrae, Tinian & Saipan.
1807 11	Atahualpa	W. Sturgis	U.S.A.	*Reynolds.	Left settlers at Agrigan I.
1807 12	HMS Cornwallis	C. Johnston	English	Purdy.	Discovered Cornwallis or Johnston I. Sighted Taongi. See 1526.
1807 a 01	Perseverance	J. Tweedale	English	*Tweedale.	Log 255E, India Office.
1807 b 01	Albion	B. Richardson	English	*Richardson.	Log 841, India Office.

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1807 ?	Neva	L. A. Hagemeister	Russian		Crossed Line at 167 <sup>s</sup>
1808	Commerce	E. Luttrell	English	Nicholson. Capt.'s name Huttrell?	Sydney Gazette 11/2/1810.
1808	Jenny	W. Dorr	U.S.A.	*Lockerby, *Corey, Kotzebue.	See Corey, 1808, 1810.
1808	9 Diana	V. M. Golovnin	Russian	Ivashintsov.	
1808	a Santa Gertrudis, alias Neptuno	J. Delgado	Spanish	*Corey. AGI Fil. 963; AGN 231.	RPC ship, wrecked near Surigao, Phil.
1808	b Santa Rosa	F. Zualdea	"	"	
1808-09	Canonnière	César Bourayne	French	*Bourayne. MN 96: 215-221.	AGN Fil. 18, 52, 57, 58, 59.
1808-09	San Fernando, alias Magallanes	Cmdr. J. Bernaci	Spanish	*Anon. Carried 26, or 32 guns.	MN 96; AGN Fil. 58, 59, 60.
1808/09?	Modesto	J. M. Fernandez	Spanish	Chamisso, Krämer.	Visited Fais and Palau. See July 1812.
1809	Cumbrian	J. Tate	English	Horsburgh, Lessa.	Via Mapia.
1809	Elizabeth	Patterson	English	*Anon, Purdy, Duperrey.	Discovery Arorae, Maiana, Jaluit, Ailinglapalap; via Namu.
1809	Lady Barlow	A. MacAskill	English	Arrowsmith, Horsburgh, Nicholson.	Jones 2:510. Discovered Pingelap.
1809	04 Tonquin	R. Bromley	U.S.A.	*Fanning, Riesenber. Fanning's second	voyage. Re-discovered Kapingamarangi.
1809	12 Cuffnells	R. Welland	English	*Welland.	Log 178E, India Office.
1809	ca Derby	Brown (or B. Swift)	U.S.A.	Chamisso.	Brought settlers to Tinian & Saipan.
1810	Amethyst	Seth Smith	U.S.A.	*Coolidge.	PMB 780. Perhaps 1808 also.
1810	Martha	Tobey (?)	U.S.A.	Ward.	Shipwrecked at Helen Reef.
1810	Mosquito	E. Corey	Spanish		Capt. Corey died at Guam.
1810	San Carlos	Lieut. Jacobo Murphy	Spanish		AGN Fil. 45. 20 guns, belonged S. Blas.
1810	San Fernando, alias Magallanes	Lieut. Gregorio Roldán	Spanish	*Roldán.	AGN Fil. 59, 60. Capt. Bernaci died.
1810	08 Hope	O. Chase	U.S.A.	Baleato.	MN 96:141v. From Tahiti to Canton.
1811	Providence (I)	A. Barclay	English	*Barclay, *Anon.	AJCP M1626. ML C224. Re-disc. Ujelang.
1812	Général Graham	W. Watson	English	*Watson.	ML ms. 1593. AJCP 1627.



## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1812	Sally	R. C. Field	U.S.A.	Kotzebue, Im Thurm.	Capt. Dorr on board. Reported at Guam.
1812	07 San Lu�s (=Modesto)	J. M. Fernandez	Spanish	*Medinilla, Chamisso.	See 1808/9 & Doc. 1812C.
1812	12 New Hazard	D. Nye, Jr.	U.S.A.	*Reynolds.	PMB 220.
1812	a 02 Dorsetshire	R. H. Brown	English	*Brown, Horsburgh, Kr�mer.	Log 13F, India Office. Via Helen Reef.
1812	b 02 Scaleby Castle	T. Talbot	English	Brown.	
1812 +	N. S. de la Concepci�n	R. Wilson, et al.	Spanish	*Medinilla.	Guam-based schooner.
1812 ca	Santa Rosa de Lima (=Ramoncita)	J. Tirado	Spanish	*Tirado. Eastward via South Pac. in 1813	MN 96:141. Westward in 1812?
1813	Activo	P. de Toro	Spanish	Gov. Gonzalez.	See Doc. 1814D.
1813	Forester	Jennings	U.S.A.	Corney, Howay.	
1813	3 Rey Fernando	?	Spanish	Medinilla.	AGN Fil 45, 62. See 1815.
1814	San Fernando, alias Magallanes	?	Spanish	*Navarrete.	MN 96: 319-320.
1814	2 Santiago (=Infante Don Carlos)	J. Tirado	Spanish	Medinilla, D.-Trechuelo. LCM97:47a.	AGI Fil 991/2? Shipwrecked Guam.
1814	7 Fidelidad, alias Santa Potenciana	M. A. Martija	Spanish	Medinilla.	AGN Fil. 47, 53, 62. Visited Bonins 1812
1814 & 15	Columbia	Robson, Jennings	English	*Corney.	Via Micronesia?
1814 & 15	San Antonio	M. Dublon	Spanish	Medinilla, Chamisso, D'Urville, Lesson.	A Manila brig. Re-discovered Truk.
1815	Marquis of Wellington	G. Betham	English	*Betham.	AJCP M1625. Discovered Mokil (?).
1815	1 Descubierta	A. de la Riva	Spanish	*Matta (See 1818).	Via Guam 29 Jan. Navy ship round the world.
1815	1 Mercurio	?	Portuguese	Medinilla.	
1815	1 Orina	A. Baranov(?)	Russian	Medinilla. Owned by Baranov's uncle.	Formerly U.S. ship O'Cain. Doc. 1819A.
1815	5 Rey Fernando (=San Jos�)	Lieut. J. Echenique	Spanish	*Uztariz, Medinilla.	MN 577:90-91. AGN Fil 47, 53. Had 28 gur
1815	8 Experiment	?	English	Medinilla.	Manila-Guam-Bengal.
1815-18	N. S. de los Dolores	J. Navarrete	Spanish	*Medinilla. Alias Bella Rosita Lime�a.	Captured April 1818 by ship Argentina.
1816	Beverly	Edes	U.S.A.	Ward.	

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1816	Ophelia	S. Hill	U.S.A.	*Hill.	Ms. in NYPL. PMB 512.
1816	Resolución	J. Díaz Galguera	Spanish		AGN Fil 47.
1816	03 Milwood	S. H. Bailey	U.S.A.	*Barnard.	Brought settlers to Agrigan I.
1816	05 Rurik	O. von Kotzebue	Russian	*Kotzebue.	Visited Marshall Is.
1816	11 San Fernando (=Prínc. de Asturias)	?	Spanish	*Vila. Via Saipan. See also 1802, 1805.	RPC ship. MN 96: 77. AGI Fil. 993.
1816-17	Victoria, alias la Manileña	Felix Ruiz	Spanish		MN 96, fol. 31. AGN Fil. 62: Marina 214.
1817	China	B. Shreve	U.S.A.	*(Logbook), Latourette.	PMB 203.
1817	Indus	N. Page	U.S.A.	*Forbes, Hill, Latourette.	PMB 202.
1817	Lynx	F. Read	English	*Anon.	ML A2006. Via Micronesia?
1817	Rurik	O. von Kotzebue	Russian	*Kotzebue, *Chamisso, *Choris, Medinilla	Russian expedition.
1817	Santa Rita	F. Dapena	Spanish	*Vila. Eastward via Pagan, N. to Bonins.	MN 96:31,77+,293. AGN Fil 43.
1817 ?	Feliz	Fernando Cuervo	Spanish	*Cuervo.	AGN Marina 214: 277+, 318+ Eastward 1816
1818	Clarion	H. Gyzelaar	U.S.A.	Howay.	
1818	Marfa	A. Morgado	Spanish	Folgueras.	AGN Fil. 49.
1818	San José (=Rey Fernando)	A. de la Riva	Spanish	*Riva. Lima to Calcutta via S. Pacific.	MN 1777, fol. 137-144. Not Micronesia.
1818	01 Argentina	Hypolite Bouchard	Argentinian	Blockaded Manila Bay. Seized Concepción.	36 guns. Rebel ship. AGN Fil. 50.
1818	03 Infante Don Carlos	J. Varela	Spanish	*Matta. MN 96, fol. 50v-52v.	RPC ship from Lima to Calcutta.
1818	07 Osprey	?	U.S.A.	*E.T.T.	PMB 769. See 1821.
1818	09 Sonora	J. Navarrete	Spanish	Medinilla, Golovnin.	Spanish Navy lighter sent to Guam.
1818	12 Kamchatka	V. M. Golovnin	Russian	*Golovnin, *Matiushkin, Medinilla.	
1818	12 Lydia	T. Brown	U.S.A.	Reynolds.	
1818-19	Resource	C. Sowle	U.S.A.	*Mayhew, *Wyman. Survivors to Marianas.	Shipwrecked on a reef NW of Hawaii.
1819	2 Bordelais	Roquefeuil	French	*Roquefeuil.	

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YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1819	2	Kutusoff	Russian	*Medinilla.	
1819	2	San Ruperto (=Aventurero)	Spanish	*Cagigas, *Garcia, Ward.	Picked up survivors of Resource shipwreck
1819	3	Paz	Spanish	Medinilla, Lafond de Lurcy.	AGN Fil 49. Eastward. Westward in 1820?
1819	3	Uranie	French	*Freycinet, *Mrs. Freycinet, *Arago.	
1819	a 2	Carmen	Spanish	*Medinilla, Lafond de Lurcy.	AGN Fil. 49; Marina 214, fol. 431+
1819	b	Santa Rita	"	" " "	AGN Fil. 49, 50.
1820		Feliz	Spanish		AGN Fil 49, 50.
1820	4	Blagonamerennyi	Russian	Ivashintsov.	
1820	4	Otkrytie	Russian	Ivashintsov.	
1820	4	Packet	U.S.A.	*Hill.	Ms. in NYPL. PMB 512.
1820	4	San Juan (=La Espina)	Spanish	Medinilla.	
1820	8	Syren	English	*Medinilla.	Jones, Ships p. 54, 65. See also 1823.
1821	03	María	Spanish	Medinilla.	AGN Fil 49.
1821	06	Osprey	U.S.A.	*E.T.T.	PMB 769. See 1818.
1821	10	Magnet	English	Medinilla.	An early whaler.
1822		(General) Hamilton	U.S.A.	*(Logbook), Howay, Latourette.	PMB 218. Capt. S.B. Bacon instead?
1822		Paragon	U.S.A.	*(Logbook). *Malvin, Howay.	PMB 202.
1822		Peruvian	English	Lafond de Lurcy, Villalobos.	Pirate captain & treasure, N. Marianas.
1822	08	N. S. de los Dolores	Spanish		Gov. Montilla aboard. See 1815-18.
1822	09	Santa Rita	Spanish	Montilla.	
1822	09	Sir George Osborne	English	Montilla.	A whaler.
1822	11	N---	English	Same as Peruvian?	Unidentified brig, stopped at Guam.
1822 & 23		Arab (not Arabia)	English	*Carter, *Montilla, *Ganga, Nicholson.	Whaler, Check AJCP PRO 3188.

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1822 & 23	Reynard	J. Gradon	English	Montilla.	Jones, Ships p. 59, 72. See 1828 & 1833.
1822-24	Mary	E. David	English	Ganga	Jones, Ships p. 71, 74.
1823	Catherine	T. Younger	English	Reported 2 ships in battle off Tinian.	Jones, Ships p. 74-75. Treasure seekers?
1823	HMS Mentor	Harmssen	Prussian	Berghaus.	
1823	James Scott	Mackenzie	English		Ship name = James Cook?
1823	Marcus	Sayre	U.S.A.	Sanford.	Re-discovered Marcus I. in 1824.
1823	Peruvian [of Nantucket]	E. Clark	U.S.A.	*Joy.	Discovered a reef near Kapingamarangi.
1823	Phoenix (of New Bedford)	Benjamin Worth	U.S.A.	*Sanford.	PMB 863. Log Inv. 3878. Via Alamagan.
1823	Rambler	W. Worth	U.S.A.	Sanford.	Via Alamagan.
1823	Syren	F. Coffin	English	*Coffin, Clark, Krämer, Ward.	Jones 1:74; 2:477. Attacked at Palau.
1823	3 Amy Turner	?	U.S.A.	Worden.	Sank off Guam on March 27th.
1823	6 Alerta	A. Morgado	Spanish	Montilla.	From San Blas to Manila.
1823 & 24	Castor	J. Bunker	English	Montilla, Ganga.	Whaler. Jones 1:74; 2:477-8.
1823 & 24	Copernicus	C. MacGregor	English	Montilla, Ganga.	Whaler. Jones, Ships p. 63, 75.
1823 & 24	Lady Blackwood	J. Hall	Australian	Saliz, Duperrey.	Re-discovered Murilo & Nomwin. See 1802.
1823 & 24	Rebecca	A. S. De Peyster (?)	English	*Montilla.	Gov. Ganga aboard, 1823. Mla-S.Blas-Mla.
1823 & 24	Sir Charles Price	J. Duncan	English	*Duncan, Coffin, Montilla, Ganga.	Jones, Ships p. 67, 77. See also 1826.
1823 +	Señor San José (ex-B. Constitución)	Garrido/Martinez et al.	Spanish	*Montilla.	Guam-based. See 1830+.
1823-24	Ann	J. Lowry & Gray/Grey	English	Coffin.	Whaler. Jones, Ships p. 75, 196.
1823-24	Mary	E. David	English	Ganga,	Jones, p. 64, 79. Lost at Jarvis, 1825.
1823-25	Saracen	J. G..Dunn	English	*Dunn, Nicholson.	Jones 71-2,74,80. Wrecked off Chile 1828
1823-25	Transit	John Coffin	English	*Coffin.	The captain was a Yankee. Took Montilla to Mla. Via Bonins 1823.
1824	Ann Elizabeth	T. Caslin(?)	English	*Newby(?), Ganga, Nicholson, Jones p. 77	Check Log Inv. 338 (Newby 1820-21).

## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1824	Beaver	?	U.S.A.	*(Logbook).	PMB 683.
1824	Boston	G. Joy	U.S.A.	*Duperrey. Captain's name Joy, not Ray.	Visited Ebon, Namorik. See 1799-1800.
1824	Bridges	Newton	English	Ganga.	Jones p.71,77,79. Lost Marquesas 1825.
1824	Cape Packet	B. Clark	English	Ganga.	See 1828. Jones, p. 74, index p. 57.
1824	Coquille	L. I. Duperrey	French	*Duperrey, *Lesson, *Dumont D'Urville.	Discovery Marakei & re-discovery Mokil.
1824	Cretan	H. R. Gulliver	English	*Gulliver, Ganga.	Jones, 1:69, 70, 239; 2:172.
1824	Daniel	J. Allen	English	Ganga.	Whaler. Jones, Ships p. 72-73.
1824	Emily	P. Russell	English	*Russell.	Jones, Ships p. 68, 74, 77.
1824	Greenwich	R. P. Thompson	English	Ganga.	Jones 1:77-78,210; 2:478.
1824	Griffin	Garbutt	English	Ganga.	Whaler. Jones, Ships p. 68, 79.
1824	Harleston	T. Gulliver	English	Ganga.	Jones, Ships p. 72, 74, 77.
1824	Indian	J. Gibson	English	Ganga.	Jones, Ships p. 78, 212.
1824	Lyra	Smith	English	*Torres (Doc. 1827G4).	Jones, Ships p. 65, 74, 76.
1824	Maro	R. Macy	U.S.A.	Reynolds.	1822-25 voyage.
1824	Predpriatie [Enterprise]	O. von Kotzebue	Russian	*Kotzebue, *Eschscholtz.	Kotzebue's 2nd voyage. Discovered Bikin
1824	Sarah	Buckle(?)	English	Ganga.	Jones, Ships p. 73, 77.
1824	Timor	E. Ford	English	*Ford.	Ship name was not Times. Jones, p. 74.
1824	Wildman	Samuel Barney	English	Ganga.	Whaler. Jones, Ships p. 75, 78.
1824	09 Concepción	J. Beristáin	Spanish	Ganga.	Officers killed, brig destroyed, Fiji.
1824	10 China	?	U.S.A.	*(Logbook).	PMB 216. Via Alamagan.
1824 & 25	Coquette	J. Stavers	English	*Ganga.	Gov. Ganga killed this captain (1824).
1824 & 25	Melantho	N. P. Folger	English	Ganga.	Jones 1:74, 77, 80, 221; 2:562.
1824 & 25	Royalist	J. Cook	English	Ganga.	See 1830, 1831. Jones, Ships p. 71, 80.

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YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1824 & 25	Supply	S. Thompson	English	*Thompson, Ganga.	Jones, pp. 74, 77. Visited Bonins also.
1824 & 26	Rambler	W. Worth	U.S.A.	*Leon Guerrero (1826), Stackpole.	
1824-25	Briton	Benson (?)	English		Ship name not Britain.
1824-25	Globe	Comstock	U.S.A.	*Lay, *Hussey. Mutiny on this whaler.	Comstock replaced Worth. Marooned Mili.
1824-25	Mentor	G. Newell (+ Martin?)	U.S.A.	*(Logbook), Howay, Lyman.	PMB 385.
1824-27	Japan	S. Chase	U.S.A.	*(Logbook), Stackpole, Maude.	Discovered Onotoa in 1826?
1825	Asia	Stone	U.S.A.	Horsburgh.	See also 1729.
1825	Caroline	Taylor	English	*(Logbook).	PMB 204. Jones, Ships p. 79, 80.
1825	Citizen	Keen	U.S.A.	Hunter, Krämer.	
1825	Leonidas	J. H. Bartlett	U.S.A.	*Bartlett.	Via Ngulu.
1825	Loper	O. Starbuck	U.S.A.	*McCleave, Stackpole.	PMB 859. Log Inv. 2903. 1826 also?
1825	Pollux	C. Eeg	Dutch	Maude, Lessa.	Perhaps with Maria Reygersberch, Capt. Koerzen.
1825	USS Dolphin	J. Percival	U.S.A.	*Paulding.	Sent in search of the Globe mutineers.
1825	5 Flor de Mar	M. Coll	Spanish	Ganga.	
1825	9 John Bull	J.H. Rowe	Australian	*O'Connell, *Cattlin(?), Simpson (1843), Riesenbeyrg.	See 1830. Check ML ms 1800
1825	a 3 Asia	R. Guruceta	Spanish	*Ganga, *García, Montero, d'Urville.	Peruvian crew mutinied at Guam.
1825	b 3 Aquiles	J. Fermin	"	" " " " "	" " " " "
1825	c 3 Constante	Martinez	"	" " " " "	" " " " "
1825	d 3 Caristo	?	"	" " " " "	Caristo burned at Guam.
1825 & 26	Amelia Wilson	M. Underwood	English	*Leon Guerrero.	Jones, Ships p. 80, 81, 83, 195.
1825 & 26	Spartan	P. B. Mooers	U.S.A.	Stackpole.	Sighted Kapingamarangi.
1825 ?	Triton	J. Upham	French	*Gauthier.	Possibly via Marianas.
1825 ca	Princess Charlotte	J. Blyth	English	Simpson (1843), Nicholson.	Simpson reports loss near Nauru. Doubtful

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YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1825-27	Eclipse	Duncan	English	D'Urville, Clement.	Jones, Ships p. 80, 81.
1826	Bolivar	C. Merrick	U.S.A.	*Leon Guerrero.	
1826	Carmen II	David	Spanish		
1826	Daniel IV	W. Buckley	English	Jones, Ships p. 81. See George IV, Joy.	Committed acts of vandalism at Tinian.
1826	Dawn	J. Butler (or Gardner)	U.S.A.	*Leon Guerrero.	
1826	Elisabeth	Mattinson(?)	English	Delano.	Jones, Ships, p. 81.
1826	George IV	Joy	English	Ward.	Jones, Ships p. 78. See Daniel IV, Buckl
1826	Henry Porcher	J. Thompson	English	*Thomson, Bateson.	AJCP 1625. NSW convict ship.
1826	Hope	N. Harris	English	*Leon Guerrero.	Jones, Ships p. 85.
1826	Indispensable	J. Fenton	English	*Leon Guerrero, Delano.	Jones, Ships p. 81.
1826	Janus	?	U.S.A.?	*(Logbook).	PMB 205. Did not stop.
1826	John Palmer	J. Clark	English	*Clark, Delano, Findlay, Maude.	Discovered Beru and perhaps Onotoa also.
1826	Lady Amherst	W. Lisle (not Lyle)	English	*Leon Guerrero.	Jones, Ships p. 79, 82, 88, 215. See 183
1826	Lyra	J. Renneck	English	*Leon Guerrero.	Jones, Ships p. 76, 82. See 1823.
1826	N. S. de los Dolores	?	Spanish	*Medinilla.	Brought in Medinilla, took Ganga away.
1826	Princess Mary	J. Smith	English	*Leon Guerrero.	Jones, Ships p. 82.
1826	Prudent	W. Gulliver	English	*Leon Guerrero, *Floyd, Mertens, Lütke.	Jones, Ships p. 84.
1826	Rover	Cooper	U.S.A.		
1826	Sir Charles Price	J. Butler (or May)	English	*Leon Guerrero.	Jones, Ships p. 80. See 1823 & 24.
1826	Stanton	J. Howland	U.S.A.	*(Logbook), Delano.	PMB 728. Log Inv. 4454.
1826	Tuscan	Stavers(?)	English	Delano.	Jones, Ships, p. 81.
1826	05 Friendship	N. Osgoode	U.S.A.	*(Logbook).	PMB 202. Via Farallon de Medinilla.
1826	06 Peruvien (of Bordeaux)	P. Saliz	French	*Saliz, Duperrey.	Jones, Ships p. 82. Was Rienzi aboard?

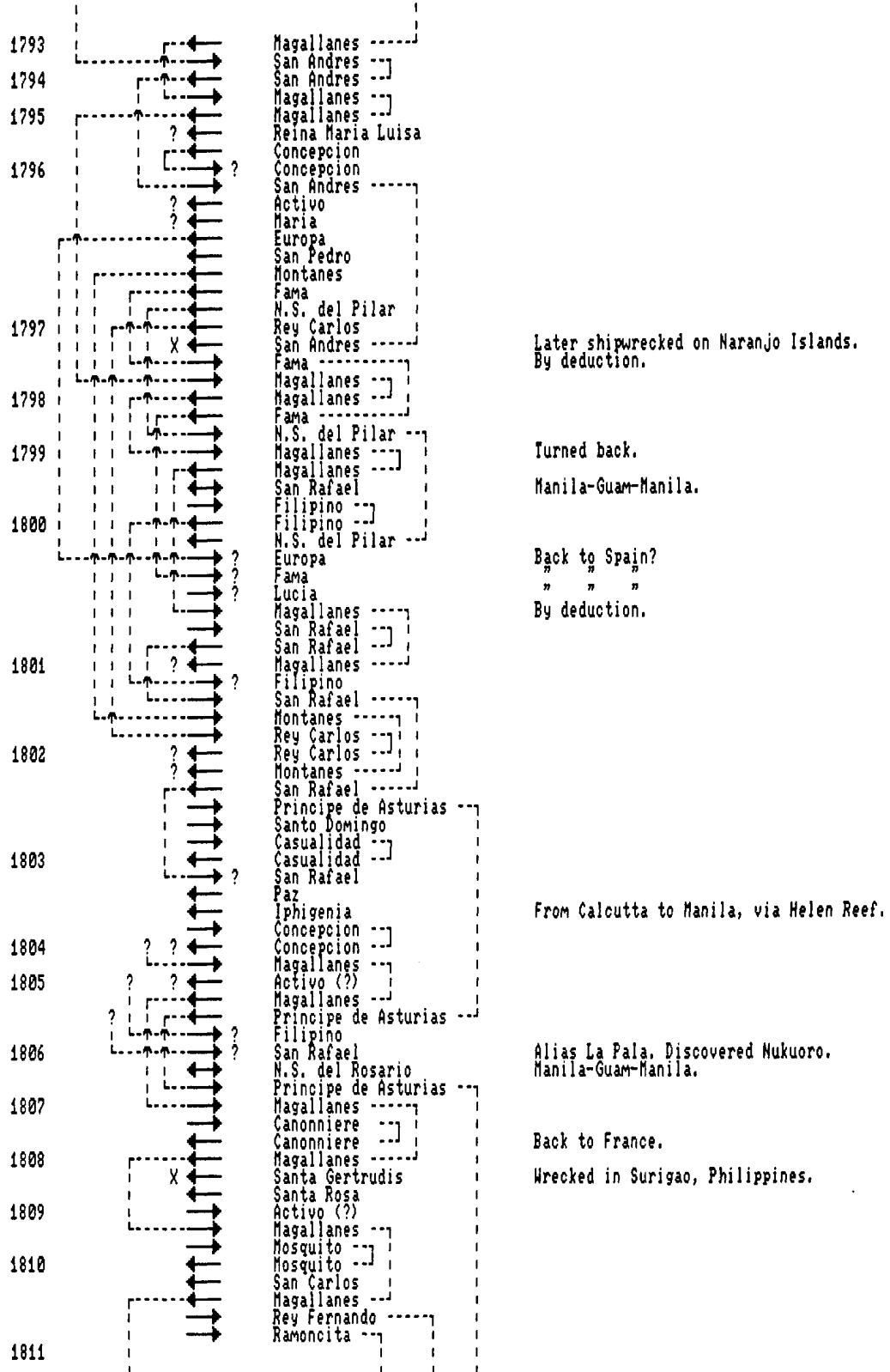
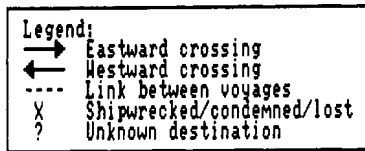
## APPENDIX 2 -- SHIPS THROUGH MICRONESIA, 1793-1827

YEAR & MTH OF VISIT	NAME OF SHIP	NAME OF CAPTAIN	SHIP NATIONALITY	CHRONICLERS *Primary source.	COMMENTS
1826 & 27	Atlantic	J. J. Gardner	U.S.A.	*Leon Guerrero (1826), Reynolds.	1826 only?
1826 ?	Superior	?	U.S.A. (?)	*(Logbook).	PMB 769, 770. Year=1836?
1826 ca	Peruvian	A. Macy	U.S.A.		Left some Gilbertese on Agrigan.
1826 ca.	(unnamed ship)	?	?	*Rienzi. (See Péruvien below)	Visited W. Carolines. Ref. Océanie 2:108
1826-27	Harvest	Macy	U.S.A.	Reynolds, Stackpole, Nicholson.	Via Namoluk in 1827.
1826-27	Independence II	W. Plaskett	U.S.A.	*Colt, Stackpole.	PMB 674. Log Inv. 2393.
1827	Diana	?	U.S.A.	Starbuck.	Lost Beru I. on December 1.
1827	Francis (or Frances)	Paddock (?)	U.S.A.	Duperrey.	Sighted Beru I.
1827	General Sucre	?	ex-Spanish	*Medinilla.	
1827	Guilford	Johnson	English	Findlay.	NSW convict ship.
1827	HMS Blossom	F. W. Beechey	English	*Beechey, *Pearl, *Wolfe.	Visited the Bonins also. Wolfe in PMB 53
1827	Marcus (of Sag Harbor)	Sayre	U.S.A.	Stackpole.	Re-discovered Marcus I. See 1694.
1827	Sisters	R. Duke	English	Colt.	Whaling on the Gilberts.
1827-28	Seniavin	F. Lütke	Russian	*Lütke, *Mertens, *Kittlitz.	See also 1828.



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 FLOW DIAGRAM OF SPANISH SHIPS ACROSS THE PACIFIC, 1793-1817

by Rodrigue Levesque

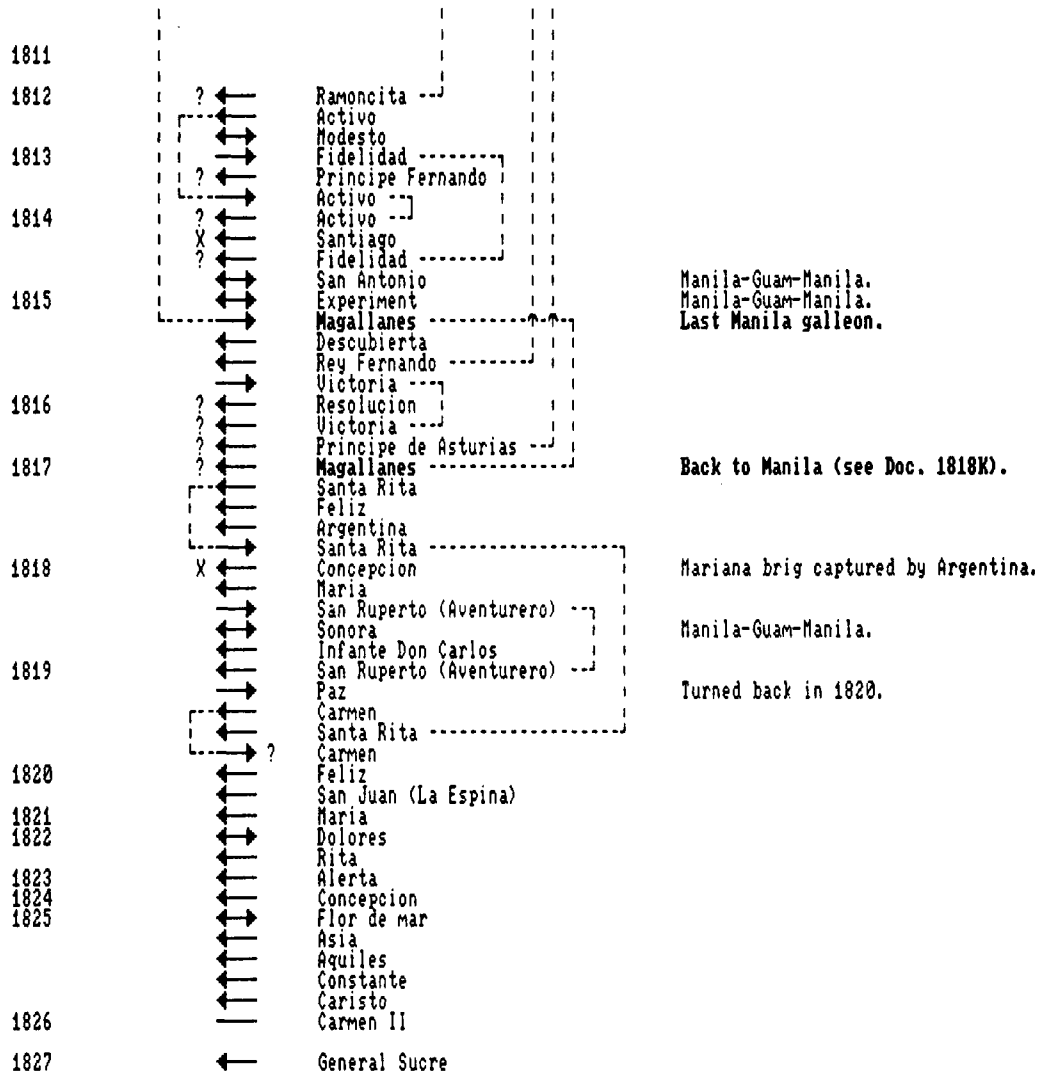


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FLOW DIAGRAM OF SPANISH SHIPS ACROSS THE PACIFIC, 1793-1817+

by Rodrigue Levesque

**Legend:**  
 → Eastward crossing  
 ← Westward crossing  
 - - - Link between voyages  
 X Shipwrecked/condemned/lost  
 ? Unknown destination



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